



Planning Commission Staff Report

DATE: January 14, 2025

ITEM INITIATED BY: Raffi Boloyan, Community Development Director

ITEM AUTHORIZED BY: Raffi Boloyan, Community Development Director

PREPARED BY: Austin Forde, Associate Planner

SUBJECT: Study Session relating to the regulation of Long-Term Mobile Food Service Uses.

BACKGROUND

On September 25, 2024, a Use Permit application was submitted to the Planning Division proposing the development of a "Food Truck Plaza" for Mobile Food Service vendors on a private property on the North 1st Street corridor. After review, Staff identified that a "Long-Term Mobile Food Service" use is a type of land use not specifically identified in the Dixon Zoning Ordinance. While staff's full review of this currently incomplete application and a public hearing on the item are forthcoming, we request that the Planning Commission consider this report and provide interpretation of whether or not a Long-Term Mobile Food Service use is addressed in the current code for the benefit of staff and our review of current and future applications.

ANALYSIS

The zoning Code currently has the following two definitions, which are the most closely related land use categories

Restaurants:

Pursuant to DMC Section [18.34.030](#), "Restaurants" are defined as those "establishments where food and beverages are served to patrons on-site or off-site, including full-service, limited-service, and take-out delivery businesses".

Though a permanent establishment of mobile food vendors could conceivably be considered under this definition, the proposed use more directly falls under the DMC's regulations for Mobile Food Service, as discussed below.

Mobile Food Service:

Although there is no definition of mobile food service in the definitions chapter (DMC 18.34), Mobile Food Service is regulated under DMC Section 18.19.160 D, as a temporary use requiring a temporary use permit, and encompasses “mobile food service carts, trailers, vehicles, and/or similar temporary, portable, or mobile structures or vehicles”.

This type of temporary retail use is permitted in all zoning districts, but DMC standards restrict against the overnight storage of vehicles, food service lasting over 30 days, unpaved service areas, displacement of parking, ADA inaccessibility, and the creation of nuisances.

The code provides some flexibility in the review of temporary use permits, noting that “more stringent requirements may be established through the temporary use permit process to prevent the use from becoming a nuisance with regard to the surrounding neighborhood or the City as a whole”.

Similarly, there are allowances under DMC Section 18.19.160.D.4.b. for the modification of the duration standard. Through approval of an Administrative Use Permit instead of the aforementioned Temporary Use Permit, Mobile Food Service vendors may exceed the stated limit of “30 days total in any 12-month period” for on-site operation. This entitlement option opens up the possibility of a “Long-Term” Mobile Food Service use, though the DMC contains no additional standards or findings for these Mobile Food Service Administrative Use Permits and it remains unclear whether a distinction is (or should be) made between longer-term uses that are still of a “temporary” nature, and those uses of an essentially permanent nature.

Additionally, it is seen that the staff-level Administrative Use Permit referenced by the DMC may not be appropriate for the review of a permanent land use with the potential for a wide range of impacts to local commercial or residential uses. Direction is needed with regard to this component.

Review of Other Local Agency Regulations:

Staff reviewed four other jurisdictions’ zoning ordinances as they relate to the regulation of Mobile Food Service, including those of the Cities of Woodland, Vacaville, Elk Grove, and Galt, and no regulations for Long-Term Mobile Food Service were identified.

Each of the other survey cities did have clear regulations related to more temporary food service uses. Generally, local restrictions are aligned in

- Allowing temporary mobile food vending, but prohibit such uses in residential zoning districts,
- Allowing one vendor per lot with no overnight parking, and
- Restricting service to less than 30 days (or in the case of Elk Grove, down to just 3 hours).

Some jurisdictions, such as Elk Grove and Galt, further restrict the location of mobile food service within certain distances of residential uses or existing restaurants (150 – 350 ft.). Further, Woodland and Galt prohibit permanent improvements to existing physical facilities as part of any vending operation, with Woodland requiring Mobile Food Vending to be an accessory use.

In totality, these restrictions are seen to exceed those of the City of Dixon, but do not provide for permanent vending in any case, and thus cannot reasonably serve as an exact model for regulation of Long-Term Mobile Food Service.

Dixon General Plan 2040 Consistency:

The following policies of the [General Plan 2040](#) are seen as important or relevant to the potential regulation of Long-Term Mobile Food Service:

- ***Establish a mix of daytime and evening uses downtown, including restaurants, professional offices, entertainment, and housing to encourage activity throughout the day (Policy LCC-4.1, pg. 3-24).***

Long-Term Mobile Food Service uses could fill a currently vacant commercial niche in the City of Dixon and provide both accessible and reliable dining options throughout downtown Dixon for motorists and pedestrians alike.

- ***Require active ground floor uses along First Street, East A Street and Jackson Street downtown and encourage outdoor dining and patio areas along street frontages and to the side and rear of buildings (Policy LCC-4.4, pg. 3-24).***

This GP 2040 Policy demonstrates the City's understanding of a need for outdoor dining which could be fulfilled through allowances for Long-Term Mobile Food Service. These establishments would also necessarily create "active ground floor uses", fulfilling the latter half of the policy.

- ***Require industrial and commercial development to incorporate buffering and context-responsive transitions to minimize impacts on adjacent less intensive uses, particularly residential uses (Policy LCC-5.7, pg. 3-27).***

There is a potential conflict between this GP 2040 Policy and the regulation of Long-Term Mobile Food Service establishments. These uses would require additional buffering requirements over what is included within DMC Section 18.19.160, which currently applies no buffering or landscaping requirements and mandates no separation standard between mobile food vendors and residential (or any other) uses. The application of such standards could minimize this potential source of inconsistency.

- ***Require that non-residential buildings in commercial and industrial areas are designed as high-quality, long-term additions to the city's urban fabric. Exterior design and buildings shall exhibit permanence and quality (Policy LCC-5.8, pg. 3-28).***

There is a conflict between this GP 2040 Policy and the regulation of Long-Term Mobile Food Service establishments. Food trucks, even those in operation for extended periods of time, would not be considered "structures" pursuant to DMC Section 18.35.190 M. and would not exhibit permanence without extensive modification.

- ***Facilitate improvements to existing neighborhood commercial centers to ensure they provide goods and services that cater to the daily needs of local residents as well as opportunities to gather and socialize (Policy LCC-7.1, pg. 3-32).***

There are opportunities for Long-Term Mobile Food Service uses to provide new and inventive outdoor spaces for gathering and socializing, thus supporting this GP 2040 Policy.

- ***Encourage the development and retention of small business startups — particularly in securing assistance with business planning, access to capital, and formation of an executive team. (Policy E-2.1, page 4-9)***

Although the main purpose of this policy is to set up procedures and assistance for assisting small business startups, the premise of this policy is to encourage the support

and increase of those small businesses and it can be said that long term (or even short-term) mobile food services uses represent small business startups.

- ***Foster nodes of retail shops and services along commercial corridors in Dixon to serve the daily needs of residents and employees (Policy E-5.5, pg. 4-16).***

Regulating Long-Term Mobile Food Service uses could facilitate the development of such commercial “nodes” in a highly economical and efficient manner, supporting this policy towards the development of a dense concentration of food service businesses in convenient locations along key corridors.

Zoning Ordinance:

The following subject areas and objective standards must be considered in any potential regulation of Long-Term Mobile Food Service uses. Many development standards currently missing from the DMC are present in the codes of other jurisdictions and may need to be implemented on the basis of Long-Term Mobile Food Service’s increased impact over temporary Mobile Food Service.

Zoning Districts

DMC Section 18.19.160 D. does not implement any zoning restrictions for temporary Mobile Food Service. The issue though is that temporary is generally defined as a use that is 6 months or less. Generally, in other jurisdictions, Mobile Food Service vendors are only permitted in non-residential districts and for occasional and temporary use, which may be appropriate or desirable for the City of Dixon.

Accessory Use

DMC Section 18.19.160 D. does not require that Mobile Food Service vendors be an accessory use. Consideration must be made as to whether any potential Long-Term Mobile Food Service is to be allowed as an accessory use to a primary structure, and/or upon undeveloped lots as a primary use.

Setbacks

DMC Section 18.19.160 D. does not provide any setback requirements for mobile food vendors. In other jurisdictions, variable setbacks are applied to Mobile Food Service uses. In Woodland, 1,000 ft. setbacks are required between individual mobile vendors. Elk Grove restricts mobile food vendors within 350 ft. of a permanent restaurant use, except where express permission is granted. Galt goes further in applying 150 ft. setbacks from mobile food vendors to residential uses, and 350 ft. setbacks from vendors to existing restaurants.

In the absence of any specific mobile food service setbacks, standard setbacks may be appropriate, but this may depend on the classification or allowability of food trucks as either a primary or accessory use.

Parking

DMC Section 18.19.160 D. states that “temporary mobile food service” may displace up to three required non-residential parking spaces for a maximum of four hours per day per parking lot, provided that no more than 10 percent of the total number” or spaces is displaced, and that displacement is allowed “if the existing non-residential use is not open”. Additional these consideration of these regulations must be made if a hypothetical Long-Term Mobile Food Service use is to be established, so as to not permanently remove existing non-residential parking.

The application of standard parking requirements for Long-Term Mobile Food Service uses may be appropriate. Eating and Drinking establishments require a standard parking requirement of 1

space for every 140 square feet of commercial building area pursuant to DMC Table 18.16.040. This is complicated by the fact that food trucks are not permanent structures, nor do they necessarily fall under the DMC definition of "Restaurant".

Landscaping

DMC Section 18.19.160 D. does not provide any landscaping requirements for Mobile Food Service uses, but the application of the standards within DMC Section 18.13.020 – Landscaping may be appropriate given the "new development" that any potential Long-Term Mobile Food Service use would necessitate.

Signage

DMC section 18.19.160 D. does not provide any signage regulation for Mobile Food Service uses beyond stating that "the use of prohibited or unpermitted signs for mobile food vendors is not allowed". For any potential Long-Term Mobile Food Service use, consideration must be made to any needed sign requirements or design standards.

Other Considerations

Any potential allowance of Long-Term Mobile Food Service would carry with it a variety of other opportunities and constraints. First, this type of land use would create opportunities for entry for small business owners, as the start-up costs for food truck operation are relatively low. Additionally, such long-term establishments could serve as unique destinations for City residents and visitors, contributing to a more dynamic urban fabric.

However, in doing so, they could create competition for existing (sometimes long-standing) brick and mortar restaurants, as well as create potential conflicts with surrounding land uses, particularly residential ones. Also, other considerations exist as to whether Long-term Mobile Food Service vehicles/vendors should be subject to requirements for permanent structures. These include requirements for connections to water/wastewater systems, provision of permanent restrooms, trash facilities or trash service, and adherence to fire or building codes.

INTERDEPARTMENTAL REVIEW

The following relevant City departments and commenting agencies were reached for comment about the regulation of Long-Term Mobile Food Service and noted the following considerations/departmental recommendations to ensure consistency between a hypothetical Long-Term Mobile Food Service use and the City's development standards.

Building

The Building Division notes multiple requirements for any potential Long-Term Mobile Food Service land use. These include full ADA accessibility and provision of ADA compliant restrooms, certification of Food Trucks through the Solano County Health Department, Food Truck registration through a commissary, installation of grease trap/interceptors as determined by the City's Engineering Department and Water Operations Division, and proper permitting for any permanent power or proposed utility connections.

Engineering

The City of Dixon's Engineering Department notes multiple requirements for any potential Long-Term Mobile Food Service land use. These include traffic/parking studies, utility plans, and the confirmation of best management practices under CASQA. The Engineering Department also notes that

Fire

The Dixon Fire Department notes multiple requirements for any potential Long-Term Mobile Food Service land use. These include a requirement for fire extinguishers, cooking appliances protected by a UL-300 compliant hood exhausting system with a current service tag, and the maintenance of 20 ft. wide fire access onto any project site.

Recology

Recology Dixon notes that given approved business licenses for vendors, "Recology Dixon is the only licensed waste hauler authorized to provide collection and disposal services for all garbage, refuse, rubbish, and solid waste accumulated within the city limits of Dixon". If a Long-Term Mobile Food Service land use is established by the City, the requestor would need to schedule commercial services with Recology and could feasibly tie into an existing account for weekly service.

CONCLUSION

In conclusion, staff does not find clear regulations to allow for Long-term Mobile Food Service uses in the current Zoning Ordinance. The Commission is asked to weigh in on whether a long-term mobile food service falls under the "restaurant" or "temporary use" definition.

If not, the question is whether a new classification should be created and added to the Zoning Ordinance to allow such Long-Term Mobile Food Service uses, although there may be inconsistencies between the concept and certain General Plan Policies and the fact that other local jurisdictions generally do not permit such uses.

Staff thus requests Planning Commission direction on the allowability of such permanent food truck uses, the appropriate level of entitlement, and any modification of current standards or development of new standards to regulate the impacts of this unique land use category.

Although this issue has come to light from the receipt of a specific application, this discussion is focused on the policy and regulatory level standpoint and should not be discussed on a specific application. Given that the City does not have clear standards or clear allowance for such a use, a policy interpretation is first needed.

RESOURCES

Dixon General Plan Land Use Chapter -

<https://www.cityofdixonca.gov/media/CommunityDevelopment/General%20Plan%20Update/GP%20by%20Chapter/03%20Land%20Use%20and%20Community%20Character%2004.02.24.pdf>

Dixon General Plan Economic Development Chapter -

<https://www.cityofdixonca.gov/media/CommunityDevelopment/General%20Plan%20Update/GP%20by%20Chapter/04%20Economic%20Development.pdf>

Dixon Zoning Ordinance Section 18.05.020 (Commercial Land Use regulations) -

<https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1805.html#18.05.020>

Dixon Zoning Ordinance Section 18.19.160 D (Temporary Uses) -

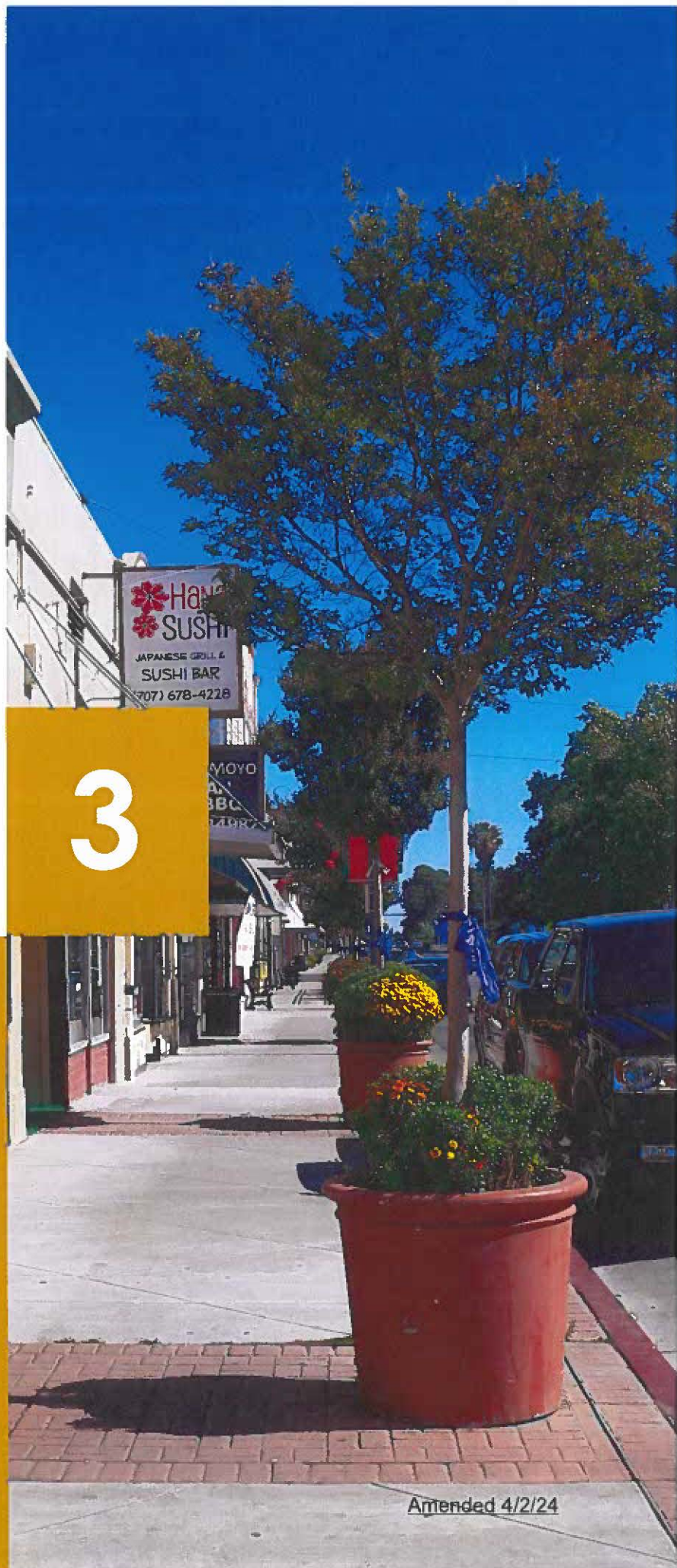
<https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1819.html#18.19.160>

Dixon Zoning Ordinance Section 18.34.030 (Land Use Classifications) -

<https://www.codepublishing.com/CA/Dixon/#!/Dixon18/Dixon1834.html#18.34.030>

LAND USE AND COMMUNITY CHARACTER

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3.1 INTRODUCTION

Small town character is a point of pride in Dixon. The community is ringed by agricultural and open space lands that are integral to its sense of place, and residents also value the charming “Main Street” character of Downtown Dixon, safe neighborhoods with desirable housing, and gathering places that bring families and neighbors together. These are the defining features of Dixon’s local character.

The General Plan seeks to preserve and enhance the small town character that residents value, while also providing for new growth that enhances quality of life. This includes new jobs in a variety of industry sectors that provide

employment for local residents, as well as a range of housing types that will be affordable to people of all ages so that children can grow up in Dixon and remain in the community to raise a family and grow older. Preserving and enhancing community character also involves a variety of initiatives addressed in Chapter 4, Economic Development, Chapter 5, Mobility, and Chapter 6, Public Facilities and Services. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.

3.2 EXISTING LAND USE

The structure of the city is defined by the existing commercial districts, neighborhoods, industrial areas, and public uses and the transportation infrastructure that links them. As shown in Figure LCC-1, existing development is concentrated in the central part of the community, with hubs of commercial businesses downtown and adjacent to the freeway interchanges. Industrial uses are concentrated on the east side of town, north of the downtown area, and there are large tracts of undeveloped land at the northern edges of Dixon within the city limits. Based on data from the Solano County Assessor, nearly 40 percent of the land in Dixon is undeveloped. This includes vacant land and agricultural land which has been designated for urban uses through prior specific plans for the Northeast Quadrant and Southwest Dixon. Residential uses, including single and multi-family homes occupy about 22 percent of land within the city, while public uses account for 12 percent,

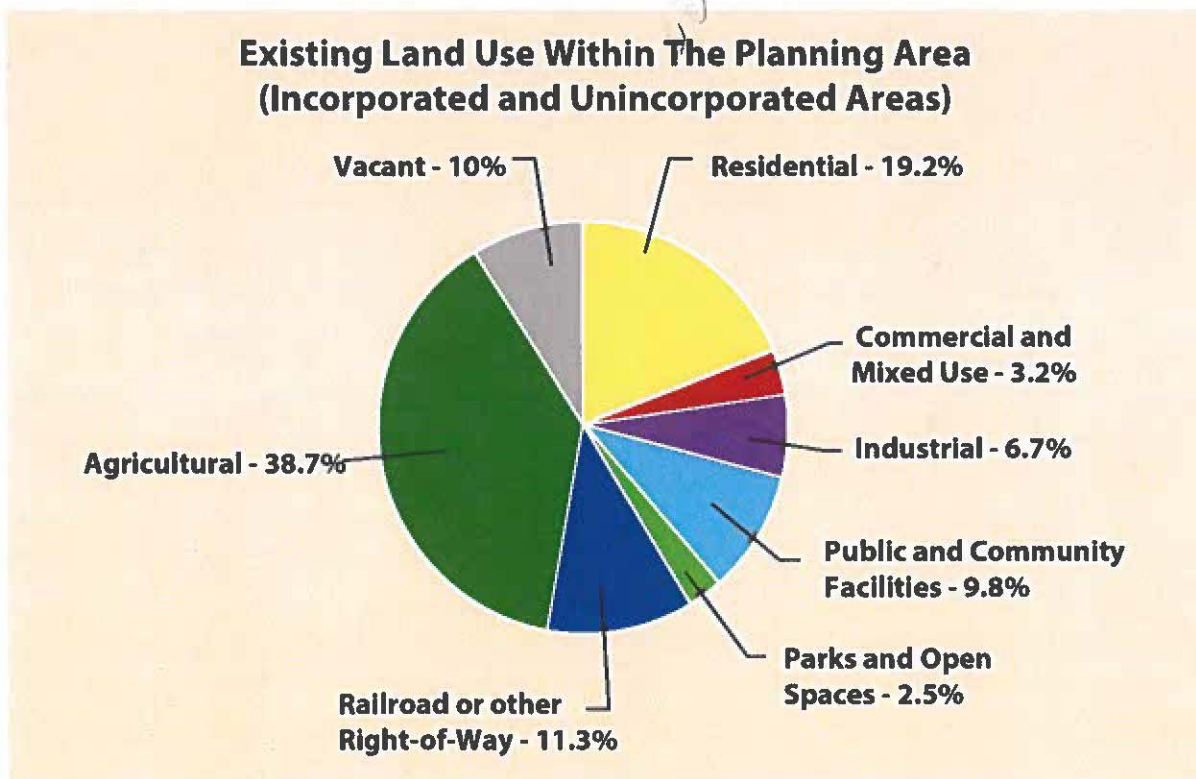
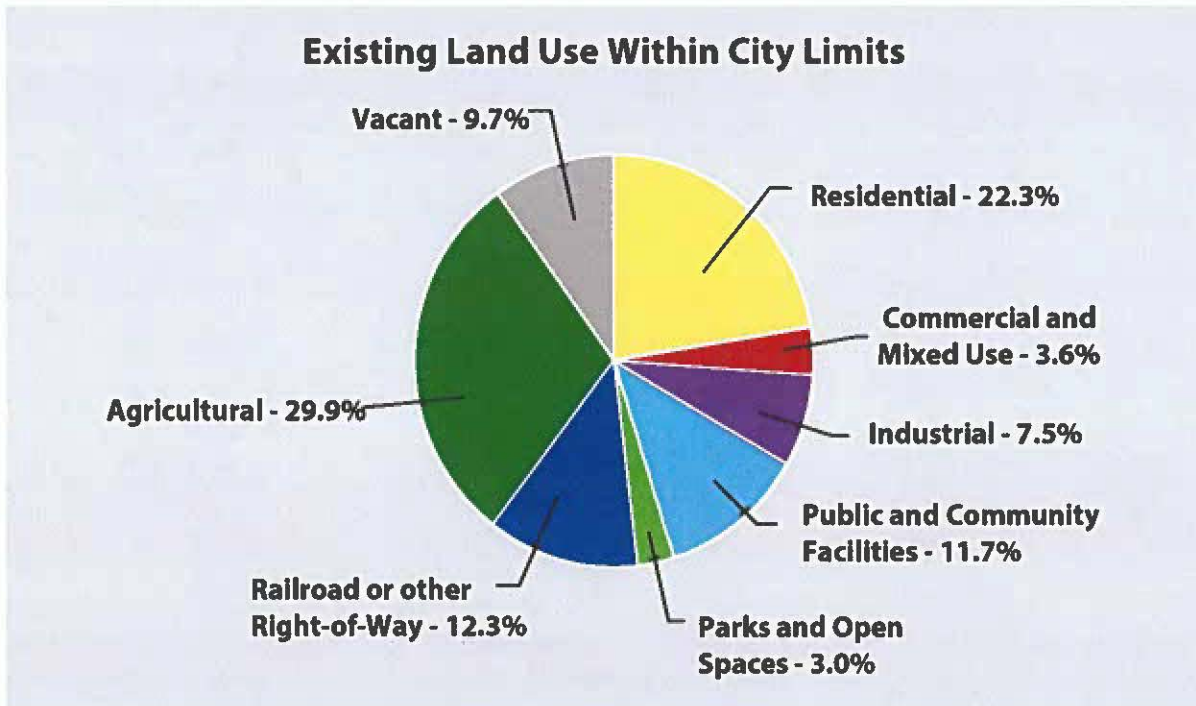
industrial uses 7.5 percent and commercial uses 3.6 percent. This structure presents an opportunity for significant new development to provide new jobs and housing opportunities within the City limit while preserving the green belt of agricultural and open space lands around Dixon.

Dixon is located within the airport influence area of Travis Air Force Base (AFB), approximately 11 miles to the southwest of the city. To protect public safety and ensure the compatibility of new development with airport operations, the Travis AFB Airport Land Use Compatibility Plan establishes certain requirements for new development within the influence area. The majority of the city is located within Zone E, where review of projects proposing structures over 200 feet in height above ground level, wind turbines, commercial-scale solar facilities, or meteorological towers is required by the Solano County Airport Land Use

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Commission (ALUC). The non-contiguous portion of the city where the wastewater treatment facility is located is within Zone C, where additional requirements apply in the event that new development is

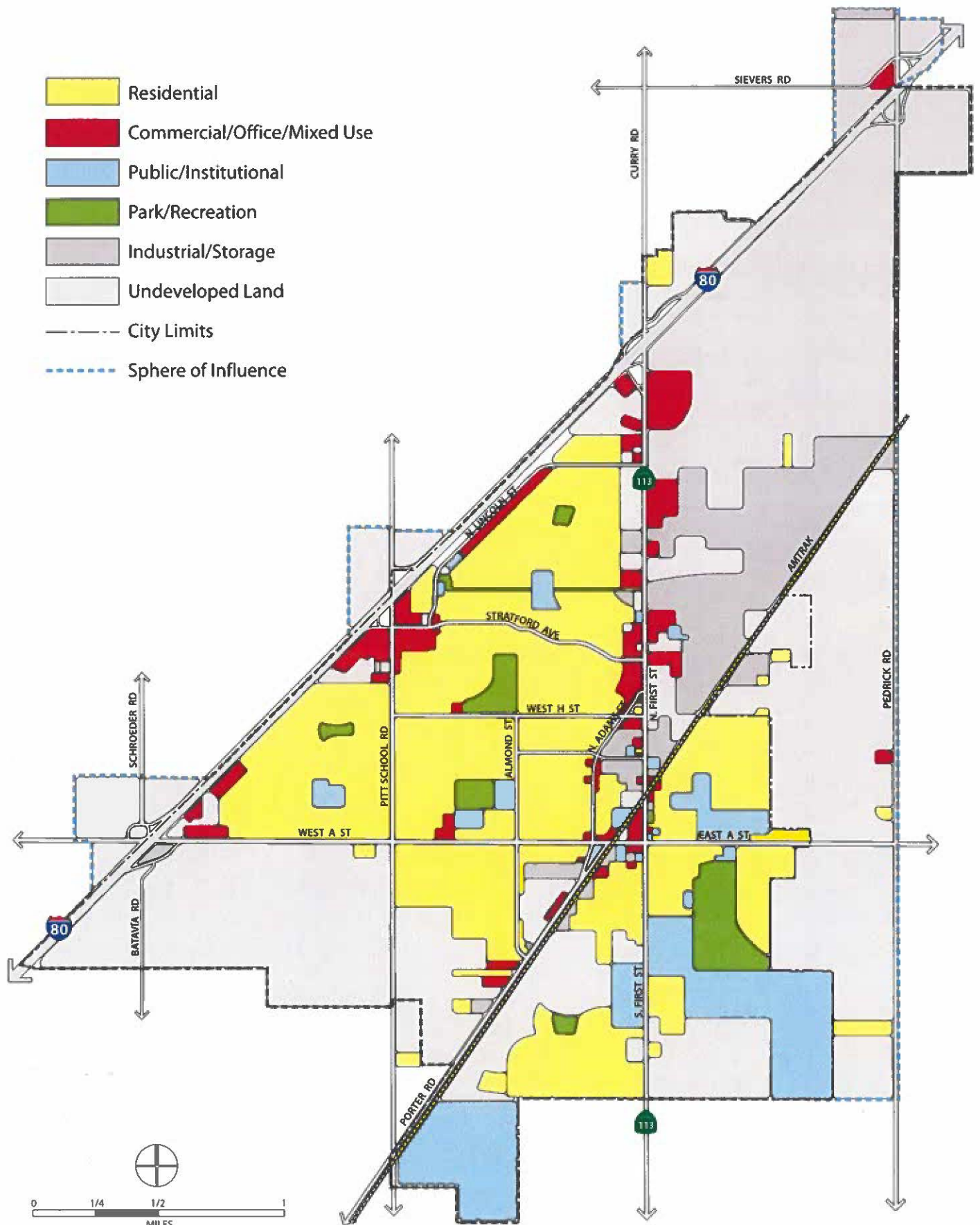
proposed. The Dixon General Plan requires a consistency determination by ALUC, and the City will refer major land use actions to ALUC for review to enhance their compatibility with airport activity.



Source: City of Dixon, 2014; Solano County, 2014; Dyett & Bhatia, 2020.

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Figure LCC-1: City Structure



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3.3 HISTORICAL GROWTH PATTERN

Ever since its 1871 move from Silveyville to the current location along the train tracks, Dixon has grown compactly. Dixon's origins are in farming and trade, and its growth has been tied to the regional transportation network throughout its history. City development began with the small town centered around the railroad station, and grew gradually out from the center. By the 1990s, the City of Dixon had grown towards I-80, now the main regional connection. The City remains anchored by the railroad tracks and I-80 today, with the bulk of the city between the two regional connectors. There have been periods of highly expansive growth and less growth within the city's history, but from a population of 1,200 in 1877, the City's population has grown an average of about two percent per year to a 2018 population of about 19,500 people.

Dixon voters have repeatedly shown that a strong preference for keeping Dixon a small town community surrounded

by agricultural and open space lands. In 1986, Dixon adopted Measure B, which limits residential growth to three percent per year. Under Measure B, the number of new housing units allowed is calculated in relation to the number of the City's total housing units the prior year, and residential construction is mandated as an approximate mix of 80 percent single family housing units (including single family attached duplex units) and about 20 percent multifamily dwelling units. Additionally, Solano County Measure A, adopted in 1984, requires almost all new growth in Solano County to occur within cities, and another vote on Measure T in 2008 extended the policy through 2028. The measures cemented Solano County's cornerstone policies of city-centered growth and farmland protection, and imposed strict limitations on the County Board of Supervisors' ability to allow new residential, commercial, or industrial development in agricultural and open-space areas.



Source: Google Earth.



Source: Google Earth.

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The past few decades have also seen the growth of protected greenbelts as an agricultural conservation and growth-limiting strategy. Dixon's greenbelts to the northeast and south west, the Davis-Dixon Greenbelt and the Vacaville-Dixon Greenbelt, encompass over 1,400 acres of lands that must be used for agricultural production in perpetuity. Dixon residents have recognized the importance of preserving surrounding fields and orchards to retain the City's character and charm, as well as to capitalize on the significant environmental benefits of green spaces. (For more information on agricultural preservation and greenbelts, see Chapter 2: Natural Environment.)

In 1995, the City of Dixon adopted a Specific Plan for the Northeast Quadrant (see Figure LCC-2: Focus Areas for area boundaries). The specific plan called for a mix of non-residential land uses, including highway commercial, community commercial, planned light industrial, and professional and administrative office

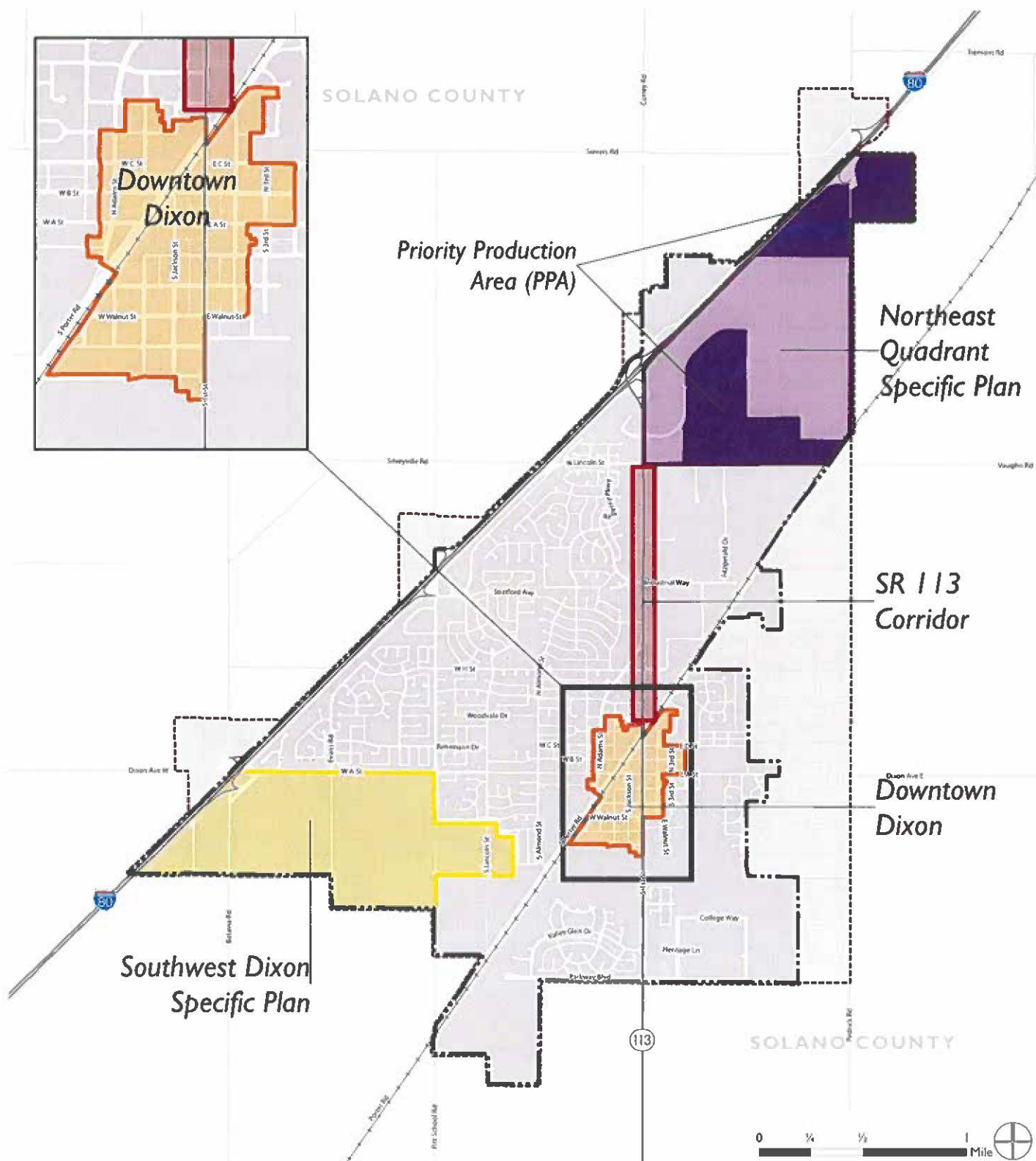
uses. The specific plan sought to provide a variety of employment site opportunities and to provide a retail, and service center for the residents of Dixon, the employees in the area and the travelers on I-80, incorporating landscape frontage treatments, agricultural buffers, wetland mitigation areas, pedestrian ways and storm detention and drainage areas. The plan area, a prominent gateway to the City, was planned to establish an image of quality and coordinated planning through land use, landscaping and building design. An initial phase of construction in this area began in 2019-2020.

In 2005, another specific plan was completed for the Southwest Quadrant, designed for a mix of predominantly residential uses, plus highway-oriented community and highway commercial and employment center uses, parks, infrastructure, and a new fire station. Planning for new development and new construction for this area began in 2019-2020, as well.



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Figure LCC-2: Focus Areas



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

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3.4 GROWTH MANAGEMENT

New construction that is contiguous to existing neighborhoods and avoids “leap frog” development - development types that leave patches of vacant lands between urbanized areas – helps to preserve agricultural lands and avoid the fragmentation that undermines agricultural profitability. Resource-efficient growth is a logical extension of several key community priorities: preserving farmland and protecting Dixon’s small town character.

Contiguous development is also much more efficient in terms of infrastructure delivery: a sewer lateral that extends into a new development is twice as expensive to build if it has to be twice as long to reach the new homes. Water and sewer pipes, electrical lines, and even ambulance service and trash pick-up are much more efficient to deliver in a more compact city, so City dollars can go further. New neighborhoods that are far from existing shops, services, parks, and schools also make it harder for residents to walk or bike for daily errands, leading to more people driving further more often, increasing vehicle emissions. Making sure that new development makes efficient use of land and resources, and that developers of new areas provide sufficient funding for the infrastructure and public services necessary, will help to keep Dixon’s budget available for other necessary spending. Tools such as fiscal impact analyses, which evaluate public facility needs and costs, and Community Facility Districts, which can help the City finance and maintain public facilities, can help to plan for and fund important new City projects.

This General Plan also requires annexation of new areas to be a gradual process, approved only after the City accepts an area-wide plan that accounts for land use, efficient circulation, housing, infrastructure, and public facilities and services (exceptions to this policy include land that is already developed, areas of less than five acres, or housing developments for very-low and low-income households). And requiring that areas be annexed into Dixon or planned for future annexation before the City agrees to provide any services to unincorporated areas, like water, sewer, or trash pick-up, ensures good use of City resources.

Going forward, this General Plan calls for providing public services and facilities to be built as needed, not outpacing development, and for maintaining the City’s historic growth rate, ensured by Measure B’s three percent per year cap, to keep Dixon thriving while maintaining its small-town character. The housing balance of around 80 percent single-family to 20 percent multi-family housing provides a range of housing options, with housing types available for first-time homebuyers or elderly residents who want to downsize, for people of all income levels, and for single people and for large families, allowing people to live in Dixon their whole lives.

GOAL LCC-1: Focus future development so that it is contiguous to existing developed areas and supports efficient delivery of public services and infrastructure.

POLICIES

- LCC-1.1** Recognize and maintain Dixon as a community surrounded by productive agricultural land and greenbelts.
- LCC-1.2** Maintain designated urban-agricultural buffers within City jurisdiction to minimize conflicts with adjoining agricultural uses.
- LCC-1.3** Promote a land and resource efficient development pattern and limit "leap frog" development in order to support efficient delivery of public services and infrastructure, conserve agricultural and open space lands, reduce vehicle trips, and improve air quality.
- LCC-1.4** Expand employment and other tax revenue generating opportunities locally and provide sufficient lands for commercial, industrial, residential and public uses while ensuring that a high quality of life is maintained in Dixon.
- LCC-1.5** Realize a steady, controlled rate of residential growth and a balanced mix of housing opportunities throughout Dixon that meets the needs of a range of income levels, ages and household sizes.
- LCC-1.6** Provide for the extension of public services in a logical and functional manner to support employment and housing growth.
- LCC-1.7** Ensure that private development provides sufficient funding for infrastructure and public services to support the development.
- LCC-1.8** Plan comprehensively for the annexation of any new areas and approve annexation only after City approval of an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, and public facilities and services. Exceptions to this requirement for area-wide plans include annexations of:
- Existing developed areas;
 - Areas of less than five acres; and
 - Housing developments for very-low and low-income households.



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LCC-1.9 Prior to the provision of City services to unincorporated areas, require those unincorporated properties to be annexed into the City, or require a conditional service agreement to be executed agreeing to annex when deemed appropriate by the City.

LCC-1.10 Ensure that new development within Zones C and E of the Travis AFB Airport Influence Area is consistent with the applicable land use compatibility criteria defined in the most current Travis AFB Airport Land Use Compatibility Plan. Continue to refer major land use actions for ALUC review.

ACTIONS

LCC-1.A Maintain a greenbelt of open space and/or farmland around the city through the Vacaville-Dixon Greenbelt Authority and other agreements with the City of Davis and the University of California at Davis.

LCC-1.B Coordinate with Solano County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Dixon General Plan.

LCC-1.C Regularly update the City's Municipal Services Review to ensure that development does not outpace the provision of public facilities in the Planning Area.

LCC-1.D Annually update the five-year capital improvement program to outline the capital projects needed to meet the goals of the General Plan.

LCC-1.E Require fiscal impact analyses, as appropriate, for development proposals in order to evaluate public facility needs and costs, and the revenue likely to be generated by that development.

LCC-1.F Continue to use Community Facility Districts and other financing tools to fund and maintain public facility improvements.

LCC-1.G Revise the existing Dixon Zoning Ordinance, Subdivision Ordinance and all other applicable ordinances to achieve consistency with the Dixon General Plan, as adopted.

LCC-1.H Map all planning actions, such as rezonings and variances, on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment on the General Plan map.

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3.5 LAND USE AND DEVELOPMENT FRAMEWORK

As Dixon grows, it can maintain the distinct structure of the community with safe residential areas, neighborhood centers, and thriving commercial corridors and gateways. As shown in Figure LCC-2: Focus Areas, this General Plan focuses on four key growth areas: downtown, the SR-113/1st Street corridor, the Northeast Quadrant, and the Southwest Quadrant. Outside of these focus areas, the City of Dixon is envisioned to stay very much the same, with existing neighborhoods protected and reinforced.

Downtown is envisioned to continue its traditional role as the heart of Dixon, with actions to revitalize and enhance the area. Existing vacant and underutilized land presents opportunities to fill in existing vacant land to provide new uses and amenities for downtown and create a more vibrant center that can better support current and future needs, local businesses, and a future passenger rail station. The Downtown Mixed Use land use designation allows for a wide range of residential and non-residential uses, intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. Theaters, live music, art galleries, bookshops, cafes and restaurants with open areas for dining and entertainment are envisioned here, as are specialty retail, grocery stores, and other community-oriented uses – all reinforcing downtown's existing strengths and local businesses. The Downtown Mixed Use land use designation is intermixed with existing civic uses downtown, including the library and local agency offices. Downtown Dixon is and will continue to be an inviting hub of the community where people choose to live, shop, dine, do business, and have fun.

Along the SR-113 corridor, the Corridor Mixed Use land use designation is intended to foster a mix of retail, commercial, and residential uses. Large format retail, shopping centers, offices, and hotels to serve Dixon and the wider region, supported by new infill housing, are envisioned as a vibrant land use mix to fill in vacant gaps in the corridor and provide an identity as people enter Dixon.

The Northeast Quadrant is envisioned to grow as an important new mixed use employment area and gateway to Dixon. With a mix of Regional Commercial, Industrial, and Campus Mixed Use land use designations, the area is intended to foster new mixed-use employment districts with a range of job-generating and other tax revenue generating uses, housing, and easy access to the regional transportation network. The Campus Mixed Use designation would promote clusters of related light industrial, manufacturing, office, research & development, retail, service, and residential uses. Areas abutting I-80, designated as Regional Commercial, would allow for motels; food establishments; gas stations; and large-format chain retail establishments. And the Industrial areas, which allow for large and small scale industrial, manufacturing, distributing and heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing and storage uses, wholesale uses, construction supplies, building material facilities, offices, and other related uses, would provide space for these critical uses to grow within Dixon.

In the Southwest, growth is envisioned as primarily residential. Low and medium density residential land use designations cover most of the focus area, edged by Corridor Mixed Use and Campus Mixed Use adjacent to I-80. These non-residential areas are envisioned as important regional gateways into Dixon, with jobs, services and other revenue generating uses that can also serve surrounding neighbors.

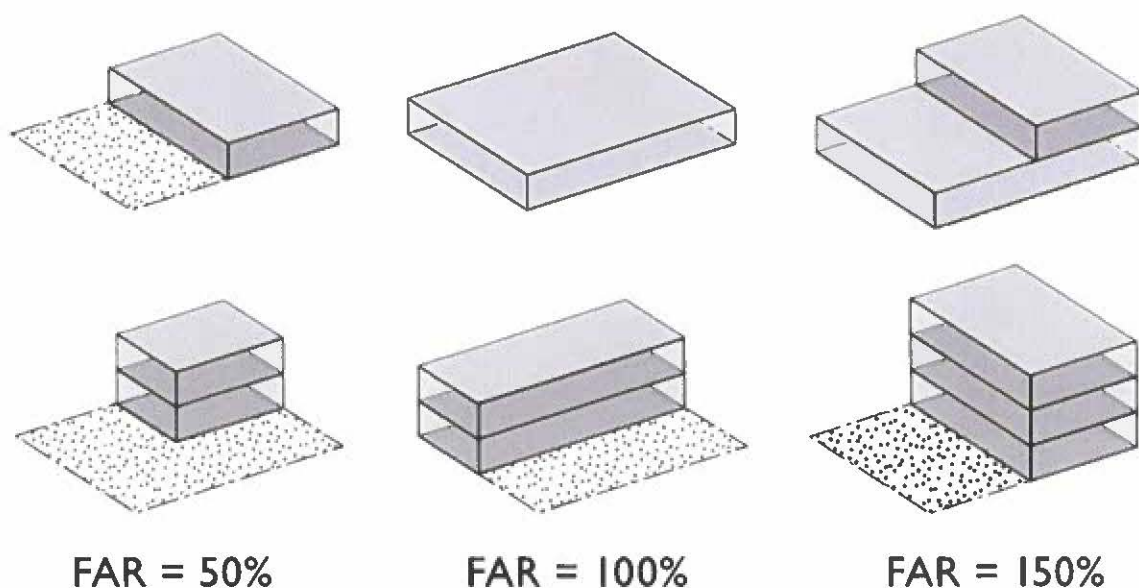
LAND USE DESIGNATIONS

The General Plan Land Use Designations map (Figure LCC-4) illustrates the long-term vision for development and conservation in the planning area with land use designations that describe the character envisioned for each neighborhood and district. Each designation includes standards for density or intensity of use. Residential densities are expressed in terms of dwelling units per acre, with the number of persons per acre based on a 2019 average

household size of 3.2 people. Standards for population density are provided as a guideline for planning and are not intended to establish an absolute limit.

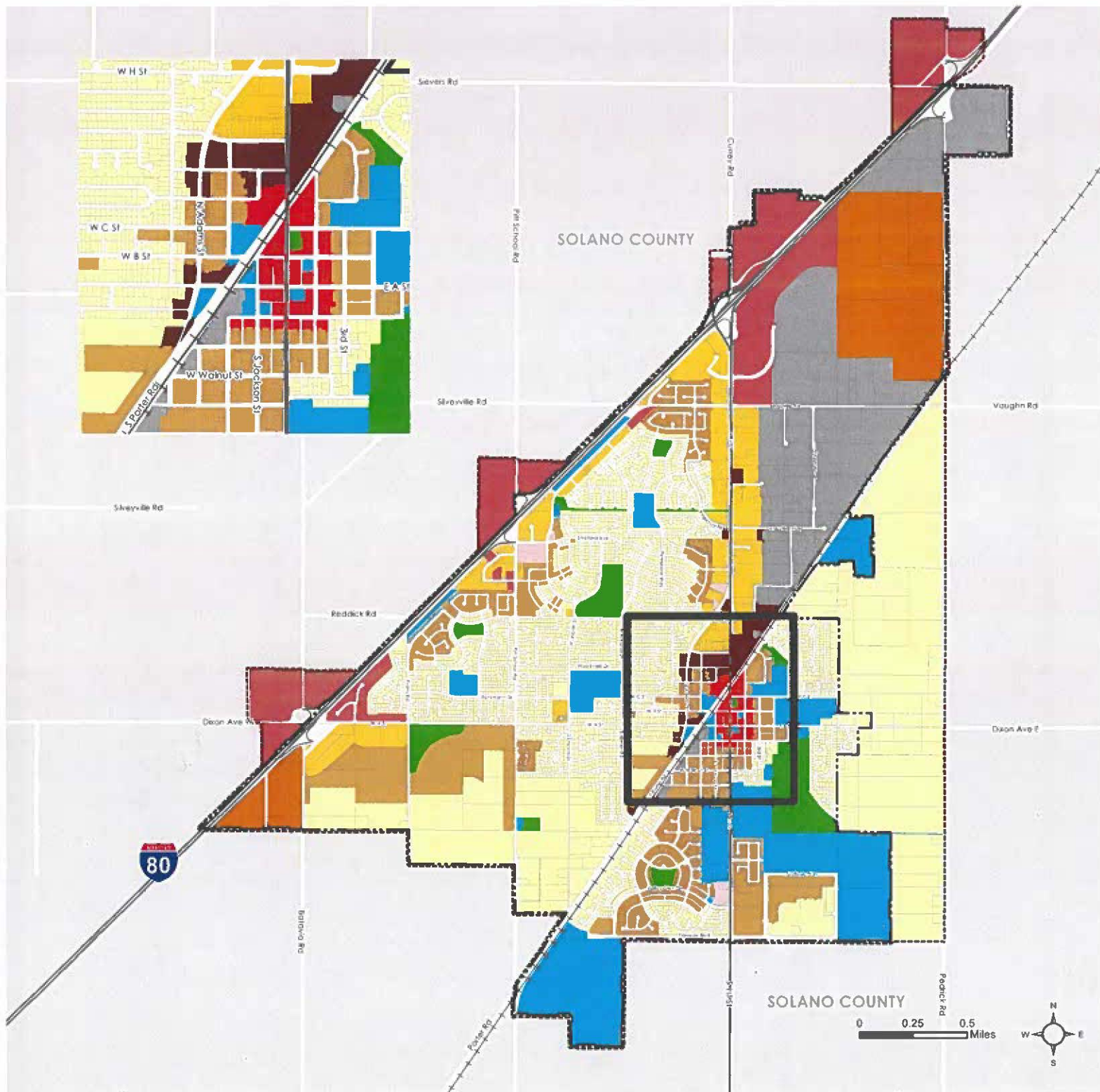
Building intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building area (excluding surface parking areas) to net lot area, both expressed in square feet (see Figure LCC-3). FAR does not regulate building placement or form; it defines the total amount of development allowed on a given lot. In the designations below, FAR represents an expectation of the overall intensity of future development. The maximums assigned to the land use designations below do not constitute entitlements, nor are property owners or developers guaranteed that an individual project, when tested against the General Plan's policies, will be able or permitted to achieve these maximums.

Figure LCC-3: Measuring Floor Area Ratio (FAR)



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Figure LCC-4: Land Use Designations



Land Use Designations

Residential

- Low Density Residential
- Medium Density Residential

Mixed Use

- Corridor Mixed Use
- Campus Mixed Use
- Downtown Mixed Use

Commercial

- Neighborhood Commercial
- Regional Commercial
- Service Commercial

Other

- Industrial
- Public Facilities
- Parks

Map Features

- Dixon City Limit
- Sphere of Influence
- Railroad

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RESIDENTIAL

Low Density Residential

The Low Density Residential (LDR) designation applies to residential neighborhoods characterized primarily by single-family homes, including single-family attached, semi-detached, and duet homes. This designation provides for a range of lot sizes and allows up to 9 dwelling units per acre, which is equivalent to a population of approximately 29 persons per acre. Permitted land uses include single-family residences and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood.



Medium Density Residential

The Medium Density Residential (MDR) designation provides for a mix of single-family homes and other more compact housing types, including townhomes, garden homes, zero lot line homes, apartments, and condominiums. The intent of this designation is to foster a traditional neighborhood environment with a range of housing types that are affordable to people at all ages and stages of life. This designation allows 10 to 22 dwelling units per acre, which is equivalent to a population of up to approximately 70 persons per acre. Permitted land uses include residential homes and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood.



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MIXED USE

Downtown Mixed Use

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

Corridor Mixed Use

The Corridor Mixed Use (CMU) designation is intended to foster a mix of retail and commercial uses, supported by housing. Mixed use can be vertical and/or horizontal, and the allowable range of uses includes large format retail, shopping centers, offices, hotels and housing. On larger sites, more than one use is required.

On smaller sites, a single use may be permitted. Allowable FAR is 50% to 200% for single-use developments and 80% to 240% for mixed-use developments (combined residential and non-residential uses). Allowable residential density is 12 to 28 dwelling units per acre, with densities on the lower end of that range where proposed development abuts low density residential development. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.

Campus Mixed Use

The Campus Mixed Use (CAMU) designation is intended to foster new mixed-use employment districts with a range of employment generating development as the primary use, with easy access to the regional transportation network. Residential development shall be permitted only as a secondary support use if desired, but is not required to be incorporated with development within CAMU designated lands.

The CAMU designation would promote clusters of light industrial, manufacturing, office, research, development, retail, hotel and services, as primary uses on large parcels near or adjacent to I-80 and SR-113 at gateways to the City. Industrial and commercial developments without housing are permitted. The CAMU designation is contemplated to be a dynamic employment district, with housing as a support use with potential for live/work units in close proximity to employment centers. CAMU lands are primarily intended for retail, job-generating, and service uses to advance the City's economic development goals. Mixed use development can be integrated vertically and/or horizontally within a development plan. Maximum Allowable FAR is 30% to 80% (combined residential and nonresidential uses).

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Campus Mixed Use (cont'd)

If housing is to be included, the type of housing shall consist of apartments, townhomes, condominiums, or similar types of residential development and integrated with nearby non-residential uses. Housing shall not be low density or in the form of separate, detached single family units. If included, housing shall encompass no more than 40% of the maximum project FAR (combined residential and non-residential uses), consistent with the intent and goals of the CAMU designation. The minimum required residential density shall be 15 dwelling units per acre and the maximum residential density shall be 30 dwelling units per acre for any residential development within the CAMU designation. Residential density shall be calculated based on the residential component of the development only, and shall include the parking, landscaping, and any other amenities such as common open space areas in the calculation.

Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.



COMMERCIAL

Neighborhood Commercial

The Neighborhood Commercial (NC) designation provides for shopping centers with off-street parking or a cluster of street-front stores that serve the immediate neighborhood. Permitted uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, medical offices with urgent care or outpatient uses, dry cleaners, and hardware stores. The maximum permitted FAR in the NC designation is 60%.

Service Commercial

The Service Commercial (SC) designation provides for retail and service uses not typically located in shopping centers, including auto repair, storage facilities, equipment rental, wholesale businesses, nurseries, and contractors' facilities. Ancillary office spaces that support such

commercial uses are also permitted. Heavy industrial uses are not appropriate. Maximum permitted FAR in the SC designation is 40%.

Regional Commercial

The Regional Commercial (RC) designation provides for a range of commercial uses that cater to traffic passing through Dixon on I-80 as well as to local residents. Permitted uses include motels; fast food and other restaurants; gas stations; and large-format chain retail establishments, including supermarkets and super-drugstores. This designation applies to land immediately adjacent to I-80 access ramps in areas that are easily accessible by car and highly visible from the roadway. Maximum permitted FAR in the RC designation is 80%.

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OTHER

Parks

The Parks (P) designation applies to existing and planned public parks in Dixon, including community parks, neighborhood parks, and special park facilities such as the Women's Improvement Club Park and the Linear Path extending from Regency Parkway to North Lincoln Street. Potential new park sites are shown with a symbol that indicates the generalized location of future parks in the areas they will be needed. Until such time that these properties are acquired by the City, development consistent with the underlying land use designation shown on the Figure LCC-4 is allowed. Permitted uses in this designation include parks, playgrounds, trails, recreational facilities and other similar uses. There is no maximum permitted FAR in this designation. *(Please see PSF Element for a discussion of park service ratios and to Mobility Element policies M-3.1, M-3.3, and M-3.4 regarding safe connections to parks and open space.)*

Public Facilities

The Public Facilities (PF) designation encompasses facilities serving the good of the community, including fire and police stations; government buildings; libraries; schools; educational institutions; community centers; and other community-serving recreational facilities

such as the Dixon May Fair. Assisted living facilities and neighborhood-oriented retail are conditional uses in this designation requiring permits. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the PF designation is from 10% to 100%, determined on a case-by-case basis in consideration of the neighborhood context.

Industrial

The Industrial (I) designation provides for large and small scale industrial, manufacturing, heavy commercial uses such as food processing, fabricating, motor vehicle service and repair, truck yards and terminals, warehousing, distribution and storage uses without a tax revenue generating component, wholesale uses, construction supplies, building material facilities, offices, contractors' yards and the like. Establishments located in these areas characteristically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this designation require a degree of separation from residential, retail, restaurant, hotel and other sensitive uses. Maximum permitted FAR in the I designation is 60%.

SMALL TOWN CHARACTER

Dixon is a quiet, safe, family-friendly city. Small town character is one of Dixon's most cherished qualities, and is what draws people to the area and gets them to stay for generations. The type and scale of buildings are critical elements in defining the small town-feel. Downtown, buildings are between one and three stories tall with architectural details dating back to different eras, creating harmonized, eclectic blocks. Dixon's neighborhoods have a similarly eclectic collection of pedestrian-oriented homes and businesses, between one and two stories, built over the past century and a half.

Measured growth within Dixon will ensure that people can continue to live, work, and play in the community through all stages of their lives. There are a number of strategies that can ensure that new growth fits right into Dixon's existing urban fabric, builds local pride, and contributes to the strong sense of place. More offices, shops, homes, and cultural and recreational spaces will bring activity and vitality to the area, and if the new buildings are designed to be sensitive

to the historic and environmental context and have interesting and diverse architectural palettes, they will reinforce Dixon's existing character and be adapted to future needs and lifestyles. Maintaining a human scale with appropriate building heights, building massing and setbacks, and transitions between higher- and lower-density areas will ensure that new buildings blend in, and encouraging a mixture of interesting architectural styles in new construction will enrich the built environment and maintain Dixon's charm. An improved, streamlined Design Review Process can help to ensure that new development uses high-quality materials, adequate lighting, beautiful and climate-appropriate landscaping, and matches the scale and quality of Dixon's existing architecture. The General Plan also envisions the creation of citywide design guidelines to ensure that new residential, commercial, and mixed use development contribute to Dixon's small town character.

Good design can also help to increase safety in Dixon. When doors and windows are oriented to the street and streets are



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well-lit and have good visibility, neighbors can keep an eye on the street and on each other's homes. "Eyes on the street" enhance public safety and deter crime, making Dixon's neighborhoods safer and more family-friendly. Good maintenance can also help to deter crime: good standards for property maintenance and quickly addressing any conditions where areas appear uncared for shows that neighbors care about their spaces and ensures good visibility.

RESPECT FOR THE PAST

The first human settlements in and around Dixon likely occurred around 14,000 to 8,000 BCE. The Patwin Indians lived west of the Sacramento River; as hunter-gatherers with a vast trade network, they lived on fish, acorns, and other local plants and animals, and trading using clam shell disk beads as currency. The Patwins were nearly wiped out when the Spanish began establishing their missions along the California coast in the 18th century, bringing smallpox and measles with them. Growing European settlements and a huge influx of settlers during the Gold Rush further reduced the prevalence of indigenous people in the Sacramento Valley, but Patwin artifacts remain throughout the area. There are six recorded prehistoric archeological sites within Dixon, and further excavation could reveal more sites.

European settlement in present-day Dixon began in 1871, with the town's move from the first location in Silveyville to the current site along the railroad tracks. In 1883, a devastating fire started in the Centennial Hotel, where the Moose Lodge is located today, and destroyed most of the buildings downtown, including the town's saloons and six churches. After the fire, Dixon rebuilt with a new

Good visibility of surrounding agricultural lands is another critical element in maintaining Dixon's agricultural small-town character. These scenic vistas, including views from I-80 and to surrounding fields and orchards, keep Dixon rooted in its history and provide beauty and visual relief. For more details on protecting agricultural lands around Dixon, see Chapter 2: Natural Environment.

city ordinance in place mandating brick and tin building materials. Silveyville Lodge and Montezuma Lodge on South 1st Street both date back to 1884, the year after the fire. The first firehouse in Dixon was built in 1891 on Jackson Street, and the first jailhouse was built alongside it. While the original firehouse and jail have been replaced, many other buildings downtown date back to the turn of the century, including many of the surrounding homes. The Dixon Women's Improvement Club spearheaded funding for the public library, which opened in 1913. Many buildings and structures from Dixon's early years remain, almost all located in the downtown core. The California Historic Resources Information System identifies 105 historic buildings or structures, and California's Historic Property Directory lists 315 historic buildings or structures. Dixon has two buildings listed on the National Register of Historic Places, the Carnegie Library at 230 North 1st Street, and the Jackson Fay Brown House at 6751 Maine Prairie Road, located just outside of the City limits.

These historic and prehistoric resources enrich Dixon, enhancing the sense of place and of history. Many of the historic buildings have beautiful architectural

details and add richness and interest to the public realm. Prehistoric archeological sites add value to our knowledge of the past, for historians, Dixon residents, and for the Native American groups to whom artifacts may belong. Conserving these resources proactively helps to maintain Dixon's character and charm; keeping up-to-date maps and records of important sites, developing a Citywide historic preservation plan, and providing incentives for preservation or information about incentives available through other agencies will help the City guarantee good use of its valuable assets.

When new archeological sites are found, State law requires that work on project sites stops so that human remains or artifacts can be properly evaluated. If Native American remains or artifacts are found, State law requires that local Native American groups be notified. Dixon has committed to ensuring respectful treatment of archeological sites, and this General Plan requires the City to create maps of the general location of sensitive sites for use by City staff only and have potential projects within those locations first perform cultural resource assessments.



The City's past is well documented, but there are opportunities for Dixon residents to become more aware of the City's history and cultural resources. Working with the Dixon Historical Society, the Dixon Public Library, and other community groups, this General Plan calls for the City to work to develop walking tours and signage around historical attractions. Plaques identifying points of historical interest will raise awareness of the City's history among residents. There is also widespread community interest in a Dixon museum to document the City's history and make it publicly engaging and accessible; considering public funding or other sources to create such a museum could help to foster Dixon's sense of history.

GOAL LCC-2: Promote and enhance Dixon’s quiet, safe, family-friendly small-town character.

SMALL TOWN CHARACTER

POLICIES

- LCC-2.1** Maintain the “small town character” of Dixon while allowing for population growth and business as well as increased employment, shopping, cultural and recreational opportunities, and other tax revenue generating uses.
- LCC-2.2** Encourage compatible new development that respects and complements Dixon’s historic context and natural environment.
- LCC-2.3** Recognize that a diversity of architectural styles contributes to Dixon’s charm and promote a variety of building styles and types consistent with the community’s small-town feel.
- LCC-2.4** Require new development in mixed use areas and along corridors provide appropriate transitions in building height and massing so that it is sensitive to the physical and visual character of adjoining lower-density neighborhoods.
- LCC-2.5** Use the design review guidelines in the design review process to assess how built characteristics, including scale, materials, hardscape, lights, and landscaping, blend into the surrounding neighborhood.
- LCC-2.6** Encourage the design of projects that enhance public safety and discourage crime by orienting homes and buildings toward the street, providing adequate lighting and sight lines, and selectively installing fencing and landscaping. (Refer also to Policy LCC-4.4 regarding activation of ground floor uses downtown and encouraging opportunities for outdoor dining including areas to the side and rear of existing establishments.)
- LCC-2.7** Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.
- LCC-2.8** Protect and improve scenic vistas in Dixon, including views from Interstate 80 and views of surrounding agricultural and open space lands.

ACTIONS

- LCC-2.A** Adopt citywide design guidelines for residential, commercial and mixed use development. The guidelines shall define and encourage elements and features that contribute to Dixon’s small-town character. Design guidelines will be considered as part of the design review process for new development.

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- LCC-2.B** Review the Municipal Code and identify opportunities to improve and streamline the Design Review Process.

GOAL LCC-3: Protect, preserve, and enhance the significant cultural and historic features of Dixon, recognizing their importance to the character of the community.

RESPECT FOR THE PAST

POLICIES

- LCC-3.1** Foster the preservation, restoration, and compatible reuse of historically significant structures and sites.
- LCC-3.2** Maintain opportunities for dialogue with local Native American groups regarding cultural resources in Dixon.
- LCC-3.3** Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas. Assessments shall include a records search of the California Historical Resources Information System database at the Northwest Information Center and a pedestrian survey of the site to determine the potential for archaeological, paleontological, and historic resources as well as Native American remains.

ACTIONS

- LCC-3.A** Maintain and periodically update an historic resources inventory.
- LCC-3.B** Develop an historic preservation plan, guidelines and supporting ordinances. The plan should consider incentives for the restoration and preservation of qualified historic buildings, such as granting tax abatements through a Mills Act Program or establishing an annual historic preservation award.
- LCC-3.C** Provide information on incentives for the restoration for designated historic properties, landmarks or districts to property owners and the public.
- LCC-3.D** Maintain a map sensitive archaeological sites in Dixon and use it to inform project applicants of the need for cultural resource assessments.
- LCC-3.E** Partner with the Dixon Historical Society, the Dixon Library and other community groups to develop a historic buildings walking tour, with signage identifying historical attractions. Explore opportunities to create a museum of Dixon history.

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3.6 FOCUS AREAS

DOWNTOWN

Centered at the prominent intersection of First and A Streets, Downtown Dixon is the physical and civic center of the city. The compact commercial district features a range of shops, restaurants, banks and businesses as well as notable cultural landmarks like the Dixon Public Library and St. Peter's Catholic Church. Major public institutions, including the Police Department, the Dixon Unified School District and the US Post Office, also have a presence downtown, and there are charming residential neighborhoods within a few minute's walking distance of the commercial core.

Reinforcing this mix of uses with new housing and professional offices will help support downtown vitality and strengthen its role as a hub of the community. There are a number of vacant and underutilized sites in the area that can support development, providing new patrons for local businesses and activity throughout the day and into the evenings. Downtown development will also help attract passenger rail service to the community. In 1994, the Dixon City Council chose a site at West B Street and North Jefferson Street as the location for a new rail depot, and the community has made significant investment in rail-related infrastructure, constructing a pedestrian undercrossing at B Street and a new station building. Amtrak's Capitol Corridor line runs through Dixon, connecting Sacramento and the Bay Area, and while trains do not currently stop in Dixon, in 2016 the Solano Transit Authority (STA) selected Dixon as the top priority site for a new passenger rail station within

Solano County, citing the addition of new housing and jobs in the station area as a prerequisite.

Downtown Dixon's compact, walkable form and its historic buildings are defining features and important assets. The brick and stone buildings in the commercial core provide a glimpse into local history, with some that date back to the founding of the city in the late Nineteenth Century. Streets are laid out in a grid pattern and lined with one and two-story commercial buildings in the core and small-scale shop fronts. Church spires are the tallest structures downtown, located at the edges of the core transitioning to surrounding single-family neighborhoods with homes constructed in a variety of architectural styles.



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Public spaces also contribute to downtown character. At the northern edge of the core, adjacent to the library Women's Improvement Club Park provides green space and shade trees for the heat of summer, and the construction of a new public plaza on the Pardi Market site on the southeast corner of First and A Streets will provide a new community focal point. Sidewalks, streetscapes and open spaces to the side and rear of buildings not only provide connections but are an important part of the public realm. Big windows looking into shops and businesses engage pedestrians, and café seating or restaurant patios along the sidewalk or to

the side and rear of buildings can add life and interest to the street. The Plan seeks to promote this type of active streetscape and public open space, directing update to zoning regulations that govern the placement of doors and windows to promote comings and goings as well as the placement of buildings to greet the street with parking behind. The Plan also envisions streetscape improvements. In support of a lively downtown atmosphere, Policy LCC-4.4 discusses activation of ground floor uses downtown and encouraging opportunities for outdoor dining including areas to the side and rear of existing establishments.

GOAL LCC-4: Reinforce the downtown area as the physical and cultural center of the city, recognizing its importance to the community's sense of place.

DOWNTOWN DIXON

POLICIES

- LCC-4.1** Establish a mix of daytime and evening uses downtown, including restaurants, professional offices, entertainment, and housing to encourage activity throughout the day.
- LCC-4.2** Make Downtown Dixon the city's primary district for specialty retail, dining, entertainment, civic, social, and cultural uses.
- LCC-4.3** Encourage infill development, adaptive reuse of existing buildings, and the restoration of historic structures to revitalize Downtown Dixon as a center of community activity.
- LCC-4.4** Require active ground floor uses along First Street, East A Street and Jackson Street downtown and encourage outdoor dining and patio areas along street frontages and to the side and rear of buildings.
- LCC-4.5** Attract commercial and retail uses that provide for the everyday needs of nearby residents to complement specialty retail and restaurants.
- LCC-4.6** Foster transit-oriented development within one-half mile of the train station in anticipation of future passenger rail service.

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(See also Goal E-4 in the Economic Development Element for additional policies and actions related to Downtown Dixon, and Goal M-5 in the Mobility Element for policies and action related to passenger rail service and access to Downtown Dixon).

ACTIONS

- LCC-4.A** Update the Zoning Code with a pedestrian overlay applicable in the Downtown Commercial District to promote active, pedestrian-oriented street life by regulating building orientation, accessory parking facilities and the design of buildings and public spaces.
- LCC-4.B** Identify and actively promote development of key vacant or underutilized sites for residential mixed use development in and adjacent to the downtown area.
- LCC-4.C** Study the feasibility of providing incentives for development of second-story office and housing in the downtown area.
- LCC-4.D** Prioritize implementation of public realm and streetscape improvements downtown, including curb extensions and accent paving at pedestrian crossings; new street furniture, and directional signage to parking areas.
- LCC-4.E** Amend the Zoning Code to:
- Require parking for non-residential uses to locate at the rear or interior of the lot;
 - Reduce the required front yard setback for residential uses in downtown zones; and
 - Revise allowable uses, as needed, to reduce auto-oriented development.
- LCC-4.F** Prepare for passenger rail service in Dixon by developing a land value capture program to generate funding for streetscape improvements, affordable housing, or other public benefits in the downtown area. Consider value capture strategies such as special assessment districts, impact fees, land value tax, and tax-increment financing.

CORRIDORS AND GATEWAYS

The Northeast Quadrant and the SR-113 corridor north of downtown both have extensive vacant lands that represent an important opportunity for job-generating development. This is also true of those areas adjacent to I-80 in the Southwest Dixon Specific Plan area. Given their location at prominent gateways into Dixon, thoughtful planning will be critical for success.

The First Street/SR-113 corridor between downtown and Vaughn Road is a commercial mixed use area with a number successful regional retail businesses, including auto dealerships and boat and agricultural equipment sales. The plan seeks to strengthen this corridor with additional regional commercial uses, supported by housing.

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Recognizing the potential of the Northeast Quadrant, the City adopted a specific plan for this northern gateway in 1995, calling for a mix of commercial/office/mixed use, highway-oriented businesses, and warehouse/manufacturing/truck-servicing businesses. The intervening years have seen construction of the Walmart Super Center in the area and distribution facilities; however, major economic shifts have occurred and there is an opportunity to refresh the specific plan. Capitalizing on proximity to Davis and Sacramento, this General Plan envisions a campus mixed use district within the Northeast Quadrant, intended to foster a new mixed-use employment district with a range of job-generating uses, housing, and easy access to the regional transportation network, including regional bicycle facilities.

The Plan also supports industrial development in the Northeast Quadrant, including logistics, warehousing and advanced manufacturing activities within the portion of the Northeast Quadrant shown on Figure LCC-2 that has been designated a Priority Production Area. In 2017, the Metropolitan Transportation Commission (MTC) initiated a new Priority Production Area (PPA) program intended to strengthen selected clusters of industrial development in the region and support the growth of middle-wage jobs in sectors involving production, distribution, and repair services, including logistics and advanced manufacturing. In September 2019, the City of Dixon nominated a 282-acre area within the Northeast Quadrant as a PPA, and the area was formally designated a PPA by MTC in January 2020.

The arrangement of buildings on the sites and the visual appearance of new development makes a statement about the community that will be visible from major regional thoroughfares - SR 113 and I-80. Quality design can attract more investment in the community so a coordinated approach to signage, landscaping, and architecture will pay dividends, while at the same time integrating new development with existing uses, providing buffers and transitions between residential, commercial, and industrial uses.

Similarly, in 2005, the City adopted the Southwest Dixon Specific Plan for the southern gateway, which contemplated a similar mix of commercial, office, and highway oriented businesses with residential uses. This general plan imagines the highway-adjacent areas of the Southwest Dixon Specific Plan area as a campus-mixed use district with a range of job-generating commercial, light-industrial, hotel, and residential uses that will capitalize on easy access to I-80 and proximity to Davis and Sacramento.



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GOAL LCC-5: Focus new development that makes a positive contribution to the community along key corridors and at principal gateways into Dixon.

HIGH QUALITY CORRIDOR AND GATEWAY DEVELOPMENT TO STRENGTHEN DIXON'S IDENTITY

POLICIES

- LCC-5.1** Establish inviting gateways that signal entry into Dixon with high-quality development and similarly-themed design elements to build sense of place.
- LCC-5.2** Strengthen the role of First Street as a key commercial corridor north of the railway tracks by encouraging additional commercial uses, including businesses in the auto, farm equipment, and boat sales categories.
- LCC-5.3** Generally require a minimum floorplate of 15,000 square feet for regional commercial uses to ensure that these uses do not compete directly with specialty retail and entertainment uses desired in Downtown Dixon. Exceptions may be made for smaller supportive uses, such as coffee shops, banks, or food establishments.
- LCC-5.4** Grow the base of industrial and commercial employers in the Northeast Quadrant, and highway adjacent areas of the Southwest Dixon Specific Plan area, focusing uses that have common needs in this area to capitalize on synergies and minimize conflicts with other uses.
- LCC-5.5** Foster a mixed use employment district in the Northeast Quadrant, leveraging the availability of large parcels and the proximity to UC Davis.
- LCC-5.6** In the Campus Mixed Use land use designation shown on Figure LCC-4, permit warehouse and distribution uses subject to a development agreement establishing a financial mechanism to provide for ongoing revenue generation to the City from those uses and environmental review, which may include additional mitigation measures, to ensure there are no new or substantially more severe impacts than identified in the 2040 General Plan EIR.
- LCC-5.7** Require industrial and commercial development to incorporate buffering and context-responsive transitions to minimize impacts on adjacent less intensive uses, particularly residential uses.



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- LCC-5.8** Require that non-residential buildings in commercial and industrial areas are designed as high-quality, long-term additions to the city's urban fabric. Exterior design and buildings shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.
- LCC-5.9** Foster a mixed-use employment district in the highway adjacent areas of the Southwest Dixon Specific Plan area leveraging the availability of large parcels and easy access to I-80.

ACTIONS

- LCC-5.A** Update City regulations and establish design guidelines, as needed, to ensure a high-quality visual character at the northern and southern gateways to Dixon and on the SR-113 and Lincoln commercial mixed use corridors.
- LCC-5.B** Work the the Metropolitan Transportation Commission to capitalize on the opportunities afforded by the PPA designation applicable in the Northeast Quadrant.
- LCC-5.C** Update and modernize the sign ordinance, introducing design standards.
- LCC-5.D** Update the Zoning Code to include performance measures applicable to industrial uses to ensure health and safety standards are maintained where industrial uses border sensitive uses such as housing.
- LCC-5.E** Support the formation of a merchants association for commercial corridors to provide a forum for promoting healthy local businesses.
- LCC-5.F** Consider exceptions to the minimum permitted FAR in the CMU designation on a case-by-case basis. Adopt clear economic findings that must be made prior to granting a use permit authorizing such exceptions.

3.7 RESIDENTIAL NEIGHBORHOODS

ATTRACTIVE NEIGHBORHOODS

Dixon's residential neighborhoods play a key role in the City's charm and small-town feel. With their mature street trees, well-maintained sidewalks, and comfortable homes and apartments, these areas account for about a quarter of the city's total land area. Most of Dixon's neighborhoods are along local roads with low speeds, suitable for families to walk and bike along and for neighbors to meet.

The Plan seeks to preserve and reinforce the characteristics of these established neighborhoods.

Dixon's homes usually face the street with plenty of windows and provide architectural interest; when homes are built with mostly garage doors facing the street, there is nothing interesting for people walking by to look at.

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Porches, balconies, and windows create a pedestrian-friendly relationship with the street. And without windows looking out, there are no “eyes on the street.” Crime can flourish without the expectation that residents may be looking out their windows.

Dixon’s neighborhoods already have many links to neighborhood shops and services, local parks, and schools. Continuing to locate amenities within easy walking and biking distance reduces the need for car trips and fosters bonds between neighbors, creating opportunities for people to meet as they go about their daily lives. Home businesses within neighborhoods can also reduce car trips and provide important local services while lowering barriers to entry for entrepreneurs.

The outdoor spaces between homes are just as important to the character of neighborhoods as the homes themselves. Beautiful trees of a wide variety of species thrive in Dixon’s wet winters and hot, rainless summers, shading streets and cleaning the air. Dixon gardeners can grow almost anything in the fertile soil, and many have begun to incorporate planting designs that capture rainwater and native or drought-tolerant plants that provide food for local species without needing extra water. Future development should match and build upon Dixon’s existing streetscapes with healthy, climate-appropriate trees, pollinator-friendly planting, and

elegant designs to capture rainwater. Multifamily residential buildings should have welcoming common spaces with greenery and trees, accessible to all the residents. Additionally, preserving and strengthening the character of existing neighborhoods through good maintenance of sidewalks, trees, and private yards and homes helps to conserve resources and improve connections throughout the City.

Continuing the typical character of Dixon’s residential areas, future development should be well-connected to the rest of the city, with pedestrian paths, generous sidewalks, and bike lanes, and without walls and gated streets that divide the community and discourage active transportation. Low-speed streets with less traffic are safer and produce less pollution and noise, so reducing pass-through traffic can help to make all of Dixon’s neighborhoods more livable and family-friendly. And sometimes, cars don’t need to drive through at all – Dixon’s Block Party registration allows residents to submit a request to the Dixon Police Department to close streets to traffic to host neighborhood events. The details of how long streets can be closed for are determined by on an event-by-event basis. This allows neighborhood associations to gather for a few hours or hold a weekend event, empowers kids to draw in the streets with sidewalk chalk and play basketball, or enables residents to hold a cookout.

NEIGHBORHOOD CENTERS

Access to services and amenities to the community is an important part of neighborhood livability. Grocery stores, cafes, small retail or convenience stores, drugstores, and local restaurants located near or within neighborhoods provide

convenient services and destinations for local residents. They can reduce required vehicle trips, ease congestion, and provide important services for neighbors, including those who may be elderly, young, or disabled; ensuring that

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residents' daily needs can be met close to home keeps communities inclusive to everyone. Additionally, allowing space for small-scale professional offices and businesses focused in neighborhood centers can help to support local entrepreneurship and make it easier for people to work close to home.

When local residents can walk or bike to neighborhood centers, they are likely to run into their neighbors along the way or at their destinations, strengthening the sense of community. If these centers have central common spaces with benches, trees, and restrooms, residents are likely to stay longer, interacting with other members of the community, patronizing the businesses, and forming strong community bonds. Public art can enhance the sense of place, and kiosks or message boards let neighbors exchange information about upcoming events, classes, or neighborhood issues. The common spaces can be sites for neighborhood events, festivals, and informal gatherings, providing opportunities for neighbors to mingle and socialize.

The Plan seeks to facilitate improvements to existing neighborhood centers to ensure they function as focal points for the community by allowing for a broader range of uses in neighborhood shopping centers and encouraging the addition of common spaces, amenities, improved walking and biking connections. With the rise of internet shopping, the need for bricks and mortar stores is declining nationwide. As such the Plan seeks to strengthen existing centers in select locations accessible to surrounding neighborhoods so that they become focal points in the daily life of the community. Located near the well-used Park and Ride facility, the retail centers at Pitt School Road serve already the surrounding region and provides some local amenities. As development occurs in the Southwest Quadrant, the existing neighborhood center at West A Street and Gateway Drive could evolve to serve as a vibrant gathering place for the neighborhood. Downtown Dixon could also serve as a neighborhood center for surrounding residential areas.

GOAL LCC-6: Foster residential neighborhoods with attractive design, safe streets, access to shopping and services, and gathering places for the community.

ATTRACTIVE NEIGHBORHOODS

POLICIES

- LCC-6.1** Promote the development of compact, complete residential neighborhoods by encouraging the location of services and amenities within walking and biking distance of residences so as to foster opportunities for social interaction and reduce the need to travel by car.
- LCC-6.2** Encourage an integrated mix of housing types and sizes within residential neighborhoods to promote opportunities for people at all stages of life to live in Dixon.

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- LCC-6.3** Provide and maintain livable residential neighborhoods by reducing noise and air pollution, discouraging pass-through traffic, minimizing traffic accidents, and promoting lower speeds.
- LCC-6.4** Preserve and strengthen the character of existing residential neighborhoods by maintaining sidewalks and encouraging property owners maintain their properties.
- LCC-6.5** Encourage new development to incorporate greenery, including climate appropriate trees and plants as well as rain gardens, and as new development occurs, acquire easements or development rights for open space, planting street trees, and landscaping adjacent to public rights-of-way.
- LCC-6.6** Ensure that multi-family residential developments include common open space and that buildings, entries and outdoor spaces are designed and arranged so that each development has a clear relationship to a public street.
- LCC-6.7** Support neighborhood watch initiatives and partner with community and neighborhood organizations to combat crime and promote public safety.
- LCC-6.8** Allow home-based businesses in residential neighborhoods.

ACTIONS

- LCC-6.A** Ensure that the residential design guidelines developed pursuant to Action LCC-3.A promote a pedestrian-friendly relationship to the street, encouraging elements such as porches, windows, bays and balconies along public ways, and landscaping and trees along the street.
- LCC-6.B** Continue to use the Neighborhood Traffic Management Program to identify the need for and guide implementation of neighborhood traffic calming techniques.
- LCC-6.C** Update the Municipal Code to streamline the approval process for home-based businesses in residential neighborhoods.



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GOAL LCC-7: Foster neighborhood commercial centers throughout Dixon that provide services and amenities locally and contribute to a sense of community.

VIBRANT NEIGHBORHOOD CENTERS

POLICIES

- LCC-7.1** Facilitate improvements to existing neighborhood commercial centers to ensure they provide goods and services that cater to the daily needs of local residents as well as opportunities to gather and socialize.
- LCC-7.2** Recognize the role that Downtown Dixon plays as a neighborhood commercial center for the surrounding residential areas, in addition to its role as the physical and cultural heart of the community.
- LCC-7.3** Ensure all neighborhood commercial centers provide centrally located common spaces for regular events, festivals and informal gatherings that build a sense of community. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art.
- LCC-7.4** Enhance links between the neighborhood centers and surrounding residential neighborhoods by providing walkable and bikeable connections that are separated from fast or heavy traffic where possible.

ACTIONS

- LCC-7.A** Update the Zoning Code to permit office and start up space in neighborhood commercial centers, subject to a conditional use permit.
- LCC-7.B** Consult with property owners in the neighborhood commercial centers to identify barriers and incentives for the provision of amenities, such as landscaping, benches, tables, public art, and community events.

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ECONOMIC DEVELOPMENT

4



Dixon grew up around the Central Pacific Railroad, and today its access to the regional transportation network remains a valuable asset for economic development. Located between the Bay Area and the Central Valley along Interstate 80 and the Union Pacific Railroad main line, Dixon is strategically positioned within an important regional transportation corridor. Dixon has land available for development within the city limit, and within 25 miles, there is a labor pool of over 200,000 people with a broad spectrum of skills to draw on. Dixon also has desirable housing and a small town feel that make it an attractive place to raise a family or establish a business.

Today Dixon is a bedroom community, with 85 percent of its workforce commuting to jobs in other cities. It stands to reason that while the income that comes home with these employees provides essential support to Dixon's retailers and professionals, personal investment in the community is not as strong as it might be were more residents able to work in the city where they live. As more people are able to both live and work in Dixon, retail sales leakage will be reduced, and it will become easier to find support for local organizations, enlist

coaches for youth sports and encourage candidates for public office. The City's economic development efforts, therefore, are focused on building the primary job base, and expanding the opportunity for Dixon's residents to find meaningful employment in Dixon

Building on Dixon's assets and understanding its opportunities and challenges, the Economic Development Element articulates a strategy that seeks to grow the local economy and enhance the quality of life in Dixon, while respecting the community's history and agricultural heritage. Benchmarks and performance metrics that align with Dixon's community vision should be established in order to assure focus and appropriate use of resources. Dixon's economic development and prosperity also involves a variety of initiatives addressed in Chapter 3, Land Use and Community Character, Chapter 5, Mobility, and Chapter 6, Public Facilities and Services. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.



4.1 ECONOMIC PROFILE

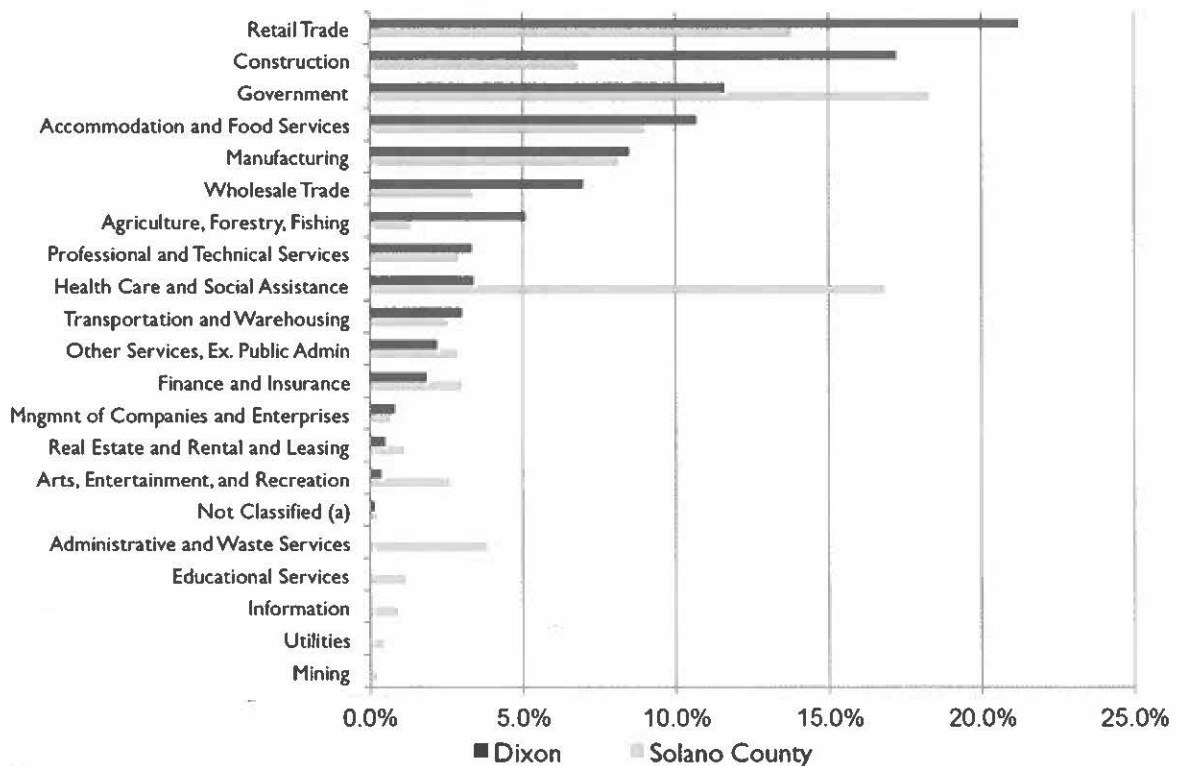
Since 2010, Dixon has seen steady employment growth, on par with but slightly below the Solano countywide rate. Principal employment sectors in Dixon include retail trade, construction, government, accommodation and food services, and wholesale trade. Major employers in the city are shown on Table E-1. In addition to the retail and government sectors, Dixon's major employers are active in healthcare logistics and services, and construction equipment and services, and meat processing and packing. Superior Meat Packing Company and the Campbell's Cannery, adjacent to the city but outside the planning area, are also important employers in the region.

Table E-1: Principal Employers, Dixon and Immediate Surroundings

Employer	Employees
Dixon Unified School District	330
Wal-Mart	268
Dixon Canning	220
Altec Industries	173
Basalite	165
Superior Packing	150
Cardinal Health	244
City of Dixon	101

Source: City of Dixon, Comprehensive Annual Financial Report, 2014; BAE 2015.

Figure E-1: Industry of Employment by Place of Work



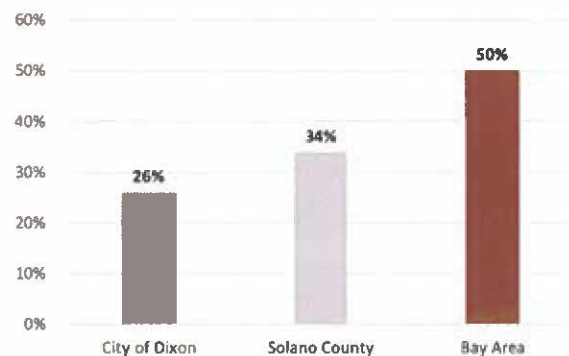
Sources: California EDD, QCEW 2013; BAE, 2015.

Dixon has maintained a ratio of about one job for every four residents over the last decade. While the city has concentrations of jobs in government and financial services, the share of white-collar professional jobs is lower than in the county as a whole and jobs in Dixon tend to be in industries that pay lower than average wages. Educational attainment is lower on average in Dixon than in the county, and the state. However, housing is generally more affordable in Dixon than in other Solano County communities, which can make Dixon an attractive choice for young families.

Sales tax revenues have seen robust growth since 2015 and are the single largest contributor to the City's general fund. Per capita sales tax revenues are consistently higher in Dixon than the

county or Bay Area average. Property tax revenue represents the second largest contribution to the general fund, having grown gradually since 2015 thanks to a combination of rising home values and new development.

Figure E-2: Population Age 25+ with College Degree



Sources: Nielsen, 2015; BAE, 2015.

4.2 MARKET OPPORTUNITIES

RETAIL

A large portion of all retail sales in the community is captured by the Wal-Mart Supercenter, which serves residents of Dixon and surrounding communities. Other retail businesses in Dixon primarily serve local residents, although there is a concentration of local businesses in the auto, farm equipment, and boat sale

categories that also attract substantial sales from buyers located outside of Dixon. With four freeway interchanges, there is an opportunity for Dixon to capitalize on the visibility from Interstate 80 and expand highway-oriented retail sales.

MANUFACTURING, WAREHOUSING, AND LOGISTICS

The industrial sector is an important aspect of Dixon's economy and the city has a significant amount of warehouse, distribution and industrial space. With road and rail connections to the Port of Oakland, Sacramento, the Central Valley, and points beyond, Dixon is located

along the principal goods movement corridor of a mega-region that stretches from Monterey Bay to Sacramento. More than \$1 trillion worth of goods move through the region's ports, warehouses, industrial districts, and rail yards each year and that figure is projected to

double by 2040. Over 75 percent of freight in the region is moved by truck and with its ready access to Interstate 80 and land available for development, Dixon is poised to leverage its location for job creation and economic growth. There may also be opportunities for rail-served businesses to set up in the city, given the location of vacant or industrial land adjacent to the tracks in the planning area.

The logistics industry is evolving in ways that create opportunities for a community like Dixon. A growing trend is toward facilities that not only sort and store materials, but that also involve on-site assembly and other tax revenue generating opportunities

through e-commerce. In the future, logistics facilities may also conduct advanced manufacturing on-site. Given the rising cost of land values and rents in the Bay Area and Sacramento, Dixon can potentially attract warehouse and distribution facilities (particularly with e-commerce fulfillment or similar tax revenue generating uses), logistics and manufacturing firms seeking to expand or relocate from outer Bay Area communities. These firms typically seek properties 10-acres or more in size, and there are several parcels in the Northeast Quadrant and the Southwest Dixon Specific Plan area, west of Batavia Road which satisfy that requirement.

AGRICULTURAL TECHNOLOGY

Dixon's proximity to the University of California at Davis (UC Davis) also presents opportunities for synergistic growth. UC Davis is a leader in research and development of agricultural technologies; however, the university is largely built out and there is little space in Davis for new firms seeking to commercialize ongoing research. Woodland and West Sacramento have seen investment in research and development facilities aimed at commercialization of new technologies, and Dixon could also attract similar investment in the Northeast Quadrant, located just six miles from UC Davis.

Increasingly, agricultural operations are making use of "big data" to optimize the process of growing crops and raising livestock. Known as "precision agriculture," this practice seeks to improve the efficiency, profitability, and sustainability of agricultural operations while protecting the environment. Data is used to guide short and long-term decisions where and when to apply fertilizers, chemicals, and seed, as well as

in what quantities. Technology has always driven advances in agriculture and today the US is experiencing another pivotal moment as farmers adopt advanced sensing, satellite monitoring, robotics, and drones to manage costs and mitigate the risks of climate and weather. Although agricultural jobs account for only a small share of local employment today, this evolving field represents an opportunity for Dixon to link its agricultural heritage with future economic development.



PRECISION AGRICULTURE



Precision Agriculture is the application of technology to improve efficiency of farming operations, manage risks associated with climate and weather, and control costs. In an early example of precision agriculture, in the 1990s John Deere developed a tractor connected to a global positioning system (GPS) that used satellite technology to steer tractors tilling fields. The technology helped reduce overlapping passes and resulted in less wasted seed, fertilizer, fuel, and time. Since then, the application of high technology in farming has increased worldwide, and by 2040, precision agriculture is projected to grow into a \$40 billion industry globally.

4.3 DEVELOPMENT READINESS

Readiness begins with a clear understanding of what the City aspires to become. This vision will shape policy, spawn collaboration with both public and private sector partners, drive a variety of initiatives and determine the allocation of fiscal resources. Recognizing that the City does not control all that affects it, the vision will direct those things within its control, providing a blueprint for continual improvement of the community. The City's economic development program becomes an extension of its vision.

The availability of large tracts of land in the north and south of Dixon is an opportunity and an asset for the community. These important sites have excellent access to the regional transportation network and good visibility from Interstate 80; however, improvements to water, sewer, and

stormwater infrastructure are needed to support private development.

The completion of a new wastewater treatment plant in 2017 has removed one constraint on development, and the City continues to pursue partnerships and funding strategies to address needs. The designation of a portion of the Northeast Quadrant as a Priority Production Area as part of a Metropolitan Transportation Commission pilot program intended to strengthen regional industrial clusters and grow middle-wage jobs in sectors involving production, distribution, and repair services may also help the City obtain grants and technical assistance to set the stage for growth.

In an environment where corporate site selection is more competitive than ever and companies have many choices when looking to expand or relocate, success in economic development will depend

largely on readiness for development. Today's emphasis is on "certified sites," where infrastructure is either installed, to the property line, or available within a six-month period based on an adopted plan and schedule. In order to effectively leverage its land assets, Dixon will need to rely on a combination of traditional and innovative financing tools.

There are several assessment districts in Dixon formed by property owners to provide upfront financing for infrastructure improvements such as storm drain facilities, sanitary sewer facilities, water distribution facilities, and utility undergrounding. Bonds are issued to provide funding for the facilities, and then repaid incrementally with an annual charge placed on the property tax bill. Other funding options include available grants and loans.

GOAL E-1: Ensure development readiness and position Dixon to capitalize on its strengths.

POLICIES

- E-1.1** Maintain strategic priorities and ensure adequate funding for high-growth, core activities.
- E-1.2** Maintain a mix of land uses that allows the opportunity for a balance of retail, commercial/industrial, and residential development within the City of Dixon.
- E-1.3** Promote development of shovel-ready opportunity sites as a tier one economic development priority.
- E-1.4** Establish a high priority to economic development activities, and maintain resource levels so as to ensure effective delivery of business attraction, retention and expansion assistance.
- E-1.5** Coordinate economic development activities with infrastructure planning efforts to ensure that to the extent possible, appropriately sized utilities are available to support development of the most feasible, top-priority opportunity sites.
- E-1.6** Encourage the planning and development of well-designed business and industrial areas which meet modern standards in terms of parcel size, location, and access to broadband.

ACTIONS

- E-1.A** Evaluate economic development staffing levels and hire additional staff as needed to execute the City's economic development strategy.

- E-1.B** Identify industrial and commercial opportunity sites, to produce a land inventory. The inventory should provide pertinent details (e.g.: size, location, land use/zoning designation, infrastructure location and sizing, price, property representative, special features.
- E-1.C** Maintain extension of infrastructure to NE Quadrant as a top tier economic development priority. Identify funding sources, and continue partnerships with state and federal government as well as with private sector partners.
- E-1.D** Develop and implement design standards for business/industrial parks to establish appropriate parameters for lot size and coverage, building heights and setbacks, parking, landscaping, truck docks, loading and service areas, signage and fencing, and screening.

4.4 LOCAL BUSINESS SUPPORT

HOME-GROWN BUSINESS SUPPORT

Home-grown and expanding businesses are an important part of the local economy and the City can support and encourage entrepreneurship and business growth through a range of actions. This involves connecting business owners and entrepreneurs to resources and funding in order to support the growth of their operations locally,

and it involves streamlining regulations to support business creation and growth. In addition, encouraging local businesses to buy from one another rather than from businesses in other communities can help “keep the dollars local” and support the success of Dixon businesses.

WORKFORCE DEVELOPMENT

Creating a supportive climate for successful local businesses also involves increasing workforce preparedness. The availability of skilled labor is an all-important factor for companies when deciding where to locate their businesses. With an emphasis on education and training to foster a more highly skilled workforce, Dixon can bolster the competitive advantage its affordably priced housing offers to attract new

businesses in higher wage sectors. In turn, higher household incomes would increase tax base and provide more customers for local businesses. To do so, the City will develop and maintain partnerships with regional service providers such as Solano Community College and the Solano Workforce Development Board in order to both anticipate and respond to opportunities presented by prospective employers.

GOAL E-2: Support local business retention and growth to expand employment opportunities in Dixon, increase the City's tax base, and enhance quality of life.

POLICIES

- E-2.1** Encourage the development and retention of small business startups — particularly in securing assistance with business planning, access to capital, and formation of an executive team.
- E-2.2** Partner with existing Dixon businesses, the Chamber of Commerce, and other groups to stimulate the growth and expansion of local businesses and address the City's economic development needs.
- E-2.3** Promote strategies to increase local business-to-business commerce.
- E-2.4** Grow the residential base in Dixon to support a vibrant local retail sector and minimize retail sales leakage.
- E-2.5** Encourage development of a local labor force with skills to meet the needs of the area's businesses and industries.

ACTIONS

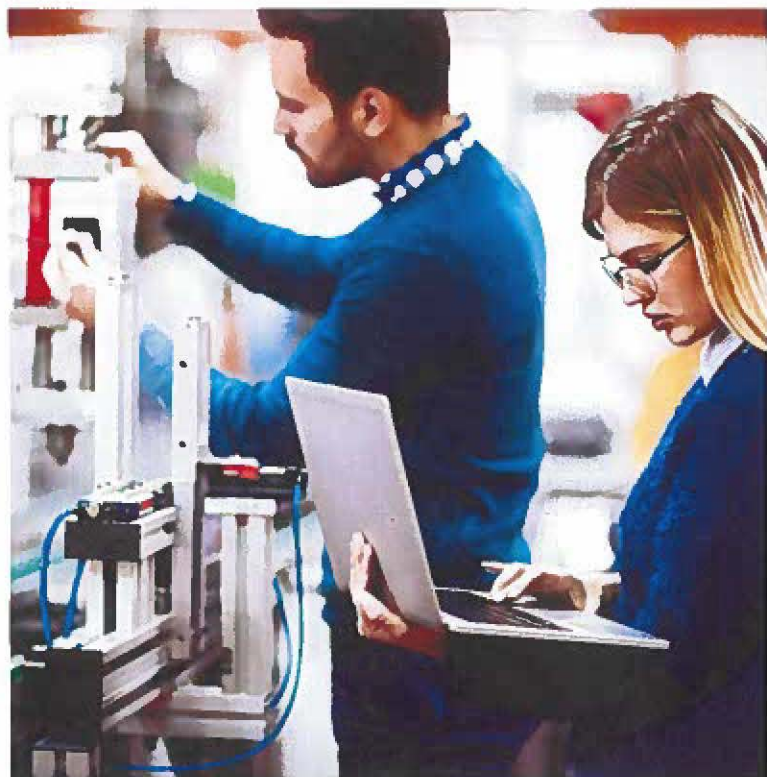
- E-2.A** Support a business retention/expansion (BR&E) program that focuses on primary employers—defined as those that generate the majority of their revenue from the sale of products or services outside the region.
- E-2.B** Continue to provide access to tools and assistance for starting and growing a business in Dixon, such as referrals to the Small Business Development Center (SBDC) and the Development Impact Fee Deferral Program.
- E-2.C** Work with financial institutions to promote small business lending opportunities that support and encourage local entrepreneurship and business growth.
- E-2.D** Maintain and promote a list of small business lending programs that may provide funding to Dixon businesses that are denied access to capital through private markets.



- E-2.E** Identify and incorporate zoning that supports innovative businesses located in residential neighborhoods and mixed use areas. Identify revisions to the City's home occupation permitting process to allow for a more "over-the-counter" approval process.
- E-2.F** Implement a local procurement program that encourages sourcing supplies and services from local businesses.
- E-2.G** Collaborate with Dixon Chamber of Commerce to create and implement a "Shop Local" campaign.
- E-2.H** Work with educators (e.g., UC Davis; community colleges; Dixon Unified School District), Solano Workforce Development Board, Solano EDC, and other resource providers to foster development and implementation of applicable training programs and to identify opportunities to jointly spur growth in strategic industry sectors.
- E-2.I** Identify, pursue, and secure funding opportunities from federal, state, and local government sources as well as private sector financing for economic development, marketing, workforce training, and business recruitment.
- E-2.J** Provide Dixon employers with information on federal, state and local State incentive programs, particularly Employment Training Panel job training reimbursement and California Competes tax credit programs.

4.5 BUSINESS ATTRACTION

Dixon has concentrations of jobs in manufacturing, logistics, food processing, biotechnology, and agricultural technology. These sectors have a presence in the surrounding region and have potential for growth in the future. Focusing economic development efforts on attracting new business in these and similar sectors and helping existing business to expand represents a solid strategy for growth, as the success of these business has been demonstrated in the region. Building on this foundation and targeting growing industries that pay higher than average wages or provide significant tax revenue generation opportunities will help ensure a strong and stable economy, increase tax revenues, and support investments that enhance the quality of life in the community.



GOAL E-3: Grow a diverse primary job base by attracting new businesses that build on Dixon's strengths.

POLICIES

- E-3.1** Focus business attraction efforts on primary employment sectors that have been identified as targets, demonstrate strong growth potential, and pay higher than average wages or provide significant tax revenue generation opportunities.
- E-3.2** Actively recruit new businesses to build on existing industry concentrations in Dixon, including businesses in the following sectors: manufacturing, logistics, food processing, biotechnology, and agricultural technology.
- E-3.3** Leverage Dixon's location and connections to the regional road and rail network to attract new businesses.
- E-3.4** Undertake and encourage placemaking and community development projects that enhance the city as a desirable place to live and work, and as a talent attractor.
- E-3.5** As a member of the Solano EDC, continue to support and participate in regional economic development initiatives, including joint marketing initiatives, business attraction strategies, and workforce development efforts.

ACTIONS

- E-3.A** Cultivate partnerships with UC Davis, angel and venture capital investors, and the local agriculture industry to promote agricultural technology, innovation, and possible business locations in Dixon.
- E-3.B** Work with the Solano Transportation Authority, the Solano Economic Development Corporation (EDC), Solano County, and other partners to explore strategies for a viable new rail served business site south of Tremont Road immediately northeast of the Dixon City limit.



- E-3.C** Explore development of an incentive program for employers relocating to Dixon and for existing employers expanding in Dixon. The City at its discretion may choose to customize incentives on a case-by-case basis, as part of site selection negotiations.
- E-3.D** Study impact fees and fiscal impacts as an integral part of economic development planning.
- ED-3.E** Produce marketing materials and refine the City's economic development web pages and social media platforms to promote Dixon as a great place to invest or to live.
- ED-3.F** When appropriate and as resources allow, participate with Solano EDC, CALED, and GoBIZ as a partner on trade missions, advocacy efforts, image campaigns, trade show attendance, and other marketing efforts.
- ED-3.G** Develop and launch a Dixon Digital Ambassador program, eliciting participants from the community to assist in efforts to extend awareness of Dixon's assets, events, etc.



4.6 DOWNTOWN DIXON

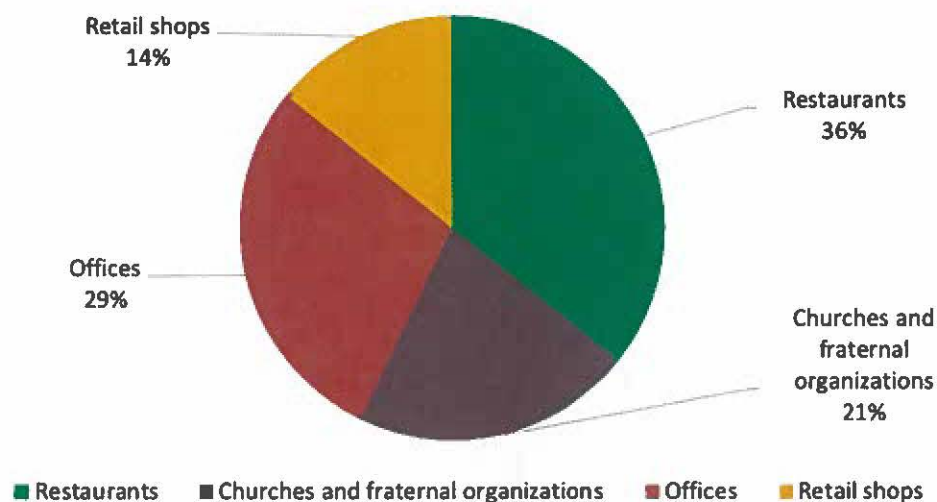
Downtown Dixon is a gathering place for the community, with locally owned businesses, restaurants, and cultural facilities. Churches draw people from around the community for services and events, while the shops and restaurants along First Street provide a “Main Street” atmosphere. The Dixon Carnegie Library is a historic landmark and an activity center downtown, and office workers contribute to the daytime vitality. The Pardi Market Plaza, envisioned as a vibrant town square, will further bolster the role of Downtown Dixon as a social and cultural hub of the community.

Downtown Dixon’s distinctive character is an asset to promote and enhance. The mix of daytime and nighttime uses and look and feel of downtown contribute equally to the atmosphere. New residents and office workers can support the vitality of the area, providing customers for businesses throughout the day. Opportunities exist for infill

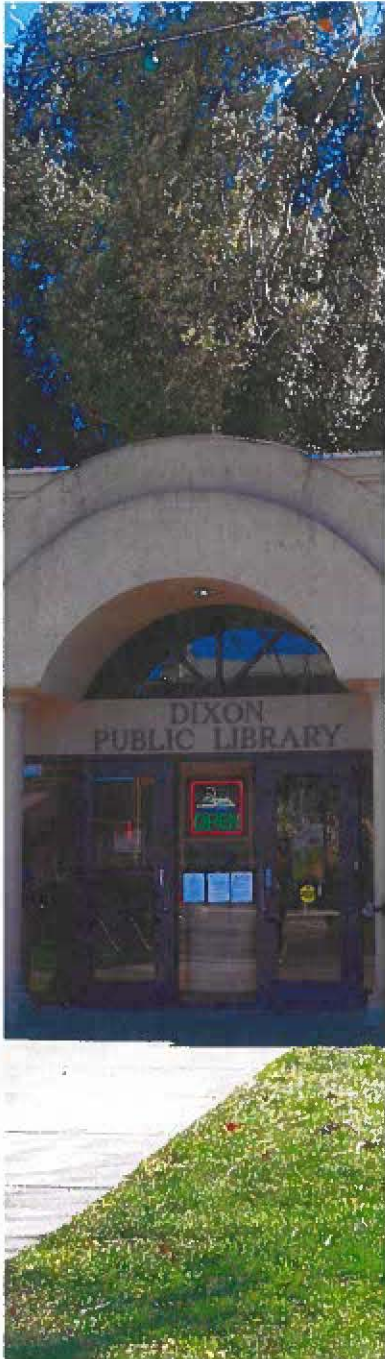
development and investment in seismic retrofits and other improvements will allow for development of second floor residential and offices uses. Refreshing the Downtown design guidelines for buildings and public spaces developed in the 1990s is important for ensuring quality of design over time and ensuring that new development is in keeping with the downtown context. The addition of street trees, paving treatments, outside dining areas and bicycle facilities to complement downtown branded signage can also add to Downtown Dixon’s Main Street appeal.

With easy access via State Route 113 and A Street, Downtown Dixon can also be a destination for visitors from surrounding communities who may come to enjoy an event, a meal, or the small-town charm. The addition of passenger rail service with a scheduled stop in Dixon would provide another way to increase visitors to the community.

Figure E-3: Downtown Composition



Source: BAE 2015.



GOAL E-4: Establish and support Downtown Dixon as the city's cultural focal point, the dominant community event area, and a destination business and entertainment center that attracts both residents and visitors.

POLICIES

- E-4.1** Recognize that protecting local historic character and providing a vital mix of daytime and evening uses is integral to the economic success of Downtown Dixon.
- E-4.2** Create design standards for public benches, lighting, waste receptacles, signage and landscape to provide a consistent visual thematic impression.
- E-4.3** Promote and encourage context-sensitive, mixed use residential, office, retail, and restaurant development on infill sites downtown.
- E-4.4** Actively support and promote locally owned small businesses that cater to the needs of Dixon residents and visitors to differentiate Downtown Dixon from other commercial areas of the city.
- E-4.5** Foster attractive and safe public spaces and streets downtown through the implementation of the adopted downtown design guidelines and supporting public art and music programs.
- E-4.6** Partner with the Downtown Dixon Business Association, the Dixon Library, and other groups to promote Downtown Dixon as a focal point for arts, music, culture, and entertainment in the community.
- E-4.7** Support annual festivals, live music, and regular events that contribute to the economic vitality of Downtown Dixon.

ACTIONS

- E-4.A** Consult property owners, real estate brokers, and developers to identify barriers and incentives for investments needed to transform second floor spaces into viable office and residential spaces.
- E-4.B** Explore the economic feasibility of potential new business opportunities, such as a theatre/cinema, brew pub, ice cream shop, and

other types of community-oriented businesses.

- E-4.C** Work with local property owners, the Downtown Dixon Business Association, the Dixon Chamber of Commerce, the Dixon Library, and other community stakeholders to establish passenger rail service to Downtown Dixon. This will entail a coordinated effort to ensure that STA and CCJPA station criteria are met, including metrics for daily boardings.
- E-4.D** Support local initiatives to develop and implement a public art program downtown.

(See also Goal LCC-4 in the Land Use and Community Character Element for additional policies and actions related to Downtown Dixon; Goal LCC-3 for policies and actions related to historic preservation; and Goal M-5 in the Mobility Element for policies and action related to passenger rail service and access to Downtown Dixon).

4.7 THRIVING COMMERCIAL GATEWAYS

With four interchanges on Interstate 80 and State Route 113 running through the heart of the community, highway-oriented commercial businesses make an important contribution to Dixon's economy. Gas stations, hotels, and food service businesses catering to commercial and passenger vehicles traveling through Dixon generate injections of retail sales into the community. The cluster of regional retail establishments along North Lincoln Street also attracts consumers from the surrounding area, as does Wal-Mart located further north.

Beyond serving the needs of travelers, businesses in these high-visibility locations convey an image of the community and fostering attractive entry points into the city can raise the image of Dixon in the region. Attractive building design, landscaping, and signage can help build a sense of place at key commercial gateways and announce arrival in Dixon. Taking action to address code violations and vacancies in high-visibility gateway locations is also critical so that blight does not deter from the image of the community.



Given the presence of major regional retailers in surrounding communities, opportunities for additional regional retail in Dixon are limited; however, Dixon's highway-oriented businesses also serve the local community. Dixon Plaza and the cluster of retail businesses on Pitt School Road in the vicinity of the Park & Ride facility serve local residents and Dixon commuters, as well as visitors to the community. Ensuring that retail businesses at key entry points to Dixon continue to serve both residents and visitors can help promote thriving commercial gateways.

GOAL E-5: Leverage the value of Dixon's location along major regional transportation corridors to promote commercial development.

POLICIES

- E-5.1** Promote highway-oriented retail at freeway interchanges to capture sales tax revenue from motorists on I-80.
- E-5.2** Ensure that commercial centers visible from State highways in Dixon are attractively designed and easy to navigate.
- E-5.3** Enhance the visual character of commercial properties at freeway interchanges by encouraging facade improvements, distinctive signage, and other elements.
- E-5.4** Support and encourage retail uses such as auto dealers, farm equipment sales, and boat sales that attract shoppers from Dixon and the surrounding area along the city's major commercial corridors.
- E-5.5** Foster nodes of retail shops and services along commercial corridors in Dixon to serve the daily needs of residents and employees.

ACTIONS

- E-5.A** Prioritize efforts to fill vacant commercial space by networking and marketing vacant locations in high visibility locations at freeway interchanges and along major corridors.
- E-5.B** Work with Caltrans and adjacent property owners to implement a coordinated landscaping and design strategy along State highway corridors.
- E-5.C** Develop and implement design guidelines and highway signage standards for Dixon's freeway interchanges and commercial corridors.
- E-5.D** Investigate methods such as a facade improvement program and attractive city entry signage to encourage upgrades to highly visible locations such as freeway interchanges, community entryways, and major corridors.
- E-5.E** Study the need for business improvement districts to fund improvements that enhance the character of key commercial areas of the city.
- E-5.F** Update the zoning code to encourage concentration of retail and services catering to daily needs in nodes along commercial corridors.

(See also Goal LCC-5 in the Land Use and Community Character Element for additional policies and actions related to neighborhood commerce).

4.8 BUSINESS-FRIENDLY TOWN

A business-friendly community is one that proactively cultivates an environment where businesses and entrepreneurs can succeed. A skilled workforce, good schools and a desirable quality of life will attract employers, but equally important is a commitment to supporting local businesses and facilitating employment growth. This involves offering efficient development services; establishing clear and consistent rules and regulations; and providing training and networking programs that help businesses start up, comply with the local rules, and meet other professionals in their industries.

Communities that have a business-supportive culture are better able to weather challenging economic periods, and having staff to do the legwork and support business attraction and expansion is key. Monitoring data and tracking performance of economic development activities will also help the City can evaluate trends and adjust course if needed.



GOAL E-6: Partner with businesses and entrepreneurs to make Dixon an attractive, easy place to do business.

POLICIES

- E-6.1** Foster a healthy and diverse business base in Dixon through the use of clear and consistent regulatory and permit processes.
- E-6.2** In collaboration with the Dixon Chamber of Commerce, the Downtown Business Association, and other local groups, identify and remove unnecessary constraints to business development.
- E-6.3** Regularly assess Dixon's competitiveness as a place to do business and maintain development regulations and fees accordingly.
- E-6.4** Continuously improve the community development process so that it facilitates the efficient and timely processing of development applications and projects.

ACTIONS

- E-6.A** Periodically benchmark Dixon's regulatory and permit costs against comparable communities, adjusting as needed to ensure competitiveness.
- E-6.B** Establish a dashboard that reports economic, educational, and occupational indicators that can be tracked over time and used to assess the city's progress and competitiveness, as well as to rank it in comparison to selected similar cities in California and the U.S.
- E-6.C** On an ongoing basis, solicit customer service feedback from businesses and individuals who do business with the City.



18.05.020 Land use regulations.

Table 18.05.020: Land Use Regulations – Commercial and Mixed-Use Districts, sets the land use regulations for the commercial and mixed-use zoning districts except for the CAMX district, the land use regulations for which shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development. In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).

Land uses are defined in Chapter 18.34 DMC, Use Classifications. Land uses not listed in the table and not substantially similar to the uses listed are prohibited. In cases where a specific land use or activity is not defined, the Community Development Director shall assign the land use or activity to a classification that is substantially similar in character. The decision of the Director in such instances may be appealed under DMC 18.21.120, Appeals. The Director may refer any request for determination of use classification that is unclear, may generate substantial public controversy, or involve significant land use policy decisions to the Planning Commission for decision.

TABLE 18.05.020: LAND USE REGULATIONS – COMMERCIAL AND MIXED-USE DISTRICTS

"P" = Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed						
*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).						
In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.						
Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Residential Uses						
Residential Dwelling Units	See subclassifications below					
Single-Unit Dwelling, Detached	P(1)	-	-	-	-	
Single-Unit Dwelling, Attached	P(2)	P*	-	-	-	
Multi-Unit Dwelling	P(2)	P*	-	-	-	
Accessory Dwelling Unit	See DMC 18.19.040, Accessory dwelling units					

"P" = Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed						
*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).						
In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.						
Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Employee Housing	See DMC 18.19.090, Employee housing (for farmworkers)					
Family Day Care	Small and large family day cares are permitted in all districts where residential uses are allowed and are considered residential uses of a property.					
Group Residential	P(2)	P*	-	-	-	
Residential Care Facilities, Small	Small residential care facilities constitute a residential use and are subject only to those restrictions that apply to other residential uses of the same type in the same zoning district.					
Residential Facility, Assisted Living	-	P*	-	-	-	
Single-Room Occupancy	P(2)	P*	-	-	-	
Supportive Housing	See DMC 18.19.140, Supportive and transitional housing					
Transitional Housing	See DMC 18.19.140, Supportive and transitional housing					
Public/Semi-Public Uses						
Colleges and Trade Schools	-	P*	P	-	P	
Community Assembly, 5,000 square feet or less of floor area	C(2)	P*	P	-	A	
Community Assembly, more than 5,000 square feet of floor area	-	P*	P	-	A	
Cultural Institutions	P	P*	P	-	C	
Day Care Centers	A	P*	P	P	C	
Government Offices	P	P*	P	P	P	
Hospitals and Clinics	See subclassifications below					
Clinic	P	P*	P	P	-	
Hospital	-	C*	C	C	-	
Skilled Nursing Facility	-	C*	-	-	-	
Instructional Services	P	P*	P	P	A	

"P" = Permitted Use; "A" = Administrative Use Permit required;

"C" = Conditional Use Permit required; "-" = use not allowed

*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).

In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.

Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Low Barrier Navigation Center	P	P*	-	-	-	Must be consistent with Cal. Gov't Code § 65660 et seq.
Parking Lots and Structures	P	-	-	-	-	
Park and Recreation Facilities	P	P*	P	A	A	
Public Safety Facilities	P	P*	P	P	P	
Recreational Vehicle Parks and Campgrounds	-	-	-	C	-	
Schools, Private	-	A*	A	A	A	
Social Service Facilities	A	A*	A	A	A	
Commercial Uses						
Animal Services	See subclassifications below					
Animal Shelter and Boarding	-	-	-	-	P	
Pet Day Care	A	P*	P	P	P	
Veterinary Services	A	P*	P	P	P	
Automobile/Vehicle Sales and Services	See subclassifications below					
Automobile/Vehicle Rental	-	C*	P	P	P	
Automobile/Vehicle Sales and Leasing	-	C*	-	P	P	
Automobile/Vehicle Service and Repair, Minor	-	A*	C	P	P	
Automobile/Vehicle Repair, Major	-	-	-	P	P	
Large Vehicle and Equipment Sales, Service, and Rental	P	-	-	P	P	
Service Stations	-	C*	C	P	P	See DMC 18.19.060, Alcoholic beverage sales (off-sale)

"P" = Permitted Use; "A" = Administrative Use Permit required;

"C" = Conditional Use Permit required; "-" = use not allowed

*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).

In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.

Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Towing and Impound	-	-	-	-	A	
Washing	-	A*	-	P	P	
Banks and Financial Institutions	P	P*	P	P	P	
Business Services	P	P*	P	P	P	
Cannabis Business	-	C(3)*	-	C(3)	C(3)	See Chapter 6.12 DMC, Cannabis Business Pilot Program
Commercial Entertainment and Recreation	See subclassifications below					
Cinema/Theater	P	P*	P	P	A	
Indoor Entertainment and Recreation	P	P*	P	P	A	
Outdoor Entertainment	-	C*	-	C	C	
Outdoor Recreation	-	P*	-	C	P	
Convention Facility	-	C*	-	C	-	
Drive-Through Facility	-	A*	A	P	P	
Eating and Drinking Establishments	See subclassifications below					
Bars/Nightclubs/Lounges	C	C*	C	C	C	
Restaurant	P	P*	P	P	P	
Farmers' Markets	P	P*	P	-	-	See DMC 18.19.100, Farmers' markets
Food Preparation	P	P*	P	P	P	
Funeral Parlors and Interment Services	-	P*	P	-	P	
Hotels	P	P*	P	P	P	
Offices	P	P*	P	P	P	

"P" = Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed						
*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).						
In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.						
Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Personal Services	See subclassifications below					
General Personal Services	P	P*	P	P	P	
Massage Establishments	C	-	C	C	-	See Chapter 6.11 DMC, Massage Establishments
Tattoo or Body Modification Studio	C	-	-	C	-	
Repair and Maintenance Services	P	P*	P	P	P	
Retail Sales	See subclassifications below					
Building Materials Stores	-	P*	-	P	P	
Food and Beverage Sales	P	P*	P	P	P	
Liquor Stores	C	C*	C	A	C	See DMC 18.19.060, Alcoholic beverage sales (off-sale)
General Retail	P	P*	P	P	P	
Nurseries	-	P*	P	-	P	
Tobacco Retailers	C	C*	C	A	C	
Smoking Lounge	C	C*	C	C	C	
Industrial Uses						
Construction and Material Yards	-	-	-	-	P	
Contractor Shops	-	P*	-	-	P	
Custom Manufacturing	P	P*	P	-	P	
Food and Beverage Manufacturing	See subclassifications below					
Small Scale	-	P*	P	-	P	
Large Scale	-	C*	-	-	P	
Light Industrial	-	C*	-	-	P	

"P" = Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed						
*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).						
In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.						
Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Research and Development	-	P*	-	-	P	
Storage, Warehousing and Wholesaling	See subclassifications below					
Indoor, less than 50,000 square feet in size	-	-	-	-	P	
Personal Storage	-	C*	-	-	P	
Vehicle Storage	-	-	-	-	A	
Transportation, Communication, and Utility Uses						
Distribution Facilities and Freight/Trucking Terminals, less than 50,000 square feet in size	-	C*	-	-	C	
Light Fleet Based Services	-	-	-	P	-	
Public Works and Utilities	-	C*	-	C	P	
Recycling Facility	See subclassifications below					
Reverse Vending Machine	-	P*	P	P	P	
Transit Stations and Terminals	P	-	-	-	P	
Telecommunication Facilities	See DMC 18.19.150, Telecommunication facilities					
Other Uses						
Accessory Uses, Activities, and Structures	See DMC 18.19.030, Accessory uses and activities, and DMC 18.11.020, Accessory structures					
Animal Keeping	The keeping of animals, including bees, dogs, cats, poultry, rabbits, and other animals are subject to the provisions of DMC Title 7, Animals					
Home Occupations	See DMC 18.19.120, Home occupations					
Alcoholic Beverage Sales (Off-Sale)	See DMC 18.19.060, Alcoholic beverage sales (off-sale)					
Nonconforming Uses	See Chapter 18.15 DMC, Nonconforming Uses, Structures, and Lots					
Outdoor Dining and Seating	See DMC 18.19.130, Outdoor dining and seating					

"P" = Permitted Use; "A" = Administrative Use Permit required; "C" = Conditional Use Permit required; "-" = use not allowed						
*In the CMX district, a minimum of one (1) residential use and a minimum of one (1) commercial use are required on any development site two and one-half (2.5) acres or more in size (see subsection A of this section, CMX Zoning District, Additional Use Regulations).						
In the CAMX district, the land use regulations shall be as identified in the approved PD or equivalent mechanism, adopted for a specific development.						
Land Use Classification	DMX	CMX*	CN	CR	CS	Additional Regulations
Temporary Uses	See DMC 18.19.160, Temporary uses					

Notes:

1. Permitted if existing. New units must be located on an upper story or behind a nonresidential use.
2. Prohibited on the ground floor along the North Jackson Street, East A Street, West A Street, North 1st Street, and South 1st Street frontages.
3. Must be located a minimum of six hundred (600) feet from a school providing instruction in kindergarten or any grades one (1) through twelve (12), day care center, or youth center, as those terms are defined in Chapter 6.12 DMC, and a minimum of three hundred (300) feet from any residential use.

A. CMX Zoning District, Additional Use Regulations.

1. Development Sites Less Than Two and One-Half (2.5) Acres in Size.

a. **Allowed Uses.** Allowed uses and permit requirements are as established in Table 18.05.020: Land Use Regulations – Commercial and Mixed-Use Districts.

b. **Required Active Frontage.** Commercial uses or common areas of a residential development shall occupy the ground floor of buildings for a minimum of forty (40) feet or twenty-five percent (25%) of the development site frontage, whichever is greater. The minimum depth of these areas shall be forty (40) feet and minimum floor-to-ceiling height shall be fourteen (14) feet.

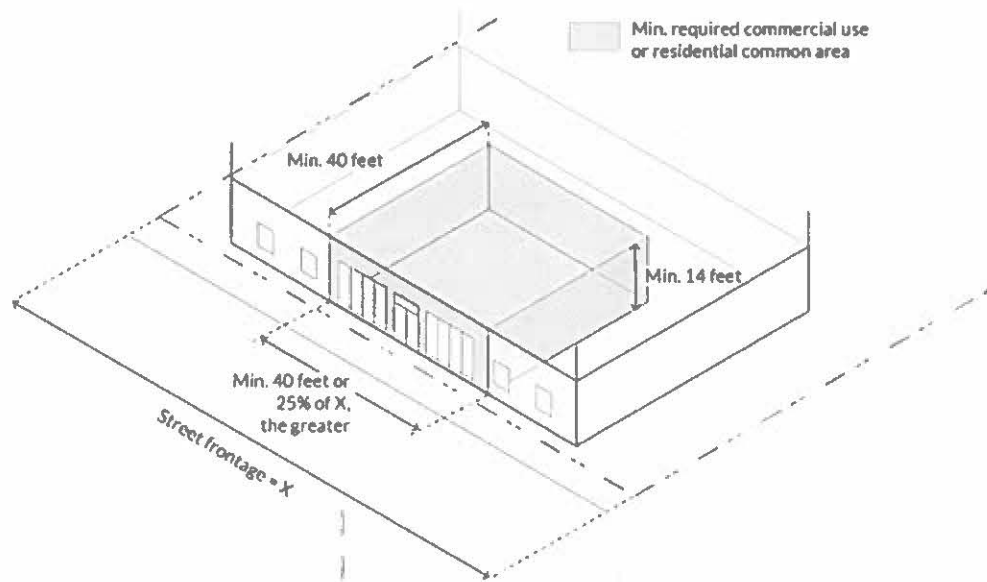


FIGURE 18.05.020.A: REQUIRED ACTIVE FRONTAGE, SITES LESS THAN 2.5 ACRES

2. Development Sites Two and One-Half (2.5) Acres or More in Size.

a. Mixed-Use Development Required. Allowed uses and permit requirements are as established in Table 18.05.020: Land Use Regulations – Commercial and Mixed-Use Districts. A minimum of one (1) residential use and a minimum of one (1) commercial use are required per site.

(i) A certificate of occupancy shall not be issued for a use or structure on the site until both the residential use and the commercial use are ready to be issued concurrently. This requirement may be waived by the review authority upon finding that mechanisms are in place to ensure both uses will be in place and available for public use in a timely manner.

b. Required Active Frontage. Commercial uses shall occupy the ground floor of buildings for a minimum of forty (40) feet or twenty-five percent (25%) of the development site frontage, whichever is greater. The minimum depth of these areas shall be forty (40) feet and minimum floor-to-ceiling height shall be fourteen (14) feet.

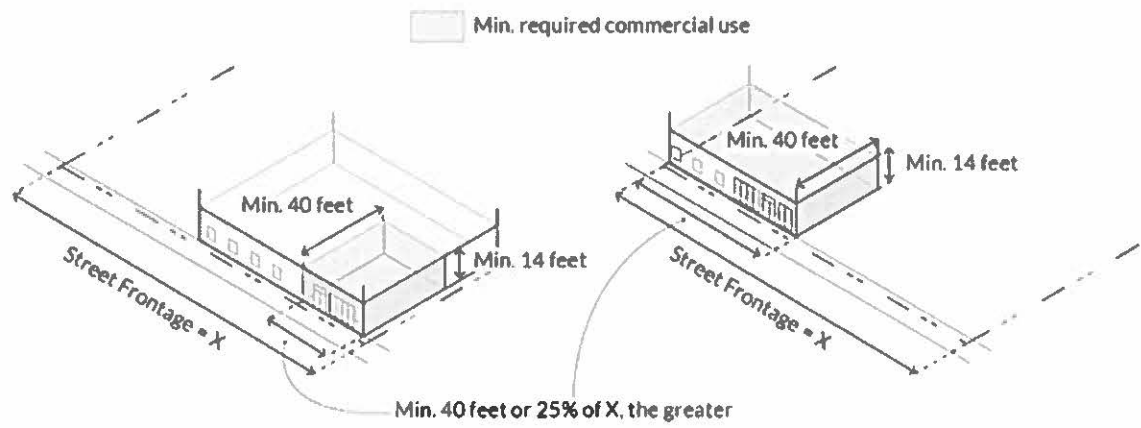


FIGURE 18.05.020.B: REQUIRED ACTIVE FRONTAGE, SITES 2.5 ACRES OR MORE IN SIZE

[Ord. 24-002 § 5 (Exh. A).]

18.19.160 Temporary uses.

This section establishes standards for certain uses that are intended to be of limited duration of time and that will not permanently alter the character or physical facilities of the site where they occur.

A. Applicability. The provisions of this section apply to temporary uses on private property. Temporary uses on public property require a special event permit from the City. Temporary uses in the public right-of-way require an encroachment permit from the Engineering Department.

B. Business License Required. Where applicable, a separate City of Dixon business license is required for each vendor.

C. Temporary Uses Not Requiring a Use Permit. The following types of temporary uses may be conducted without a use permit. Other permits, such as building permits, may be required.

1. Fireworks Stands. Any fireworks stand within the City shall require an operational permit for explosives issued by the Dixon Fire Department, subject to the standards contained in the fire code and local fire amendments along with the zoning standards provided below.

a. No zoning permit is required; all review and standards will be established by the explosive operational permit issued by the Fire Department.

b. All retail sales of safe and sane fireworks shall be permitted from within a temporary fireworks stand only. The retail sale of fireworks from any other building or structure is prohibited.

c. No fireworks stand may be erected before June 23rd, or by any person not affiliated with a nonprofit organization to which a fireworks sales permit has been issued.

d. Fireworks stands must be located on lots that have an all-weather surface and adequate off-street parking to meet the requirements of any existing use or uses as well as the fireworks stand.

e. Fireworks stands are permitted only in the following zoning districts:

(i) Neighborhood commercial (CN).

(ii) Service commercial (CS).

(iii) Regional commercial (CR).

(iv) Corridor mixed use (CMX).

(v) Light industrial (IL).

(vi) General industrial (IG).

f. Fireworks stands shall not be located closer than three hundred (300) feet apart, unless separated by a major arterial roadway.

g. Fireworks stands shall comply with current adopted National Fire Protection Association Standard NFPA 1124, Code for the Manufacture, Transportation, Storage, and Retail Sales of Fireworks and Pyrotechnic Articles.

h. Fireworks stands shall not be located within twenty-five (25) feet of any other building or structure.

i. No fireworks shall be located within one hundred (100) feet of a location where gasoline or any other flammable liquids are stored or dispensed.

j. All weeds or other vegetation and combustible material shall be cleared from the location of the fireworks stand, up to a distance of at least twenty-five (25) feet surrounding the fireworks stand.

k. No later than July 10th of each calendar year, each fireworks stand shall be completely removed and the premises upon which it was located shall be cleared of all debris and restored to the condition it was in prior to the establishment of the fireworks stand.

l. Fireworks stands shall be permitted to have no more than two (2) double-sided signs with a maximum area of sixty-four (64) square feet per side. All such signs shall be located on the same site as the fireworks stand they identify or advertise. Signs may not be placed in such a manner as to interrupt the normal flow of vehicle or pedestrian traffic or to cause any sight distance problems for such traffic. Placement of such signs shall be subject to the review and approval of the Fire Chief, the Community Development Department and the Police Department. In no case shall the sign placement interfere with traffic or any other safety-related

concern. The above-described signs may be displayed from June 23rd through the end of sales on July 4th.

2. Yard/Garage Sales. Sales of personal property conducted by a resident of the premises with a maximum term of two (2) consecutive days and occurring no more than two (2) times in any six (6) month period.

3. Nonprofit Fund Raising. Fund raising activities by tax exempt organizations pursuant to Section 501(c) of the Federal Revenue and Taxation Code are allowed in nonresidential zones with no limitation on the number of occasions and duration where there is no disruption to the normal circulation of the site; encroachment upon driveways, pedestrian walkways, or required parking or landscaped areas; obstruction to sight distances; or other created hazard for vehicle or pedestrian traffic.

4. Temporary Construction Office. On-site temporary construction offices during the period of construction. The temporary construction office shall be removed or converted to a permitted use prior to issuance of a certificate of use and occupancy for the main building or buildings.

5. Sales Offices and Model Homes. Model homes with sales offices and temporary information/sales offices in new residential developments, subject to the following requirements:

a. Minimum Size of Residential Development. The residential development area shall be five (5) acres or more in size.

b. Location. Model homes and sales offices shall be located a minimum of two hundred (200) feet from any existing residential dwelling outside the subdivision.

c. Time Limits.

(i) Temporary Sales Office. A temporary information/sales trailer may be used during the construction of the model homes for a maximum period of six (6) months or completion of the first phase of the development, whichever occurs first.

(ii) Model Homes. Model homes may be established and operated for a term period of three (3) years or until completion of the sale of the lots or units, whichever comes first.

d. Type of Sales. Real estate sales conducted from a temporary sales office are limited to sales of lots or units within the development.

e. Return to Residential Use. Prior to the sale of any of the model homes as a residence, any portion used for commercial purposes shall be converted to its intended residential purpose.

D. Temporary Uses Requiring a Temporary Use Permit. Other temporary uses may be permitted pursuant to Chapter 18.25 DMC, Temporary Use Permits, subject to the following standards. Additional or more stringent requirements may be established through the temporary use permit process to prevent the use from becoming a nuisance with regard to the surrounding neighborhood or the City as a whole.

1. Seasonal Sales. The annual sales of holiday related items such as Christmas trees, pumpkins, and similar items may be permitted in accordance with the following standards. This subsection is only applicable to temporary seasonal sales that are not in conjunction with an existing business and are not applicable to farmers' markets or the sale of fireworks.

a. Location. Seasonal sales are limited to nonresidential zoning districts.

b. Time Period.

(i) Seasonal sales associated with holidays are allowed up to a month preceding and one (1) week following the holiday.

(ii) The subject lot shall not be used for seasonal sales more than three (3) times within the calendar year.

c. Display.

(i) Location of the displayed merchandise shall not disrupt the normal circulation of the site, nor encroach upon driveways, pedestrian walkways, or required parking or landscaped areas, or obstruct sight distances or otherwise create hazards for vehicle or pedestrian traffic.

(ii) All items for sale, as well as signs and temporary structures, shall be removed within fourteen (14) days after the end of sales, and the appearance of the site shall be returned to its original state.

2. Agricultural Produce Stands. Agricultural produce stands subject to the following regulations:

a. Location. Agricultural produce stands are limited to the RL, CS, and CR districts.

b. Maximum Size. Limited to one hundred twenty (120) square feet unless a larger size is approved pursuant to an administrative use permit.

c. Sales. Product sales are limited to produce and value-added products grown and produced within the City of Dixon or Solano County.

d. Duration. The temporary use permit shall identify the maximum duration of the agricultural produce stand, which shall be no more than ninety (90) days.

e. Removal. Agricultural produce stands shall be dismantled and removed from the site with five (5) days of expiration of the temporary use permit authorizing the agricultural produce stand.

3. Special Events. Short-term special events may be permitted in accordance with the following standards:

a. Location. Events are limited to nonresidential zones.

b. Number of Events. No more than six (6) events at one (1) site, or two (2) events per business, whichever is greater, shall be allowed within any twelve (12) month period.

c. Duration. The maximum duration of a single event is five (5) consecutive days, with a minimum of fourteen (14) days between each event.

4. Mobile Food Service. Mobile food service carts, trailers, vehicles, and/or similar temporary, portable, or mobile structures or vehicles may be permitted in accordance with the following standards:

a. Vehicle Attendance and Storage. Vehicles shall not be left unattended at any time, or be left on site when inactive, or stored overnight.

b. Duration. No lot may have a mobile food service on site for more than thirty (30) days total in any twelve (12) month period unless authorized through an administrative use permit.

c. Displaced Parking. Mobile food service may displace up to three (3) required nonresidential parking spaces for a maximum of four (4) hours per day per parking lot; provided, that no more than ten percent (10%) of the total number of parking spaces on site are displaced. Required parking spaces for an existing nonresidential use may be displaced if the existing nonresidential use is not open during the event.

d. Paving. Mobile food service vehicles shall only be stopped or parked on surface paved with concrete, asphalt, or another surface approved by the Community Development Director.

e. Obstructions. Mobile vendor location and operations, including customers, seating, and equipment, shall not obstruct the right-of-way, sight distances, or otherwise create hazards for vehicle or pedestrian traffic. The location shall comply with applicable accessibility requirements and the Americans with Disabilities Act.

f. Nuisance. Mobile vendors shall be responsible for keeping the area clean of any litter or debris and shall provide trash receptacles for customer use on site. No vendor shall ring bells, play chimes, play an amplified musical system, or make any other notice to attract attention to its business while operating within city limits. The use of prohibited or unpermitted signs for mobile food vendors is not allowed.

E. Temporary Uses Requiring an Administrative Use Permit. Other temporary uses that do not meet the standards for temporary uses not requiring a permit or requiring a temporary use permit may be allowed in nonresidential districts with the approval of an administrative use permit so long as they are determined to be temporary in nature and will not unreasonably impair circulation or the operation of other uses in the area or otherwise create significant impacts. [Ord. 24-002 § 5 (Exh. A).]

18.34.030 Commercial uses.

Adult-Oriented Business. As defined in Chapter 11.02 DMC, Adult-Oriented Businesses.

Animal Services. Services related to the boarding, grooming, and care of household pets.

Animal Shelter and Boarding. A commercial, nonprofit, or governmental facility for keeping, boarding, training, breeding, or maintaining, generally overnight or in excess of twenty-four (24) hours, dogs, cats, or other household pets not owned by the owner or operator of the facility.

Pet Day Care. Facilities providing nonmedical care on a less than twenty-four (24) hour basis for dogs, cats, or other household pets not owned by the facility operator.

Veterinary Services. Veterinary services for dogs, cats, or other household pets. This classification allows twenty-four (24) hour accommodation of animals receiving medical services and treatment, including animal hospitals, and pet clinics.

Automobile/Vehicle Sales and Services. Retail or wholesale businesses that sell, rent, and/or repair automobiles, boats, personal watercraft, recreational vehicles, trucks, vans, trailers, scooters, and motorcycles including the following:

Automobile/Vehicle Rental. Establishment providing for the rental of automobiles and small vehicles. Typical uses include car, light truck, motorcycle, and scooter rental agencies.

Automobile/Vehicle Sales and Leasing. Sale or lease, retail or wholesale, of automobiles, light trucks, motorcycles, motor homes, boats, and trailers, together with associated repair services and parts sales, but excluding body repair and painting. Typical uses include automobile dealers and recreational vehicle sales agencies.

Automobile/Vehicle Service and Repair, Minor. The service and repair of automobiles, light-duty trucks, and motorcycles, including the incidental sale, installation, and servicing of related equipment and parts. This classification includes the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, and smog checks, tire sales and installation, auto radio/electronics installation, auto air conditioning/heater service, and quick-service oil, tune-up shops, and brake and muffler shops where repairs are made or service provided in enclosed bays and no vehicles are stored overnight.

Automobile/Vehicle Repair, Major. Repair of automobiles, trucks, motorcycles, motor homes, boats, and recreational vehicles, generally on an overnight basis that may include disassembly, removal or replacement of major components such as engines, drivetrains, transmissions or axles, automotive body and fender work, vehicle painting, or other operations that generate excessive noise, objectionable odors or hazardous materials, and towing services. This classification excludes vehicle dismantling or salvaging and tire retreading or recapping.

Large Vehicle and Equipment Sales, Service, and Rental. Sales, servicing, rental, fueling, and washing of boats, recreational vehicles, and large trucks, trailers, tractors, and other equipment used for construction, moving, agricultural, or landscape gardening activities.

Service Stations. Establishments primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as providing minor automobile/vehicle repair services that do not include major overhauls or paint booths; selling automotive oils, replacement parts, and accessories; and/or providing incidental food and retail services. These facilities may include "mini-marts" and/or convenience stores that sell products, merchandise, or services that are ancillary to the primary use related to the provision of automotive services.

Towing and Impound. Establishments primarily engaged in towing light or heavy motor vehicles, both local and long distance. These establishments may provide incidental services, such as vehicle storage and emergency road repair services (for automobile dismantling, see DMC 18.34.040, Salvage and Wrecking).

Washing. Washing, waxing, or cleaning of automobiles or similar light vehicles.

Banks and Financial Institutions. Financial institutions providing retail banking services. This classification includes only those institutions serving walk-in customers or clients, including banks, savings and loan institutions, check cashing businesses, and credit unions.

Business Services. Establishments providing goods and services to other businesses on a fee or contract basis, including printing and copying, blueprint services, advertising and mailing, office equipment rental and leasing, office security, custodial services, photofinishing, model building, and taxi services or delivery services with two (2) or fewer fleet vehicles on site.

Cannabis Business. As defined by DMC 6.12.030, Definitions.

Commercial Entertainment and Recreation. Provision of participant or spectator entertainment to the public. These classifications may include incidental restaurants, snack bars, and other related food and beverage services to patrons.

Cinema/Theater. A facility for the indoor display of films, motion pictures, or dramatic, musical, or live performances.

Indoor Entertainment and Recreation. Establishments providing predominantly participant sports, fitness, indoor amusement and entertainment services conducted within an enclosed building, including electronic amusement centers. Typical uses include bowling alleys, billiard parlors, health clubs, ice and roller skating rinks, indoor racquetball courts, athletic clubs, and physical fitness centers.

Outdoor Entertainment. Predominantly spectator uses, conducted in open or partially enclosed or screened facilities. Typical uses include amusement parks, sports stadiums and arenas, racetracks, amphitheaters, and drive-in theaters.

Outdoor Recreation. Predominantly participant sports conducted in open or partially enclosed or screened facilities. Typical uses include driving ranges, golf courses, sports complexes, miniature golf courses, tennis clubs, outdoor batting cages, swimming pools, archery ranges, and riding stables.

Convention Facility. A facility accommodating gatherings, assembly, entertainment, and related support facilities (e.g., kitchens, offices, etc.) for special events or occasions.

Drive-Through Facility. A motor vehicle drive-through facility which is a commercial building or structure or portion thereof which is designed or used to provide goods or services to the occupants of motor vehicles. This classification includes banks and other financial services, fast-food establishments, drugstores, and film deposit/pickup establishments, but excludes drive-in theaters (see Commercial Entertainment and Recreation), service stations, or car wash operations (see Automobile/Vehicle Sales and Services).

Eating and Drinking Establishments. Businesses primarily engaged in serving prepared food and/or beverages for consumption on or off the premises.

Bars/Night Clubs/Lounges. Businesses serving alcoholic beverages for consumption on the premises as a primary use, including on-sale service of alcohol including beer, wine, and mixed drinks. This subclassification includes establishments where alcoholic beverages are sold and consumed but are not operated and maintained as bona fide eating establishments and establishments where beverage production, brewing, or distilling is subordinate to the sale of alcoholic beverages.

Restaurant. Establishments where food and beverages are served to patrons on site or off site, including full-service, limited-service, and take-out/delivery businesses. This subclassification includes cafes, coffee shops, delicatessens, fast-food businesses, and bakeries that have tables for on-site consumption of products, as well as establishments

operated and maintained as a bona fide eating place that serves alcoholic beverages. It excludes catering services and commercial kitchens that do not sell food or beverages for on-site consumption.

Farmers' Markets. Temporary but recurring outdoor retail sales of food, plants, flowers, and products such as jellies, breads, and meats that are predominantly grown or produced by vendors who sell them.

Food Preparation. Establishments preparing and/or packaging food primarily for off-site consumption, including catering kitchens, retail bakeries, and small-scale specialty food production. This classification excludes establishments with an industrial character in terms of processes employed, waste produced, water used, and traffic generation.

Funeral Parlors and Interment Services. An establishment primarily engaged in the provision of services, involving the care, preparation, or disposition of human remains and conducting memorial services. This subclassification includes funeral parlors, crematories, and mortuaries, but excludes cemeteries and burial parks (see DMC 18.34.020, Cemeteries and Columbariums).

Lodging. An establishment providing overnight lodging to transient patrons for payment periods of thirty (30) consecutive calendar days or less. These establishments may provide additional services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests or to the general public. This use classification includes motor lodges, motels, recreational vehicle parks, and tourist courts.

Market Garden. The primary use of a site for cultivation of fruits, vegetables, flowers, fiber, nuts, seeds, or culinary herbs for sale or donation of its produce to the public.

Offices. Offices of firms, organizations, or public agencies providing professional, executive, management, administrative or design services, such as accounting, architectural, computer software design, engineering, graphic design, interior design, investment, insurance, and legal offices; recording studios; real estate and mortgage brokers; and banks and savings and loan offices without retail banking services (see Banks and Financial Institutions). This classification also includes offices where medical and dental services are provided by physicians, dentists, chiropractors, acupuncturists, optometrists, and similar medical professionals, including medical/dental laboratories within medical office buildings, but excludes clinics, independent research laboratory facilities (see DMC 18.34.040, Research and Development), and hospitals.

Personal Services.

General Personal Services. An establishment providing nonmedical services to individuals as a primary use, of personal convenience, as opposed to products that are sold to individual consumers, or from/by companies. Personal services include barber and beauty shops, pet grooming, shoe and luggage repair, photographers, laundry and cleaning services and pickup stations, copying, repair and fitting of clothes, fortune telling, and similar services.

Massage Establishment. Any establishment having a fixed place of business where any person, firm, partnership, association, corporation, or combination thereof engages in, carries on, or permits to be engaged in or carried on any massage technique for compensation or any other consideration. "Massage establishment" shall not include any business identified in DMC 6.11.210, Exemptions.

Tattoo or Body Modification Studios. An establishment whose principal business activity is one (1) or more of the following: (a) using ink or other substances that result in the permanent coloration of the skin through the use of needles or other instruments designed to contact or puncture the skin; or (b) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration.

Repair and Maintenance Services. Establishments engaged in the maintenance or repair of consumer products, including office machines, household appliances, electronics, furniture, and similar items. This classification excludes repair and maintenance of motor vehicles (see Automobile/Vehicle Sales and Services) and personal apparel (see Personal Services).

Retail Sales.

Building Materials Stores. Retail sales or rental of building supplies or equipment. This classification includes lumber yards, tool and equipment sales, or rental establishments, and includes establishments devoted principally to taxable retail sales to individuals for their own use. This subclassification does not include construction and material yards, hardware stores less than ten thousand (10,000) square feet in floor area, or plant nurseries.

Food and Beverage Sales. Retail sales of food and beverages primarily for off-site preparation and/or consumption. This subclassification includes food markets, grocery stores, meat markets and butcher shops, and retail bakeries.

General Retail. The retail sale or rental of merchandise not specifically listed under another use classification. This subclassification includes retail establishments such as department stores, clothing stores, furniture stores, small hardware stores (with ten thousand (10,000) square feet or less of floor area), and businesses retailing the following goods: household pets and pet supplies, toys, hobby materials, handcrafted

items, jewelry, cameras, photographic supplies and services (including portraiture and retail photo processing), medical supplies and equipment, pharmacies, electronic equipment, sporting goods, kitchen utensils, hardware, appliances, antiques, art galleries, art supplies and services, paint and wallpaper, carpeting and floor covering, office supplies, bicycles, and new automotive parts and accessories (excluding vehicle service and installation). Retail sales may be combined with other services such as office machine, computer, electronics, and similar small-item repairs.

Liquor Store. Retail sales of alcoholic beverages for off-site consumption as a primary use. This subclassifications includes all establishments that either devotes forty percent (40%) or more of floor area or display area to, or derives seventy-five percent (75%) or more of gross sales receipts from, the sale or exchange of alcohol.

Nurseries. Establishment(s) primarily engaged in retailing nursery and garden products, such as trees, shrubs, plants, seeds, bulbs, and sod that are predominantly grown elsewhere. These establishments may sell a limited amount of a product they grow themselves.

Tobacco Retailer. Any establishment that either devotes twenty percent (20%) or more of floor area or display area to, or derives seventy-five percent (75%) or more of gross sales receipts from, the sale or exchange of tobacco products and/or tobacco paraphernalia, including, but not limited to, cigarettes, cigars, tobacco, electronic cigarettes, hookah supplies, or other smoke-related accessories and supplies.

Smoking Lounge. A business which serves tobacco or nontobacco products (e.g., fruit, vegetables) whereby patrons who are eighteen (18) years of age or older smoke the tobacco or nontobacco products or share them from a hookah, water pipe, or similar device. [Ord. 24-002 § 5 (Exh. A).]