PUBLIC REVIEW DRAFT

Prepared for:

City of Dixon
Community Development Department
600 East A Street
Dixon, CA 95620
Contact: Raffi Boloyan,
Community Development Director

Initial Study/Mitigated Negative Declaration

Valley of the Sacred Heart Academy Project

Prepared by:

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[FEBRUARY 2026]

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1. Introduction and Purpose

1.1 Project Overview

The proposed project involves the construction of a new two-story, 18,340-square-foot educational center building with associated surface parking and landscaping improvements. The proposed educational center building would feature a variety of amenities and spaces geared towards institutional use.

The ground floor of the building would include five classrooms, a multi-purpose hall equipped with a half basketball court and stage, an administrative office, conference room, director's office, food preparation room with a kitchenette, general and staff-designated restrooms, fire and electrical room, drinking fountains, and dedicated storage space. The second floor of the building would include six classrooms, drinking fountains, a lecture hall with student seating, general restrooms, a janitorial room, and access to an outdoor deck. The roof of the building would include heating, ventilation, and air conditioning (HVAC) equipment, along with skylights to provide natural lighting to both building levels. Ancillary facilities, including an elevator room, elevators, internal and external stairs, are also proposed. Building and security lighting is also proposed.

1.2 Statutory Authority Requirements

In accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (California Public Resources Code, Section 21000-21177) and pursuant to the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter 3, Section 15063), the City of Dixon (City), acting in the capacity of the Lead Agency, is required to undertake the preparation of an Initial Study to determine if the project would have significant environmental impacts. The environmental document is intended as informational, undertaken to provide an environmental basis for subsequent discretionary actions on the project. The resulting documentation is not, however, a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approval would be required.

The environmental documentation and supporting analysis would be subject to a public review period. During this review, public comments on the documentation should be addressed to the City. Following the review of any comments received pertaining to the CEQA review, the City will consider any comments as part of the project's environmental review and determination. Any comments will be included in the Initial Study document for consideration by the City of Dixon's Planning Commission and City Council.

1.3 Purpose of the Initial Study

The purpose of the Initial Study is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND) or Negative Declaration (ND); (3) enable a Lead Agency or project Applicant to modify a project, mitigating potential adverse impacts before an EIR is prepared; (4) facilitate an environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in an MND or ND that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include the following: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental

effects by use of a checklist; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of a project's compatibility with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

1.4 California Environmental Quality Act Compliance

In accordance with CEQA and the State CEQA Guidelines, this Initial Study has been prepared for the proposed project and its associated discretionary approvals. The IS indicates that the potentially significant impacts of the project can be reduced to less than significant levels with implementation of mitigation measures, and therefore, the project requires preparation of an Initial Study/Mitigated Negative Declaration (IS/MND).

The IS/MND serves as the environmental document that presents the analysis of project impacts on each of the environmental topic areas in the CEQA Environmental Checklist provided in Section 3.0. This document will serve to inform City decision makers, representatives of affected trustees and responsible agencies, and other interested parties of the potential environmental effects that may occur with approval and implementation of the proposed project.

1.5 California Environmental Quality Act Review and Comment

This IS/MND has been submitted to potentially affected agencies and individuals. Notices of the availability of the IS/MND for review and comment, as well as the environmental documentation, are available on the City of Dixon's website (https://www.cityofdixonca.gov/environmentalreviewdocuments) for review.

A 30-day public review period has been established for the IS/MND in accordance with Section 15073 of the State CEQA Guidelines. During review of the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein must be received by **5:00 PM on March 9, 2026**, and should be addressed to:

City of Dixon
Austin Forde, Associate Planner
600 East A Street
Dixon, CA 95620
aforde@cityofdixonca.gov
707.678.7000 x 1126

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation – such as an EIR or an expanded IS/MND – may be required. If not, the project and the environmental documentation are tentatively scheduled to be submitted to the Dixon Planning Commission and City Council for consideration.

1.6 Organization of the Initial Study

The IS/MND is organized into sections, as described below:

- **Section 1.0: Introduction and Purpose.** This section provides an introduction, project summary, and overview of the conclusions in the IS/MND.
- **Section 2.0**: **Project Description.** This section provides a brief description of the project location, relevant background information, and a description of the existing conditions of the project site and vicinity. This section provides a description of the proposed project and the necessary discretionary and ministerial approvals.

- **Section 3.0: Environmental Checklist.** The completed Environmental Checklist Form from the State CEQA Guidelines provides an overview of the potential impacts that may or may not result from project implementation. The Environmental Checklist Form also includes "mandatory findings of significance", as required by CEQA. The analysis concludes the significance of impacts and standard conditions, regulatory requirements, and mitigation measures to reduce potentially significant impacts.
- **Section 4.0: List of Preparers.** This section identifies key staff involved in the preparation of the IS/MND.

2. Project Description

2.1 Project Location

The City of Dixon (City) is located along Interstate 80 (I-80) in northeast Solano County, near the border with Yolo County; refer to Exhibit 1, Regional Vicinity. The City is approximately 10 miles southwest of Davis, 11 miles northeast of Vacaville, 23 miles southwest of Sacramento, and 65 miles east of San Francisco. The Union Pacific Railroad bisects the City's downtown in a southwest-northwest direction. State Route 113 (SR-113) extends through the center of the City in a north-south direction. Dixon is approximately 8.6 square miles and is surrounded on all sides by unincorporated Solano County.

The proposed Valley of the Sacred Heart Academy Project (herein referenced as "VOTSHA" or "project") is located on an approximately 0.517-acre site at 209-231 East A Street, northeast of the intersection of East A Street and North 2nd Street. The property consists of three parcels (Assessor's Parcel Numbers [APNs] 011-508-4070, 011-508-4080, and 011-508-4090); refer to Exhibit 2, Site Vicinity. Regional access to the project site is provided via I-80 and SR-113. Local access to the site is provided via East A Street and North 2nd Street. The site is situated in the Downtown Dixon area, one block east of SR-113/South 1st Street.

2.2 Environmental Setting

The project site is currently a disturbed, undeveloped lot. A distressed concrete access driveway located at the northwestern corner of the property provides site access along North 2nd Street. The site is currently fenced off on all sides, with a wooden fence along the northern and eastern site boundaries, and a 3-foot-high mesh wire fence and posts along the southern and western site boundaries. On-site topography is relatively flat.

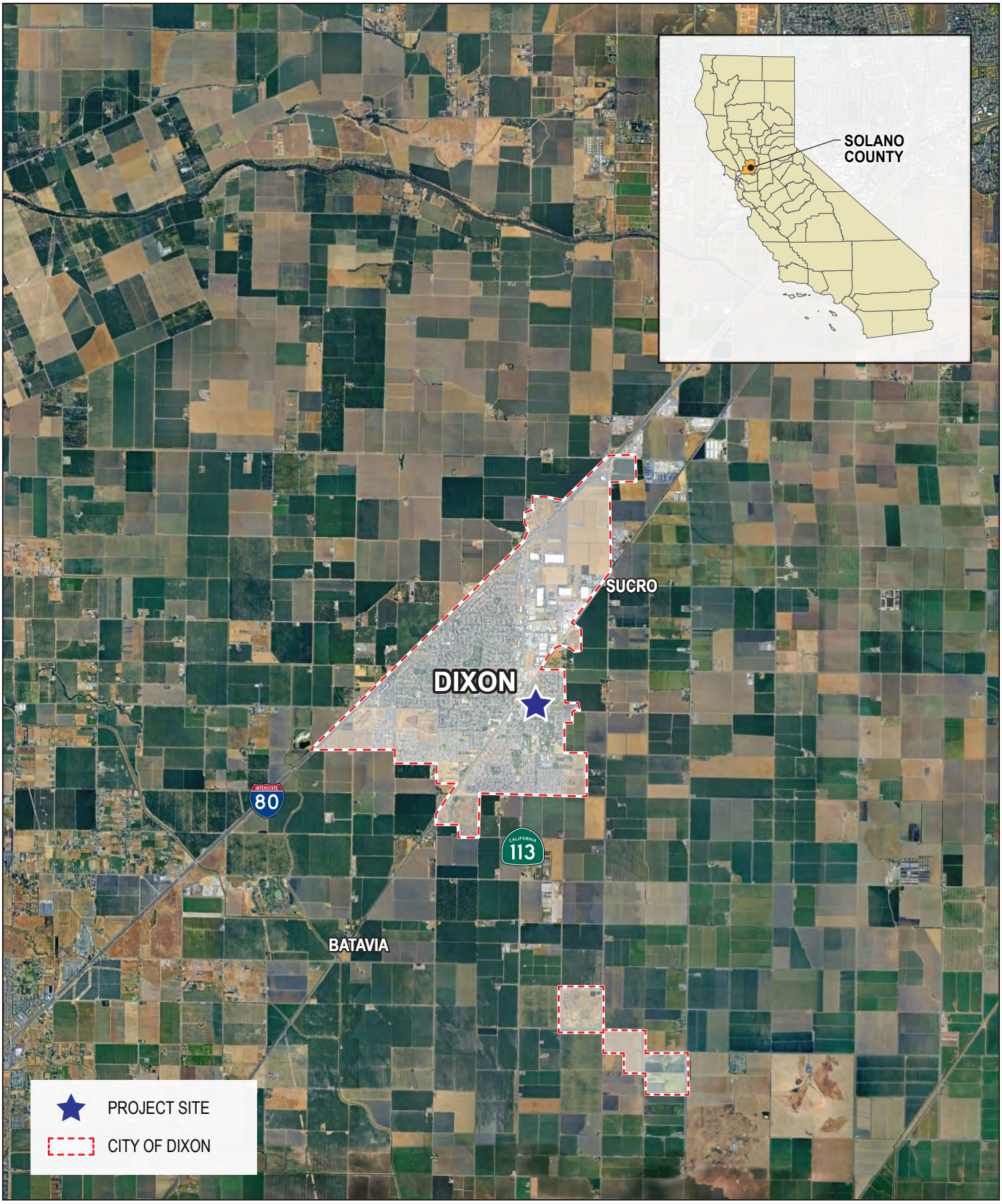
General Plan Land Use Designation and Zoning

Based on the Dixon General Plan 2040 (General Plan) Figure LCC-4, Land Use Designations (Land Use Map), and the City of Dixon's Adopted Zoning Map (Zoning Map), the subject site is designated Downtown Mixed Use (DT) and zoned Downtown Mixed Use (DMX). According to the General Plan, the DT designation is intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. 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.

According to the Dixon Municipal Code (Municipal Code) Title 18, Zoning (Zoning Code), the DMX district is intended to promote downtown Dixon as a vibrant and attractive commercial and entertainment destination for residents and visitors to the community. A range of retail, employment, residential, entertainment, cultural, civic, and personal service uses that provide commercial services are allowed in single- or mixed-use development configurations. It should be noted that the DMX district does not currently include private schools as permitted uses within the district, and thus, any project would require a Zoning Text Amendment to permit such uses; refer to Section 2.6, Project Permits and Approvals, for the proposed project's discretionary approvals, including the proposed Zoning Text Amendment. Active uses are required on the ground floor along primary corridors. Residential densities up to 30 units per acre are allowed. The DMX district implements the DT land use designation.

Surrounding Uses

Surrounding land uses include a mixture of residential, transportation, institutional, and commercial uses; refer to Exhibit 3, Surrounding Uses. Specific uses surrounding the project site include:



Source: Google Earth Pro, October 2025

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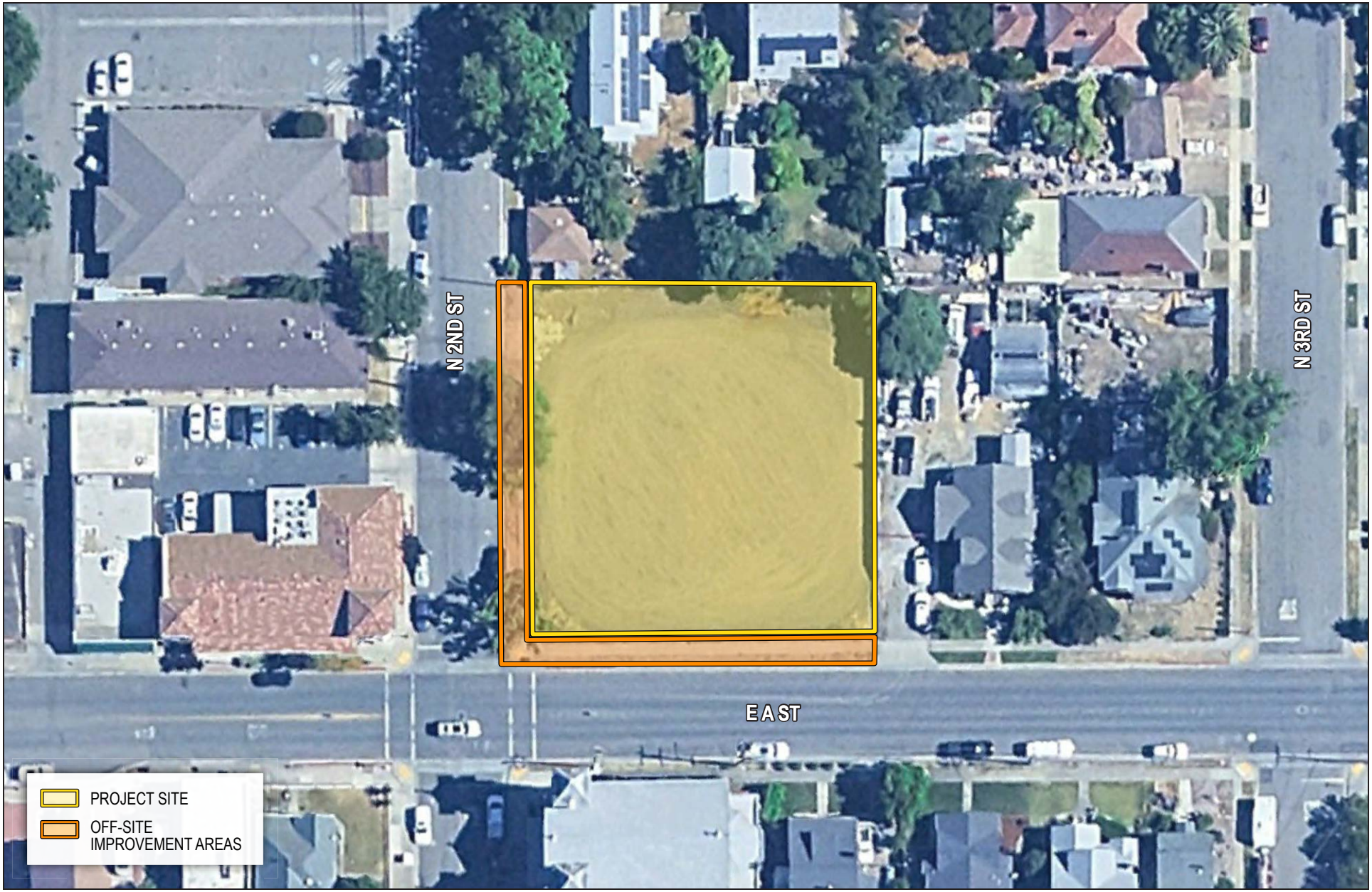
VALLEY OF THE SACRED HEART ACADEMY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 1



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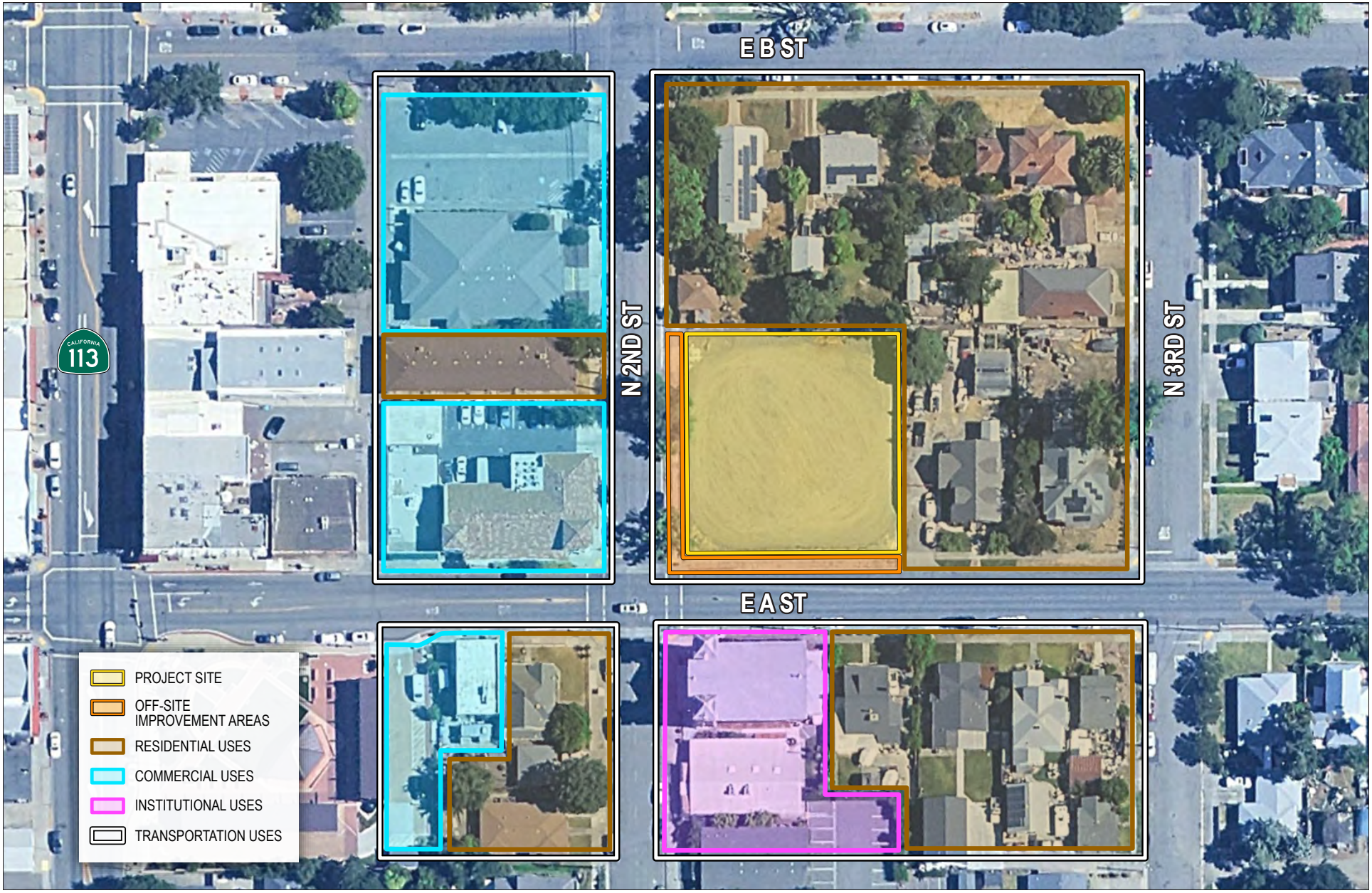
Site Vicinity

Exhibit 2



Source: Google Earth Pro, October 2025

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Surrounding Uses

Exhibit 3

- North: Single-family residences are located to the north of the site. These uses are designated DT and zoned DMX.
- East: Single-family residences are located to the east of the site. These uses are designated Medium Density Residential (MDR) and zoned Residential Medium Density (RM).
- South: East A Street bounds the project site to the south. Areas further south of the project site include single-family residences and institutional uses (i.e., St. Peter's Catholic Church). St. Peter's Catholic Church is located immediately south of the project site, across East A Street. These uses are designated DT and zoned DMX.
- West: North 2nd Street bounds the project site to the west. Areas further west of the project site include multi-family residences and commercial uses (i.e., Algood Ink Tattoo and Downtown Dixon Business Association). These uses are designated DT and zoned DMX.

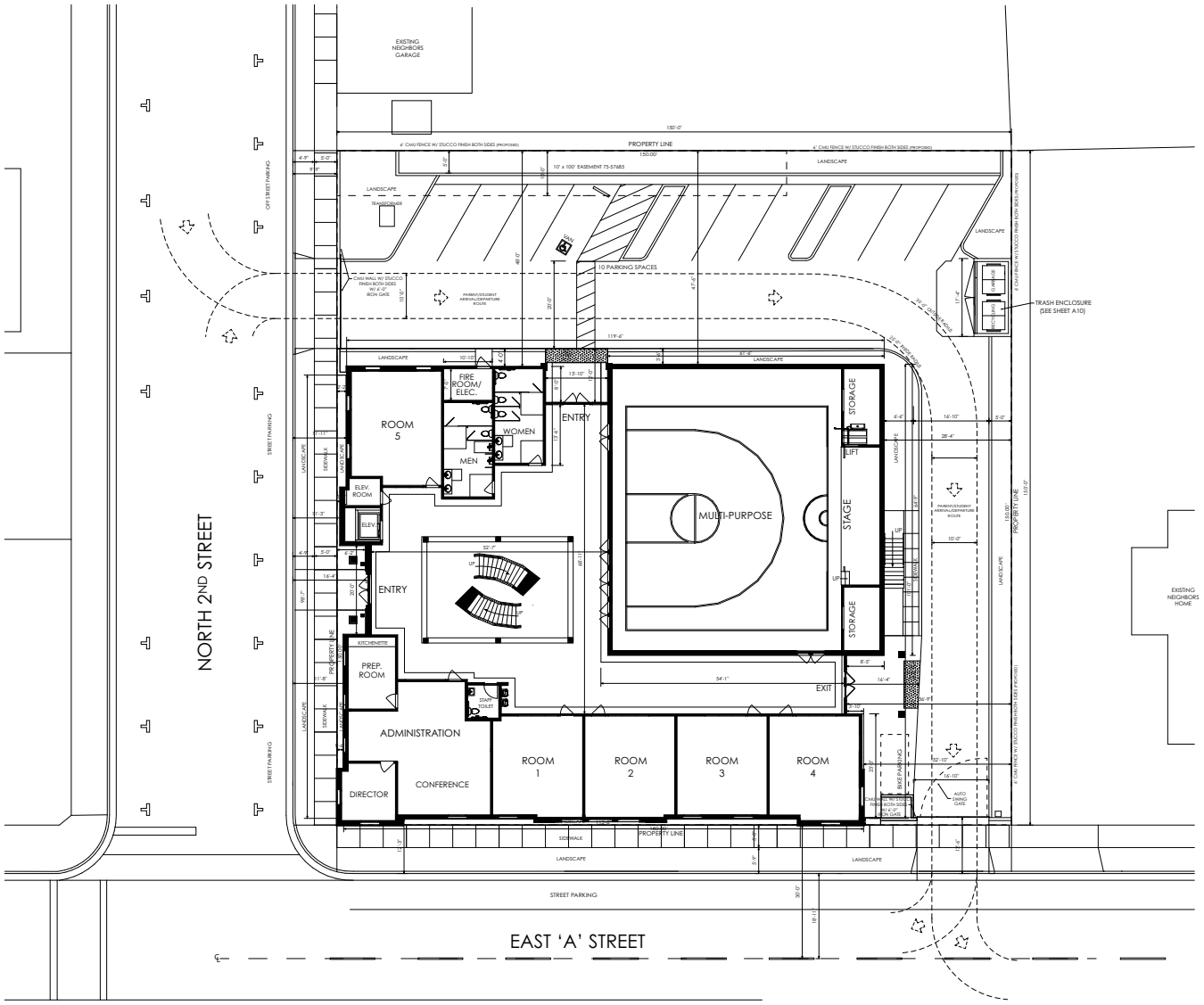
2.3 Background and History

Based on historical aerial imagery, the project site has supported a residential use since the 1950s, originally featuring a residential structure surrounded by trees, located in the southeastern corner of the site. From the 1950s through 2008, the property experienced little to no change. By 2009, the residential structure and many of the trees had been removed, and by 2020, the site was largely cleared.

The existing Valley of the Sacred Heart Academy is currently located across East A Street to the south of the project site, at 105 South 2nd Street. The existing Valley of the Sacred Heart Academy opened in its current location in 2013 with 12 students and three staff members, operating in one of the classroom facilities provided by St. Peter's Catholic Church. Over the past decade, the Valley of the Sacred Heart Academy has grown steadily, serving families in Dixon and surrounding counties, including Solano, Sacramento, Yolo, and those in the Bay Area. In 2017, planning for a new educational center was initiated, but delayed in 2020 due to the COVID-19 pandemic. By 2022, a pre-application was submitted in response to strong community support and donations. As of 2025, the current Valley of the Sacred Heart Academy serves 88 students from Transitional Kindergarten (TK) through 12th grade, with a growing waitlist and facilities at full capacity. The school blends Montessori and Classical teaching models and draws retired Dixon Unified School District teachers, University of California, Davis graduates, and local community members as educators. The proposed project is intended to be both a practical solution to space limitations and a direct response to the community's request for continued educational opportunities.

2.4 Project Characteristics

The proposed project includes the removal of a concrete access driveway, along with mesh wire fencing and posts, in order to construct a two-story, 18,340-square-foot educational center building with associated surface parking and landscaping improvements; refer to Exhibit 4 Conceptual Site Plan. The proposed educational center building would feature a variety of amenities and spaces geared towards the institutional use; refer to Exhibit 5, Floor Plan – Ground Floor, through Exhibit 7, Floor Plan – Roof. The ground floor of the building would consist of 11,539 square feet and include five classrooms, a multi-purpose hall equipped with a half basketball court and stage, an administrative office, conference room, director's office, food preparation room with a kitchenette, general and staff-designated restrooms, fire and electrical room, drinking fountains, and dedicated storage space. The second floor of the building would consist of 6,801 square feet and include six classrooms, drinking fountains, a lecture hall with student seating, general restrooms, a janitorial room, and access to an outdoor deck. The roof of the building would include heating, ventilation, and air conditioning (HVAC) equipment, along with skylights to provide natural lighting to both building levels. Ancillary facilities, including an elevator room, elevators, internal and external stairs, are also proposed. Building and security lighting is also proposed.



Source: Astula Design, October 2025

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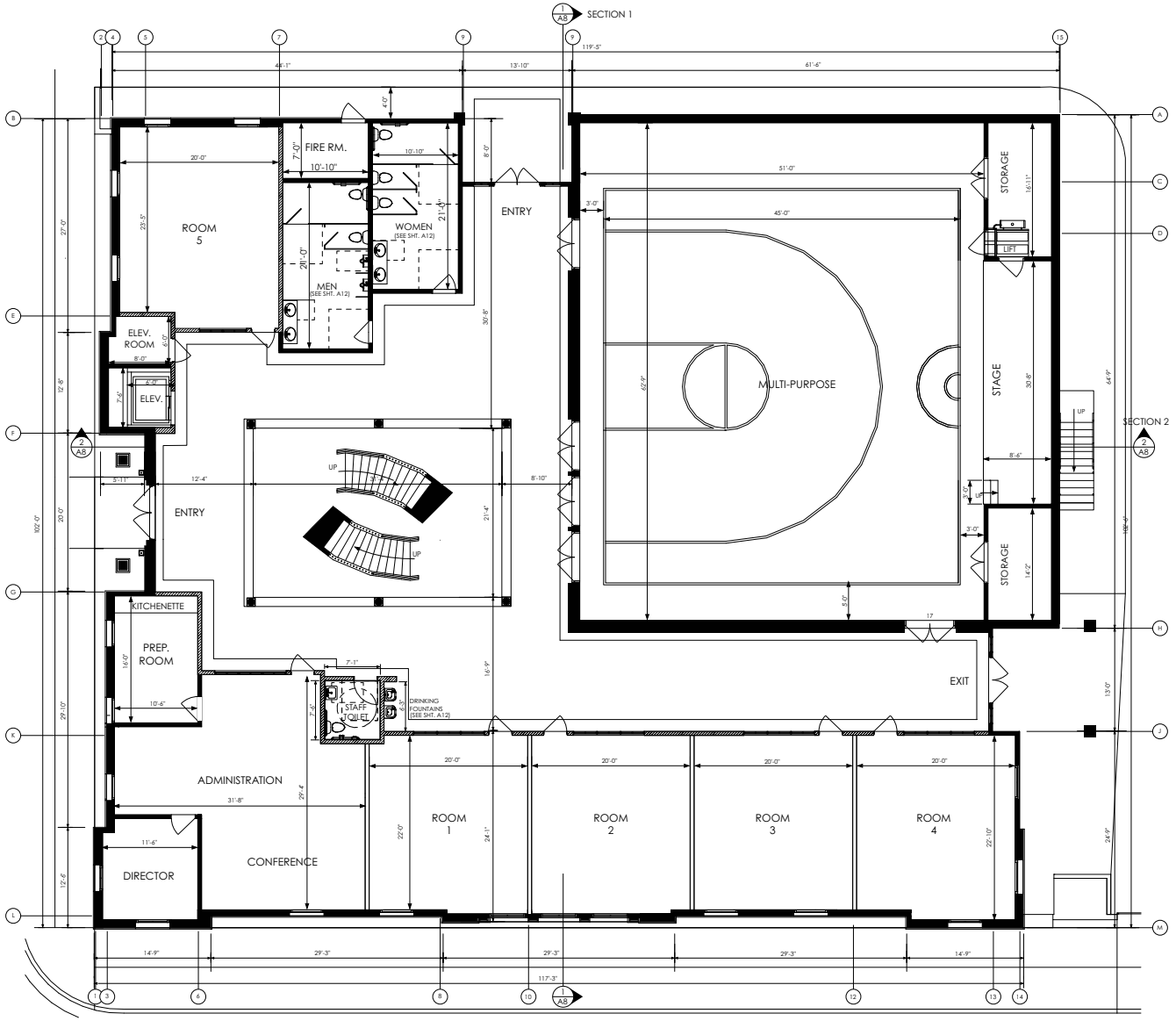
VALLEY OF THE SACRED HEART ACADEMY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan

Exhibit 4



Source: Astula Design, October 2025

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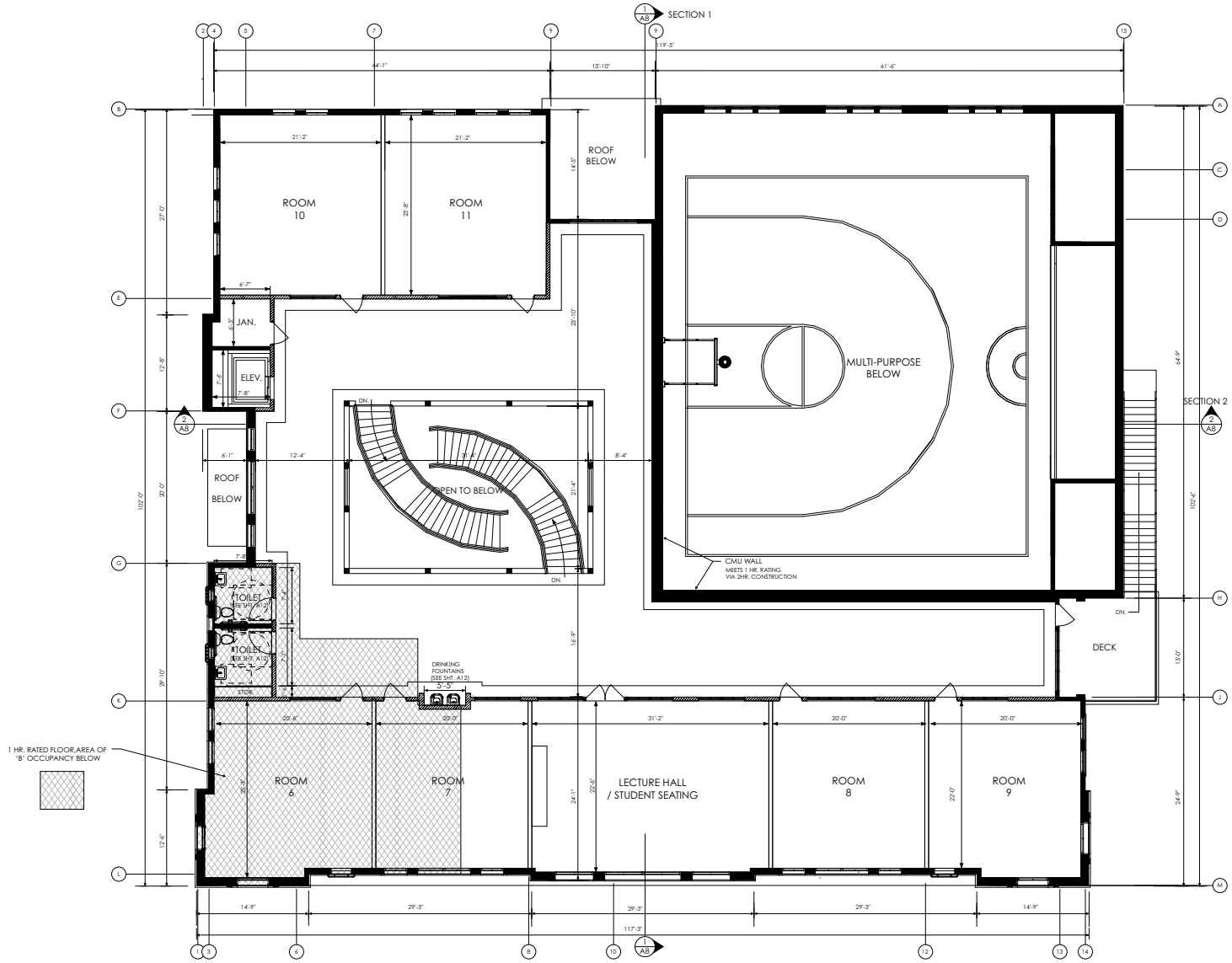
Floor Plan – Ground Floor

Exhibit 5



Source: Astula Design, October 2025

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Floor Plan – Second Floor

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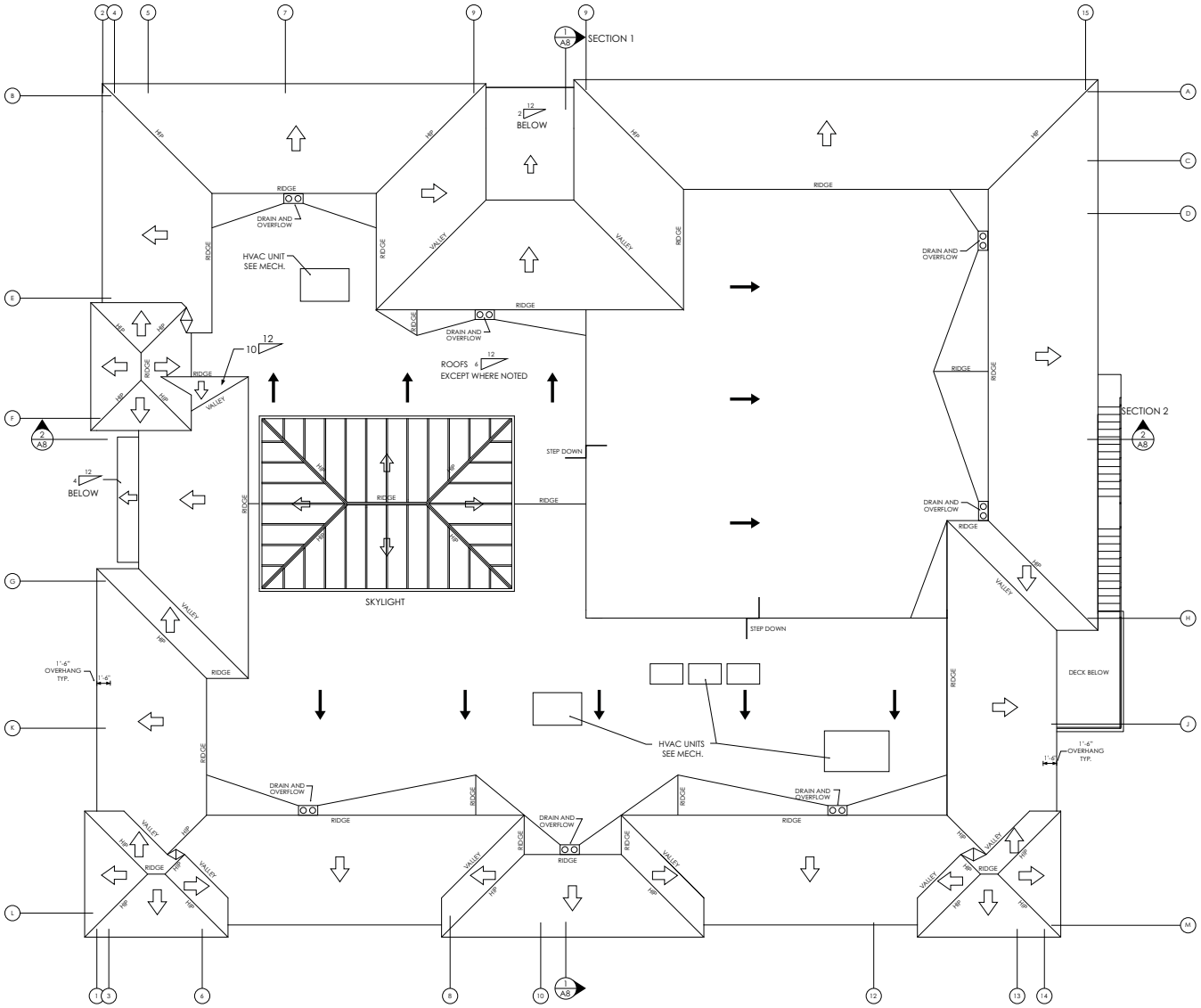
Exhibit 6



Source: Astula Design, October 2025

Operations

Hours of operation would be Monday through Friday, from 8:50 a.m. to 3:20 p.m., during the academic year (September through May). Student attendance hours would be staggered by grade level as follows: TK through 6th grade would attend from 9:00 a.m. to 3:00 p.m.; 7th and 8th grades from 8:50 a.m. to 3:00 p.m.; and 9th through 12th grades from 8:50 a.m. to 3:20 p.m. After-hours uses on-site would include periodic staff meetings and drama program rehearsals, between 4:00 p.m. and 9:00 p.m. The building would remain closed on weekends. Student pick-up and drop-off would be staggered to limit impact on vehicle circulation in the vicinity during the busiest hours (i.e., morning and afternoon rush hours). It is noted that up to 50 percent of the student body would attend mass off-site at St. Peter's Catholic Church, the current location of the existing Valley of the Sacred Heart Academy, before the hours of operation (i.e., 8:00 a.m. to 8:30 a.m.). Following mass, under adult supervision, the students would utilize the existing north-south crosswalk on East A Street to walk from the Church to the proposed school site.

The project would accommodate approximately 120 students, with the potential for all anticipated students to be in attendance at any one time. The proposed project would include a maximum of eight to 12 teachers, staff, and/or volunteers staffed at any one time. It should be noted that the proposed project would replace the existing Valley of the Sacred Heart Academy to the south of the project site, and upon construction would accommodate the existing Valley of the Sacred Heart Academy's student population (i.e., approximately 88 students) and teachers, staff, and/or volunteers (i.e., three staff members), which would result in a net increase of approximately 32 students and nine teachers, staff members, and/or volunteers, respectively.

Architecture

The project design would have a maximum height of 36 feet. The building's architecture would consist of a Spanish/Mexican revival design with exterior building materials consisting of stucco, stone/cast stone (columns, trims and window trim), plaster, tile (roofing barrel, terracotta), smooth face limestone, corbels and trim, gutter and fascia, iron work (window grills, railing, guards, lamps, gates), large windows, and natural wooden doors; refer to Exhibit 8, Building Elevations – North and East, and Exhibit 9, Building Elevations – West and South. The building exterior would include a combination of colors, including terracotta, maroon, brown, cream, gold, tan, and black. An external staircase would be located along the eastern building façade.

A 6-foot-tall concrete masonry unit (CMU) trash enclosure would be located in the northeastern corner of the site. The trash enclosure would feature a stucco finish and include a tube steel gate. CMU walls (with stucco finish on both sides) with 6-foot-tall iron gates would be located at the site's ingress/egress points. CMU fences (with stucco finish on both sides) 6-feet-in-height would be located along the site's northern and eastern boundaries. The trash enclosure and CMU walls and fences would be designed to complement the proposed building's Spanish/Mexican revival architecture style.

The project frontage along North 2nd Street would include signage for the main entrance to the proposed building. Decorative lighting fixtures and ornamental landscaping would be installed throughout the project site.

Site Access and Parking

Project ingress would occur via a new, one-way, gated driveway, located at the northwestern corner of the site, along North 2nd Street. Vehicles would enter the internal drive aisle and continue around the new building's northern and eastern perimeters, picking up/dropping off students along the building's eastern elevation and exiting at the southeastern corner of the site along East A Street via an automatic swing gate. An adjacent, off-site loading and drop-off zone is also proposed along North 2nd Street.

The project would provide a total of ten parking spaces, consisting of nine standard spaces and one van accessible space, compliant with the Americans with Disabilities Act (ADA). On-site parking would be located along the northern boundary of the project site and would be accessed via the gated driveway located in the northwestern corner of the

NORTH ELEVATION - PARKING ENTRY

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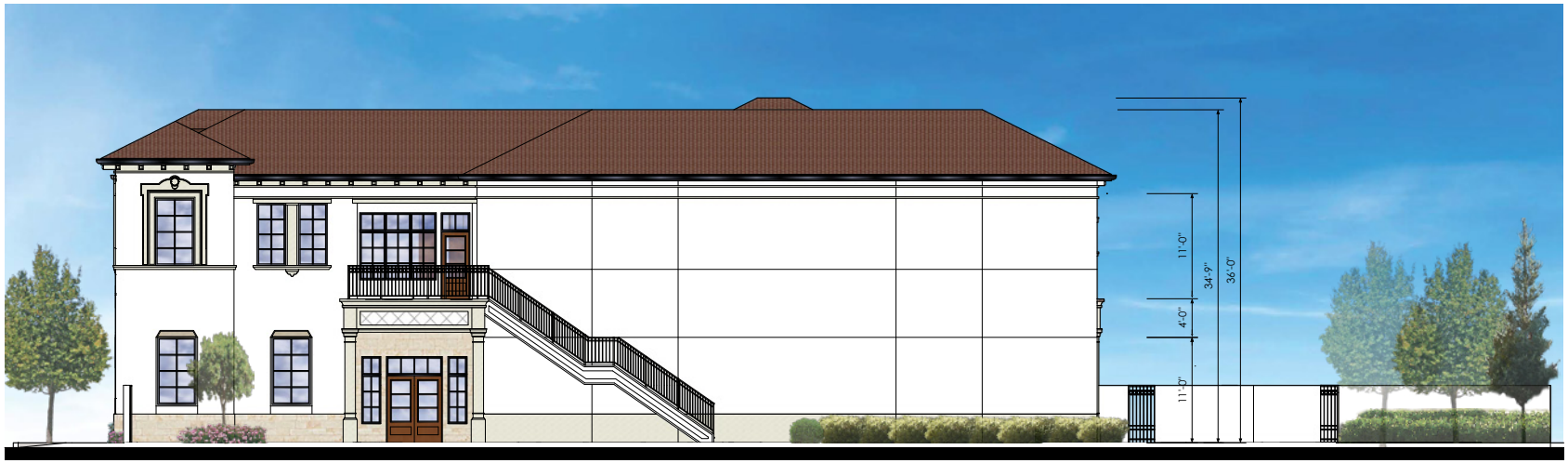

EAST ELEVATION - DROP-OFF - PICK-UP

SCALE 1" = 4'-0" 0 4' 8' 16'

Source: Astula Design, October 2025

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VALLEY OF THE SACRED HEART ACADEMY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Building Elevations – North and East

Exhibit 8

WEST ELEVATION - NORTH 2ND STREET

SCALE 1" = 4'-0" 0 4' 8' 16'

SOUTH ELEVATION - EAST A STREET

SCALE 1" = 4'-0" 0 4' 8' 16'

Source: Astula Design, October 2025

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VALLEY OF THE SACRED HEART ACADEMY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Building Elevations – West and South

Exhibit 9

site. Bicycle parking would be provided near the southeastern corner of the building. Additionally, St. Peter's Catholic Church would continue to provide off-site parking facilities for staff and visitors via an existing 35-space surface parking lot, located south of the project site across East A Street.

Primary pedestrian access to the building's main entrance would be provided via the existing sidewalk along North 2nd Street, along the west side of the building. Secondary pedestrian access would be provided via the two building entrances along the northern and eastern building elevations. For students, teachers, staff, volunteers, and visitors accessing the off-site, 35-space surface parking lot, pedestrian access would be available utilizing the existing sidewalks along South/North 2nd Street. Pedestrians would travel across the North 2nd Street and East A Street intersection via the existing crosswalk and enter the main building entrance along North 2nd Street. Students participating in morning mass at St. Peter's Catholic Church would receive adult supervision when walking to the VOTSHA after mass.

Landscaping

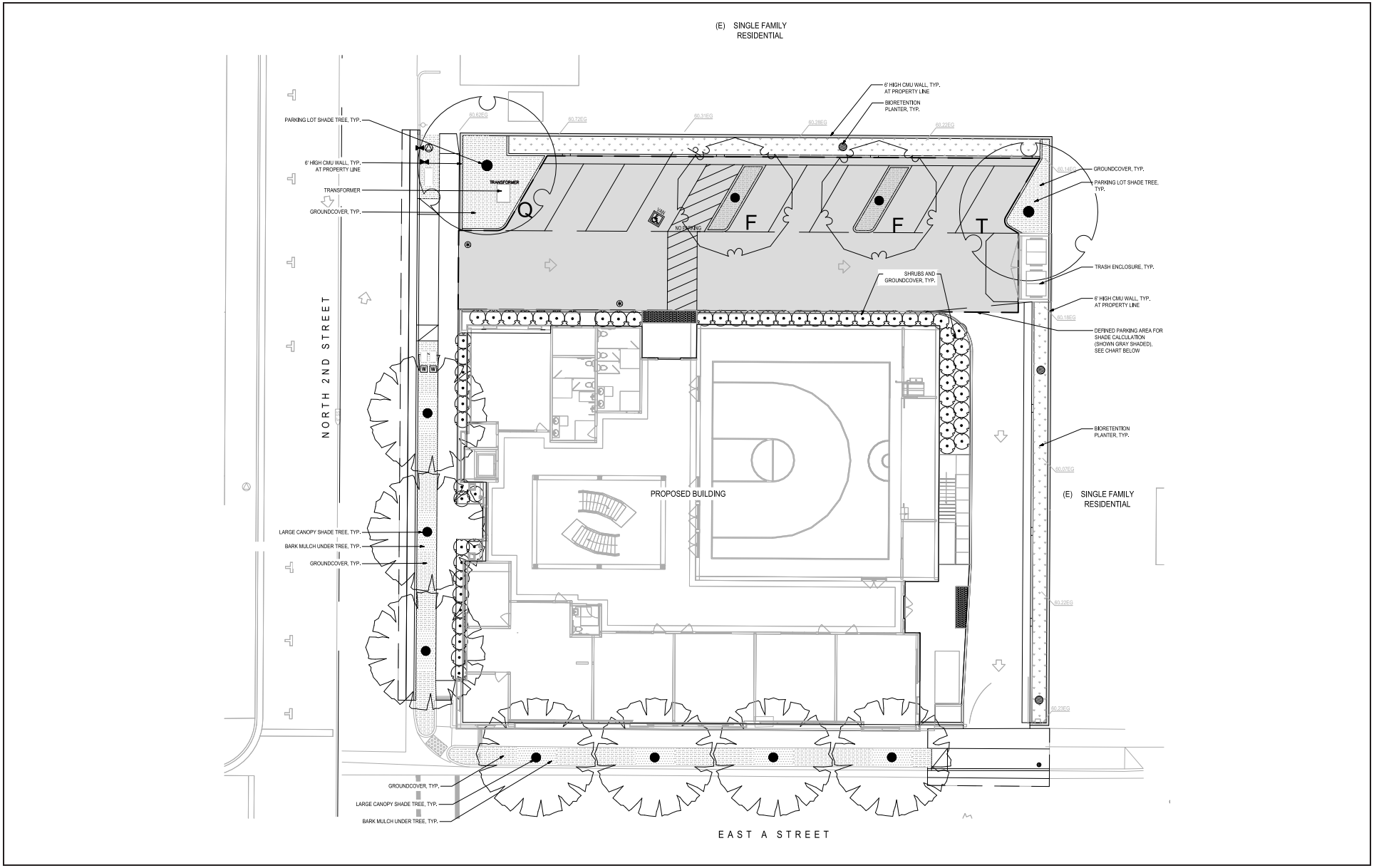
Ornamental landscaping would be planted throughout the project site, particularly on the ground level along the perimeter of the building and the northern and eastern site boundaries; refer to Exhibit 10, Conceptual Landscape Plan. Planting materials would feature drought-tolerant plants, including a mix of trees, shrubs, and groundcover, some of which would be contained in bioretention planters. On-site tree varieties would include village green Japanese zelkova and City Sprite Japanese zelkova. Shrubs and perennial landscaping would include yellow bulbine, soft caress mahonia, little ollie olive, Santa Barbara Mexican bush sage, and morning light coast rosemary. Groundcover may include Yankee Point Carmel Creeper, Huntington Carpet Rosemary, and low horizon coast rosemary. Additionally, the bioretention planters would be planted with dwarf cape rush, giant wild rye, breeze mat rush, and regal mist pink muhly grass. All on-site landscaping areas outside of the bioretention planters would also be covered with a 3-inch layer of recycled natural chip bark mulch. In total, four new trees would be planted on-site, and approximately 1,057 square feet of the project site would be landscaped.

The proposed project would involve the removal of three existing street trees along North 2nd Street. Off-site ornamental landscaping would be planted along the southern and western site boundaries. Planting materials would feature drought-tolerant plants, including a mix of trees and groundcover. Tree varieties would include Keith Davey Chinese Pistache, Yarwood London plane tree, and Greenspire littleleaf linden. Groundcover would include Yankee Point Carmel Creeper, Huntington Carpet Rosemary, and low horizon coast rosemary. Landscaping areas would also be covered with a 3-inch layer of recycled natural chip bark mulch. In total, seven new street trees would be planted, four along East A Street and three along North 2nd Street.

Utilities and Services

The following utilities and services would serve the project site:

- Water: The California Water Service Company (Cal Water) would provide water services to the project site. Specifically, 2-inch private domestic, 2-inch irrigation, and 6-inch fire lines would be constructed on-site to connect to existing water facilities within the North 2nd Street right-of-way. Additional water services utilities would include, but not be limited to, thrust blocks, gate valves and boxes, reduced-pressure backflow preventers, and a fire hydrant, water meter, and irrigation meter.
- Wastewater: The City of Dixon Utilities Department owns and maintains the City's sewer system network, with the City's Wastewater Treatment Facility (WWTF) providing wastewater treatment services. As part of the proposed project, a 4-inch sanitary sewer line, with sanitary sewer cleanouts, would connect the proposed building to an existing 6-inch sanitary sewer line located within the North 2nd Street right-of-way.



Source: Astula Design, October 2025

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VALLEY OF THE SACRED HEART ACADEMY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Landscape Plan

Exhibit 10

- Drainage: Stormwater facilities in the project vicinity are maintained by the City of Dixon Utilities Department. With implementation of the proposed project, on-site stormwater runoff would sheet flow toward the northern and eastern site boundaries, which would be collected within the proposed bioretention basins (i.e., ornamental landscaping areas). Additionally, stormwater runoff originating from the rooftop of the building would be collected via rooftop drains and conveyed via 6-inch roof drain pipes to the bioretention basins. Flow in excess of the capacity of the bioretention basins would be collected via 4-inch perforated storm drain pipes, located underneath the bioretention basins, which would then be conveyed toward storm drain overflow inlets (located within the bioretention basins). For the storm drain overflow inlet located within the northern site boundary, flow in excess of the capacity of the bioretention basin would be collected and conveyed via an 18-inch storm drainpipe to the bioretention basin within the eastern site boundary. All flow in excess of the storm drain overflow inlet within the eastern site boundary would then be conveyed in a north-south direction toward the southeastern corner of the project site. At the southeastern corner of the project site, a 4-inch perforated storm drain would connect to an 8-inch storm drain, which would then connect to an off-site storm drain bubble-up, eventually being discharged into landscaping areas along the East A Street right-of-way.
- Dry Utilities: Pacific Gas and Electric Company (PG&E) would provide electricity and natural gas services to the project site. AT&T and Astound Broadband would provide telecommunication services to the project site. New private electricity and telecommunication lines would be constructed on-site (i.e., a 5-inch PVC conduit line for electricity services and a 4-inch PVC conduit line for telecommunication services). Specifically, the 5-inch PVC conduit line would connect the proposed building-mounted main switchboard to an electrical transformer in the northwestern corner of the project site, eventually connecting to existing facilities within the North 2nd Street right-of-way. The natural gas line would also connect the proposed building to existing facilities within the North 2nd Street right-of-way. Similarly, the 4-inch PVC conduit line would connect the proposed building-mounted telephone terminal board to existing facilities within the North 2nd Street right-of-way. All new facilities would be installed underground.

2.5 Project Construction and Phasing

Upon approval of the permits and approvals listed in Section 2.6 below, project construction would occur in a single phase over a duration of approximately 13 months. Construction of the project would include demolition, site preparation, grading, building construction, paving, and architectural coating. The project would limit construction activities to only occur between 7:00 a.m. and 3:00 p.m., Monday through Friday. No construction activities would occur on the weekend or on federal holidays. The proposed earthwork would involve approximately 900 cubic yards of cut, resulting in approximately 900 net cubic yards of export.

2.6 Project Permits and Approvals

The City of Dixon is the Lead Agency for the project and has discretionary and ministerial authority over the project proposal, which includes the following:

- Adoption of the IS/MND for CEQA purposes, including a Mitigation Monitoring and Reporting Program;
- Zoning Text Amendment (to revise Zoning Code Table 18.05.020, Land Use Regulations – Commercial and Mixed-Use Districts, to allow for “Private Schools” within specific areas of the DMX district [as a conditionally permitted use]);
- Lot Merger (to merge the three parcels [APNs 011-508-4070, 011-508-4080, and 011-508-4090] into one parcel);
- Conditional Use Permit (to allow private school use on-site);
- Design Review Application (to review the VOTSHA’s project site plan and architectural design); and
- Issuance of Applicable Grading and Building Permits.

3. Initial Study Checklist

1. **Project Title:**
   Valley of the Sacred Heart Academy Project

2. **Lead Agency Name and Address:**
   City of Dixon
   Community Development Department, Planning Division
   600 East A Street
   Dixon, California 95620

3. **Contact Person and Phone Number:**
   Austin Forde, Associate Planner
   707.678.7000 x 1126
   aforde@cityofdixonca.gov

4. **Project Location:**
   209-231 East A Street
   Dixon, California 95620

5. **Project Sponsor's Name and Address:**
   Chris Simpson
   210 Peters Avenue
   Dixon, California 95620

6. **General Plan Designation:**
   Downtown Mixed Use (DT)

7. **Zoning:**
   Downtown Mixed Use (DMX)

8. **Description of Project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**
   A description of the proposed project is provided in Section 2.0, Project Description, above.

9. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings:**
   A description of the surrounding land uses and setting is provided in Section 2.0, Project Description, above

10. **Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):**
    The anticipated discretionary and ministerial approvals for the proposed project are listed in Section 2.0, Project Description, above.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
    Consultation with California Native American tribes is addressed in Section 3.17, Tribal Cultural Resources.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project or revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

2/5/2026

Date

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to aesthetics include:

- California State Scenic Highway Program
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)
- Downtown Dixon Business Association Design Committee Design Guidelines (Downtown Dixon Design Guidelines)
- Dixon Municipal Code (Municipal Code)
- Municipal Code Title 18, Zoning (Zoning Code)

Environmental Setting

Scenic Resources and Scenic Vistas

For purposes of determining significance under CEQA, scenic resources are the visible natural and cultural features of the landscape that contribute to the public's enjoyment of the environment. A scenic vista is defined as a public viewpoint that provides expansive views of a landscape highly valued for its aesthetics, cultural, or natural qualities, for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a public roadway, public park, or public trail. Scenic vistas can be officially designated by public agencies or informally recognized through local planning documents or community use.

According to the General Plan and General Plan EIR, scenic resources and scenic vistas in the City of Dixon (City) include historic resources, views along Interstate 80 (I-80), and views of the surrounding agricultural land and open spaces (e.g., fields and orchards). According to General Plan EIR Appendix C, List of Historic Resources and Tribal

Correspondence, the closest historic resource is the St. Peter's Catholic Church, which is located immediately south of the project site, across East A Street, and the site of the current Valley of the Sacred Heart Academy. The closest segment of I-80 to the project site is located approximately 1.41 miles to the northwest of the site.

Scenic Highways

The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates State scenic highways. State scenic highways are designated segments within the California State Scenic Highway Program that have been recognized for their scenic beauty and natural features. A scenic highway becomes officially designated when the local governing body applies and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right-of-way.

According to the Caltrans State Scenic Highway System Map, there are no Officially Designated or Eligible State Scenic Highways in the City.[1] The nearest Officially Designated State Scenic Highway is a segment of State Route 160 (SR160), located approximately 15.57 miles to the southeast of the project site.

General Plan Land Use Designation and Zoning

Based on General Plan Figure LCC-4, Land Use Designations (Land Use Map), and the City's Adopted Zoning Map (Zoning Map), the subject site is designated Downtown Mixed Use (DT) and zoned Downtown Mixed Use (DMX). According to the General Plan, the DT designation is intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. 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.

According to the Zoning Code, the DMX district is intended to promote downtown Dixon as a vibrant and attractive commercial and entertainment destination for residents and visitors to the community. A range of retail, employment, residential, entertainment, cultural, civic, and personal service uses that provide commercial services are allowed in single- or mixed-use development configurations. Active uses are required on the ground floor along primary corridors. Residential densities up to 30 units per acre are allowed. The DMX district implements the DT land use designation.

Based on General Plan EIR Figure 2-4, Focus Areas, the project site is located within the Downtown Dixon area, which focuses on the intersection of West A Street and First Street. The project site is also identified as a Priority Development Area (PDA). The Downtown Dixon area is an area of the City envisioned for further revitalization with the addition of new residential, retail, office, entertainment, cultural, civic, and personal service uses. The Downtown Dixon area is subject to the Downtown Dixon Design Guidelines, which are a set of recommendations intended for the preservation and visual improvement of the downtown area. It should be noted that a Downtown PDA Plan was prepared in 2017 but was never formally adopted by the City. As such, the project site's designation as a PDA is included for informational purposes only.

Light and Glare

A potentially significant impact could occur if a new source of substantial light or glare is introduced that adversely affects daytime or nighttime views. Light impacts are generally associated with artificial illumination during evening and nighttime hours. Glare, by contrast, is often a daytime issue, resulting from sunlight or artificial light reflecting off

[1] California Department of Transportation. California State Scenic Highway System Map. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 23, 2025.

polished surfaces such as window glass or reflective cladding. Such glare can interfere with the safe operation of vehicles on adjacent roadways. In urban settings, daytime glare is commonly linked to mid- and high-rise buildings with façades dominated by reflective glass or mirror-like materials. Nighttime glare typically arises from bright point-source lighting that contrasts sharply with existing low ambient light conditions.

The project site is located in a well-lit urbanized area of the City where moderate levels of ambient nighttime lighting currently exist from surrounding uses, including street lighting, vehicular headlights along East A Street and North 2nd Street, architectural and security lighting, and indoor building illumination. Due to the project site currently consisting of a disturbed, undeveloped lot, significant lighting and glare are not a prominent occurrence on-site.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact: The project site is located in an urbanized area of the City and is surrounded by residential, transportation, institutional, and commercial uses. According to the General Plan and General Plan EIR, scenic resources and scenic vistas include historic resources, views along I-80, and views of the surrounding agricultural land and open spaces (e.g., fields and orchards). According to General Plan EIR Appendix C, List of Historic Resources and Tribal Correspondence, the closest historic resource is the St. Peter's Catholic Church, which is located immediately south of the project site, across East A Street. The closest segment of I-80 to the project site is located approximately 1.41 miles to the northwest of the site.

Views of the project site are not readily afforded from I-80, agricultural land, and open space due to distance, topographic conditions, intervening vegetation, and structures. However, the project area readily affords views of St. Peter's Catholic Church from publicly accessible vantage points, such as the surrounding public roadways (i.e., East A Street and North 2nd Street). As part of the proposed project, the proposed educational center building would have a maximum height of 36 feet. The building's architecture would consist of Spanish/Mexican Revival. Due to the proposed building height and architectural design, the proposed project would be visually compatible with the surrounding built environment and would not result in a significant adverse effect on views of St. Peter's Catholic Church. Thus, impacts would be less than significant in this regard.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: According to the Caltrans State Scenic Highway System Map, there are no Officially Designated or Eligible State Scenic Highways in the City. The nearest Officially Designated State Scenic Highway is a segment of SR-160, located approximately 15.57 miles to the southeast of the project site. Views of the project site are not readily afforded from SR-160 due to distance, topographic conditions, intervening vegetation, and structures. Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact: The project site is located in an urbanized area, as defined by CEQA Guidelines Section 15387, and is completely surrounded by development on all sides. Thus, for the purposes of this threshold, the following analysis evaluates the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

The project site is currently designated as DT and zoned DMX. The DMX district includes various floor area ratio (FAR), density, setback, building height, and open space development standards related to scenic quality. Table 3.1-1,

Municipal Code Governing Scenic Quality Consistency Analysis, provides a consistency analysis of the proposed project and relevant DMX district development standards.

Table 3.1-1.
Municipal Code Governing Scenic Quality Consistency Analysis

Applicable Municipal Code Development Standards	Project Consistency Analysis
Municipal Code Section 18.05.030, Development Standards	
Floor Area Ratio (FAR)	
Maximum *3.0 FAR*	**Consistent:** The project site is an approximately 0.517-acre (22,515 square-foot) site, which would be developed with a new two-story, 18,340-square-foot educational center building. Thus, the proposed project would include a Floor Area Ratio (FAR) of approximately 0.82 FAR (18,340 square feet divided by 22,515 square feet). As such, the proposed project would be consistent with this development standard.
Density (dwelling units/acre)	
Maximum Height (ft) *50 feet*	**Consistent:** The proposed educational center building would have a maximum height of 36 feet. As such, the proposed project would be consistent with this development standard.
Minimum Setbacks (ft)	
Front *0 feet, except as provided below for garages*	**Consistent:** The proposed educational center building includes no front setback along North 2nd Street and thus would be consistent with this development standard.
Interior Side *Adjacent to an R district: 20 feet* *Other areas: 0 feet*	**Consistent:** Single-family residences are located to the north of the site. These uses are designated Downtown Mixed Use (DT) and zoned Downtown Mixed Use (DMX). The proposed educational center building includes a 47-foot, four-inch interior (north) setback and thus would be consistent with this development standard.
Street Side *0 feet*	**Consistent:** The proposed educational center building includes no street-side setback along East A Street and thus would be consistent with this development standard.
Rear *Adjacent to an R district: 20 feet* *Other areas: 0 feet*	**Consistent:** Single-family residences are located to the east of the site. These uses are designated Medium Density Residential (MDR) and zoned Residential Medium Density (RM). The proposed educational center building includes a 28-foot, one-inch rear (east) setback and thus would be consistent with this development standard.

Source: City of Dixon, Dixon Municipal Code, current through Ordinance 25-005, passed July 15, 2025; compiled by CSG, 2025.

The project site is also located within the Downtown Dixon area, which is subject to the Downtown Dixon Design Guidelines (i.e., a set of recommendations intended for the preservation and visual improvement of the downtown area). Section 3.11, Land Use and Planning, provides a discussion of the proposed project and relevant Downtown Dixon Design Guidelines design requirements.

As analyzed in Tables 3.1-1 and in Section 3.11, the project would be consistent with applicable Municipal Code development standards and Downtown Dixon Design Guidelines design requirements governing scenic quality and impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact: The project site is located in a well-lit urbanized area of the City where moderate levels of ambient nighttime lighting currently exist from surrounding uses, including street lighting, vehicular headlights along East A Street and North 2nd Street, architectural and security lighting, and indoor building illumination. Due to the project site currently consisting of a disturbed, undeveloped lot, significant lighting and glare are not a prominent occurrence on-site.

Construction

Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities, these sources of glare would not be substantial and thus would result in less than significant impacts regarding short-term construction-related glare. Additionally, the project would limit construction activities to only occur between 7:00 a.m. and 3:00 p.m., Monday through Friday. No construction activities would occur on the weekend or on federal holidays. Thus, as no construction activities would be permitted after 3:00 p.m., short-term construction-related impacts to nighttime lighting would be less than significant.

Operation

The proposed project would increase lighting at the project site compared to existing conditions. However, the light and glare intensity caused by the proposed development would be similar to that generated by existing residential, transportation, institutional, and commercial uses near the site. The project would be required to comply with the exterior lighting, security lighting, and shielded lighting requirements outlined in Municipal Code Section 18.11.080, Lighting and illumination, which requires all luminaries to be directed or shielded so as not to be directly visible from any dwelling unit or to cause off-site glare or nuisance.

The project's exterior building materials are anticipated to consist of stucco, stone/cast stone (columns, trims and window trim), plaster, tile (roofing barrel, terracotta), smooth face limestone, corbels and trim, gutter and fascia, iron work (window grills, railing, guards, lamps, gates), large windows, and natural wooden doors. If not properly treated, these materials could result in increased daytime glare. However, the project would be subject to a Design Review Application pursuant to Municipal Code Chapter 18.23, Design review. This regulatory procedure would review the project's building materials to ensure neighboring uses are not exposed to substantial daytime glare. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to aesthetics; therefore, no mitigation measures are required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to agriculture and forestry resources include:

- California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)
- Williamson Act/California Land Conservation Act
- California Public Resources Code Sections 12220(g) and 4526
- California Government Code Section 51104(g)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)

Environmental Setting

The City of Dixon (City) is surrounded by agricultural land and open space, including over 1,000 protected acres within the Vacaville-Dixon Greenbelt. According to the General Plan EIR, agricultural uses make up nearly 30 percent of the City and 10 percent of the City's sphere of influence (SOI), including about 1,385 acres within the City limits and approximately 750 acres outside of City limits (i.e., within the SOI). Agricultural uses border the residential and industrial uses on the northern, eastern, and southern City limits. The City's downtown area is generally void of agricultural uses. Within the project vicinity, surrounding land uses include a mixture of residential, transportation, institutional, and commercial uses. According to the California Department of Conservation, the project site is designated as Urban and Built-Up Land.[2] The project site is zoned Downtown Mixed Use (DMX). The project site is not covered under a Williamson Act contract.[3]

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact: According to the California Department of Conservation and General Plan Figure NE-1, Open Space and Agricultural Land, the project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland).[4] The closest identified farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) is located more than 0.90-mile east of the project site. As such, project implementation would not convert farmland to a non-agricultural use. No impact would occur in this regard.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact: The project site is zoned DMX and is not covered under a Williamson Act contract.[5] Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur in this regard.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact: The project site is zoned DMX. Thus, project implementation would not conflict with existing zone for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur in this regard.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact: Refer to Response 3.2(c). No impact would occur in this regard.

[2] California Department of Conservation. 2022. California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 1, 2025.
[3] California Department of Conservation. 2023. California Williamson Act Enrollment Finder, https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312. Accessed August 1, 2025.
[4] California Department of Conservation. 2022. California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 1, 2025.
[5] California Department of Conservation. 2023. California Williamson Act Enrollment Finder, https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312. Accessed August 1, 2025.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact: Refer to Responses 3.2(a) through 3.2(d). No impact would occur in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to agriculture and forestry resources; therefore, no mitigation measures are required.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The information presented in this analysis is primarily based on the Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon (AQ/GHG/Energy Study), prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Regulatory Setting

Federal Regulations

The United States Environmental Protection Agency (EPA) sets national ambient air quality standards (NAAQS) and emission standards for mobile sources, which include on-road (highway) motor vehicles such as trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards.

In the past 20 years, the EPA has established a number of emission standards for on-road and non-road heavy-duty diesel engines used in trucks and other equipment, in particular because diesel engines are a significant source of nitrogen oxides (NO_X) and particulate matter, and given the EPA has identified diesel particulate matter (DPM) as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce particulate matter and NO_X emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleets are completely replaced with newer heavy-duty vehicles that comply with these emission standards.

In concert with the diesel engine emission standards, the EPA has also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The current standards limit the amount of sulfur allowed in diesel fuel to 15 parts per million by weight (ppmw). Ultra-low sulfur diesel (ULSD), as it is referred to, is required for use by all vehicles in the United States.

The federal diesel engine and diesel fuel requirements mentioned above have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

State Regulations

The California Air Resources Board (CARB) has set statewide ambient air quality standards (CAAQS) and emission standards for on-road and off-road mobile sources that are more stringent than those adopted by the EPA. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a regulation to reduce emissions of DPM and NO_X from on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. Advanced Clean Cars and Advanced Clean Cars II (ACC II) will require all new cars and light trucks sold in California to be zero-emission vehicles by 2035.

CARB has also adopted and implemented regulations to reduce DPM and NO_X emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines capable of producing 25 horsepower (hp) or greater. The regulations are intended to reduce particulate matter and NO_X exhaust emissions by imposing limits on idling, requiring vehicles to be reported to CARB's DOORS online reporting system, restricting the addition of older vehicles into fleets, banning older tiered engines, requiring owners to turn over their fleet (i.e., replacing older equipment with newer equipment), or retrofitting existing equipment in order to achieve specified fleet-averaged emission rates. Implementation of this regulation, in conjunction with stringent federal off-road equipment engine emission limits for new vehicles, significantly reduces emissions of DPM and NO_X in order to help reduce the health risk throughout California.

To address the issue of diesel emissions in California, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Diesel Risk Reduction Plan). In addition to requiring more stringent emission standards for new on-road and off-road mobile sources to reduce particulate matter emissions by 90 percent (related to stationary diesel-fueled engines), a significant component of the Diesel Risk Reduction Plan involves the application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel Risk Reduction Plan have been approved and adopted, including the federal on-road and non-road emission standards for new diesel engines, as well as the adoption of regulations for ULSD fuel in California.

Regional and Local Regulations

Consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines and the Yolo-Solano Air Quality Management District's (YSAQMD) Handbook for Assessing and Mitigating Air Quality Impacts, a project would have a significant impact on the environment associated with air quality if it would: 1) Conflict with or obstruct implementation of the applicable air quality plan; 2) Cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation; 3) Expose sensitive receptors to substantial pollutant concentrations; or 4) Create objectionable odors affecting a substantial number of people. The YSAQMD's Handbook for Assessing and Mitigating Air Quality Impacts provides project-level thresholds of significance for: particulate matter less than 10 micrometers in diameter (PM_{10}), carbon monoxide (CO), and the ozone precursors, which are reactive organic gases (ROG) and NOx. Table 3.3-1, Thresholds of Significance for Air Quality Pollutants, outlines the applicable thresholds for both construction and operational impacts.

Table 3.3-1.
Thresholds of Significance for Air Quality Pollutants

Pollutant	Thresholds of Significance
ROG	10 tons/year
NO_x	10 tons/year
PM_{10}	80 pounds/day
CO	Violation of a State ambient air quality standard for CO

Source: Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon, prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Environmental Setting

Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and State governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), PM_{10}, and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because these pollutants or their precursors affect air quality on a regional scale. Pollutants such as CO, nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. Particulate matter is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 1, Health Effects of Major Criteria Pollutants, of the AQ/GHG/Energy Study.

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

According to CARB's California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being DPM. As mentioned above, DPM has been identified as a human carcinogen and contains hundreds of different gaseous and particulate components, many of which are toxic. Diesel particles are small and can penetrate deep into the lungs. Studies show that DPM concentrations are much higher near heavily traveled highways and intersections. Off-road construction equipment and heavy-duty trucks are considered major sources of diesel-related emissions.

Asbestos

Asbestos is listed as a TAC by CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations, and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing

with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and, with time, may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Solano County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Napa County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

Attainment Status

The EPA and CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard. The City is located in Solano County, which has a State designation of Attainment or Unclassified for all criteria pollutants except for ozone and PM_{10}. Solano County has a national designation of either Unclassified or Attainment for all criteria pollutants except for ozone. More locally, the project site is located within the Sacramento Valley Air Basin.

Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24 hours or longer, such as a residence, hospital, school, etc.

The project site is immediately surrounded by sensitive receptors, including single-family residences to the north and east, multi-family residences to the west, and St. Peter's Catholic Church and additional residences located immediately to the south, across East A Street. Specifically, the closest of these sensitive receptors would be the single-family residences to the north and east of the site.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact: The air quality impact analysis for the proposed project was conducted using the California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a comprehensive computer model developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with California air districts. The model is designed to provide a uniform and transparent platform for estimating criteria pollutants and greenhouse gas (GHG) emissions from a variety of land use projects. Air quality impacts are considered "significant" if they cause clean air standards to be violated where they are currently met, or if they "substantially" contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odor, would also be considered a significant impact.

A project is considered to have a significant air quality impact if it would conflict with or obstruct the implementation of an applicable air quality plan. The Sacramento Valley Air Basin is currently designated as a non-attainment area for federal and State standards for ground-level ozone and PM2.5, as well as the state standard for PM_{10}. To address this, the YSAQMD and other agencies in the region are required to develop air quality plans, such as attainment and maintenance plans, to demonstrate how the area would meet and maintain these air quality standards. These plans rely on a combination of emission reduction strategies from both stationary and mobile sources. A project would

conflict with these plans if it resulted in emissions that would exceed the ambient air quality standards or contribute to a delay in achieving attainment. The largest source of air pollution in the Sacramento Valley Air Basin is motor vehicles. The project's mobile source emissions, along with all other project-related emissions, are less than the adopted significance thresholds for criteria pollutants, as demonstrated below in Table 3.3-2, Regional Significance – Construction Emissions, and Table 3.3-3, Regional Significance – Operational Emissions. Because the project would not generate emissions of criteria pollutants that would be considered significant, the proposed project would not hinder the Sacramento Valley Air Basin's ability to achieve attainment with applicable air quality standards. Therefore, the project is found to be consistent with the applicable air quality plans, and impacts would be less than significant in this regard.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact:

Regional Construction Emissions

The construction emissions for the project would not exceed the YSAQMD's daily emission thresholds at the regional level, as demonstrated in Table 3.3-2, and therefore, impacts would be less than significant for construction-related emissions.

Table 3.3-2.
Regional Significance – Construction Emissions

Analysis	VOC/ROG	NO_x	PM_{10}
Regional Emissions			
Maximum Regional Daily Emissions[1]	0.12 tons/year	0.54 tons/year	18.4 pounds/day
YSAQMD Significance Threshold	10 tons/year	10 tons/year	80 pounds/day
Exceeds YSAQMD Threshold?	**No**	**No**	**No**

Source: Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon, prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Notes: [1]PM_{10} emissions are based on the highest emissions between summer and winter.

Regional Operational Emissions

The operation-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The summer and winter emissions created by the proposed project's long-term operations were calculated, and emissions from both summer and winter are summarized in Table 3.3-3. Table 3.3-3 provides the project's unmitigated operational emissions. The operational emissions for the project would not exceed the YSAQMD's daily emission thresholds at the regional level, as demonstrated in Table 3.3-3, and therefore, impacts would be less than significant for operational-related emissions.

Table 3.3-3.
Regional Significance – Operational Emissions

Analysis	VOC/ROG	NO_x	PM_{10}
Regional Emissions			
Maximum Regional Daily Emissions[1]	0.16 tons/year	0.09 tons/year	20.5 pounds/day
YSAQMD Significance Threshold	10 tons/year	10 tons/year	80 pounds/day
Exceeds YSAQMD Threshold?	**No**	**No**	**No**

Source: Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon, prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Notes: [1]PM_{10} emissions are based on the highest emissions between summer and winter.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact: This analysis addresses whether the proposed project would expose sensitive receptors to construction-generated PM_{10} or DPM. According to CARB, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The project is located directly adjacent to the sensitive residential receptors to the north and east of the site.

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. It should be noted that most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust would primarily exist if control measures are not implemented to reduce the emissions from the project site. However, YSAQMD Rule 2.11, Particulate Matter Concentration, limits the discharge of particulate matter emissions. YSAQMD provides recommendations for assessing and mitigating air quality impacts in its 2007 Handbook for Assessing and Mitigating Air Quality Impacts. The 2007 Handbook for Assessing and Mitigating Air Quality Impacts outlines standard procedures for addressing air quality impacts in environmental documents, including common best management practice measures for construction-related fugitive dust.

These measures are typically required for all construction projects regardless of their size or location, as noted in the YSAQMD's guidance, and include the following:

- **Paving and watering of unpaved roads and staging areas:** Regularly watering the construction site and unpaved access roads is the most fundamental dust control measure. The frequency of watering should be adjusted based on weather conditions to be effective; however, typically, the construction site should be watered at least two times per day. For longer-term use, gravel can be applied to unpaved roads and staging areas.
- **Limiting vehicle speed:** Requiring a speed limit of 15 miles per hour on unpaved roads and at the construction site can significantly reduce dust generation.
- **Restricting disturbed areas:** Limiting the area of active excavation, grading, and earthmoving at any given time can minimize exposed, unstabilized soil.
- **Stabilized construction access:** Stabilizing entrances to and exits from the site with gravel or other material helps prevent track-out of dirt onto public paved roads.
- **Street sweeping and washing:** Paved public roads adjacent to the site should be swept or washed at least once per day if visible soil material has been deposited.
- **Covering soil piles and loads:** All soil, sand, and other material stockpiles must be covered, and trucks transporting soil or loose material must be covered or have adequate freeboard to prevent spillage.
- **Suspending dust-generating activities:** If wind speeds are high enough to cause excessive dust, all dust-generating operations should be halted.

In addition, as demonstrated in Table 3.3-2, PM_{10} emissions from construction would not exceed the YSAQMD's threshold of significance. Further, given the temporary nature of construction (approximately 12 months) and by complying with the YSAQMD best management practice measures, the concentration of DPM at the nearest receptors would be substantially reduced. As such, implementation of the project would not expose sensitive receptors to substantial pollutant concentrations, and the impact would be less than significant.

Operation

The YSAQMD regulates stationary sources of TACs from various source categories, which are also classified and tracked by the CARB and the EPA. These source categories include industries, refineries, power plants, landfills, food processing plants, gasoline dispensing facilities, dry cleaners, etc. The proposed project would consist of the construction and operation of an institutional use (i.e., an educational center building). These types of projects do not include major sources of TAC emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. As such, impacts would be less than significant in this regard.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact: According to the AQ/GHG/Energy Study, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, auto body shops, composting facilities, food processing facilities, refineries, dairies, and asphalt or rendering plants. The proposed project would consist of an institutional use (i.e., educational center building) and thus, is not anticipated to generate odors that could impact nearby receptors during operation. However, certain odors may be generated from construction activities if diesel-powered construction equipment is used and occurs during the entire construction period. However, these odors would be limited to the construction period and would disperse quickly; therefore, these odors would not be considered a significant impact. Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Compliance with these regulatory requirements would further reduce the detectable odors from heavy-duty equipment exhaust. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to air quality; therefore, no mitigation measures are required.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Regulatory Setting

Regulations at the federal and local levels applicable to the proposed project related to biological resources include:

- Federal Migratory Bird Treaty Act (MBTA)
- Solano Multispecies Habitat Conservation Plan (Solano HCP)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)
- Dixon Municipal Code (Municipal Code)

Environmental Setting

The project site is located within a built-out, urbanized area of the City of Dixon (City) and is entirely disturbed, supporting minimal on-site vegetation. According to General Plan EIR Figure 3.4-1, Habitat Types, no riparian habitat or other sensitive natural communities are present in the project vicinity, and no State or federally protected wetlands are located within the site.[6] Additionally, there are no areas nearby that could function as wildlife corridors or nursery sites for native and migratory species. The limited vegetation on-site does not offer suitable nesting habitat for migratory birds. However, existing street trees along North 2nd Street may provide nesting opportunities. According to the California Department of Fish and Wildlife (CDFW), the project site is not located within an adopted Natural Community Conservation Plan (NCCP).[7] According to Solano HCP Figure 1-2, Solano Project Service Area and Voluntary Participants, the City is a voluntary participant of the Solano HCP.[8] Although the project site is located within the Solano HCP, this plan has yet to be formally adopted and is currently undergoing environmental review pursuant to CEQA. As such, the analysis associated with the project site being located within the Solano HCP is included for informational purposes only.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact: The project site is located within a built-out, urbanized area of the City and is entirely disturbed. The project site supports minimal on-site vegetation. It is acknowledged that General Plan EIR Figure 3.4-2, Special Status Species Occurrences, identifies the project site as an area of occurrence in which adobe-lily (Fritillaria pluriflora; California Rare Plant Rank [CRPR] 1B.2) has been known to occur. Further, the General Plan states that adobe-lily has been found in the vicinity of Dixon's downtown area. However, as mentioned above, the site is entirely disturbed (i.e., underwent extensive tilling) and thus does not contain any habitat that supports the adobe-lily.

Based on the project site's disturbed condition and lack of native vegetation, project construction would not have a substantial adverse effect on candidate, sensitive, or special-status biological resources. No impact would occur in this regard.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact: Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

The project site is entirely disturbed and located in an urbanized and built-out area of the City. No riparian habitat or other sensitive natural communities are present in the project vicinity; refer to General Plan EIR Figure 3.4-1. Additionally, the project vicinity is not included in local or regional plans, policies, or regulations that identify riparian habitat or other sensitive natural communities. Thus, the proposed project would not impact riparian habitat or other sensitive natural communities. No impact would occur in this regard.

[6] U.S. Fish and Wildlife Service, *National Wetlands Inventory*, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed August 4, 2025.
[7] California Department of Fish and Wildlife, August 2023, *California Natural Community Conservation Plans*, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed August 4, 2025.
[8] Solano County Water Agency, *Solano Multispecies Habitat Conservation Plan*, https://scwa2.com/solano-multispecies-habitat-conservation-plan/, accessed August 25, 2025.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact: No State or federally protected wetlands are located within the project site.[9] Further, according to General Plan EIR Figure 3.4-1, no jurisdictional wetlands and waters are present in the project vicinity. As such, the project would not involve direct removal, filling, hydrological interruption, or other direct or indirect impact on wetlands. No impact would occur in this regard.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact: The project site is entirely disturbed and surrounded on all sides by existing urban uses. There are no areas within the project vicinity that could function as a wildlife corridor or nursery site for native and migratory wildlife. Further, the minimal on-site vegetation does not provide a suitable nesting habitat for migratory birds. However, the existing street trees along North 2nd Street have the potential to provide nesting opportunities for birds. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, or nests. Mandatory compliance with the MBTA would reduce the project's potential construction-related impacts to nesting birds. Impacts would be less than significant in this regard.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact: Municipal Code Chapter 13.05, Street Trees (Street Tree Ordinance), contains regulations on tree, bush, and grass planting, removal, and maintenance, including the protection of all trees located within the street tree area (i.e., the public right-of-way plus five feet on both sides of the public right-of-way) during construction activities. Specifically, Street Tree Ordinance Section 13.05.070, Encroachment permit requirements, requires a City permit prior to planting, maintaining, or removing any tree planted along City streets or other landscaping within the public right-of-way. Implementation of the proposed project would result in the removal of three existing street trees along North 2nd Street and the planting of seven new street trees (i.e., four along East A Street and three along North 2nd Street). As such, the project would be required to obtain a permit from the City prior to removing the existing street trees and planting new street trees. Upon permit approval, construction of the proposed project would not conflict with any local policies protecting biological resources, including the Street Tree Ordinance. Less than significant impacts would occur in this regard.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact: According to the CDFW, the project site is not located within an adopted NCCP.[10] According to Solano HCP Figure 1-2, the project site is located within the Solano HCP.[11] It should be noted that this plan has yet to be formally adopted and is currently undergoing environmental review pursuant to CEQA. As such, the analysis associated with the project site being located within the Solano HCP is included for informational purposes only.

[9] U.S. Fish and Wildlife Service, *National Wetlands Inventory*, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed August 4, 2025.
[10] California Department of Fish and Wildlife, August 2023, *California Natural Community Conservation Plans*. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed August 4, 2025.
[11] Solano County Water Agency, *Solano Multispecies Habitat Conservation Plan*, https://scwa2.com/solano-multispecies-habitat-conservation-plan/, accessed August 25, 2025.

The Solano HCP is intended to promote the conservation of biological diversity and the preservation of endangered species and their habitats consistent with the recognition of private property rights; provide for a healthy economic environment for citizens, agriculture, and industries; and allow for ongoing maintenance and operation of public and private facilities in Solano County.

The project site is located within a built-out, urbanized area of the City and is entirely disturbed. The project site supports minimal on-site vegetation. No State or federally protected wetlands, riparian habitat, sensitive natural communities, or areas that could function as a wildlife corridor or nursery site for native and migratory wildlife occur within the project site or project vicinity. As such, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Less than significant impacts would occur in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to biological resources; therefore, no mitigation measures are required.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to cultural resources include:

- California Public Resources Health and Safety Code Sections 7050.5 through 7055
- California Public Resources Code Section 5097.98
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)

Environmental Setting

The project site is currently a disturbed, undeveloped lot, located within a heavily urbanized and built-out area of the City of Dixon (City).

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact: The project site is located within an urbanized and built-out area of the City. According to the General Plan EIR, most of the City's historical resources are concentrated within Dixon's downtown area. Although the project site is located within Dixon's downtown area, as a disturbed and undeveloped lot, there are no known historical resources on-site. Therefore, project implementation would not result in a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines. No impact would occur in this regard.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated: Given the nature of the project area and the disturbed nature of the project site, no cultural resources are expected to occur on-site. However, the site could contain previously undiscovered archaeological resources. Project construction activities would involve approximately 900 cubic yards of cut. Thus, project excavation may encounter native soils that have the potential to support unknown buried archaeological resources. Should project excavation activities encounter previously undiscovered archaeological resources, MM-CUL-1 would require all construction work to halt until a qualified archaeologist evaluates the find. With the implementation of MM-CUL-1, the project would not cause a substantial adverse change

in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, and impacts would be reduced to less than significant levels.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact: Due to the developed and built-out nature of the project area, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, project construction activities would involve approximately 900 cubic yards of cut. Thus, project excavation could potentially encounter buried human remains. If human remains are found, those remains would require proper treatment in accordance with applicable laws. California Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains.

Specifically, California Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures outlined in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County of Solano Coroner (County Coroner), notification of the Native American Heritage Commission (NAHC), and consultation with the individual identified by the NAHC to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains would be less than significant.

MITIGATION MEASURES

MM-CUL-1 Archaeological Resources Inadvertent Discovery

If previously unidentified cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt, and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be retained by the project Applicant immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts.

If an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the project Applicant and the City of Dixon to implement Native American consultation procedures with California Native American tribes included in the Native American Heritage Commission list for the project area and tribes that previously requested to be notified of future projects proposed by the City (i.e., to determine the most likely descendant and determine the preferred manner of treatment). Construction shall not resume until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources, including tribal cultural resources.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The information presented in this analysis is primarily based on the Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon (AQ/GHG/Energy Study), prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Regulatory Setting

Many federal, State, and local statutes and policies address energy conservation.

Federal Regulations

At the federal level, energy standards apply to numerous products (e.g., the EnergyStar program) and transportation (e.g., fuel efficiency standards).

State Regulations

At the State level, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (CCR), promote efficient energy use in new buildings constructed in California. The standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for new construction (new buildings and expansions) in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of minimum guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels. Building Energy Efficiency Standards and CALGreen standards are enforced through the local building permit process.

The California Energy Commission (CEC) provides full forecasts for electricity, natural gas, and fuel every two years as part of the Integrated Energy Policy Report (IEPR) process. In 2035, it is estimated that Californians would consume up to 358,738 gigawatt-hours of electricity. Gasoline demand is projected to decline each year through 2030 due to greater numbers of zero-emission vehicles and increasing fuel economy.

California's electric grid relies increasingly on clean sources of energy such as solar, wind, geothermal, hydroelectricity, and biomass. As this transition advances, the grid is also expanding to serve new sectors, including electric vehicles, rail, and space and water heating. California's Renewables Portfolio Standard (RPS) is among the most ambitious energy policies in the nation, requiring utilities to produce 60 percent of their retail electricity from clean, renewable sources by 2030. Increasing California's renewable supplies would diminish the State's dependence on fossil fuels for electric power generation.

Environmental Setting

The proposed project is located on an approximately 0.517-acre site at 209-231 East A Street, northeast of the intersection of East A Street and North 2nd Street. Pacific Gas and Electric Company (PG&E) would provide electricity and natural gas services to the project site.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact: Construction of the project would require energy for the manufacture and transportation of building materials, preparation and grading of the project site, and construction of the project, including the infrastructure. This would be a temporary use of energy. The operation of the project would consume energy.

The primary means of energy consumption would include electricity and natural gas usage associated with operating the new educational center building proposed by the project. In addition, there would be indirect electricity usage associated with the conveyance of water supplied to the building and wastewater produced by the building. As described in the AQ/GHG/Energy Study, the California Emissions Estimator Model (CalEEMod) model was used to compute air pollutant emissions associated with the operation of the project. CalEEMod provides estimated direct electricity and natural gas usage. The energy usage reflects the project operating under a full build-out. As indicated in Appendix A: CalEEMod Output Sheets, Section 5.11, Operational Energy Consumption, of the AQ/GHG/Energy Study, the proposed project would result in a total of 107,243 kilowatt-hours per year (kWh/yr) for electricity usage and 972,184 thousands of British thermal units per year (kBTU/yr) for natural gas usage.

As shown in Appendix A of the AQ/GHG/Energy Study, the proposed project would result in demand quantities typical of a development project of similar land use and scale and is within California's anticipated 2028 energy demand quantities. Thus, the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. As such, impacts would be less than significant in this regard.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact: The proposed project would be constructed in conformance with at a minimum the 2022 CalGreen and the Title 24 Building Codes, which require high-efficiency water fixtures, water-efficient irrigation systems, and compliance with current energy efficiency standards. Compliance with these standards ensures compliance with federal and State plans, policies, and regulations applicable to energy usage. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to energy; therefore, no mitigation measures are required.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The information presented in this analysis is primarily based on the Geotechnical Report, Proposed New Valley of the Sacred Heart Education Center, Southwest Corner of North 2nd Street and East A Street, Dixon, CA (Geotechnical Investigation), prepared by SIEGFRIED, dated February 21, 2024; refer to Appendix B, Geotechnical Report.

Regulatory Setting

Regulations at the federal, State, and local levels applicable to the proposed project related to geology and soils include:

- Paleontological Resources Preservation Act
- California Alquist-Priolo Earthquake Fault Zoning Act
- California Building Standards Code
- California Seismic Hazards Mapping Act
- Dixon Municipal Code (Municipal Code)

Environmental Setting

Seismicity

According to the Geotechnical Investigation, the project site is located within a moderate seismic region; however, the majority of active faults are located more than 20 miles west of the project site, within the San Francisco Bay Area. The closest active fault to the project site is the Great Valley 6 (Midland) fault, located approximately 2.47 miles to the west of the project site. Due to the distance from these faults, the project site could be subject to strong to very strong ground shaking on-site during a large earthquake from one of the nearby faults.

Groundwater

According to the Geotechnical Investigation, groundwater is expected to occur at depths of at least greater than 40 feet below ground surface (bgs).

Liquefaction and Associated Hazards

According to the Geotechnical Investigation, based on the presence of primarily cohesive clay soils and deep groundwater on-site, the potential for liquefaction on-site is considered negligible. Furthermore, due to the relatively flat grades in the project area and the depth of groundwater beneath the project site, the potential for lateral spreading and other types of ground failure associated with liquefaction at the site is considered negligible

Paleontological Resources

Paleontological resources (fossils) are the remains and/or traces of prehistoric plant and animal life exclusive from association with human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in the geologic deposits in which they were originally buried. According to the Geotechnical Investigation, the project area is underlain by undocumented fill soils to one-foot bgs. Below the undocumented fill is native alluvium soils to 101 feet bgs. Isolated layers of medium dense to dense silty sand and clayey sand, and medium dense sandy silt are also located between the undocumented fill soils and the maximum explored depth of the native alluvium soils. Given the disturbed and built-out nature of the project area, no paleontological resources are expected to occur on-site.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact: According to the Geotechnical Investigation, no Alquist-Priolo Earthquake Fault Zones traverse the project site, and no known active or potentially active faults exist on the project site. Thus, implementation of the proposed

project would not result in the rupture of a known earthquake fault delineated on an Alquist-Priolo Earthquake Zoning Map. No impact would occur in this regard.

ii) Strong seismic ground shaking?

Less Than Significant Impact: According to the Geotechnical Investigation, the project site is located within a moderate seismic region; however, the majority of active faults are located more than 20 miles west of the project site, within the San Francisco Bay Area. The closest active fault to the project site is the Great Valley 6 (Midland) fault, located approximately 2.47 miles to the west of the project site. Due to the distance from these faults, the project site could be subject to strong to very strong ground shaking on-site during a large earthquake from one of the nearby faults.

The project would be required to comply with the California Building Standards Code, which includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. In accordance with the California Building Standards Code and Municipal Code Chapter 16.03, Building Code, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to MM-GEO-1. Implementation of MM-GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading, and building plans. Following compliance with the California Building Standards Code and Municipal Code, as well as implementation of MM-GEO-1, impacts related to strong seismic ground shaking would be reduced to less than significant levels.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact: According to the Geotechnical Investigation, based on the presence of primarily cohesive clay soils and deep groundwater on-site, the potential for liquefaction on-site is considered negligible. As such, impacts would be less than significant in this regard.

iv) Landslides?

Less Than Significant Impact: According to the Geotechnical Investigation, the project site is relatively flat across the entire site and thus, the potential for landslides to occur is considered negligible. As such, impacts would be less than significant in this regard.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact: Operations of the proposed project would not result in the exposure of bare soils, such that the project would result in substantial soil erosion or the loss of topsoil during operations. No impacts are anticipated in this regard. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project (e.g., earthwork and grading). Construction activities associated with the project would expose soils to short-term erosion by wind and water. Nonetheless, compliance with the requirements identified in Municipal Code Chapter 16.06, Storm Water Control, would minimize erosion and water quality impacts during construction to less than significant. Specifically, Municipal Code Section 16.06.120, Requirement to prevent, control, and reduce storm water pollution, the proposed project would be required to implement project-specific best management practices (BMPs) prescribed by the City of Dixon (City) to reduce pollutant discharges to the municipal stormwater system. Compliance with Municipal Code Chapter 16.06 would ensure construction-related runoff does not enter downstream water bodies in a manner that adversely affects existing water quality. Following conformance with Municipal Code Chapter 16.06 and implementation of construction-related BMPs prescribed by the City, impacts would be less than significant in this regard.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact: Refer to Responses 3.7(a)(iii), 3.7(a)(iv), and 3.7(d) for a discussion concerning the project's impact determinations pertaining to liquefaction, landslides, and expansive soils, respectively.

Lateral Spreading

As discussed in the Geotechnical Investigation, due to the relatively flat grades in the project area and the depth of groundwater beneath the project site, the potential for lateral spreading and other types of ground failure associated with liquefaction at the site is considered negligible. As such, less than significant impacts would occur in this regard.

Subsidence

According to the United States Geological Survey, the project site is not located within areas of recorded subsidence.[12] Additionally, project-related construction and operational activities do not involve any groundwater removal or other subsidence-causing activities. As such, no impacts would occur in this regard.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact With Mitigation Incorporated: As discussed in the Geotechnical Investigation, the project site is underlain by clay fill soils that are moderately expansive with plasticity indices (PIs) of 16 and 25. Nonetheless, the project would be required to comply with MM-GEO-1, which would ensure the construction and design recommendations in the Geotechnical Investigation are incorporated into the project design, grading, and building plans. With the implementation of MM-GEO-1, impacts in this regard would be reduced to less than significant levels.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact: No septic tanks or alternative wastewater systems would be constructed as part of the project. The proposed development would connect to the existing wastewater infrastructure in the project area. As such, no impact would occur in this regard.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated: According to the Geotechnical Investigation, the project area is underlain by undocumented fill soils to one-foot bgs. Below the undocumented fill is native alluvium soils to 101 feet bgs. Isolated layers of medium dense to dense silty sand and clayey sand, and medium dense sandy silt are also located between the undocumented fill soils and the maximum explored depth of the native alluvium soils. Given the disturbed and built-out nature of the project area, no paleontological resources are expected to occur on-site. However, as the project would require excavation of on-site soils for cut and fill purposes, there is the potential to uncover previously undiscovered paleontological resources during earth removal or ground-disturbing activities. In the event paleontological resources are encountered during construction activities, MM-GEO-2 would require all project construction activities to immediately halt until a paleontologist evaluates the find and recommends a course of action should the find be identified as a paleontological resource. With the implementation of MM-GEO-2, the

[12] United States Geological Survey, Areas of Land Subsidence in California, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed October 30, 2025.

project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be reduced to less than significant levels in this regard.

MITIGATION MEASURES

MM-GEO-1 Geotechnical Investigation Recommendations

Prior to the issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Dixon Engineering Department, that the recommendations for design and construction identified in the Geotechnical Report, Proposed New Valley of the Sacred Heart Education Center, Southwest Corner of North 2nd Street and East A Street, Dixon, CA, prepared by SIEGFRIED, dated February 21, 2024, have been incorporated into the project design, grading, and building plans, as applicable.

MM-GEO-2 Unanticipated Discovery of Paleontological Resources

If evidence of subsurface paleontological resources is found during ground-disturbing construction activities, excavation and other construction activities within 50 feet of the find shall immediately cease, and the construction contractor shall contact the City of Dixon (City) Community Development/Planning Director or his/her designee. With direction from the City's Community Development/Planning Director or his/her designee, the applicant shall retain a paleontologist certified by the County of Solano to evaluate the find prior to resuming ground-disturbing activities in the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources. The Paleontological Resources Mitigation Program shall be submitted to the City's Community Development/Planning Director or his/her designee for review and approval prior to resuming ground-disturbing activities.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The information presented in this analysis is primarily based on the Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon (AQ/GHG/Energy Study), prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Regulatory Setting

Recent Regulatory Actions for GHG Emissions

Executive Order S-3-05 – California GHG Reduction Targets

Executive Order (EO) S-3-05 was signed by Governor Arnold Schwarzenegger in 2005 to set greenhouse gas (GHG) emission reduction targets for California. The three targets established by this EO are as follows: 1) reduce California's GHG emissions to 2000 levels by 2010; 2) reduce California's GHG emissions to 1990 levels by 2020; and 3) reduce California's GHG emissions by 80 percent below 1990 levels by 2050.

Assembly Bill 32 – California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing the California Air Resources Board (CARB) to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, California Energy Commission (CEC), California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that would help meet the goals of AB 32 and Executive Order S-3-05, which has a target of reducing GHG emissions 85 percent below 1990 levels.

The first Scoping Plan for AB 32 was adopted by CARB in December 2008. Its most recent update was completed in December of 2022. It contains the State's main strategies to achieve carbon neutrality by 2045. This plan extends and expands upon the earlier versions with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. It also takes the step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. Measures to achieve carbon neutrality include rapidly moving to zero-emission vehicles (ZEV), removing natural gas as an option for space conditioning, increasing the number of solar arrays and wind turbines, and scaling up renewable hydrogen for hard-to-electrify end uses.

Senate Bill 375 – California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under

the California Environmental Quality Act (CEQA) if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and vehicle miles traveled (VMT), along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency to develop regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations to align their regional transportation, housing, and land use plans to reduce VMT and demonstrate the region's ability to attain its GHG reduction targets.

Senate Bill 350 - Renewable Portfolio Standards

In September 2015, the California Legislature passed Senate Bill 350 (SB 350), which increases the State's Renewables Portfolio Standard (RPS) for the content of electrical generation from the 33 percent target for 2020 to a 50 percent renewable target by 2030.

Executive Order B-30-15 & Senate Bill 32 GHG Reduction Targets – 2030 GHG Reduction Target

In April 2015, Governor Brown signed EO B-30-15, which extended the goals of AB 32, setting a GHG emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued California's 2017 Climate Change Scoping Plan (2017 Scoping Plan). While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB has approved a 2022 Scoping Plan Update (2022 Scoping Plan) to reflect the 2030 target set by EO B-30-15 and codified by SB 32. The 2022 Scoping Plan Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 or earlier.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as a driving principle.
- Incorporates the contribution of natural and working lands to the State's GHG emissions, as well as its role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools, including carbon capture and sequestration as well a direct air capture.
- Evaluates multiple options for achieving our GHG and carbon neutrality targets, as well as the public health benefits and economic impacts associated with each.

The 2022 Scoping Plan lays out how the State can get to carbon neutrality by 2045 or earlier. It is the first scoping plan that adds carbon neutrality as a science-based guide and touchstone beyond statutorily established emission reduction targets.

The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in EO S-3-05. The 2022 Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and to not only obtain the Statewide goals, but cost-effectively achieve carbon-neutrality by 2045 or earlier. In the 2022 Scoping Plan, CARB recommends:

- VMT per capita reduced 12 percent below 2019 levels by 2030 and 22 percent below 2019 levels by 2045.
- 100 percent of Light-duty vehicle sales are zero emissions vehicles (ZEV) by 2035.
- 100 percent of medium duty/heavy duty vehicle sales are ZEV by 2040.
- 100 percent of passenger and other locomotive sales are ZEV by 2030.
- 100 percent of line haul locomotive sales are ZEV by 2035.
- All electric appliances in new residential and commercial building beginning 2026 (residential) and 2029 (commercial).
- 80 percent of residential appliance sales are electric by 2030 and 100 percent of residential appliance sales are electric by 2035.
- 80 percent of commercial appliance sales are electric by 2030 and 100 percent of commercial appliance sales are electric by 2045.

SB 743 Transportation Impacts

Senate Bill 743 (SB 743) required lead agencies to abandon the old "level of service" metric for evaluating a project's transportation impacts, which was based solely on the amount of delay experienced by motor vehicles. In response, the Governor's Office of Land Use and Climate Innovation (LCI), formerly the Governor's Office of Planning and Research (OPR), developed a VMT metric that considered other factors such as reducing GHG emissions and developing multimodal transportation. A VMT-per-capita metric was adopted into CEQA Guidelines Section 15064.3 in November 2017. Given current baseline per-capita VMT levels computed by CARB in the 2030 Scoping Plan of 22.24 miles per day for light-duty vehicles and 24.61 miles per day for all vehicle types, the reductions needed to achieve the 2050 climate goal are 16.8 percent for light-duty vehicles and 14.3 percent for all vehicle types combined. Based on this analysis (as well as other factors), LCI recommended using a 15-percent reduction in per capita VMT as an appropriate threshold of significance for evaluating transportation impacts.

Executive Order B-55-18 – Carbon Neutrality

In 2018, a new Statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and creating policies/programs that would meet this goal.

Senate Bill 100 – Current Renewable Portfolio Standards

In September 2018, Senate Bill 100 (SB 100) was signed by Governor Brown to revise California's RPS program goals, furthering California's focus on using renewable energy and carbon-free power sources for its energy needs. SB 100 would require all California utilities to supply a specific percentage of their retail sales from renewable resources by certain target years. By December 31, 2024, 44 percent of the retails sales would need to be from renewable energy sources, by December 31, 2026 the target would be 40 percent, by December 31, 2027 the target would be 52 percent, and by December 31, 2030 the target would be 60 percent. By December 31, 2045, all California utilities would be required to supply retail electricity that is 100 percent carbon-free and sourced from eligible renewable energy resource to all California end-use customers.

California Building Standards Code – Title 24 Part 11 & Part 6

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11. The CALGreen Code encourages sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2025 California Building Standard Code) became effective as of January 1, 2026.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. The California Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2022 Energy Code) replaced the 2019 Energy Code as of January 1, 2023. Under the 2019 standards, single-family homes are predicted to be 53 percent more efficient than homes built under the 2016 standard due to more stringent energy-efficiency standards and mandatory installation of solar photovoltaic systems. For non-residential developments, it is predicted that these buildings would use 30 percent less energy due to lightening upgrades.

Requirements for electric vehicle (EV) charging infrastructure are set forth in Title 24 of the California Code of Regulations (CCR). The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The CalGreen 2022 standards require deployment of additional EV chargers in various building types, including multi-family residential and non-residential land uses. These standards include requirements for both EV capable parking spaces and the installation of Level 2 EV supply equipment for multi-family residential and non-residential buildings. There are also requirements for both EV readiness and installation of EV chargers, and mandatory requirements and more aggressive voluntary Tier 1 and Tier 2 provisions. Providing EV charging infrastructure that meets current CALGreen requirements would not be sufficient to power the anticipated more extensive level of EV penetration in the future that is needed to meet SB 30 climate goals.

CEC studies have identified the most aggressive electrification scenario as putting the building sector on track to reach the carbon neutrality goal by 2045. Installing new natural gas infrastructure in new buildings would interfere with this goal. To meet the State's goal, communities have been adopting "Reach" codes that prohibit natural gas connections in new and remodeled buildings. However, these reach codes have been challenged in court and have been found to be unlawful. Therefore, communities in California are struggling to limit natural gas use in new construction.

Advanced Clean Cars

The Advanced Clean Cars Program, originally adopted by CARB in 2012, was designed to bring together CARB's traditional passenger vehicle requirements to meet federal air quality standards and also support California's AB 32 goals to develop and implement programs to reduce GHG emissions back down to 1990 levels by 2020, a goal achieved in 2016 as a result of numerous emissions reduction programs.

Advanced Clean Cars II (ACC II) is phase two of the original rule and establishes a year-by-year process, starting in 2026, so all new cars and light trucks sold in California would be zero-emission vehicles by 2035, including plug-in hybrid electric vehicles. The regulation codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20. Currently, 16 percent of new light-duty vehicles sold in California are zero emissions or plug-in hybrids. By 2030, 68 percent of new vehicles sold in California would be zero emissions, and 100 percent by 2035.

Environmental Setting

GHGs, gases that trap heat in the atmosphere, regulate the Earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2, CH_4, and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.

- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by an international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

Each GHG has its own potency and effect upon the Earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it would increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise would increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Federal and Statewide GHG Emissions

The United States Environmental Protection Agency (EPA) reported that in 2022, total gross nationwide GHG emissions were 6,343.2 million metric tons (MMT) CO_2e. These emissions were lower than peak levels of 7,416 MMT that were emitted in 2007. CARB updates the Statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2022 emissions. In 2022, GHG emissions from Statewide emitting activities were 371.1 MMT CO_2e. The 2022 emissions have decreased by 24 percent since peak levels in 2004, are 9.3 MMT CO_2e lower than 2021 emissions levels, and almost 60 MMT CO_2e below the State's 2020 GHG limit of 431 MMT CO_2e. Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 MT CO_2e per person to 9.5 MT CO_2e per person in 2022.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact:

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects pursuant to CEQA Guidelines Section 15355. It should be noted that GHG and climate change impacts are cumulative by nature since they have global (not local) effects. Therefore, the impact analysis provided below provides an analysis of GHG and climate change impacts for both project and cumulative-level analyses. For individual proposed projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). However, the City does not currently have a formal GHG emissions reduction plan or recommended emissions thresholds for determining significance associated with GHG emissions from development projects. Since no other local or regional Climate Action Plan is in place, the project is assessed based on its

consistency with CARB's adopted Scoping Plans, including the project's compliance with relevant 2022 Scoping Plan measures, as well as the latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region within which the project is located (i.e., the Sacramento Area Council of Governments [SACOG] RTP/SCS). It should be noted that the 2022 Scoping Plan is consistent with the AB 1279 GHG reduction targets of achieving carbon neutrality by 2045 and reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Therefore, consistency with the CARB's most recent Scoping Plan (i.e., the 2022 Scoping Plan) would also demonstrate consistency with the carbon neutrality requirements encapsulated by AB 1279. Therefore, this analysis provides a qualitative assessment of the project's compliance with the applicable plans, policies, and regulations for the purposes of reducing greenhouse gas emissions to determine whether the project would have a significant impact on the environment relative to GHGs; refer to Response 3.8(b). Separately, disclosure of the project's estimated construction and operation-related GHG emissions is provided for the purposes of disclosure below.

Construction

During project construction, the California Emissions Estimator Model (CalEEMod) 2022.1 computer model calculates that construction activities would generate a total of 138 metric tons of annual CO_2e emissions; refer to Table 3.8-1, Construction Emissions (Metric Tons CO_2e).

Table 3.8-1.
Construction Emissions (Metric Tons CO_2e)

Conditions	CO_2e
Total Construction Emissions	138

Source: Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon, prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Operation

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO_2e emissions, are summarized in the CalEEMod 2022.1 output files found in Appendix A of Appendix A, AQ/GHG/Energy Study. The total operational GHG emissions for the proposed project are identified in Table 3.8-2, Operational Emissions (Metric Tons CO_2e).

Table 3.8-2.
Operational Emissions (Metric Tons CO_2e)

Source Category	Greenhouse Gas Emissions (Metric Tons CO_2e/Year)
Area Source[1]	0.33
Energy Source[2]	61.70
Mobile Source[3]	61.90
Solid Waste[4]	9.13
Water[5]	1.24
Total Emissions	**134**

Source: Valley of the Sacred Heart Academy Project, Focused Air Quality & Greenhouse Gas Impact Analysis, City of Dixon, prepared by MAT Engineering, dated October 28, 2025; refer to Appendix A, AQ/GHG/Energy Study.

Notes: [1]Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. [2]Energy usage consists of GHG emissions from electricity and natural gas usage. [3]Mobile sources consist of GHG emissions from vehicles. [4]Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills. [5]Water includes GHG emissions from electricity used for transport of water and the processing of wastewater.

As shown in Table 3.8-2, the proposed project would generate approximately 134 metric tons of annual CO_2e emissions per year. As previously stated, the City does not have an established numerical significance threshold. As such, the project's consistency with GHG emissions is determined based on the project's consistency with applicable GHG plans, programs, and policies; refer to Response 3.8(b). As analyzed below, the proposed project would result in less than significant impacts in this regard.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact: A project would have a significant impact with respect to GHG emissions if the project substantially conflicts with the provisions of Section 15064.4(b) of the CEQA Guidelines. Pursuant to Appendix G of the CEQA Guidelines, a significant GHG impact is identified if the project would conflict with applicable GHG reduction plans, policies, or regulations. The project would be subject to complying with SB 32 and AB 1279. The CARB's 2022 Scoping Plan sets the framework for California to meet the reduction targets of SB 32 and AB 1279. The 2022 Scoping Plan builds upon previous iterations of State scoping plans to achieve carbon neutrality and reduce anthropogenic GHG emissions to 85 percent below 1990 emission levels no later than 2045, as directed by AB 1279. Some of the relevant key sectors identified in the 2022 Scoping Plan include transportation sustainability, clean electricity grid, and sustainable manufacturing and buildings.

The proposed project demonstrates consistency with applicable GHG reduction plans and sustainability policies under CEQA. The project would exceed the California Title 24 Energy Standards by approximately 20 percent, incorporate 100 percent high-efficiency lighting and energy-efficient appliances, and include solar-ready roofs with 28 kilowatt-hours (kWh) of on-site renewable energy generation. All landscaping equipment would be battery-operated and electric, reducing emissions from maintenance activities. The project site promotes low-carbon transportation options with its proximity to the Dixon Readi-Ride Transit Service, which is located approximately 0.30-mile to the southeast of the project site, and bicycle parking near the southeastern corner of the building. Water conservation measures include low-flow fixtures and a landscape design featuring low to medium-water-use plants, although reclaimed non-potable water is not used, and water-efficient appliances are not applicable. These integrated design features support regional climate action goals by minimizing energy consumption, promoting clean energy, reducing VMT, and conserving water. As such, the project supports the overarching sustainability goal of the 2022 Scoping Plan. The project would not conflict with any action items identified in the 2022 Scoping Plan, nor preclude achievement of the State's climate goals. Based on the discussion above, the project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions; therefore, impacts would be less than significant in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to GHG emissions; therefore, no mitigation measures are required.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to hazards and hazardous materials include:

- California Government Code Section 65962.5
- Solano County Emergency Operations Plan (Solano County EOP)
- City of Dixon Emergency Operations Plan Evacuation Annex (City's EOP)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)

Environmental Setting

Existing Conditions

According to Section 2.0, Project Description, and based on historical aerial imagery, the project site has supported a residential use since the 1950s, originally featuring a residential structure surrounded by trees, located in the southeastern corner of the site. From the 1950s through 2008, the property experienced little to no change. By 2009, the residential structure and many of the trees had been removed, and by 2020, the site was largely cleared.

The project site is currently a disturbed, undeveloped lot. A distressed concrete access driveway located at the northwestern corner of the property provides site access along North 2nd Street. The site is currently fenced off on all sides, with a wooden fence along the northern and eastern site boundaries, and a 3-foot-high mesh wire fence and posts along the southern and western site boundaries. On-site topography is relatively flat.

Schools Within One-Quarter Mile of the Project Site

Several schools are located within 0.25-mile of the project site, with the closest school being the existing Valley of the Sacred Heart Academy (to be replaced by the proposed project), which is located approximately 0.02-mile south of the project site at 105 South 2nd Street. John Knight Middle School is located approximately 0.11-mile east of the project site at 455 East A Street, and Linford L. Anderson Elementary School is located approximately 0.14-mile northeast of the project site at 415 East C Street.

Cortese List

The project site is not listed pursuant to Government Code Section 65962.5.[13]

Public Airports or Public Use Airports Within Two Miles of the Project Site

According to the General Plan, the City of Dixon (City) is located within the airport influence area of Travis Air Force Base (AFB), which is located approximately 11 miles to the southwest. More specifically, the project site is located within Zone E of the Travis AFB Land Use Compatibility Plan (LUCP); refer to Travis AFB LUCP Figure 1, Compatibility Zones.[14]

Emergency Response Plan/Emergency Evacuation Plan

According to the General Plan EIR, the Solano County EOP and the City's EOP provide for the integration and coordination of planning efforts of multiple jurisdictions within Solano County and cover potential threats, including a major earthquake or liquefaction, fire, flood, dam failure, hazardous materials incidents, drought, terrorist incidents, and war, respectively.

Wildfire Risks

According to the General Plan EIR, the City is entirely classified as a Local Responsibility Area (LRA); no State Responsibility Areas (SRAs) are located within the City.[15] Within LRAs, fire protection services are generally provided by cities and other local fire districts. The Dixon Fire Department, as part of the Dixon Fire Protection District, provides fire protection services within the City and the surrounding unincorporated areas. According to the California Department of Forestry and Fire Protection (CAL FIRE) and General Plan EIR Figure 3.8-2, Fire Hazard Severity Zones,

[13] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed October 27, 2025.
[14] County of Solano Department of Resource Management, Travis Air Force Base Land Use Compatibility Plan, https://content.solanocounty.gov/sites/default/files/2025-05/Travis%20AFB%20LUCP%20%282024%29_0.pdf, accessed October 26, 2025.
[15] California Department of Forestry and Fire Protection, State Responsibility Area Fire Hazard Severity Zones, Solano County, April 1, 2024, https://calfire.app.box.com/s/viyymvmweaaciuhwfb2bdxqdok3zo0ke/file/1483767637589, accessed September 2, 2025.

no portion of the City, including the project site, is classified as being located within a moderate, high, or very high Fire Hazard Severity Zone (FHSZ) in LRA.[16]

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact:

Construction

Project construction could expose construction workers and the public to temporary hazards related to the routine transport, use, and maintenance of standard construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). However, these activities would be short-term, and the materials used would not be in such quantities, or stored in such a manner, as to pose a significant safety hazard. All project construction activities would be required to demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

Operation

Hazardous materials are not typically associated with institutional uses. Anticipated hazardous materials used during project operations may include minor cleaning products and the occasional use of pesticides and herbicides for landscape maintenance. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled appropriately and would minimize the potential for safety impacts to occur. As such, impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact:

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by federal, State, and local laws. As such, impacts pertaining to the potential for accidental conditions during project construction would be less than significant.

Operation

Refer to Response 3.9(a) for a description of impacts related to proposed operations at the project site. Upon adherence to existing regulations related to chemical safety, impacts pertaining to the potential for accidental conditions during project operations would be less than significant.

[16] California Department of Forestry and Fire Protection, Local Responsibility Area Fire Hazard Severity Zones, Solano County – Unincorporated LRA, February 24, 2025, https://calfire.app.box.com/s/wahuw9ny7cgn89xpxh7092ur50r1pwvj/file/1785856297957, accessed September 2, 2025.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact: Several schools are located within 0.25-mile of the project site, with the closest school being the existing Valley of the Sacred Heart Academy (to be replaced by the proposed project), which is located approximately 0.02-mile south of the project site at 105 South 2nd Street. John Knight Middle School is located approximately 0.11-mile east of the project site at 455 East A Street, and Linford L. Anderson Elementary School is located approximately 0.14-mile northeast of the project site at 415 East C Street. Although the project site is located within 0.25-mile of an existing or proposed school, the proposed project would result in less than significant impacts during project construction and operation; refer to Responses 3.19(a) and 3.19(b) above. Furthermore, hazardous materials are not typically associated with institutional uses, and the project would be required to comply with federal, State, and local laws and regulations regarding the handling and transport of hazardous materials. For the aforementioned reasons, the proposed project would not result in adverse impacts regarding the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. As such, impacts would be less than significant in this regard.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact: The project site is not listed pursuant to Government Code Section 65962.5.[17] As such, no impacts would occur in this regard.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact: According to the General Plan, the City is located within the airport influence area of Travis AFB, which is located approximately 11 miles to the southwest. More specifically, the project site is located within Zone E of the Travis AFB LUCP; refer to Travis AFB LUCP Figure 1.[18] The Travis AFB establishes certain requirements for new development within the airport influence area. According to the Travis AFB LUCP, there are no limits for maximum densities and intensities (i.e., residential uses, indoor uses, outdoor uses, or acreage) in Zone E; however, development conditions include the following: 1) airspace review for objects 200 feet in height or taller; 2) line-of-sight criteria for all proposed wind turbines; 3) glint and glare studies for new or expanded commercial-scale solar facilities; 4) Solano County Airport Land Use Commission (ALUC) review for new or expanded meteorological towers 200 feet in height or taller; and 5) ALUC review of new or expanded land uses involving discretionary review that have the potential to attract the movement of wildlife that could cause bird strikes.

The proposed educational center building would have a maximum height of 36 feet and would result in less than significant impacts regarding the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors; refer to Response 3.4(d). Therefore, project implementation would not introduce a safety hazard for people residing or working in the project area. Less than significant impacts would occur in this regard.

[17] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed October 27, 2025.

[18] County of Solano Department of Resource Management, Travis Air Force Base Land Use Compatibility Plan, https://content.solanocounty.gov/sites/default/files/2025-05/Travis%20AFB%20LUCP%20%282024%29_0.pdf, accessed October 26, 2025.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact With Mitigation Incorporated: According to the General Plan EIR, the Solano County EOP and the City's EOP provide for the integration and coordination of planning efforts of multiple jurisdictions within Solano County and cover potential threats, including a major earthquake or liquefaction, fire, flood, dam failure, hazardous materials incidents, drought, terrorist incidents, and war, respectively.

As indicated in Section 3.17, Transportation, the project does not include changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to the area roadways. Further, should partial or full lane closures be required during construction activities, implementation of a Traffic Management Plan (TMP), as part of MM-TRA-3, would minimize congestion and ensure safe travel, including emergency access in the project vicinity. As a small-scale institutional development, project implementation would not physically interfere with an adopted emergency response plan or emergency evacuation plan. With the implementation of MM-TRA-3, impacts would be reduced to less than significant levels.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact: According to CAL FIRE and General Plan Figure 3.8-2, the project site is not located within or near an SRA, nor is the project site classified as very high FHSZ. As such, project implementation would have no impact in this regard.

MITIGATION MEASURES

Refer to MM-TRA-3 in Section 3.17, Transportation.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Regulatory Setting

Regulations at the federal, State, and local levels applicable to the proposed project related to hydrology and water quality include:

- Federal Emergency Management Agency's (FEMA) National Flood Insurance Program
- 2014 Sustainable Groundwater Management Act (SGMA)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)
- Dixon Municipal Code (Municipal Code)

Environmental Setting

The proposed project is located on a 0.517-acre site. The project site is currently a disturbed, undeveloped lot. The project site is not currently used for groundwater extraction or groundwater recharge purposes. According to FEMA's National Flood Hazard Layer Viewer and General Plan Figure 3.9-4: Flood Zones, the project site is located outside of the 100-year flood hazard area.[19]

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Significance Finding: The project site is located within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB).

Construction

The proposed project may result in water quality impacts during short-term construction activities. The grading and excavation required for project implementation would result in exposed soils that may be subject to wind and water erosion. Potential pollutants associated with these activities could damage downstream waterbodies. The proposed project is located on a 0.517-acre site. As construction activities would disturb less than one acre, the project would not be required to obtain coverage under the NPDES Construction General Permit. However, the project would be required to comply with applicable regulations from Municipal Code Chapter 16.06, Storm Water Control.

Specifically, Municipal Code Section 16.06.120, Requirement to prevent, control, and reduce storm water pollution, the proposed project would be required to implement project-specific best management practices (BMPs) prescribed by the City of Dixon (City) to reduce pollutant discharges to the municipal stormwater system. Compliance with Municipal Code Chapter 16.06 would ensure construction-related runoff does not enter downstream water bodies in a manner that adversely affects existing water quality. Following conformance with Municipal Code Chapter 16.06 and implementation of construction-related BMPs prescribed by the City, the project's short-term impacts to water quality and waste discharge requirements would be less than significant.

Operation

The proposed project involves development of a 0.517-acre site that proposes the construction of a two-story, 18,340-square-foot educational center building with associated surface parking and landscaping improvements. As part of the proposed project, on-site stormwater runoff would sheet flow toward the northern and eastern site boundaries, which would be collected within the proposed bioretention basins (i.e., ornamental landscaping areas). Additionally, stormwater runoff originating from the rooftop of the building would be collected via rooftop drains and conveyed via 6-inch roof drain pipes to the bioretention basins. Flow in excess of the capacity of the bioretention basins would be collected via 4-inch perforated storm drain pipes, located underneath the bioretention basins, which would then be conveyed toward storm drain overflow inlets (located within the bioretention basins). For the storm drain overflow inlet located within the northern site boundary, flow in excess of the capacity of the bioretention basin would be collected and conveyed via an 18-inch storm drainpipe to the bioretention basin within the eastern site boundary. All flow in excess of the storm drain overflow inlet within the eastern site boundary would then be conveyed in a north-south direction toward the southeastern corner of the project site.

At the southeastern corner of the project site, a 4-inch perforated storm drain would connect to an 8-inch storm drain, which would then connect to an off-site storm drain bubble-up, eventually being discharged into landscaping areas along the East A Street right-of-way. Moreover, the proposed project would comply with Municipal Code Section 16.06.120(C) and implement operational BMPs consistent with Attachment 4 of Water Quality Order No.

[19] Federal Emergency Management Agency, National Flood Hazard Layer Viewer, https://www.fema.gov/flood-maps/national-flood-hazard-layer, accessed October 29, 2025.

2003-005-DWQ to prevent degradation of surface and groundwater quality. Compliance with Municipal Code Chapter 16.06.120(C) would ensure operation-related runoff does not enter downstream water bodies in a manner that adversely affects existing water quality. Following conformance with Municipal Code Chapter 16.06.120(C) and implementation of operation-related BMPs prescribed by the City, the project's long-term impacts to water quality and waste discharge requirements would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact: The project site is located within the Solano Groundwater Subbasin of the Sacramento Valley Groundwater Basin; refer to General Plan Figure 3.9-1: Groundwater Basins.[20] The project site is currently a disturbed, undeveloped lot and is not currently used for groundwater extraction or groundwater recharge purposes. Although development of the proposed project would result in an increase in impervious surfaces compared to existing conditions, given the relatively small size of the site (0.517-acre), this increase in impervious areas is not expected to substantially interfere with groundwater recharge, which could impede the sustainable groundwater management of the Solano Groundwater Subbasin. As such, impacts would be less than significant in this regard.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact:

Construction

The proposed project could substantially alter the existing drainage pattern of the site or project area, including through the addition of impervious surfaces; however, as discussed in Response 3.10(a), compliance with the requirements identified in Municipal Code Chapter 16.06 would minimize erosion and water quality impacts during construction to less than significant.

Upon completion of construction, the project site would not include large areas of exposed soil that could be subject to runoff. Rather, any unpaved areas would be improved with ornamental landscaping to minimize the potential for erosion or siltation on or off-site. As such, impacts would be less than significant in this regard.

Operation

The project would be subject to compliance with the requirements outlined in Municipal Code Section 16.06.120(C) and implement operational BMPs consistent with Attachment 4 of Water Quality Order No. 2003-005-DWQ to prevent degradation of surface and groundwater quality; refer to Response 3.10(a). Compliance with the requirements outlined in Municipal Code Section 16.06.120(C) would reduce the volume of sediment-laden runoff discharging from the site during operation. Implementation of operational BMPs would reduce the potential for sediment and stormwater runoff containing pollutants from entering receiving waters during long-term operation. As such, impacts would be less than significant in this regard.

[20] California Department of Water Resources, SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed October 29, 2025.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact: Refer to Responses 3.10(a) and 3.10(c)(1).

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact: Refer to Responses 3.10(a) and 3.10(c)(1).

iv) Impede or redirect flood flows?

Less Than Significant Impact: Refer to Responses 3.10(a), 3.10(c)(1), and 3.10(d).

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact:

Flood Hazard

According to FEMA's National Flood Hazard Layer Viewer and General Plan Figure 3.9-4, the project site is located outside of the 100-year flood hazard area.[21] As such, no impacts would occur in this regard.

Tsunami

According to the General Plan, tsunamis are long-period water waves caused by underwater seismic events, volcanic eruptions, or undersea landslides. Tsunamis would most likely originate west of the San Francisco Bay Area, in the Pacific Ocean. Areas that are highly susceptible to tsunami inundation tend to be low-lying coastal areas, such as tidal flats, marshlands, and former bay margins that have been artificially filled. The project site is located over 22 miles inland from Suisun Bay and over 57 miles inland from the Pacific Ocean and thus, is at a sufficient distance so as not to be subject to tsunami impacts. As such, no impacts would occur in this regard.

Seiche

According to the General Plan, a seiche is a standing wave in an enclosed or partially enclosed body of water. Seiches have been observed in lakes, bays, and harbors, and can be triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tides. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. As such, no impacts would occur in this regard.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact: According to the General Plan EIR, the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan) designates beneficial uses for water bodies in the Central Valley RWQCB Region and establishes water quality objectives and implementation plans to protect those beneficial uses. As noted above, the project would not result in significant impacts to water quality following compliance with the Basin Plan and conformance with Municipal Code Chapter 16.06.

The SGMA requires local public agencies and groundwater sustainability agencies in high and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater

[21] Federal Emergency Management Agency, National Flood Hazard Layer Viewer, https://www.fema.gov/flood-maps/national-flood-hazard-layer, accessed October 29, 2025.

sustainability plan. The project site is located within the Solano Groundwater Subbasin of the Sacramento Valley Groundwater Basin, which is designated a medium-priority basin; refer to General Plan Figure 3.9-1.[22]

According to the General Plan, the City participates in the Solano Basin Groundwater Sustainability Agency (Solano Subbasin GSA), which is the local groundwater sustainability agency that prepared the Solano Basin Groundwater Sustainability Plan (Solano Subbasin GSP), which was adopted in April 2022.[23] The Solano Subbasin GSP is intended to ensure the sustainable management of the region's groundwater and to fulfill the requirements of the SGMA. Projects and management actions in the GSP include developing outreach materials and incentives for municipal and industrial water users to increase water-use efficiency; evaluating the use of specific managed aquifer recharge activities on local farms; developing a program to incentivize voluntary participants to reduce water consumption; monitoring Solano Subbasin conditions; providing groundwater education to the community; and expanding the use of recycled water.

Project construction and operation would not conflict with or obstruct the implementation of the Basin Plan or the Solano Subbasin GSP. Further, as mentioned above, compliance with the proposed BMPs and Municipal Code Chapter 16.06 requirements would reduce water quality impacts to less than significant. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to hydrology and water quality; therefore, no mitigation measures are required.

[22] California Department of Water Resources, SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed October 29, 2025.

[23] Solano Basin Groundwater Sustainability Agency, Solano Subbasin Groundwater Sustainability Plan, https://www.solanogsp.com/viewgsp/, accessed October 29, 2025.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Regulatory Setting

Regulations at the local level applicable to the proposed project related to land use and planning include:

- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)
- Downtown Dixon Business Association Design Committee Design Guidelines (Downtown Dixon Design Guidelines)
- Dixon Municipal Code (Municipal Code)
- Municipal Code Title 18, Zoning (Zoning Code)

Environmental Setting

Based on General Plan Figure LCC-4, Land Use Designations (Land Use Map), the project site is currently designated Downtown Mixed Use (DT). The project site is also located within the Downtown Dixon focus area; refer to General Plan Figure LCC-2, Focus Areas. The DT designation is intended to promote Downtown Dixon as an attractive destination for residents and visitors to the community. 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.

Based on the City of Dixon's Adopted Zoning Map (Zoning Map), the project site is currently zoned Downtown Mixed Use (DMX). According to the Zoning Code, the DMX district is intended to promote downtown Dixon as a vibrant and attractive commercial and entertainment destination for residents and visitors to the community. A range of retail, employment, residential, entertainment, cultural, civic, and personal service uses that provide commercial services are allowed in single- or mixed-use development configurations. Active uses are required on the ground floor along primary corridors. Residential densities up to 30 units per acre are allowed. The DMX district implements the DT land use designation.

Based on General Plan EIR Figure 2-4, Focus Areas, the project site is located within the Downtown Dixon area, which focuses on the intersection of West A Street and First Street. The project site is also identified as a Priority Development Area (PDA). The Downtown Dixon area is an area of the City envisioned for further revitalization with the addition of new residential, retail, office, entertainment, cultural, civic, and personal service uses. The Downtown Dixon area is subject to the Downtown Dixon Design Guidelines, which are a set of recommendations intended for the

preservation and visual improvement of the downtown area. It should be noted that a Downtown PDA Plan was prepared in 2017, but was never formally adopted by the City. As such, the project site's designation as a PDA is included for informational purposes only.

a) Would the project physically divide an established community?

No Impact: Factors that could physically divide an established community include the construction of major infrastructure such as highways, roadways, storm channels, and utility transmission lines. The closure of highways, roadways, and bridges could also physically divide an established community. These types of projects may create physical barriers that disrupt connectivity between different parts of a community, potentially separating residents from services, amenities, or other neighborhoods.

The proposed project does not involve the construction of any such infrastructure. Specifically, the proposed project would not introduce new highways, roadways, storm channels, bridges, or utility transmission lines that could physically divide the community, nor would the project result in the removal of such infrastructure. The project site is currently a vacant surface parking lot, enclosed by fencing on all sides. The nearest established communities are the multi-family residential developments located adjacent to the north and east of the site.

The proposed project would not alter existing circulation patterns or restrict access between the residential communities and the surrounding residential and commercial uses. Therefore, the project would not physically divide an established community, and no impact would occur in this regard.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact:

The following evaluates the project's consistency with applicable land use plan, policies, and regulations, including the General Plan and Zoning Code.

General Plan Consistency

The project site is designated DT and located within the Downtown Dixon focus area.

Table 3.11-1, General Plan Land Use Consistency Analysis, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use and Community Character Element. Refer to Section 3.1, Aesthetics, for a discussion concerning the project's consistency with other applicable policies governing scenic resources.

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
Goal LCC-1: Focus future development so that it is contiguous to existing developed areas and supports efficient delivery of public services and infrastructure.	
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.	**Consistent:** The project site is located in an urbanized area of the City and is surrounded by residential, transportation, institutional, and commercial uses. Thus, the proposed project is considered an infill project and would promote a land and resource efficient development pattern; thereby, limiting "leap frog" development. As such, the proposed project would comply with this policy.
LCC-1.4: Expand employment and other tax revenue generating opportunities locally and provide sufficient lands	**Consistent:** The project would expand local employment by staffing the proposed educational center building

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
for commercial, industrial, residential and public uses while ensuring that a high quality of life is maintained in Dixon.	with eight to 12 teachers, staff, and/or volunteers. As such, the proposed project would comply with this policy.
LCC-1.6: Provide for the extension of public services in a logical and functional manner to support employment and housing growth.	**Consistent:** The proposed project would contribute its fair share of development impact fees pursuant to Municipal Code Chapter 4.07, Capital Facilities Fees, for the various public services and utilities and services providers in the City. The development impacts fees would be used to fund new future public service facilities and/or utilities when required, based on demand. As such, the proposed project would comply with this policy.
LCC-1.7: Ensure that private development provides sufficient funding for infrastructure and public services to support the development.	**Consistent:** Refer to Response to Policy LCC-1.6.
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.	**Consistent:** According to the General Plan, the City is located within the airport influence area of Travis Air Force Base (AFB), which is located approximately 11 miles to the southwest. More specifically, the project site is located within Zone E of the Travis AFB Land Use Compatibility Plan (LUCP); refer to Travis AFB LUCP Figure 1, Compatibility Zones. As analyzed in Sections 3.9, Hazards and Hazardous Materials, and 3.13, Noise, impacts related to consistency with the Travis AFB LUCP would be less than significant. As such, the proposed project would comply with this policy.
Goal LCC-2: Promote and enhance Dixon's quiet, safe, family-friendly small-town character.	
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.	**Consistent:** The project design would have a maximum height of 36 feet. The building's architecture would consist of Spanish/Mexican revival with exterior building materials consisting of stucco, stone/cast stone (columns, trims and window trim), plaster, tile (roofing barrel, terracotta), smooth face limestone, corbels and trim, gutter and fascia, iron work (window grills, railing, guards, lamps, gates), large windows, and natural wooden doors. The building exterior would include a combination of colors, including terracotta, maroon, brown, cream, gold, tan, and black. An external staircase would be located along the eastern building façade. A 6-foot-tall concrete masonry unit (CMU) trash enclosure would be located in the northeastern corner of the site. The trash enclosure would feature a stucco finish and include a tube steel gate. CMU walls (with stucco finish on both sides) with 6-foot-tall iron gates would be located at the site's ingress/egress points. CMU fences (with stucco finish on both sides) 6-feet-in-height would be located along the site's northern and eastern boundaries. The trash enclosure and CMU walls and fences would be designed to

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
	complement the proposed building's Spanish/Mexican revival architecture style. The project frontage along North 2nd Street would include signage for the main entrance to the proposed building. Decorative lighting fixtures and ornamental landscaping would be installed throughout the project site. Overall, the proposed educational center building's height, architectural design, and site layout would contribute to the City's urban fabric and allow for increase employment opportunities on-site while also maintaining the City's small town character. As such, the proposed project would comply with this policy.
LCC-2.2: Encourage compatible new development that respects and complements Dixon's historic context and natural environment.	**Consistent:** Refer to Response to Policy LCC-2.1.
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.	**Consistent:** Refer to Response to Policy LCC-2.1.
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.	**Consistent:** Refer to Response to Policy LCC-2.1. The proposed project would include a 47-foot, 4-inch interior (north) setback, a 28-foot, one-inch rear (east) setback, a zero-foot setback along the front side frontage along North 2nd Street, and a zero-foot setback along the street side frontage along East A Street. As a result of the proposed building height and building setbacks, the proposed project would comply with this policy.
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.	**Consistent:** The project would be subject to a Design Review Application pursuant to Municipal Code Chapter 18.23, Design review. This regulatory procedure would review the proposed project's characteristics, including scale, materials, hardscape, lights, and landscaping, for compatibility with the surrounding neighborhood and uses. As such, the proposed project would comply with this policy.
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.).	**Consistent:** Refer to Response to Policies LCC-2.1 and LCC-2.5. Ornamental landscaping would be planted throughout the project site, particularly on the ground level along the perimeter of the building and the northern and eastern site boundaries. Planting materials would feature drought-tolerant plants, including a mix of trees, shrubs, and groundcover, some of which would be contained in bioretention planters. On-site tree varieties would include village green Japanese zelkova and City Sprite Japanese zelkova. Shrubs and perennial landscaping would include yellow bulbine, soft caress mahonia, little ollie olive, Santa Barbara Mexican bush sage, and morning light coast

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
	rosemary. Groundcover may include Yankee Point Carmel Creeper, Huntington Carpet Rosemary, and low horizon coast rosemary. Additionally, the bioretention planters would be planted with dwarf cape rush, giant wild rye, breeze mat rush, and regal mist pink muhly grass. All on-site landscaping areas outside of the bioretention planters would also be covered with a 3-inch layer of recycled natural chip bark mulch. In total, four new trees would be planted on-site, and approximately 1,057 square feet of the project site would be landscaped. The proposed project would involve the removal of three existing street trees along North 2nd Street. Off-site ornamental landscaping would be planted along the southern and western site boundaries. Planting materials would feature drought-tolerant plants, including a mix of trees and groundcover. Tree varieties would include Keith Davey Chinese Pistache, Yarwood London plane tree, and Greenspire littleleaf linden. Groundcover would include Yankee Point Carmel Creeper, Huntington Carpet Rosemary, and low horizon coast rosemary. Landscaping areas would also be covered with a 3-inch layer of recycled natural chip bark mulch. In total, seven new street trees would be planted, four along East A Street and three along North 2nd Street.
LCC-2.7: Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.	**Consistent:** Refer to Response to Policies LCC-2.1, LCC-2.5. and LCC-2.6.
LCC-2.8: Protect and improve scenic vistas in Dixon, including views from Interstate 80 and views of surrounding agricultural and open space lands.	**Consistent:** As analyzed in Section 3.1, Aesthetics, impacts regarding scenic vistas would be less than significant. As such, the proposed project would comply with this policy.
Goal LCC-3: Protect, preserve, and enhance the significant cultural and historic features of Dixon, recognizing their importance to the character of the community.	
LCC-3.2: Maintain opportunities for dialogue with local Native American groups regarding cultural resources in Dixon.	**Consistent:** Refer to Section 3.18, Tribal Cultural Resources, for a summary of tribal consultation efforts conducted as part of the proposed project. As such, the proposed project would comply with this policy.
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.	**Consistent:** As analyzed in Section 3.5, Cultural Resources, the project site is not located in an area of archaeological sensitivity and thus does not require a cultural resources assessment. Nonetheless, potential impacts to archaeological resources, paleontological resources, historic resources, and tribal cultural resources are analyzed in Sections 3.5, 3.7, Geology and Soils, and 3.18, Tribal Cultural Resources. As such, the proposed project would comply with this policy.
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.	
LCC-4.1: Establish a mix of daytime and evening uses downtown, including restaurants, professional offices,	**Consistent:** The proposed project includes the construction of a new two-story, 18,340-square-foot educational center

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
entertainment, and housing to encourage activity throughout the day.	building with associated surface parking and landscaping improvements. It should be noted that the proposed project would replace the existing Valley of the Sacred Heart Academy to the south of the project site, and upon construction would accommodate the existing Valley of the Sacred Heart Academy's student population (i.e., approximately 88 students) and teachers, staff, and/or volunteers (i.e., three staff members), which would result in a net increase of approximately 32 students and nine teachers, staff members, and/or volunteers, respectively. The proposed educational center building would feature a variety of amenities and spaces geared towards the institutional use. The ground floor of the building would consist of 11,539 square feet and include five classrooms, a multi-purpose hall equipped with a half basketball court and stage, an administrative office, conference room, director's office, food preparation room with a kitchenette, general and staff-designated restrooms, fire and electrical room, drinking fountains, and dedicated storage space. The second floor of the building would consist of 6,801 square feet and include six classrooms, drinking fountains, a lecture hall with student seating, general restrooms, a janitorial room, and access to an outdoor deck. The roof of the building would include heating, ventilation, and air conditioning (HVAC) equipment, along with skylights to provide natural lighting to both building levels. Ancillary facilities, including an elevator room, elevators, internal and external stairs, are also proposed. Building and security lighting is also proposed. Hours of operation would be Monday through Friday, from 8:50 a.m. to 3:20 p.m., during the academic year (September through May). Student attendance hours would be staggered by grade level as follows: TK through 6th grade would attend from 9:00 a.m. to 3:00 p.m.; 7th and 8th grades from 8:50 a.m. to 3:00 p.m.; and 9th through 12th grades from 8:50 a.m. to 3:20 p.m. After-hours uses on-site would include periodic staff meetings and drama program rehearsals, between 4:00 p.m. and 9:00 p.m. The building would remain closed on weekends. Student pick-up and drop-off would be staggered to limit impact on vehicle circulation in the vicinity during the busiest hours (i.e., morning and afternoon rush hours). It is noted that up to 50 percent of the student body would attend mass off-site at St. Peter's Catholic Church, the current location of the existing Valley of the Sacred Heart Academy, before the hours of operation (i.e., 8:00 a.m. to 8:30 a.m.). Following mass, under adult supervision, the students would utilize the existing north-south crosswalk

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
	on East A Street to walk from the Church to the proposed school site. The project would accommodate approximately 120 students, with the potential for all anticipated students to be in attendance at any one time. The proposed project would include a maximum of eight to 12 teachers, staff, and/or volunteers staffed at any one time. Overall, the proposed project would comply with this policy.
LCC-4.2: Make Downtown Dixon the city's primary district for specialty retail, dining, entertainment, civic, social, and cultural uses.	**Consistent:** Refer to Response to Policy LCC-4.1.
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.	**Consistent:** Refer to Response to Policies LCC-1.3, LCC-2.1, LCC-2.5, LCC-2.6, and LCC-4.1.
Goal LCC-6: Foster residential neighborhoods with attractive design, safe streets, access to shopping and services, and gathering places for the community.	
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.	**Consistent:** Refer to Response to Policy LCC-2.1. Primary pedestrian access to the building's main entrance would be provided via the existing sidewalk along North 2nd Street, along the west side of the building. Secondary pedestrian access would be provided via the two building entrances along the northern and eastern building elevations. For students, teachers, staff, volunteers, and visitors accessing the off-site 35-space surface parking lot, pedestrian access would be available utilizing the existing sidewalks along South/North 2nd Street. Pedestrians would travel across the North 2nd Street and East A Street intersection via the existing crosswalk and enter the main building entrance along North 2nd Street. Students participating in morning mass at St. Peter's Catholic Church would receive adult supervision when walking to the VOTSHA after mass. It should be noted that the site is situated in the Downtown Dixon area, one block east of SR-113/South 1st Street, which includes various services and amenities within proximity to the proposed educational center building. As such, the proposed project would comply with this policy.
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.	**Consistent:** Refer to Sections 3.3, Air Quality, 3.13, Noise, and 3.17, Transportation, for potential impacts regarding noise, air pollution, and traffic/transportation. As such, the proposed project would comply with this policy.
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.	**Consistent:** Refer to Response to Policy LCC-2.6.
Goal LCC-7: Foster neighborhood commercial centers throughout Dixon that provide services and amenities locally and contribute to a sense of community.	

Table 3.11-1.
General Plan Land Use Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
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.	**Consistent:** Refer to Response to Policies LCC-1.4, LCC-2.1, LCC-2.6, LCC-4.1, and LCC-6.1.
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.	**Consistent:** Refer to Response to Policies LCC-1.4, LCC-2.1, LCC-2.6, LCC-4.1, and LCC-6.1.
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.	**Consistent:** Refer to Response to Policies LCC-2.1, LCC-4.1, and LCC-6.1.

Source: City of Dixon General Plan 2040, Chapter 3 Land Use and Community Development, adopted May 2021 and amended April 2, 2024; compiled by CSG, 2025.

As analyzed in Table 3.11-1, the project would be consistent with applicable General Plan policies and impacts would be less than significant.

Downtown Dixon Design Guidelines Consistency

Based on General Plan EIR Figure 2-4, the project site is located within the Downtown Dixon area, which focuses on the intersection of West A Street and First Street. The Downtown Dixon area is an area of the City envisioned for further revitalization with the addition of new residential, retail, office, entertainment, cultural, civic, and personal service uses. The Downtown Dixon area is subject to the Downtown Dixon Design Guidelines, which are a set of recommendations intended for the preservation and visual improvement of the downtown area. Specifically, the proposed project would be subject to the architectural guidelines, site planning design guidelines, parking and circulation design guidelines, sign design guidelines, and streetscape design guidelines. As analyzed above in Table 3.11-1, the proposed project's various components and design features would also be consistent with the applicable design guidelines in the Downtown Dixon Design Guidelines. As such, impacts would be less than significant in this regard.

Zoning Code Consistency

The project site is currently zoned DMX. To accommodate the proposed institutional use, the project would require a Zone Text Amendment to conditionally permit "Private Schools" within the DMX district, as well as a Conditional Use Permit. In addition, it is acknowledged that the site is currently comprised of three parcels and thus, the project requests a Lot Merger (to consolidate the three parcels into one).

Table 3.11-2, DMX District Development Standards Consistency Analysis, evaluates the project's consistency with applicable development standards for the DMX district. As shown, the project would be consistent with relevant Zoning Code standards, and impacts would be less than significant in this regard.

Table 3.11-2.
DMX District Development Standards Consistency Analysis

Development Standard	DMX District Requirement	Proposed Project	Does the Project Satisfy the Requirement?
Floor Area Ratio (FAR)			
Maximum	3.0 FAR	0.82 FAR	Yes
Density (dwelling units/acre)			
Maximum Height (ft)	50 feet	36 feet	Yes
Minimum Setbacks (ft)			
Front	0 feet, except as provided below for garages	0 feet	Yes
Interior Side	Adjacent to an R district: 20 feet Other areas: 0 feet	28 feet, 1 inch	Yes
Street Side	0 feet	0 feet	Yes
Rear	Adjacent to an R district: 20 feet Other areas: 0 feet	47 feet, 4 inches	Yes

Source: City of Dixon, Dixon Municipal Code, current through Ordinance 25-005, passed July 15, 2025; compiled by CSG, 2025.

As analyzed in Table 3.11-2, the project would be consistent with applicable DMX district development standards. As such, impacts would be less than significant in this regard.

Conclusion

Upon approval of the Zoning Text Amendment, Conditional Use Permit, and Lot Merger, the project would be consistent with the General Plan, Downtown Dixon Design Guidelines, and Zoning Code. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to land use and planning; therefore, no mitigation measures are required.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to mineral resources include:

- Surface Mining and Reclamation Act of 1975 (SMARA)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)

Environmental Setting

SMARA regulates surface mining operations and encourages the production, conservation, and protection of the State's mineral resources, and limits new development in areas with significant deposits of minerals. SMARA also classifies areas into Mineral Resource Zones (MRZs), which identify whether known or inferred significant mineral resources are present in an area. According to the California Department of Conservation, the project site is designated MRZ-1.[24] MRZ-1 is defined as areas where available geologic information indicates that little likelihood exists for the presence of significant concrete aggregate resources. Furthermore, according to the General Plan EIR, aside from a few existing idle oil wells, no mineral resources have been identified within the City of Dixon (City).

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact: The project site is designated MRZ-1. Furthermore, according to the General Plan EIR, aside from a few existing idle oil wells, no mineral resources have been identified within the City. The project site is currently a disturbed, undeveloped lot. Construction and operation of the proposed educational center building would not result in the loss of known mineral resources. As such, no impact would occur in this regard.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact: Refer to Response 3.12(a). No impact would occur in this regard.

[24] California Department of Conservation, *Special Report 245, Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region*, 2018.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to mineral resources; therefore, no mitigation measures are required.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

The information presented in this analysis is primarily based on the Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California (Noise Study), prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.

Regulatory Setting

Federal Regulations

The City of Dixon (City) does not currently have established criteria for assessing noise impacts associated with increases in ambient noise levels from project-generated noise sources. In addition, the City does not have established, quantifiable performance standards for the assessment of vibration impacts. As a result, the following federal noise criteria are applied to the project.

Federal Interagency Commission on Noise

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 3.13-1, Significance of Changes in Cumulative Noise Exposure, were developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in the preparation of the noise sections of Environmental Impact Reports (EIRs) and other CEQA documents that have been certified in many California cities and counties.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 decibels (dB) for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for projects.

Table 3.13-1.
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project (DNL or CNEL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.

As shown in Table 3.13-1, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB day-night average sound level (DNL). Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. In areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance.

State Regulations

California Environmental Quality Act (CEQA) Guidelines

California has established regulatory criteria that apply to the proposed project. Specifically, Appendix G of the CEQA Guidelines is used to assess the potential significance of impacts pursuant to local general plan policies, municipal code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA Guidelines, the project would result in a significant noise or vibration impact if the following occurred:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

It should be noted that audibility, in and of itself, is not a test of significance pursuant to CEQA. Rather, CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

California Department of Transportation

The City does not currently have adopted objective standards for groundborne vibration. Rather, the City has adopted subjective standards codified in Municipal Code Section 18.17.120, Vibration Performance Standards, which states that no use may be operated in a manner that produces vibrations discernible without instruments at any point on the property line of the lot on which the use is located. As the City does not have objective standards; the vibration impact criteria developed by Caltrans were applied to the proposed project. The Caltrans criteria applicable to damage and annoyance from transient and continuous vibration typically associated with construction activities are presented in Table 3.13-2, Guideline Vibration Damage Potential Threshold Criteria, and Table 3.13-3, Guideline Vibration Annoyance Potential Criteria. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include impact pile drivers, blasting, drop balls, “pogo stick” compactors, and crack-and-seat equipment.

Table 3.13-2.
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV[1] (inches/second)	
	Transient Source[2]	Continuous/Frequent Intermittent Sources[3]
Extremely fragile historic buildings, ruins, and ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.
Notes:
[1] PPV = Peak Particle Velocity.
[2] Transient sources create a single isolated vibration event, such as blasting or drop balls.
[3] Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 3.13-3.
Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV[1] (inches/second)	
	Transient Source[2]	Continuous/Frequent Intermittent Sources[3]
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.
Notes:
[1] PPV = Peak Particle Velocity.
[2] Transient sources create a single isolated vibration event, such as blasting or drop balls.
[3] Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Local Regulations

Dixon General Plan 2040 (General Plan)

The Natural Environment Element of the General Plan contains policies to ensure that city residents are not subjected to noise beyond acceptable levels. Those General Plan policies are provided below:

- Policy NE-5.16: Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.
- Policy NE-5.17: Apply the General Plan noise and land use compatibility standards to all new residential, commercial, and mixed-use development and redevelopment, as shown in Table 4 (General Plan Table NE-2).

- Policy NE-5.18: Require acoustical studies with appropriate mitigation measures for projects that are likely to be exposed to noise levels that exceed the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.
- Policy NE-5.19: Require that new noise-producing uses are located sufficiently far away from noise-sensitive receptors and/or include adequate noise mitigation, such as screening, barriers, sound enclosures, noise insulation, and/or restrictions on hours of operation.

Dixon Municipal Code (Municipal Code)

The provisions of the Municipal Code that would be generally applicable to the proposed project are outlined below.

Municipal Code Section 18.17.110(A), Noise Performance Standards

No land use may generate sound exceeding the maximum levels permitted in Municipal Code Table 18.17.110.A: Noise Limits, for each respective zoning district.

Municipal Code Section 18.17.110(B), Noise Performance Standards – Correction Factors

The correction factors outlined in Municipal Code Table 18.17.110.B: Noise Limit Correction Factors, when applicable, must be applied to the maximum sound pressure levels outlined for the respective timer and operation of the type of noise.

Municipal Code Section 18.17.110(C), Noise Performance Standards – Exceptions

The following sounds, upon compliance with the stated conditions, may exceed the maximum sound pressure levels permitted in Municipal Code Table 18.17.110.A.

- Time signals produced by places of employment or worship and school recess signals providing no one sound exceeds five seconds in duration and no one series of sounds exceeds 24 seconds in duration;
- Sounds from transportation equipment used exclusively in the movement of goods and people to and from a given premises, temporary construction, or demolition work; or
- Sounds made in the interests of public safety.

Municipal Code Section 18.17.120, Vibration Performance Standards

No use may be operated in a manner that produces vibrations discernible without instruments at any point on the property line of the lot on which the use is located.

Environmental Setting

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in the air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), the pressure variations can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A, Acoustical Terminology, of the Noise Study.

Measuring sound directly in terms of pressure would require a very large range of numbers; thus, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to

keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3, Noise Levels Associated with Common Noise Sources, of the Noise Study.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in the Noise Study are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of DNL (or L_{dn}), and indicates appropriate correlation with community response to noise. DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime hours (i.e., 10:00 p.m. to 7:00 a.m.). The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though nighttime noise exposures were twice as loud as daytime exposures. Because DNL represents a 24-hour average, DNL tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Vibration

Vibration is similar to noise in that vibration involves a source, transmission path, and receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration would depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second, peak particle velocity (IPS, PPV), or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities. As vibrations travel outward from the source, these vibrations excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to Caltrans's Transportation and Construction-Induced Vibration Guidance Manual, operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The nearest noise-sensitive land uses that would potentially be affected by the project consist of residential uses to the immediate north and east of the site (sharing a property line). The project area and surrounding land uses are shown in Figure 1, Project Area and Noise Survey Locations, of the Noise Study.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the project area is defined primarily by noise from traffic along East A Street, and to a lesser extent by traffic on North 2nd Street. To quantify the existing ambient noise environment in the immediate vicinity of the nearest sensitive receptors, long-term (96-hour) ambient noise level measurements were conducted from August 23rd, 2025, through August 26th, 2025. The noise measurement locations are identified as sites LT-1 and LT-2 and shown in Figure 1 of the Noise Study. Photographs of the noise survey locations are provided in Appendix B, Noise Survey Photographs, of the Noise Study.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used to conduct the long-term noise level measurements. The meters were calibrated immediately before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The ambient noise level survey results are summarized below in Table 3.13-4, Summary of Long-Term Noise Survey Measurement Results – August 23-26, 2025. The detailed results of the ambient noise survey measurements are contained in tabular and graphic format in Appendices C-1 through C-8 and D-1 through D-8 of the Noise Study, respectively.

Table 3.13-4.
Summary of Long-Term Noise Survey Measurement Results – August 23-26, 2025

Site Description[1,2]	Date	DNL	Average Measured Hourly Noise Levels (dBA)			
			Daytime[3]		Nighttime[4]	
			L_{eq}	L_{max}[5]	L_{eq}	L_{max}
LT-1: Northwestern project property boundary adjacent to residences	8/23/25	54	50	70	47	68
	8/24/25	53	50	69	46	68
	8/25/25	54	51	70	47	67
	8/26/25	55	51	72	47	66
LT-2: Northeastern site corner adjacent to residences	8/23/25	56	52	72	49	68
	8/24/25	54	49	69	47	69
	8/25/25	54	51	70	47	66
	8/26/25	56	51	73	49	68

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.

Notes:

[1] Detailed summaries of the noise monitoring results are provided in Appendices C-1 through C-8 and D-1 through D-8 of the Noise Study.

[2] Long-term noise survey locations are shown in Figure 1 of the Noise Study.

[3] Daytime hours: 7:00 a.m. to 10:00 p.m.

[4] Nighttime hours: 10:00 p.m. to 7:00 a.m.

[5] L_{max} = the highest (maximum) measured sound level recorded at any time during each one-hour monitoring period. The L_{max} column in Table 3.13-4 presents the daytime and nighttime averages of the measured hourly maximum noise levels.

As indicated in Table 3.13-4, DNL and average measured hourly noise levels were fairly consistent at sites LT-1 and LT-2 throughout the entire noise measurement period, and below the City's 60 dBA DNL standard considered acceptable for residential uses.

Existing Ambient Vibration Environment

During the site visits associated with the Noise Study, conducted on August 22nd, 2025, and August 27th, 2025, vibration levels were below the threshold of perception at the project site. As a result, the baseline vibration environment is considered to be negligible.

Public Airports or Public Use Airports Within Two Miles of the Project Site

According to the General Plan, the City is located within the airport influence area of Travis Air Force Base (AFB), which is located approximately 11 miles to the southwest; however, the project site is not located within any of the CNEL noise contours for Travis AFB; refer to Figure 2, 2015 Maximum Mission CNEL Contours, of the Travis AFB Land Use Compatibility Plan (LUCP).[25]

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact:

Temporary Construction Noise

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. However, it should be noted that the site has some degree of grading on-site. Noise levels would vary depending on the type of equipment used, equipment operational activities, and overall maintenance of the equipment. Noise exposure at any single point outside the project area would also vary depending upon the proximity of equipment activities.

Table 3.13-5, Construction Equipment Reference and Projected Noise Levels, includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet, as well as at a distance of 25 feet, which generally represents the distance from the project site to the nearest existing residence. It should be noted that not all of the construction equipment listed in Table 3.13-5 would be required for the proposed project. In addition, construction would be limited to the hours of 7:00 a.m. to 3:00 p.m., Monday through Friday. No construction activities would occur on the weekend or on federal holidays.

Table 3.13-5.
Construction Equipment Reference and Projected Noise Levels

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level at 25 Feet (dB)
Air compressor	80	86
Backhoe	80	86
Ballast equalizer	82	88
Ballast tamper	83	89
Compactor	82	88

[25] County of Solano Department of Resource Management, Travis Air Force Base Land Use Compatibility Plan, https://content.solanocounty.gov/sites/default/files/2025-05/Travis%20AFB%20LUCP%20%282024%29_0.pdf, accessed October 26, 2025.

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level at 25 Feet (dB)
Concrete mixer	85	91
Concrete pump	82	88
Concrete vibrator	76	82
Crane, mobile	83	89
Dozer	85	91
Generator	82	91
Grader	85	88
Impact wrench	85	91
Loader	80	91
Paver	85	86
Pneumatic tool	85	91
Pump	77	91
Saw	76	83
Scarifier	83	82
Scraper	85	89
Shovel	82	91
Spike driver	77	88
Tie cutter	84	83
Tie handler	80	90
Tie inserter	85	86
Truck	84	91

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.

Comparison of the maximum construction equipment noise levels shown on Table 3.13-5 compared to the baseline ambient data provided in Table 3.13-4 indicates that the project construction would result in short-term increases in ambient noise levels in the immediate project vicinity. However, pursuant to Municipal Code Section 18.17.110(C), noise levels are exempt from the City's noise standards for temporary construction activities. Because project construction would be temporary, and thus is considered an exempt activity, noise impacts associated with construction activities would be less than significant.

Cumulative Impacts

Project traffic would enter the project site via an ingress-only driveway along North 2nd Street and exit the site via an egress-only driveway along East A Street. A one-way internal drive aisle would connect the two site driveways. To assess noise impacts due to project-related traffic increases on East A Street and North 2nd Street, the Noise Study utilized the trip generation information contained within the Transportation Study. Specifically, traffic volumes on these two roadways, both with and without the project, were analyzed to arrive at the traffic noise level increases resulting from the project. Specifically, AM, Mid-Day, and PM peak hour traffic volumes were compared for the existing and existing plus project conditions, as well as the cumulative no-project and cumulative plus project conditions. The peak hour traffic volumes and computed traffic noise level increases resulting from project traffic are provided in Table 3.13-6, Existing and Cumulative Peak Hour Traffic Volumes and Noise Level Increases Resulting from the Project.

Table 3.13-6.
Existing and Cumulative Peak Hour Traffic Volumes and Noise Level Increases Resulting from the Project

Scenario	Roadway	Peak Hour Traffic Volumes								
		No Project			Plus Project			Increase in dBA due to School		
		AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
Existing	East A Street	663	605	427	699	666	434	0.3	0.4	0.1
		554	507	364	580	580	374	0.2	0.6	0.1
		554	507	364	562	512	365	0.1	0.0	0.0
	North 2nd Street	106	106	80	141	154	88	1.2	1.6	0.4
		106	106	80	110	106	81	0.2	0.0	0.1
Cumulative	East A Street	813	759	579	865	820	586	0.3	0.3	0.1
		705	639	502	731	712	512	0.2	0.5	0.1
		705	639	502	713	644	503	0.0	0.0	0.0
	North 2nd Street	119	133	108	154	183	116	1.1	1.4	0.3
		119	133	108	123	133	109	0.1	0.0	0.0

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.

According to the FICON criteria provided in Table 3.13-1, a 5 dB DNL increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB DNL. As indicated by Table 3.13-6, the project-related increase in traffic volumes is relatively minor compared to existing and cumulative no-project conditions. As a result, the corresponding increase in local traffic noise levels would similarly be minor, ranging from 0.0 dBA to 1.6 dBA. The computed project-related increases in traffic noise levels are below the applicable 5 dB DNL increase significance criterion established by FICON. As such, impacts would be less than significant in this regard.

Operational Noise

Noise sources commonly associated with school uses include playing fields, mechanical equipment, on-site traffic circulation, parking lot activities, etc. However, for the proposed project, no outdoor playing fields or hard courts are proposed. Those areas would be located inside the proposed educational center building (i.e., within the gymnasium area). Additionally, the mechanical equipment would be located within a dedicated equipment room, which would also contain the noise within the building. As a result, the main operational noise sources would consist of on-site vehicular circulation (student drop-off and pick-up) and parking lot activities. As a result, the focus of the on-site operational noise impact analyses is on these two noise sources.

Vehicular Circulation

According to the Transportation Study, the highest level of on-site circulation would occur during the mid-day peak hour, when the project would reportedly experience 58 vehicle movements on the internal pick-up/drop-off roadway. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict the noise levels associated with this degree of on-site circulation. Given the site design, vehicles on the internal drive aisle would be travelling at very low speeds, likely consisting of stop-start movements during student pick-up hours. In addition to the low vehicle speeds, the Transportation Study anticipated that the vehicle mix would consist entirely of passenger cars during the mid-day pick-up period. It should be noted that the distances from the on-site internal drive aisle to the nearest sensitive receptors (i.e., to the north and east of the site) were scaled using aerial imagery.

Based on these assumptions, the worst-case on-site traffic circulation noise level exposure is predicted to be below 40 dBA L_{eq} at the nearest residential property line to the east, including shielding provided by the proposed 6-foot-tall masonry sound barrier (i.e., the 6-foot-tall concrete masonry unit [CMU] fences proposed as part of the project's design) along the northern and eastern site boundaries.

The Municipal Code provides noise level limits that would be applicable to non-transportation noise sources, such as those occurring on the project site. Specifically, Municipal Code Section 18.17.110 establishes "maximum sound pressure levels" for various receiving zoning districts. For the purposes of this analysis, the Municipal Code's "maximum sound pressure levels" have been interpreted as the highest (maximum) allowable hourly average (L_{eq}) sound level. The application of the L_{eq} sound level descriptor for project-generated non-transportation noise sources would be consistent with the application of the General Plan's DNL noise level to transportation noise sources.

The predicted worst-case on-site circulation noise levels of less than 40 dBA L_{eq} at the nearest residential property line are well below the applicable Municipal Code 55 dB L_{eq} daytime exterior noise level standard. This level is also well below the 49-52 dBA L_{eq} measured range of daytime ambient noise levels at the nearest residences; refer to Table 3.13-5.

Because noise exposure from the proposed on-site vehicle circulation is predicted to satisfy applicable Municipal Code noise level standards at the nearest existing sensitive land uses, and because noise level exposure from on-site vehicle circulation is not expected to significantly increase ambient noise levels at those uses, impacts would be less than significant in this regard.

Parking Lot Activities

The project would provide a total of ten parking spaces, consisting of nine standard spaces and one van accessible space, compliant with the Americans with Disabilities Act (ADA). On-site parking would be located along the northern boundary of the project site and would be accessed via the gated driveway located in the northwestern corner of the site. To be conservative, the Noise Study's analysis accounted for each parking space being both full and empty during a busy peak hour, which resulted in the total number of hourly parking operations being computed to 20.

The Noise Study's noise measurement data for parking lot activity indicates that individual parking lot movements (vehicles arriving/departing, engines starting/stopping, car doors opening/closing), typically generate a Sound Exposure Level (SEL) of 70 dBA SEL at a reference distance of 50 feet. Based on this sound exposure level at the parking spaces along the northern site boundary, the hourly average parking lot noise level at that property line computes to approximately 48 dBA L_{eq}, including shielding provided by the proposed 6-foot-tall CMU fence along the northern perimeter of the site. It should be noted that the parking lot analysis focuses on impacts on the residences to the north, since these impacts would be greater due to the closer distance to the parking spaces, when comparing the distance of the parking spaces to the residences to the east of the site.

As such, the predicted worst-case on-site parking lot movement noise levels of approximately 48 dBA L_{eq} at the nearest residential property line are well below the applicable Municipal Code 55 dB L_{eq} daytime exterior noise level standard. This level is also consistent with the 49-52 dBA L_{eq} measured range of daytime ambient noise levels at the nearest residences; refer to Table 3.13-5.

Because noise exposure from the proposed on-site parking lot activities is predicted to satisfy applicable Municipal Code noise level standards at the nearest existing sensitive land uses, and because noise level exposure from on-site vehicular circulation is not expected to significantly increase ambient noise levels at those uses, impacts would be less than significant in this regard.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact: During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction activities. The nearest existing sensitive receptors have been identified as single-family residential uses to the north and east of the site, located approximately 25 feet from construction activities, which would occur within the project area. Table 3.13-7, Vibration Source Levels for Construction Equipment and Predicted Levels at 40 Feet, includes the range of vibration levels for equipment commonly used in standard projects at a distance of 25 feet.

Table 3.13-7.
Vibration Source Levels for Construction Equipment and Predicted Levels at 40 Feet

Equipment	Maximum Vibration Level at 25 Feet (PPV)[1]
Large bulldozer	0.089
Hoe ram	0.089
Loaded trucks	0.076
Backhoe	0.051
Excavator	0.051
Grader	0.051
Loader	0.051
Jackhammer	0.035
Small bulldozer	0.003

Source: Environmental Noise and Vibration Assessment, Valley of the Sacred Heart Academy, Dixon, California, prepared by Bollard Acoustical Consultants, Inc., dated October 27, 2025; refer to Appendix C, Noise Study.
Notes:
[1] PPV = Peak Particle Velocity.

As shown in Table 3.13-7, vibration levels generated from on-site construction activities at the nearest existing sensitive residential uses, located approximately 25 feet away, are predicted to be well below the strictest Caltrans thresholds for damage to residential structures of 0.30 in/sec PPV shown in Table 3.13-2. Further, construction activities are not expected to result in adverse human response relative to the vibration annoyance criteria as defined by Caltrans in Table 3.13-3. Therefore, on-site construction within the project area is not expected to result in excessive groundborne vibration levels at nearby existing sensitive uses. Because vibration levels due to the project would satisfy the applicable Caltrans groundborne impact vibration criteria, impacts would be less than significant in this regard.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact: According to the General Plan, the City is located within the airport influence area of Travis AFB, which is located approximately 11 miles to the southwest; however, the project site is not located within any of the CNEL noise contours for Travis AFB; refer to Figure 2 of the Travis AFB LUCP.[26] Therefore, impacts would be less than significant in this regard.

[26] County of Solano Department of Resource Management, Travis Air Force Base Land Use Compatibility Plan, https://content.solanocounty.gov/sites/default/files/2025-05/Travis%20AFB%20LUCP%20%282024%29_0.pdf, accessed October 26, 2025.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to noise; therefore, no mitigation measures are required.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Regulatory Setting

Regulations at the federal, State, or local levels are not applicable to the proposed project related to population and housing.

Environmental Setting

The project site is currently a disturbed, undeveloped lot, and no housing exists on-site.

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact: A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project involves the removal of a concrete access driveway, along with mesh wire fencing and posts, in order to construct a two-story, 18,340-square-foot educational center building with associated surface parking and landscaping improvements.

The proposed project would accommodate approximately 120 students and could create new jobs in the City through the employment of approximately eight to 12 teachers, staff, and/or volunteers, which may result in an increased demand for housing. However, the proposed educational center building is intended to accommodate the existing Valley of the Sacred Heart Academy's student population (i.e., approximately 88 students) and teachers, staff, and/or volunteers (i.e., three staff members), which would result in a net increase of approximately 32 students and nine teachers, staff members, and/or volunteers, respectively. Furthermore, due to the locally-serving nature and scale of the new educational center building, any newly introduced students and jobs created on-site would result in a nominal direct impact on population growth and housing demand, as these jobs are anticipated to be filled mostly by local residents of the City. Thus, the proposed project would not induce substantial unplanned population growth within the City, either directly or indirectly. Impacts in this regard would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: The project site is currently a disturbed, undeveloped lot. No housing exists on-site. Therefore, project implementation would not displace any existing people or housing. No impact would result in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to population and housing; therefore, no mitigation measures are required.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

The information presented in this analysis is supplemented with public services correspondences provided by the various applicable public services agencies and departments; refer to Appendix E, Public Services Correspondences

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to public services include:

- Government Code Section 65996
- California Mitigation Fee Act (AB 1600)
- California Fire Code
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)
- Dixon General Plan 2040 (General Plan)
- Dixon Municipal Code (Municipal Code)

Environmental Setting

Fire Protection

According to the General Plan EIR, fire protection services in the City of Dixon (City) are provided by the Dixon Fire Department (Fire Department), which provides fire suppression, fire prevention, education, emergency medical and rescue services, and response to incidents involving hazardous materials. The Fire Department consists of multiple divisions, including Fire Protection, Operations/Training, Advanced Life Support, Administration, Public Education, and Equipment Maintenance, and is staffed by 36 employees (i.e., paid and volunteers), including 21 firefighters of various ranks, 10 volunteer/reserve firefighters, two administrative personnel, two division chiefs, and one fire chief. Each shift is staffed by seven firefighting personnel, including three firefighters or firefighter/paramedics, two engineers, and two captains. The Fire Department operates 10 pieces of firefighting equipment, including four Type 1 engines, two water tenders, one firetruck, one Type 5 engine, one Type 3 engine, and one rescue squad vehicle.

According to the Fire Department's Public Services Correspondence, the closest fire station is Fire Station 81, which is located approximately 0.72-mile north of the project site at 205 Ford Way; refer also to General Plan Figure PSF-1, Public Facilities.

Police Protection

According to the General Plan EIR, police protection services in the City are provided by the Dixon Police Department (Police Department), which provides patrol services and operates a variety of school safety and cadet programs. The Police Department consists of multiple divisions, including Field Operations, Support Services, Investigations, Property and Evidence, Records, Code Enforcement, and Community Services, and is staffed by 28 sworn officers, three community service officers, and two administrative staff members. The Police Department operates 21 police vehicles, two police motorcycles, two community service officer vehicles, one K9 unit, and one off-road utility vehicle.

As depicted in General Plan Figure PSF-1, the closest police station is the Police Station's Headquarters, which is located approximately 0.15-mile southwest of the project site at 201 West A Street.

Schools

According to the General Plan EIR, the City is served by the Dixon Unified School District (DUSD), which provides educational services for students of all grades at the elementary, junior, and high school levels. Specifically, DUSD operates six schools, including three elementary schools, a middle school, and two high schools. As of 2020, DUSD has a total district enrollment of 3,483 students.

The closest school is the existing Valley of the Sacred Heart Academy, which is located approximately 0.02-mile south of the project site at 105 South 2nd Street. It should be noted that the closest DUSD schools are John Knight Middle School, which is located approximately 0.11-mile to the east of the project site at 455 East A Street, and Linford L. Anderson Elementary School, which is located approximately 0.14-mile northeast of the project site at 415 East C Street; refer to General Plan Figure PSF-1.

Parks

According to the General Plan EIR, park and recreational services in the City are provided by the City's Public Works Department, Recreation Division, which maintains five neighborhood and community parks totaling approximately 96.2 acres of parkland in the City; refer to General Plan Figure PSF-2, Parks, Open Spaces, and Recreational Facilities. The closest park or recreational facility is Women's Improvement Club Park, which is located approximately 0.07-mile to the northwest of the project site in the southeastern corner of the North 1st Street and East C Street intersection.

Other Public Facilities

According to the General Plan EIR, library services in the City are provided by the Solano County Library System. Specifically, the Solano County Library System library branch serving the City is the Dixon Public Library (also known as the Dixon Carnegie Library or Dixon Library). In addition to book circulation, the Dixon Public Library offers eight computer workstations for public use and provides programming for both children and adults. The Dixon Public Library is located approximately 0.05-mile northwest of the project site at 230 North 1st Street.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less Than Significant Impact:

Construction

The project would result in the construction of a new educational center building on a currently disturbed, undeveloped site. During construction, any lane closures would be required to comply with applicable regulations to

ensure adequate fire access. Additionally, construction materials would be secured to minimize fire hazards. As such, impacts on fire protection services would be less than significant.

Operation

As discussed in Section 3.14, Population and Housing, implementation of the proposed project is not anticipated to result in a population increase compared to existing conditions due to the non-residential nature of the project. Further, the project would not result in a change in land use compared to existing conditions. As a result, project implementation would not require the construction of new or physically altered fire facilities and is not anticipated to result in a substantial increase in service calls. Nonetheless, the project would be subject to Municipal Code Chapter 16.02, Fire Code, which adopts by reference the California Fire Code, which includes site access requirements and fire safety precautions. Furthermore, Municipal Code Section 4.07.070, Fire facilities impact fee, would require payment of fire facilities impact fees prior to issuance of building permits, which would finance future fire protection facilities and equipment.

As currently designed, the proposed project would include features such as fire-resistant construction materials, fire alarm/sprinkler systems, a fire hydrant, and adequate fire access for emergency vehicles. The Fire Department would provide plan checks and inspections to verify that the project is designed pursuant to the current California Fire Code. Upon approval of the plan check by the Fire Department and compliance with the Municipal Code, impacts concerning fire protection services would be less than significant.

Police protection?

Less Than Significant Impact:

Construction

Construction activities associated with the proposed project may create a temporary increase in demand for police protection services at the project site, such as potential security needs for staging areas on-site. However, construction activities would be subject to compliance with Municipal Code Chapter 16.03, Building Code, which adopts by reference the California Building Code. California Building Code Chapter 33, Safeguards During Construction, includes emergency access requirements that would minimize site safety hazards and potential construction-related impacts to police services. Compliance with existing regulations would ensure impacts on police services during construction are less than significant.

Operation

As discussed above, the Police Department provides law enforcement services to the City, including the project site. Due to the non-residential nature of the project, the operation of the proposed project would not directly or indirectly result in a permanent population growth in the City that would significantly impact existing service ratios. Furthermore, Municipal Code Section 4.07.060, Police facilities impact fee, would require payment of police facilities impact fees prior to issuance of building permits, which would finance future police protection facilities and equipment. Upon compliance with the Municipal Code, impacts concerning police protection services would be less than significant.

Schools?

Less Than Significant Impact:

Construction

The construction of the proposed project would be short-term, and any environmental impacts that would impact schools would cease upon construction completion. Additionally, the construction of the proposed project would not

include any lane closures or any design features that would disrupt the ability of nearby schools to serve the community. As such, impacts on school services would be less than significant in this regard.

Operation

Given the non-residential nature of the proposed development, the project would not directly increase the population of the City. However, as a new educational center building, the proposed project could directly generate additional students within the project area. It is anticipated that a majority of the enrollment would be filled by the existing student population (i.e., 88 students) from the existing Valley of the Sacred Heart Academy to the south of the project site, with the remainder of the proposed educational center building's 120 student capacity being filled by new students. Nonetheless, pursuant to Government Code Section 65996, the project's demands on school services would be fully offset through the collection of school fees imposed through the Education Code. As such, impacts would be less than significant in this regard.

Parks?

Less Than Significant Impact:

Construction

The project proposes the removal of a concrete access driveway, along with mesh wire fencing and posts, in order to construct a two-story, 18,340-square-foot educational center building with associated surface parking and landscaping improvements. The construction of the proposed project would not result in any design features or lane closures that would impact nearby parks. As such, impacts would be less than significant in this regard.

Operation

As discussed in Response 3.15(a)(iii), the project is not anticipated to substantially increase the population in the project area. As such, impacts concerning parks and recreational services would be less than significant.

Other public facilities?

Less Than Significant Impact:

Construction

The construction of the proposed project would not result in any design features or lanes that would impact other public facilities, such as libraries. As such, impacts would be less than significant in this regard.

Operation

Implementation of the proposed project would not result in a significant increase in the use of the Dixon Public Library, as the project would result in a nominal population increase, if any. Upon compliance with the Municipal Code, impacts concerning parks and recreational services would be less than significant.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to public services; therefore, no mitigation measures are required.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Regulatory Setting

Regulations at the local level applicable to the proposed project related to recreation include the Dixon General Plan 2040 Environmental Impact Report (General Plan EIR).

Environmental Setting

According to the General Plan EIR, the City of Dixon (City) maintains five public parks, representing approximately 96.3 acres of parkland within City limits. Specifically, approximately 13.5 acres of neighborhood parks, 80.3 acres of community parks, and 2.4 acres of other parks occur in the City. Neighborhood parks are intended to provide open space and basic recreational facilities for residents in the vicinity of the park, while community parks provide space for organized sports and major facilities for the broader community, including swimming pools, ball fields, and community centers.

The City's Public Works Department, Recreation Division, provides programming for youth, teens, adults, and seniors. The City offers a wide range of programming, including sports leagues, special interest recreation classes (e.g., Babysitting 101, lifeguard training, etc.), special events, and more. Spaces for active use include a 5,000-square-foot performing arts center at Dixon High School, fields in public parks, as well as Dixon Unified School District (DUSD) Property, enabled by a Joint Facility Use Agreement with DUSD to share recreational and community facilities, including gymnasiums, multi-use rooms, the track, and classrooms. Other recreational facilities that house these programs include the Pat Granucci Aquatic Center and the Senior/Multi-Use Center.

The closest park or recreational facility to the project site is the Women's Improvement Club Park, located approximately 0.07-mile to the northwest of the project site, and Hall Community Park, located approximately 0.25-mile southeast of the project site.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact: Refer to Response 3.15(a)(iv). The project would not result in a substantial population increase and, as such, would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, whereas such use would result in the physical deterioration of nearby parks. Impacts in this regard would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact: Refer to Response 3.15(a)(iv). The project does not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur in this regard.

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to recreation; therefore, no mitigation measures are required.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

The information presented in this analysis is primarily based on the Valley of the Sacred Heart Academy Transportation Impact Study, and Local Transportation Study, Dixon, California (Transportation Study), prepared by T. Kear Transportation Planning and Management, Inc., dated July 18, 2025; refer to Appendix E, Transportation Study. The Transportation Study was peer reviewed by the City's Contract Traffic Engineer, DKS Associates, as part of the Valley of the Sacred Heart Academy TIS Peer Review Memorandum, dated June 20, 2025. A final set of comments was provided by the City of Dixon Engineering Department in a memorandum dated February 3, 2026. Both memorandums have been included in Appendix E.

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to transportation include:

- California Fire Code
- City of Dixon Engineering Standards and Specifications (Transportation Impact Analysis Guidance)
- Dixon General Plan 2040 (General Plan)

Environmental Setting

According to the Transportation Study, transit services in the City of Dixon (City) are limited to the Fairfield and Suisun Transit (FAST) Blue Line, and a public dial-a-ride transit system (Readi-Ride) that is administered by the City. The FAST Blue Line is an express bus service that stops at the Dixon Park and Ride Lot on Market Lane near Pitt School Road and Interstate 80 (I-80). The FAST Blue Line connects from the Walnut Creek Bay Area Rapid Transit (BART) station to the Sacramento Valley Station in downtown Sacramento, with key stops in between. Transit services are provided on roughly 1-hour headways during the peak commute period and less frequently midday. Saturday service is limited, with no service provided on Sundays. Readi-Ride is a public dial-a-ride transit system that provides curb-to-curb transit services within the City. Services are generally available Monday through Friday from 7:00 a.m. to 4:00 p.m. As shown on Transportation Study Figure 4, Existing and planned bicycle network, there are currently no bike lanes along either project street frontage; however, there are planned Class II bike lanes along East A Street and a planned Class III bike route along North 2nd Street. The project street frontage along East A Street and North 2nd Street includes sidewalk, curb, and gutter. Crosswalks are also located at the North 2nd Street and East A Street intersection.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact With Mitigation Incorporated:

Roadway Facilities

Refer to Response 3.17(b) regarding project impacts on roadway facilities.

Transit Facilities

According to the Transportation Study, the City has not adopted specific thresholds for transit impacts; however, a project is generally considered to have a significant impact on transit if it would: 1) inhibit the use of transit facilities; 2) eliminate existing transit facilities; or 3) prevent the implementation of planned transit facilities.

As mentioned above, transit services in the City are limited to the FAST Blue Line and Readi-Ride, which is administered by the City. As a proposed educational center building, the proposed project does not eliminate or adversely affect existing transit services or facilities, interfere with the implementation of planned transit services or facilities, or inhibit the use of existing transit services or facilities. As such, impacts would be less than significant in this regard.

Bicycle and Pedestrian Facilities

According to the Transportation Study, a project is considered to have a significant impact under CEQA if the project would: 1) eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use; 2) interfere with the implementation of a planned bikeway as shown in the General Plan; or 3) fail to provide adequate access for bicycles and pedestrians, resulting in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts.

Existing and proposed bicycle facilities are discussed in the 2020 Solano County Active Transportation Plan, General Plan, and are shown in Figure 4 of the Transportation Study. As shown on Transportation Study Figure 4, there are currently no bike lanes along either project street frontage; however, there are planned Class II bike lanes along East A Street and a planned Class III bike route along North 2nd Street. Project implementation would not affect the planned Class II bike lanes along East A Street and a planned Class III bike route along North 2nd Street. As such, no impact would occur in this regard.

The project street frontage along East A Street and North 2nd Street includes sidewalk, curb, and gutter. Crosswalks are also located at the North 2nd Street and East A Street intersection. During construction activities, MM-TRA-1 would require truck deliveries to only occur between 9:30 a.m. and 2:30 p.m., Monday through Friday (i.e., generally after the start of the school day and before the end of the school day, respectively); thereby, minimizing the potential for conflicts with pedestrian safety (i.e., trucks in the vicinity of students arriving/departing from the existing Valley of the Sacred Heart Academy to the south of the project site). Moreover, to minimize conflicts during project operation, the proposed project would facilitate pedestrians crossing at the North 2nd Street and East A Street intersection (i.e., students, teachers, staff, volunteers, and visitors going to and from morning mass at St. Peter's Catholic Church and/or accessing the off-site 35-space surface parking lot), with the implementation of MM-TRA-2, which requires the project Applicant to construct the conversion of the East A Street/North 2nd Street intersection from a two-way stop-controlled (TWSC) intersection to an all-way stop-controlled (AWSC) intersection. The AWSC intersection is intended to reduce vehicle speed prior to entering the intersection (i.e., entering the intersection after achieving a complete stop), increasing reaction time for drivers to analyze roadway conditions/pedestrians in the vicinity, and regulating right-of-way between vehicles and pedestrians. Upon completion of the AWSC intersection improvements, and subject to the satisfaction of the City's Engineering Department, the project Applicant must be reimbursed for the total cost of construction of the AWSC intersection, minus the project's fair-share contribution. Based on the project's

anticipated trip generation (i.e., 64 total trips), when compared to that of the total trips generated at the East A Street/North 2nd Street intersection (i.e., 761 total trips), the project Applicant must be reimbursed for approximately 91.5 percent of the total construction cost. Following the implementation of MM-TRA-1 and MM-TRA-2, impacts would be reduced to less than significant levels.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact: Since July 2020, measures of automobile delay are no longer considered transportation impacts for the purposes of the California Environmental Quality Act (CEQA); however, it should be noted that cities with standards for automobile delay outlined in their respective general plans would still be required to address those measures outside of CEQA through local merits review for general plan consistency. In place of delay measures, Vehicle Miles Traveled (VMT) is now assessed as the primary measure of transportation impacts under CEQA.

The City adopted thresholds of significance and screening criteria for VMT evaluation in March 2022.[27] The thresholds of significance and screening criteria are contained in Section 15, Transportation Impact Analysis, of the City's Transportation Impact Analysis Guidance. The methodology in the Transportation Impact Analysis Guidance are consistent with the Governor's Office of Land Use and Climate Innovation's (LCI), formerly the Governor's Office of Planning and Research (OPR), Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), dated December 2018, and the Institute of Transportation Engineers' (ITE) in Trip Generation Manual, 12th edition, 2025.

According to the Transportation Impact Analysis Guidance, if a project meets any of the VMT screening criteria listed below, the project can be assumed to have less than significant VMT impacts, and no further VMT analysis is required. Furthermore, projects that are located in a low VMT area, an area that is below the adopted threshold, are further deemed to have a less than significant impact and no formal VMT analysis is required. The project site, including most of the Downtown Area, is considered to already be below the VMT thresholds. The VMT screening criteria include the following:

- **Small Project:** projects generating fewer than 110 trips per day;
- **Affordable Housing:** a project consisting of 100 percent affordable housing units;
- **Local Serving Retail:** generally, less than 50,000 square feet per individual establishment; and
- **Transit Priority:** projects located within 0.25-mile of high-quality transit (as defined in Public Resources Code Section 21064.3).

Estimated trip generation for the existing Valley of the Sacred Heart Academy, the proposed educational center building, and the net increase in trips are shown in Table 1, Anticipated Trip Generation, of the Transportation Study. As detailed in Transportation Study Table 1, the proposed project would be expected to generate 80 additional daily trips, including 46 new AM trips, 13 new mid-day trips, and five new PM trips. As the proposed project would result in fewer than 110 trips per day, the proposed project would be presumed to have a less-than-significant VMT impact based on the "Small Project" screening criteria above. Impacts would be less than significant in this regard.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation Incorporated: Refer to Response 3.17(a), for a discussion regarding the proposed truck trip delivery hours and the proposed AWSC intersection (MM-TRA-1 and MM-TRA-2). Overall, the

[27] City of Dixon, City of Dixon Engineering Standards and Specifications, March 2022, https://www.cityofdixonca.gov/media/Engineering/2022%20StandardsSpecs/City%20of%20Dixon%20Engineering%20Standards%20and%20Specifications%20-%202023.pdf, accessed October 27, 2025.

project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment). Existing vehicular access to the site is provided via a concrete access driveway located at the northwestern corner of the property along North 2nd Street. The proposed project would not change the orientation or location of this existing driveway; however, the driveway would be reconstructed in-place and would be used for site ingress only. It should be noted that a new driveway (i.e., site egress only) would also be provided in the southeastern corner of the site along East A Street. Both driveways would be designed to meet all applicable driveway design standards and emergency access standards required by the City's Engineering Department and the Dixon Fire Department (Fire Department). The Fire Department would provide plan checks and inspections to verify that the project is designed pursuant to the California Fire Code and that no hazards due to geometric design features or incompatible uses occur in the project area. As such, with implementation of MM-TRA-1 and MM-TRA-2 and following compliance with existing State and local regulations, the project would not increase hazards due to geometric design features, or incompatible uses and impacts would be reduced to less than significant levels.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated: As discussed in Response 3.17(c), the project site is currently served by a concrete access driveway located at the northwestern corner of the property along North 2nd Street. The proposed project would not change the orientation or location of this existing driveway; however, the driveway would be reconstructed in-place and would be used for site ingress only. It should be noted that a new driveway (i.e., site egress only) would also be provided in the southeastern corner of the site along East A Street. The proposed driveways and the internal drive aisle would be of sufficient width to accommodate emergency response vehicles. Additionally, the proposed project would include improvements such as landscaping and pedestrian walkways. Although construction activities would temporarily impact adjacent roadway right-of-way (e.g., through partial lane closures), the proposed project would include MM-TRA-3 which requires a Transportation Management Plan (TMP) to include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flag person to direct traffic during heavy equipment use, among others. The TMP would ensure emergency access is maintained during short-term construction activities. Following the implementation of MM-TRA-3, impacts would be reduced to less than significant levels.

MITIGATION MEASURES

MM-TRA-1 Truck Trip Delivery Hours

Prior to the issuance of grading permits, and to minimize the potential for conflicts with pedestrian safety (i.e., trucks in the vicinity of students arriving/departing from the existing Valley of the Sacred Heart Academy to the south of the project site), the project Applicant, or his/her designee, shall ensure that truck trip delivery hours are specified in all construction plans and specifications. Specifically, construction plans and specifications shall state that construction activities involving truck delivery trips, including material deliveries, equipment drop-offs, and haul truck movements, shall occur only between the hours of 9:30 a.m. and 2:30 p.m., Monday through Friday. The project Applicant, or his/her designee, shall enforce the established truck trip delivery hours and maintain records of delivery times, which shall be provided to the City of Dixon Engineering Department upon request.

MM-TRA-2 All-Way Stop Control (AWSC) Installation and Fair-Share Contribution for Intersection Improvements

Prior to the issuance of building permits, the project Applicant shall enter into an agreement with the City of Dixon (City) Engineering Department to construct the conversion of the East A Street/North 2nd Street intersection from a two-way stop-controlled (TWSC) intersection to an all-way stop-controlled (AWSC) intersection. The agreement shall outline the necessary permits for construction activities within the City's right-of-way. The AWSC intersection shall be designed and constructed in accordance with the City's most recent Engineering Design Standards.

Upon completion of the AWSC intersection improvements, and subject to the satisfaction of the City's Engineering Department, the project Applicant shall be reimbursed for the total cost of construction of the AWSC intersection, minus the project's fair-share contribution. Based on the project's anticipated trip generation (i.e., 64 total trips), when compared to that of the total trips generated at the East A Street/North 2nd Street intersection (i.e., 761 total trips), the project Applicant shall be reimbursed for approximately 91.5 percent of the total construction cost.

MM-TRA-3 Traffic Management Plan

Prior to the initiation of construction, the project Applicant shall prepare a Traffic Management Plan (TMP) for review and approval by the City of Dixon Traffic Engineer or his/her designee. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flag person to direct traffic during heavy equipment use. The TMP shall specify that one direction of travel in each direction must always be maintained for the surrounding roadways throughout project construction. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to tribal cultural resources include:

- Assembly Bill 52 (AB 52)
- Dixon General Plan 2040 Environmental Impact Report (General Plan EIR)

Environmental Setting

According to the General Plan EIR, indigenous people utilized the Sacramento Valley, including what is now the City of Dixon (City), for many years before the first European settlers arrived. The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 Before Present [B.P.]) period. Over 4,000 years ago, the Patwin Indians occupied the lower western half of the Sacramento Valley west of the Sacramento River. Native Americans were known to have settled along Putah Creek, northwest of the City. These tribes were hunter-gatherers who subsisted on acorns, fish, and small game.

Hunting and fishing, as well as tool assemblage, such as nets, bows, and arrows, were the main responsibilities of males in the tribe. Women produced some tools, though mostly baskets. Items that could not be produced locally were obtained through extensive trade routes, for which the currency of the region was mainly clam shell disk beads. The Patwin Indians would often trade for items such as pine nuts, bear hides, and sinew-backed bows with the Wintun people and for salt, clams, and obsidian with the Pomo people. In exchange, the Patwin Indians provided salmon, river otter pelts, and cordage. The Patwin Indians also acted as middlemen in east-west or north-south trade routes.

According to the General Plan EIR, no known Native American resources in or adjacent to the City are mentioned in ethnographic literature. However, there may be undiscovered tribal cultural resources within the City. Native American resources in Solano County have been found primarily along the banks of major waterways, within the interface between the foothills of the eastern California Coast Ranges and the valley floor, and other productive ecotones.

Additionally, the Northwest Information Center basemaps show the prevalence of buried archaeological deposits in the lowlands of the Sacramento River Valley. While the City is in proximity to the Sacramento River Delta in the lowlands of the Sacramento River Valley and multiple waterways, which are part of the Putah Creek Drainage Basin and flow into the Sacramento River, including Dickson and Dudley Creeks, there are no natural watercourses within the City. Given the similarity of one or more of these environmental factors to locations where Native American resources have been discovered, there is a moderate potential of identifying undiscovered Native American resources in the City.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Impact: As detailed in Response 3.5(a), no historic resources listed or eligible for listing in a State or local register of historic resources are located on the project site. Thus, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated: In compliance with AB 52, the City distributed letters on August 29, 2025, to California Native American tribes, notifying them of the opportunity to consult with the City regarding the proposed project. The tribes were identified based on the list provided by the Native American Heritage Commission (NAHC) or were tribes that had previously requested to be notified of future projects proposed by the City. The tribes had 30 days to respond to the City's request for consultation pursuant to AB 52.

The City received an inquiry from the Wilton Rancheria tribe (Tribe) on September 11, 2025. The Tribe indicated that the proposed project is located within the ancestral territory of the Tribe; however, the Tribe did not have comments on the proposed project, nor did the Tribe seek consultation pursuant to AB 52. No other responses were received from California Native American tribes within the 30-day response period or at the time of preparation of this Initial Study. As such, the consultation efforts pursuant to AB 52 concluded.

No potential impacts would occur to known tribal cultural resources. However, according to the General Plan EIR, the City has a moderate potential of containing previously undiscovered tribal cultural resources. Furthermore, project construction activities would involve approximately 900 cubic yards of cut. Thus, project excavation may encounter native soils that have the potential to support unknown buried tribal cultural resources. Should project excavation activities encounter previously undiscovered tribal cultural resources, MM-CUL-1 would require all construction work to halt until a qualified archaeologist evaluates the find. If the identified cultural resource is of Native American origin, the qualified archaeologist must consult with the project Applicant and the City to implement Native American consultation procedures with tribes included in the NAHC list and tribes that previously requested to be notified of future projects proposed by the City (i.e., to determine the most likely descendant and determine the preferred manner of treatment). Construction must not resume until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources, including tribal cultural resources. With the implementation of MM-CUL-1, the project would not cause a substantial adverse change in the

significance of a previously undiscovered tribal cultural resource, and impacts would be reduced to less than significant levels.

MITIGATION MEASURES

Refer to MM-CUL-1 in Section 3.5, Cultural Resources.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

The information presented in this analysis is supplemented with utilities and service systems correspondences provided by the various applicable public services agencies, departments, and purveyors; refer to Appendix F, Utilities and Service Systems Correspondences.

Regulatory Setting

Regulations at the State and local levels applicable to the proposed project related to utilities and service systems include:

- California Integrated Waste Management Act of 1989
- 2025 California Building Energy Efficiency Standards
- 2022 Green Building Code
- California Water Service Company (Cal Water) 2020 Urban Water Management Plan (UWMP)
- Dixon Construction and Demolition Debris Diversion Plan
- Dixon Municipal Code (Municipal Code)
- Municipal Code Title 18, Zoning (Zoning Code)

Environmental Setting

Water

Cal Water would provide water services to the project site.

Wastewater Treatment

The City of Dixon (City) Utilities Department owns and maintains the City's sewer system network, with the City's Wastewater Treatment Facility (WWTF) providing wastewater treatment services.

Stormwater

Stormwater facilities in the project vicinity are maintained by the City's Utilities Department.

Dry Utilities

The City contracts with Recology for its refuse and recycling. Pacific Gas and Electric Company (PG&E) would provide electricity and natural gas services to the project site. AT&T and Astound Broadband would provide telecommunication services to the project site.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact:

Water

Cal Water would provide water services to the project site. Specifically, 2-inch private domestic, 2-inch irrigation, and 6-inch fire lines would be constructed on-site to connect to existing water facilities within the North 2nd Street right-of-way. Additional water services utilities would include, but not be limited to, thrust blocks, gate valves and boxes, reduced-pressure backflow preventers, and a fire hydrant, water meter, and irrigation meter. Payment of standard Cal Water connection fees and ongoing user fees would ensure the project's impacts on existing water facilities are adequately offset. Thus, it is not anticipated that project implementation would require the construction of new or the expansion of existing water facilities. Impacts would be less than significant in this regard.

Wastewater Treatment

The City's Utilities Department owns and maintains the City's sewer system network, with the City's WWTF providing wastewater treatment services. According to the General Plan, the City's WWTF has a capacity of 1.9 million gallons per day (mgd). As part of the proposed project, a 4-inch sanitary sewer line, with sanitary sewer cleanouts, would connect the proposed building to an existing 6-inch sanitary sewer line located within the North 2nd Street right-of-way.

As an institutional development, the project is anticipated to generate additional wastewater beyond existing conditions. Although the project is consistent with the site's land use designation of Downtown Mixed Use (DT), the site is zoned Downtown Mixed Use (DMX), which does not currently allow private school developments. As such, the proposed project would require a Zoning Text Amendment to revise Zoning Code Table 18.05.020, Land Use Regulations – Commercial and Mixed-Use Districts, to allow for "Private Schools" within certain areas of the DMX district (as a conditionally permitted use). It should be noted that the DMX district is intended to implement the DT land use designation. Nonetheless, the proposed project would be required to pay sewer connection fees and ongoing user fees pursuant to Municipal Code Section 4.07.100, Sewer connection fee, and Municipal Code Chapter 14.01, Sewers. Fees collected pursuant to Municipal Code Section 4.07.100 and Municipal Code Chapter 14.01 would be utilized to fund the costs to upgrade the City's sewer system (i.e., when such upgrades are necessary). Payment of

standard sewer connection fees and ongoing user fees would ensure the project's impacts on existing wastewater facilities are adequately offset. As such, it is anticipated that project implementation would be adequately served by the City's WWTF and would not require the construction of new or the expansion of existing wastewater facilities. Less than significant impacts would occur in this regard.

Stormwater

As detailed in Section 3.10, Hydrology and Water Quality, the proposed project would collect on-site stormwater runoff within the proposed bioretention basins (i.e., ornamental landscaping areas). Flow in excess of the capacity of the bioretention basins would be collected via 4-inch perforated storm drain pipes, located underneath the bioretention basins, which would then be conveyed toward storm drain overflow inlets (located within the bioretention basins). For the storm drain overflow inlet located within the northern site boundary, flow in excess of the capacity of the bioretention basin would be collected and conveyed via an 18-inch storm drainpipe to the bioretention basin within the eastern site boundary. All flow in excess of the storm drain overflow inlet within the eastern site boundary would then be conveyed in a north-south direction toward the southeastern corner of the project site.

At the southeastern corner of the project site, a 4-inch perforated storm drain would connect to an 8-inch storm drain, which would then connect to an off-site storm drain bubble-up, eventually being discharged into landscaping areas along the East A Street right-of-way. Moreover, the proposed project would comply with Municipal Code Section 16.06.120(C) and implement operational best management practices (BMPs) consistent with Attachment 4 of Water Quality Order No. 2003-005-DWQ to prevent degradation of surface and groundwater quality. Compliance with Municipal Code Chapter 16.06.120(C) would ensure operation-related runoff does not enter downstream water bodies in a manner that adversely affects existing water quality. Following conformance with Municipal Code Chapter 16.06.120(C) and implementation of operation-related BMPs prescribed by the City, the project's long-term impacts to water quality and waste discharge requirements would be less than significant.

Dry Utilities

PG&E would provide electricity and natural gas services to the project site. AT&T and Astound Broadband would provide telecommunication services to the project site. New private electricity and telecommunication lines would be constructed on-site (i.e., a 5-inch PVC conduit line for electricity services and a 4-inch PVC conduit line for telecommunication services). Specifically, the 5-inch PVC conduit line would connect the proposed building-mounted main switchboard to an electrical transformer in the northwestern corner of the project site, eventually connecting to existing facilities within the North 2nd Street right-of-way. The natural gas line would also connect the proposed building to existing facilities within the North 2nd Street right-of-way. Similarly, the 4-inch PVC conduit line would connect the proposed building-mounted telephone terminal board to existing facilities within the North 2nd Street right-of-way. All new facilities would be installed underground. Payment of standard utility connection fees and ongoing user fees would ensure impacts on these utility services are adequately offset.

The project's potential environmental effects for construction are analyzed throughout this Initial Study. Construction of the project's dry utilities would be subject to compliance with all applicable federal, State, and local laws, ordinances, and regulations, as well as the specific mitigation measures throughout this Initial Study. Compliance with the relevant laws, ordinances, and regulations would ensure the project's construction-related environmental impacts are less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact: As stated in Response 3.19(a), the project site is served by Cal Water. According to the UWMP, Cal Water depends exclusively on groundwater for its existing and planned sources of water supply.[28] According to the UWMP, Cal Water would be capable of providing an adequate water supply to its service area under normal, single-dry year, and multiple dry-year supply and demand scenarios through 2045; refer to Table 7-2, Normal Year Supply and Demand Comparison (DWR Table 7-2), through Table 7-4, Multiple Dry Years Supply and Demand Comparison (DWR Table 7-4), of the UWMP.

Based on the project's air quality, greenhouse gas, and energy modeling, the project would result in a combined water and wastewater demand of approximately 2,134.56 gallons per day (779,115 million gallons per year or 2.3 acre-feet per year); refer to Appendix A, AQ/GHG/Energy Study. The project's estimated combined water and wastewater demand of 2.3 acre-feet per year would represent less than one percent of the City's total water demand of 1,335 acre-feet in 2025, the earliest year with available data within the UWMP, and 1,321 acre-feet for 2045. Additionally, the proposed project would be required to comply with the water efficiency standards in the 2025 California Building Energy Efficiency Standards and the 2022 Green Building Code. As such, impacts regarding water supplies would be less than significant in this regard.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact: As stated in Response 3.19(a), the proposed project would result in the generation of additional wastewater above existing conditions. However, there is capacity for wastewater treatment at the City's WWTF to serve the project's anticipated demand in addition to existing commitments. Additionally, payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. As such, the project's potential impacts on the wastewater treatment provider would be less than significant in this regard.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact:

In 2019, a total of 19,226 tons of solid waste were disposed of in 11 permitted landfills serving the City. Among the 11 permitted landfills serving the City, Potrero Hills Landfill, Recology Hay Road, Sacramento County Landfill (Kiefer), and Yolo County Central Landfill admitted the majority of the City's waste; refer to Table 3.19-1, Landfills Serving the City.

Construction

All construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the proposed project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced be recycled, reduced, or composted, and is included in the City's Construction and Demolition Debris Diversion Plan. The project would also be required to demonstrate compliance with the 2022 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation measures and other

[28] The California Water Service Company, 2020 Urban Water Management Plan, Dixon District, June 2021, https://www.calwater.com/docs/uwmp2020/DIX_2020_UWMP_FINAL.pdf, accessed October 29, 2025.

construction-related efficiency measures. Compliance with these programs and plans would ensure the project's construction-related solid waste impacts would be less than significant.

Operation

Based on the project's air quality, greenhouse gas, and energy modeling (Appendix A, AQ/GHG/Energy Study), project operations are expected to generate approximately 29.3 tons of solid waste per year, or approximately 0.08 tons per day (tpd) without project design features related to recycling or composting. With the implementation of recycling and composting, the approximately 0.08 tpd would be reduced; however, for purposes of this analysis, the maximum tpd is assumed. The 0.08 tpd is anticipated to represent less than 0.03 percent of any landfill's maximum daily permitted throughput capacity identified in Table 3.19-1. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant in this regard.

Table 3.19-1.
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons per day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Potrero Hills Landfill 3675 Potrero Hills Lane Suisun City, CA 94585	559	4,330	13,872,000	02/14/2048
Recology Hay Road 6426 Hay Road; 1/4 Mi West Highway 113 Vacaville, CA 95687	17,663	2,400	30,433,000	01/01/2077
Sacramento County Landfill (Kiefer) 12701 Kiefer Blvd Sloughhouse, CA 95683	289	10,815	102,300,000	01/01/2080
Yolo County Central Landfill County Road 28h & County Road 104 Davis, CA 95616	499	3,000	33,140,373	02/01/2124

Sources: California Department of Resources Recycling and Recovery, SWIS Facility/Site Search, https://www2.calrecycle.ca.gov/SolidWaste/Activity, accessed October 29, 2025.
California Department of Resources Recycling and Recovery, Jurisdiction Disposal By Facility, Disposal during 2019 for Dixon, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed October 29, 2025.
Notes:
[1] Altamont Landfill & Resource Recovery, Azusa Land Reclamation Co. Landfill, Clean Harbors Buttonwillow LLC, Forward Landfill, Inc., L and D Landfill, Recology Ostrom Road LF Inc., and Redwood Landfill are excluded from Table 3.19-1 as these facilities accepted less than one percent of the City's solid waste in 2019 (the last available reporting year).

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact: Refer to Response 3.19(d) above. The proposed project would be required to comply with all federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act of 1989 and the City's Construction and Demolition Debris Diversion Plan administered by the City's Building Division. The California Integrated Waste Management Act of 1989 and the City's Construction and Demolition Debris Diversion Plan require at least 50 percent of the construction and demolition waste generated on-site to be diverted from landfilling by using recycling, reuse, or other diversion programs. As such, less than significant impacts would occur in this regard.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to utilities and service systems; therefore, no mitigation measures are required.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Regulatory Setting

Regulations at the local level applicable to the proposed project related to wildfire include the Dixon General Plan 2040 Environmental Impact Report (General Plan EIR).

Environmental Setting

According to the General Plan EIR, the City of Dixon (City) is entirely classified as a Local Responsibility Area (LRA); no State Responsibility Areas (SRAs) are located within the City.[29] Within LRAs, fire protection services are generally provided by cities and other local fire districts. The Dixon Fire Department, as part of the Dixon Fire Protection District, provides fire protection services within the City and the surrounding unincorporated areas. According to the California Department of Forestry and Fire Protection (CAL FIRE) and General Plan EIR Figure 3.8-2, Fire Hazard Severity Zones, no portion of the City, including the project site, is classified as being located within a moderate, high, or very high Fire Hazard Severity Zone (FHSZ) in LRA.[30]

[29] California Department of Forestry and Fire Protection, State Responsibility Area Fire Hazard Severity Zones, Solano County, April 1, 2024, https://calfire.app.box.com/s/viyymvmweaaciuhwfb2bdxqdok3zo0ke/file/1483767637589, accessed September 2, 2025.
[30] California Department of Forestry and Fire Protection, Local Responsibility Area Fire Hazard Severity Zones, Solano County – Unincorporated LRA, February 24, 2025, https://calfire.app.box.com/s/wahuw9ny7cgn89xpxh7092ur50r1pwvj/file/1785856297957, accessed September 2, 2025.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: According to CAL FIRE and General Plan Figure 3.8-2, the City, including the project site, is not located within or near an SRA, nor is the City classified as a very high FHSZ. As such, project implementation would have no impact in this regard.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact: Refer to Response 3.20(a).

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact: Refer to Response 3.20(a).

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact: Refer to Response 3.20(a).

MITIGATION MEASURES

Project implementation would not result in any significant impacts related to wildfire; therefore, no mitigation measures are required.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Regulatory Setting

Refer to the respective topical sections listed below for each section's corresponding regulatory setting.

Environmental Setting

Refer to the respective topical sections listed below for each section's corresponding environmental setting.

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated: As detailed in Section 3.4, Biological Resources, the project site is disturbed and located within an urbanized and built-out area of the City of Dixon (City). Based on the site's condition, no sensitive plant or animal species would be present. Thus, the project would have no impacts on sensitive plant or animal species. However, the off-site street trees located along North 2nd Street could provide suitable nesting habitat for migratory birds. Mandatory compliance with the Migratory Bird Treaty Act would reduce the project's potential construction-related impacts to nesting birds. Additionally, project implementation is not anticipated to result in adverse impacts to known cultural or tribal cultural resources; refer to Section 3.5, Cultural

Resources, and Section 3.18, Tribal Cultural Resources. However, project excavation may encounter native soils that have the potential to support unknown buried archaeological resources. Should project excavation activities encounter previously undiscovered archaeological resources, MM-CUL-1 would require all construction work to halt until a qualified archaeologist evaluates the find. With the implementation of MM-CUL-1, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, and impacts would be reduced to less than significant levels. Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated in this regard.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)?

Less Than Significant Impact With Mitigation Incorporated: A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Section 3.1 through Section 3.20, the proposed project would not result in any significant impacts in any environmental categories with the implementation of project mitigation measures. Implementation of mitigation measures at the project level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Impacts would be less than significant with mitigation incorporated in this regard.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated: Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and implementation of project mitigation measures. Impacts would be less than significant with mitigation incorporated in this regard.

MITIGATION MEASURES

Refer to the respective topical sections listed above for each section's corresponding mitigation measures.

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