

DIXON
CALIFORNIA

GENERAL PLAN 2040

ADOPTED MAY 2021

ACKNOWLEDGEMENTS

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INTRODUCTION

1



The City of Dixon, situated in California's fertile Central Valley between the major population centers of Sacramento and the Bay Area, has a rich agricultural heritage and a distinctive small-town feel. The city is home to the Dixon May Fair, the oldest district fair and fairgrounds in the state of California, and Downtown Dixon boasts numerous historic resources dating back to its past as a 19th Century railroad town. The community has experienced higher than average residential growth since 2000, and today, it features an existing core of established neighborhoods, surrounded by newer residential subdivisions and clusters of highway-oriented commercial businesses at the freeway interchanges.

With its ready access to Interstate 80 (I-80) and land available for development, Dixon is poised to leverage its location for job creation and economic growth that can improve the quality of life for local residents. Critical for achieving that objective will be ensuring a measured pace of growth, concentrating development within the City limit to maintain the green belt of open space and agricultural land

that rings the community, and providing a range of housing suited to people of all ages so that Dixon remains a community where you can grow up, raise a family in, and then retire. The General Plan outlines a strategy for achieving these objectives incrementally over the coming years and for preserving and enhancing the small-town character that residents value so highly.

This document is a comprehensive update of the City of Dixon's General Plan, the policy document that guides the growth and development of the city. The General Plan is required by law in the state of California, and it identifies current and future needs regarding land use, transportation, housing, open space, conservation, safety, noise, and environmental justice. The Dixon General Plan is a dynamic document that sets forth conditions to guide development and conservation in the city for years to come. It reflects community aspirations to cultivate a family-friendly city with a small-town feel that grows wisely, remains true to its agricultural roots, and provides good jobs and housing for local residents.





1.1 PLANNING CONTEXT

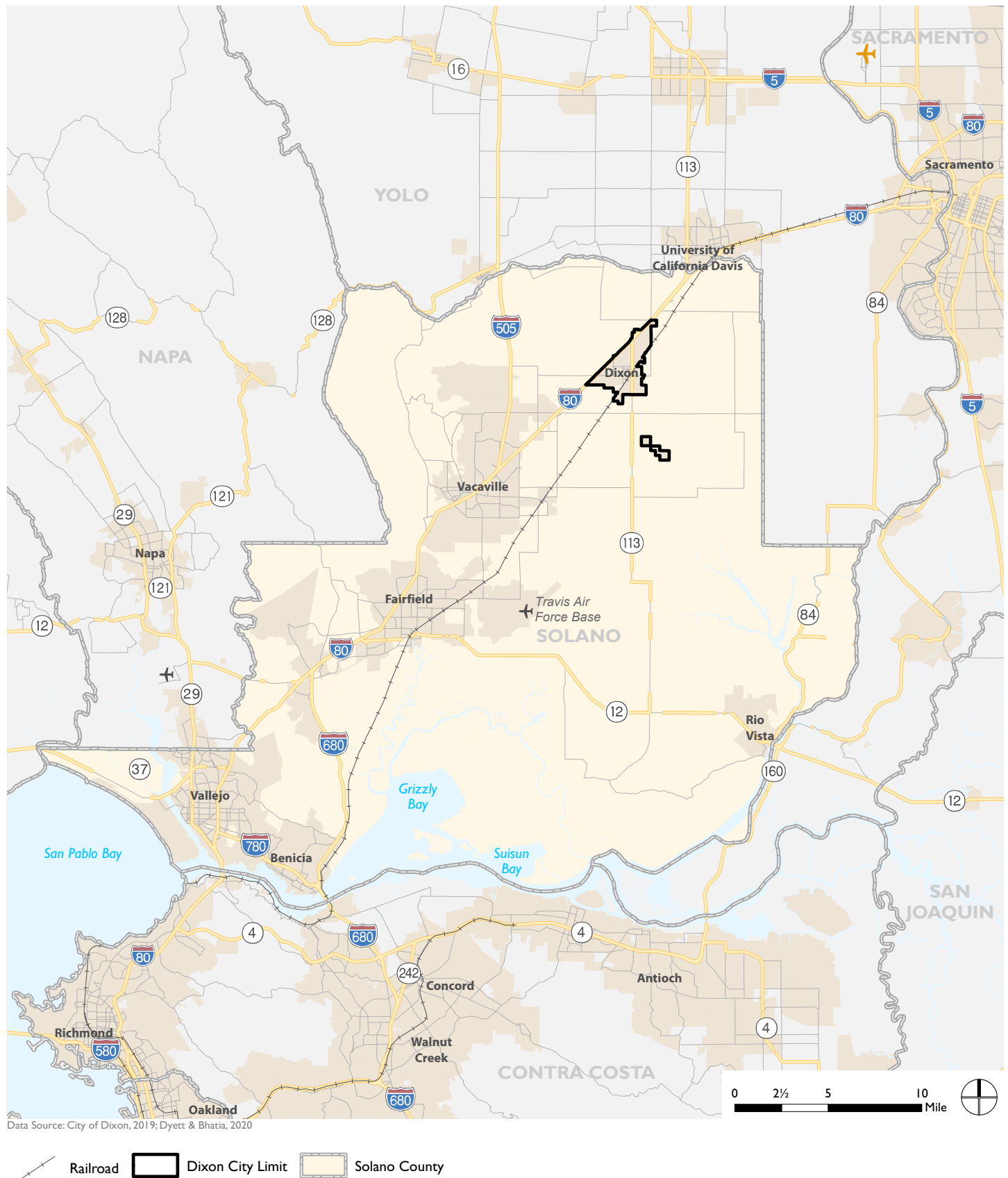
The City of Dixon is located along Interstate 80 in northeast Solano County, close to the border with Yolo County. Dixon is located about 65 miles east of San Francisco, 11 miles northeast of Vacaville, 10 miles southwest of Davis, and 23 miles southwest of Sacramento. The Union Pacific Railroad runs southwest to northeast through the city, through Downtown Dixon. State Route 113 runs north-south through the center of the city. The Dixon Planning Area has an area of approximately 8.6 square miles and is surrounded by unincorporated Solano County area. The regional setting is shown in Figure I-1.

The City of Dixon began as Silveyville, founded in 1852 by Elijah S. Silvey, who opened an inn and saloon along a well-traveled stagecoach route between San Francisco and Sacramento. Frequented by hopeful new goldminers, Silveyville grew to a town of 150 residents by 1865, with a general store, post office, and

blacksmith. But in 1868, when the Vaca Valley Railroad's track route was laid five miles away from Silveyville, town residents decided to move the entire town to be along the new railroad line. Thomas Dickson donated 10 acres of land for the relocated town. The City of Dixon was incorporated by a special act of the Legislature during the 1877-1878 session; by 1877, Dixon had become a thriving community with a population of 1,200.

From its inception, the principal livelihood of Dixon was farming. Historically, agrarian pursuits consisted of subsistence farming and cattle-raising. By the early 1900s, Dixon was known as "The Dairy City;" by 1920, Dixon had around thirty dairy farmers. Karl A. Hess's "Milk Farm" opened in 1919, and relocated to the site along the Lincoln Highway, (today's I-80) in 1939, achieving national attention for Dixon when it was featured in the *Saturday Evening Post* in 1940.

Figure I-1 Regional Context



Dixon grew considerably in the second half of the 20th Century. The 1950 population is estimated at 1,714, very similar to the estimated population in 1877, but by 1960, Dixon's population had begun to expand: 2,970 people in 1960, 4,432 people in 1970, and 7,541 people in 1980. Between 1980 and 1990, the population of Dixon grew by approximately 38 percent, to 10,401 residents. That was the decade that Dixon residents passed the Measure B growth cap, limiting new residential development to three percent per year. The city continued to grow quickly between 1990 and 2000, to a population of 16,020. In 2018, Dixon had an estimated 20,100 residents, reflecting the more modest growth around the recession of the 2010s.

Today, Dixon has desirable housing and a small-town feel that make it an attractive place to raise a family or establish a business. Its enviable location between the major centers of the Bay Area and Sacramento, which brought early stagecoaches and prosperity during the Gold Rush, remains an asset today, and Dixon residents value the fact that they can live in a family-friendly setting and easily commute to major job centers. Dixon has safe, friendly neighborhoods, well-used local parks, and close-knit communities contributing to its appeal. Many of the buildings downtown are historic and contribute the cherished local character. And beautiful views of productive agricultural fields, orchards, and pastures are never far away.

PLANNING AREA

The Planning Area is defined as the land area addressed by the General Plan, including land within city limits and outside city limits that bears a relation to the City's planning. The boundary of the Planning Area was determined in response to State law requiring each city to include in its General Plan all territory within the

boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The proposed Planning Area comprises a total of 5,522 acres (8.6 square miles) of incorporated and unincorporated land.



CITY LIMITS

The City of Dixon's existing city limits encompasses approximately 4,635 acres (7.2 square miles) of incorporated land, or 84 percent of the Planning Area. The existing city limits include residential, commercial, and industrial developments as well as public facilities, including parks and schools. The city limits include a wastewater treatment plant that is about three miles south of Dixon; while shown on Figure I-2, most of the maps in this General Plan do not show this area.

SPHERE OF INFLUENCE

The Sphere of Influence (SOI) is a planning boundary outside of an agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area. The Solano County Local Agency Formation Commission (LAFCO) has jurisdiction over defining Dixon's SOI and acts on annexations and approval of service contracts outside City limits. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. While the LAFCO cannot tell agencies what their planning goals should be, on a regional level, LAFCOs help coordinate the orderly development of a community so that the most efficient urban service arrangements are created for the benefit of area residents and property owners. The city's SOI boundary incorporates a total of 887 acres outside of the city limits (1.4 square miles) or 16 percent of the total land located in the Planning Area.

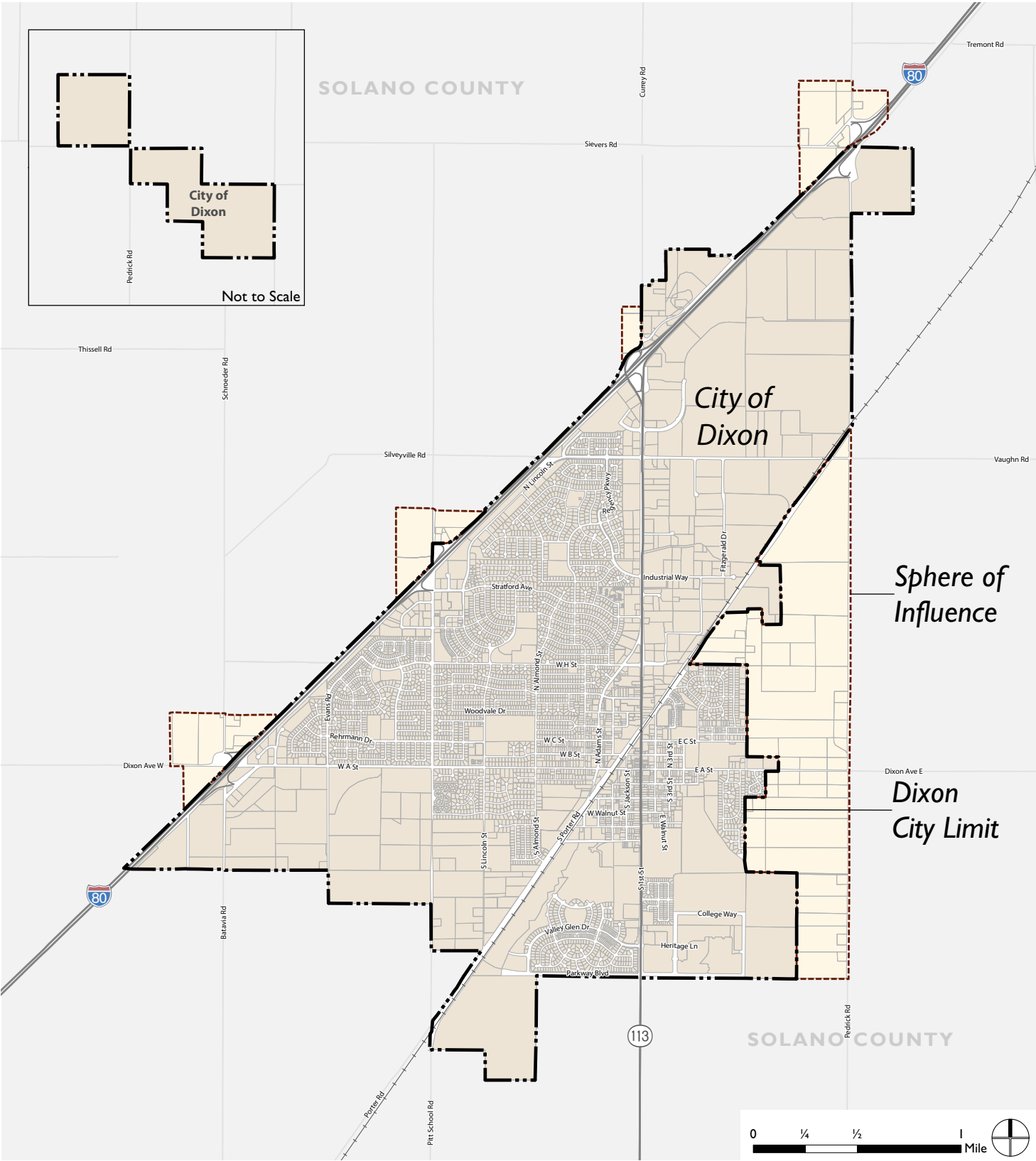
PRIOR PLANNING EFFORT

Following adoption of the 1993 General Plan, the City undertook several important planning efforts that focused on strategic sites within the community. In 1995, the Northeast Quadrant Specific Plan was prepared to transition a 643-acre agricultural area into a mixed use employment district featuring a range of commercial, professional and administrative office, and light industrial uses, projected to result in approximately 11,200 new jobs. To date, the area has seen development of a Wal-Mart Superstore and the establishment of some logistics and light industrial businesses, although significant opportunity remains. In 2020, a portion of the area was designated a Priority Production Area under a Metropolitan Transportation Commission pilot program intended to strengthen regional industrial clusters.

In 2005, the City adopted the Southwest Dixon Specific Plan, envisioning a new residential subdivision with some commercial and employment uses on 477 acres of primarily agricultural land in adjacent to I-80. An initial phase of development is currently underway that will see construction of 1,168 new single-family homes together with neighborhood-serving retail, a fire station and parks, open space, and trails. Implementation of the 2015-2023 Housing Element has also resulted in several residential projects in the south of the city.

In this context, the Dixon General Plan has been prepared to reset the community wide vision and guide development and conservation in the planning area through 2040.

Figure I-2 Planning Area Boundaries



Data Source: City of Dixon, 2019; Dyett & Bhatia, 2020

1.2 PURPOSE AND SCOPE OF THE GENERAL PLAN

California Government Code Section 65300 requires each city and county in California to adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning.” The Dixon General Plan can be considered the city’s development constitution, containing both a statement of the community’s vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the city. The Dixon General Plan serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, and agricultural conservation;

- Help Dixon achieve compliance with applicable State and regional policies, including around housing production and environmental regulations;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance and future specific plans.

Due to the general and long-range nature of the General Plan, there will be instances where more detailed studies will be necessary in order to implement the General Plan’s policies.

GENERAL PLAN REQUIREMENTS

California grants local authorities power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans as long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans; they should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan

must also address the full range of issues that affect the city’s physical development.

- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general

plan must resolve conflicts among the provisions of each element.

- **Long-Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2040 as its planning horizon.

Additionally, State law requires all general plans to include eight mandatory elements: land use, circulation, conservation, open space, safety, noise, housing, and environmental justice. Table I-1 shows the Elements included in this General Plan and how they satisfy

State requirements. Housing Elements are required by State law to be updated more frequently than the General Plan, and to facilitate that, the City publishes its Housing Element under a separate cover. The City of Dixon Housing Element, published under separate cover, was most recently completed in 2015 and will be next updated in 2023, consistent with the State-defined cycle. State law also requires that implementation of the General Plan be vertically consistent: all actions relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

1.3 GENERAL PLAN UPDATE PROCESS

The City of Dixon last updated its General Plan in 1993. There have been significant changes in the city and the region since then, and new opportunities, challenges, and approaches have emerged to necessitate an update. This General Plan

update is a comprehensive reexamination of Dixon's planning context and the community's vision, and involved close collaboration with Dixon residents in a variety of forums to ensure that the Plan closely reflects the community's goals

Table I-1: Correspondence Between Required and Optional General Plan Elements

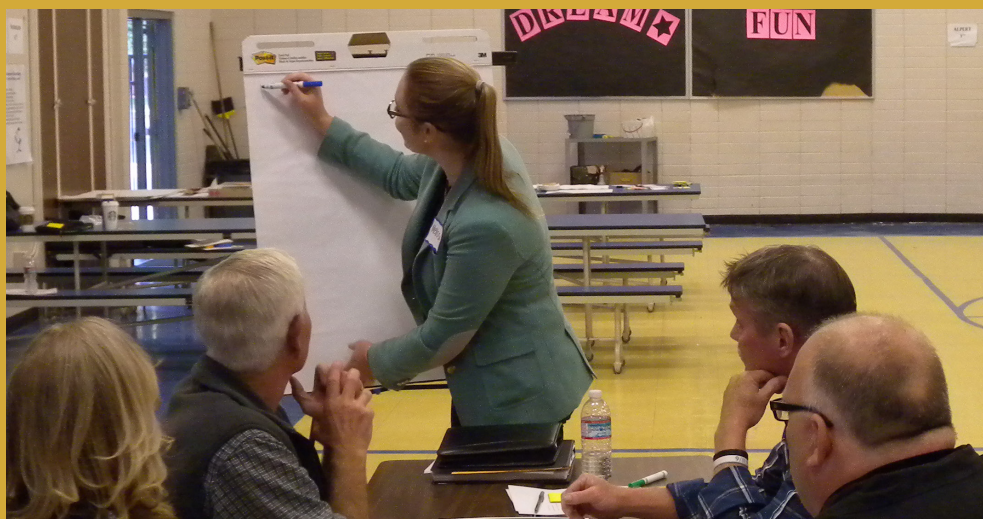
General Plan Element	Required Elements	Optional Elements
Chapter 2: Natural Environment	Conservation, Open Space, Safety, Noise, Environmental Justice, Climate Adaptation	Air Quality, Agriculture, Climate Change
Chapter 3: Land Use and Community Character	Land Use, Conservation	Agriculture, Community Design, Historic Resources
Chapter 4: Economic Development		Economic Development
Chapter 5: Mobility	Circulation	
Chapter 6: Public Services and Facilities	Open Space, Safety	
Housing (under separate cover)	Housing	

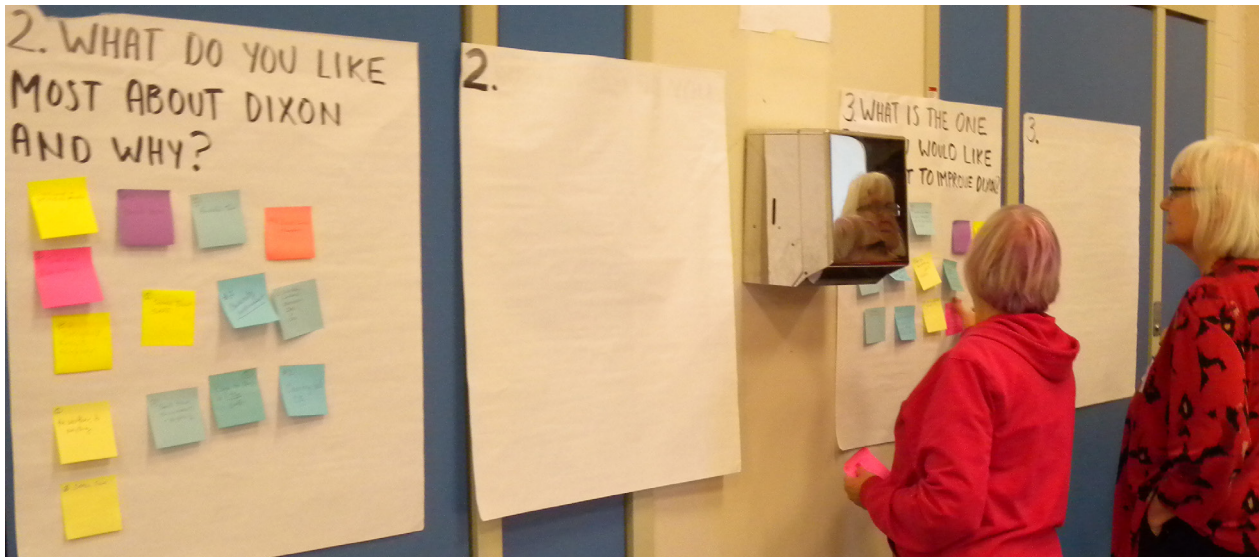
ENVIRONMENTAL JUSTICE AND PLANNING

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

The Planning for Healthy Communities Act (2016) requires that cities and counties prepare an Environmental Justice Element or integrate related policies into other elements when one or more disadvantaged communities within its jurisdiction. Disadvantaged communities are areas in California that are impacted by a combination of economic, health, and environmental burdens. These burdens include population characteristics like poverty and high unemployment; health conditions like asthma and heart disease; and environmental exposures to air and water pollution, hazardous wastes, and other factors. Based on a place-based cumulative impact screening methodology created by the Office of Environmental Health Hazard Assessment (OEHHA) at the California Environmental

Protection Agency (CalEPA), there are no Disadvantaged communities in Dixon. However, CalEPA screening data indicates that some census tracts in Dixon are among the most impacted in the state for drinking water contaminants, threats to groundwater, exposure to pesticides, traffic density, hazardous waste exposure, impaired water bodies, and solid waste exposure. Accordingly, the policy framework of the Natural Environment Element addresses these topics. Additionally, policies and actions related to outreach and public involvement in the Public Services and Facilities Element will help ensure that more vulnerable residents will also be involved in decision-making, consistent with the Planning for Healthy Communities Act.





and priorities through the Plan’s 2040 planning horizon.

A community visioning workshop held at Anderson Elementary School helped to establish early direction for this General Plan. A community survey elicited input from about five percent of Dixon households, and was available online and in paper format, and in both English and Spanish. A General Plan Advisory Committee (GPAC) was formed to serve in an advisory role to the Planning Department and City Council on matters related to the General Plan update process; the GPAC met regularly throughout the course

of the project to help define community input into a shared vision, brainstorm issues and ideas, and review the policy content of the General Plan to ensure that it met the needs and desires of the community. Other community members also attended the GPAC meetings and provided input. And City Council and Planning Commission workshops and hearings were held throughout the General Plan Update process.

The ideas and feedback gathered through the community outreach process deeply informed and are embedded within this General Plan.

1.4 RELATED DOCUMENTS

MAP ATLAS REPORT

As part of the General Plan update process, a Map Atlas was produced to provide background information and technical analysis to inform the planning process. The report describes Dixon’s planning context and delves

into the topics of land use, the transportation network, public services and facilities, environmental resources, hazards, noise, and planning issues and options.

ENVIRONMENTAL IMPACT REPORT

The General Plan is accompanied by an Environmental Impact Report (EIR) prepared according to the California Environmental

Quality Act (CEQA). The EIR is a detailed analysis of the potential environmental effects of the General Plan, and the EIR

evaluates alternatives to the proposed project and presents ways to reduce or avoid environmental damage. The EIR ensures environmental opportunities and constraints are identified and incorporated into the planning process,

and informs policies that can mitigate any adverse environmental effects of the Plan. This General Plan is “self-mitigating” in that it includes policies and programs designed to mitigate adverse impacts of growth.

1.5 GENERAL PLAN IMPLEMENTATION

The General Plan is implemented by the decisions of the Planning Commission and City Council and by the Zoning Ordinance and specific plans. The Zoning Ordinance includes detailed use classifications and standards. The zoning map must be consistent with the General Plan map, but it will not be identical to it. Existing specific plans will need to be updated for consistency with the General Plan and future specific plans also must be consistent with the General Plan.

The General Plan is a living document. As such, it should be updated periodically as site-specific circumstances change from the

time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time.

Changes in policy as well as the development of unforeseen opportunities or needs will require amendment of the General Plan. Per California Government Code Section 65358, no mandatory element of this General Plan may be amended more frequently than four times during any calendar year. Within this limitation, amendments may be made at any time as determined by the Dixon City Council, and each amendment may include more than one change to the Plan.



NATURAL ENVIRONMENT

2

2.1 INTRODUCTION

Open space, agricultural resources, and the natural environment are an integral part of Dixon's sense of place. The community is surrounded by fertile agricultural land, the groundwater is abundant and high quality, and the delta breezes blow in every evening with cool, fresh air. From the origins of European settlement in the area through to the present day, Dixon's agricultural heritage is evident in its respect for the land.

This Element addresses the natural environment in Dixon, including open space and agriculture, water resources,

and local plants and animals; conservation and stewardship, including conservation of water and energy and waste reduction; and community resilience, which includes sections dealing with hazards and safety, climate change, and emergency preparedness and with pollution and environmental justice. Where topics, policies, and actions from other chapters overlap with Natural Resources and Open Space, references to those chapters are noted.

2.2 NATURAL RESOURCES IN DIXON

AGRICULTURAL LAND AND NATURAL OPEN SPACE CONSERVATION

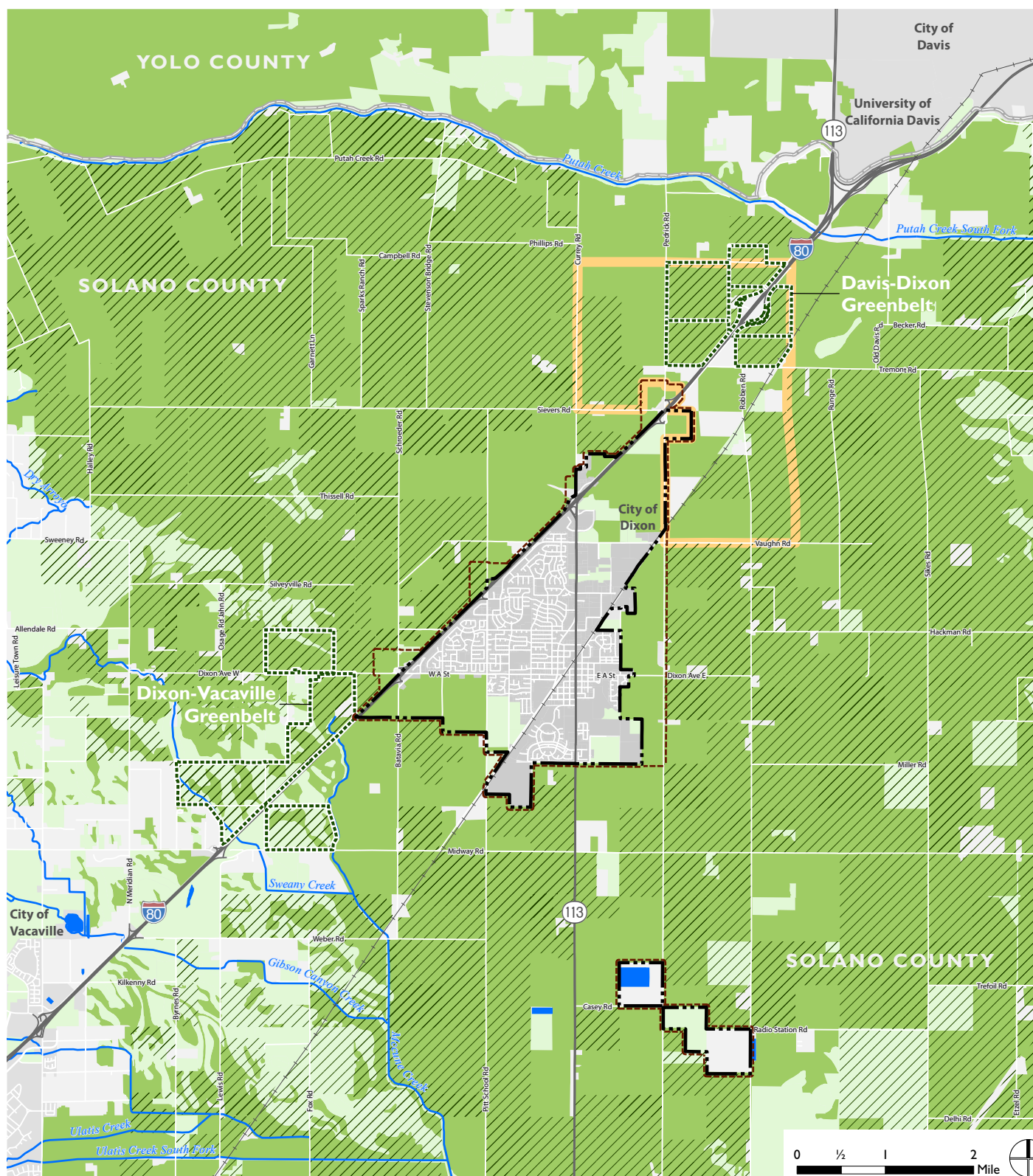
Western-style farming began in today's Dixon in the mid-1880s with subsistence farming and raising livestock. Early farmers and ranchers settled in the fertile lands around Dixon, and by 1900, had made a name for Dixon as "Dairy City." Dixon's strong agricultural heritage continues to this day, with cattle and

sheep still numbering among Solano County's top ten crops by value. The area's most valuable other crops include walnuts, nursery products, almonds, tomatoes, alfalfa, grapes, sunflowers, and wheat, many of which can be seen growing in the fields right next to Dixon's homes and businesses.



Amended 3/21/23

Figure NE-1 Open Space and Agricultural Land



Data Source: Solano Transportation Authority, 2016; CA Department of Conservation, FMMP, 2016; Solano County GIS, 2019; City of Dixon, 2019; Dyett & Bhatia, 2017

- | | | |
|----------------------------------|----------------|---------------------|
| Greenbelt | Prime Farmland | Railroad |
| Priority Conservation Area (PCA) | Other Farmland | Dixon City Limit |
| Williamson Act Parcel | Water | Sphere of Influence |
| | | County Boundary |

Amended 3/21/23

Today, Dixon is a community ringed by protected open space, primarily land in active agricultural production. Solano County has over 200 square miles of prime farmland, classified by the California Department of Conservation's Farmland Mapping and Monitoring Program as having the best combination of characteristics for crop production. These lands can produce high-yield crops due to excellent soil quality, lengthy growing season, and dependable irrigation. Other nearby farmlands have some of these characteristics, and sustain fruit trees, crops, or livestock. As shown in Figure NE-1, any of the Dixon area's agricultural lands are protected by the California Land Conservation Act of 1965, otherwise known as the Williamson Act, which aims to discourage the unnecessary and premature conversion of farmland to other land uses. The Williamson Act gives tax incentives to landowners who agree to maintain agricultural uses on their land for period of ten years, with automatic renewal.

Hundreds of acres of agricultural land around Dixon have been additionally preserved as farmland through greenbelts, innovative conservation strategies which use easements to protect farmland. The land is purchased, has agricultural easements applied, and is then resold to farmers, maintaining the easements and preserving the agricultural use in perpetuity. The Vacaville-Dixon Greenbelt, which the City of Dixon purchased in partnership with the City of Vacaville in 1996, contains 1,003 acres of agricultural lands. In 2005, the City of Dixon partnered with the City of Davis, UC Davis, California Department of Conservation, and the U.S. Department of Agriculture's Natural Resource Conservation Service to begin purchasing land for the Davis-Dixon Greenbelt, which currently contains over 400 acres of farmland, and is managed by the Solano Land Trust. Conserving these important agricultural resources is critical for maintaining Dixon's agricultural character, and for contributing to air and water quality, local habitat, economic sustainability, and quality of life.



WATER RESOURCES

Surface water resources in and near Dixon include vernal pools, irrigation and drainage canals, and local detention ponds. Vernal pools are formed by winter and spring rainwater, and last for only a few months. Irrigation ditches and canals flow through the lands around Dixon: the Dixon Resource Conservation District, established in 1952, restructured naturally-occurring creeks and regional drainage paths into a 70-mile system of ditches and canals known as the Dixon Drain. Originally constructed to manage winter rainwaters, the Drain now also collects irrigation tailwater year-round; run-off waters drain to Ulatis Creek and Hass Slough, eventually entering the Sacramento River Delta and flowing into Suisun Bay and San Francisco Bay. Dixon's Ponds A, B, and C, south of the City, retain water to help to prevent flooding, are planted with native vegetation to filter water, and allow water infiltration into the ground. *(See Chapter 6: Public Services and Facilities for a discussion of water supply, stormwater management, and drainage.)* These water resources are subject to

California laws that require surface waters be used beneficially (including for municipal or domestic supply, fishing, groundwater recharge, habitat, recreation, or agriculture), and require water management practices that ensure that water is not wasted.

Dixon's groundwater is part of the Sacramento Valley – Solano Subbasin, which is roughly bounded by Putah Creek to the north, Davis and Fairfield to the east and west, and the San Joaquin River near Pittsburg to the south. Without proper management, groundwater basins can be overdrawn, leading to less storage capacity, poor water quality, less overall available water, and even ground subsidence, in which less water in the ground causes soil to compact and sink, cracking infrastructure and destabilizing buildings. Groundwater levels can also be impacted by urban places that contain extensive impermeable surfaces like asphalt and concrete, which restrict water infiltration into the soil. California's groundwater is regulated under the 2014

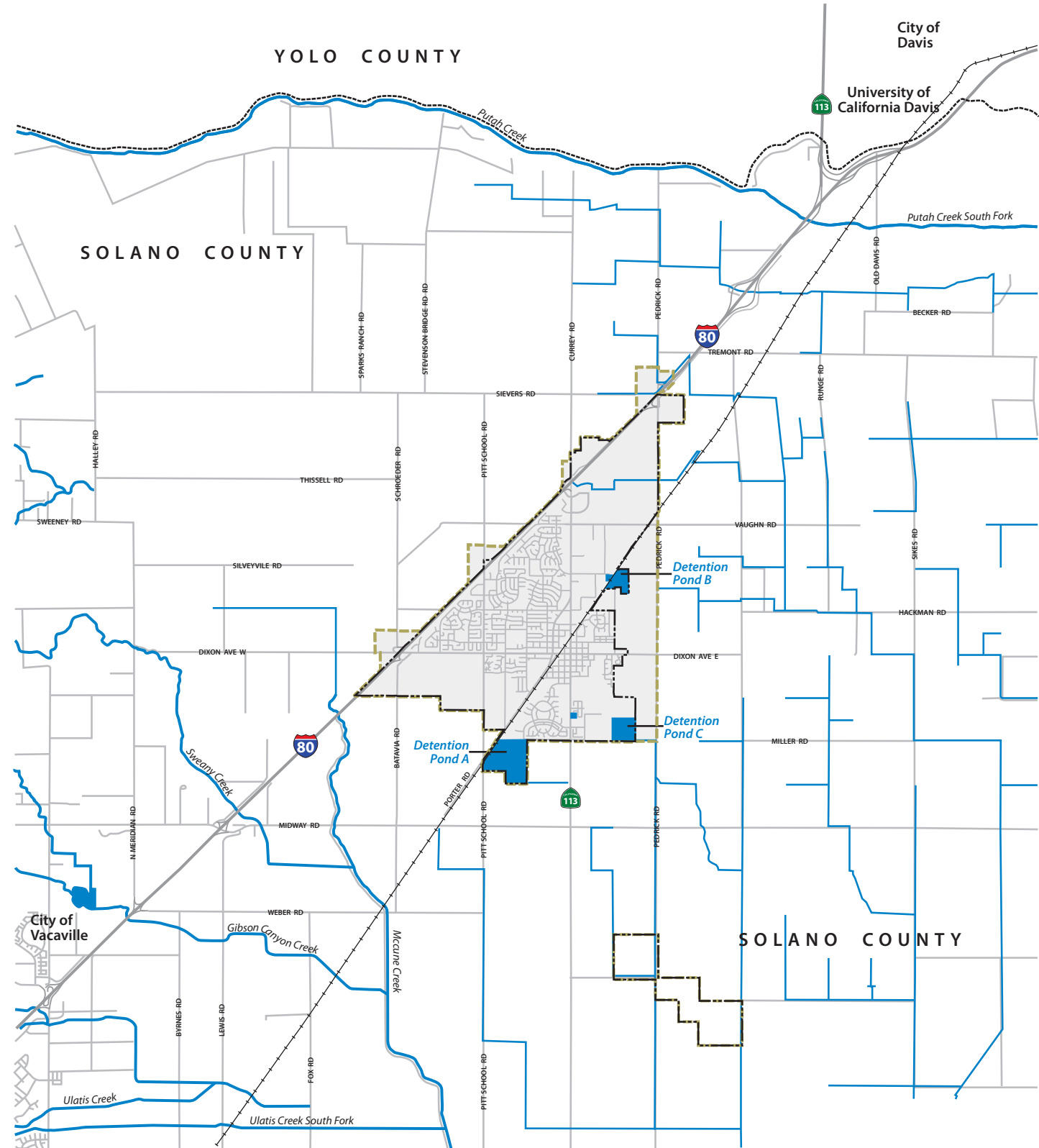
VERNAL POOLS



Photo by Bobby Vogt.

Situated in the gently rolling topography of the Central Valley, the claypan soils around Dixon create naturally-occurring vernal pools each spring: temporary lakes and ponds that form when impermeable soils trap rainwater aboveground. These vernal pools provide critical habitat to hundreds of local species. In 1987, the National Park Service designated the Dixon Vernal Pools, centered about ten miles south of the City, as a National Natural Landmark: the best example of valley needlegrass grassland and a critically rare natural community type.

Figure NE-2 Water Resources



Source: Solano County, 2019; Department of Fish and Wildlife, 2019; City of Dixon, 2019; Dyett & Bhatia, 2019.



- Detention Basin
- Creeks/Canals
- Dixon City Limit
- Sphere of Influence
- Railroad
- County

Amended 3/21/23



A northern shoveler duck. Photo by Bobby Vogt.

Sustainable Groundwater Management Act (SGMA); based on high expected population growth, groundwater reliance, number of active wells, and possibility of overdraft and ground subsidence, the Solano Subbasin is currently designated as a medium-priority basin. Solano County Water Agency monitors the Subbasin's water levels, and has seen stable groundwater levels since the Monticello Dam's construction in the late 1950s ensured a year-round site for groundwater infiltration.

The Solano Subbasin water provides all of the City of Dixon's municipal water supply, pumped up from five wells. The Subbasin also provides the irrigation

water for Solano County's agriculture; exactly how much of the Subbasin water is used for irrigation is not known. Per the requirements of the SGMA, local water sustainability agencies are now working on plans to measure and more closely monitor groundwater use, and to ensure that they are drawn from sustainably. The City of Dixon participates in the Solano Basin Groundwater Sustainability Agency, which is currently developing the Solano Basin Groundwater Sustainability Plan, required to be complete by January 31, 2022. For discussion on water supply, refer to page 6-8, Section 6.3, Adequate Public Services, of the Public Services and Facilities Element.

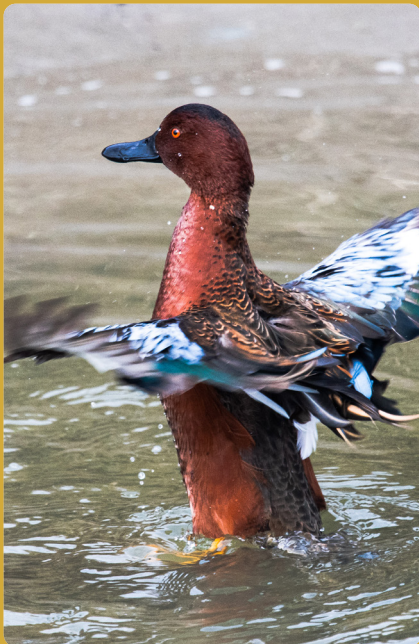
LOCAL PLANTS AND ANIMALS

Dixon is located within the Pacific Flyway, a major migratory route for birds, with millions of ducks and geese flying through the area each year. As shown in Figure NE-3, Dixon is also home to several native species of plants and animals that are classified by the Environmental Protection Agency or by the California Department of Fish and Wildlife as rare or

threatened, called special-status species. The adobe-lily, a rare pink wildflower that blooms in early spring, has been found around downtown Dixon. The burrowing owl, a yellow-eyed diurnal owl about the size of a robin, has had rapidly declining populations throughout California in the past few decades, but has been spotted burrowing in and around the planning

area. Swainson's Hawk, a mid-sized raptor listed as Threatened by the State of California, typically eats insects and small rodents from grasslands and fields; while they have declined in their typical nesting areas in California, Swainson's hawks have been seen throughout the planning area. The valley elderberry longhorn beetle, which depends on riparian elderberry plants for food, and the vernal pool fairy shrimp, a tiny, almost transparent shrimp with eggs that lie dormant until vernal pools return the next spring, are both federally listed as Threatened and live in and around the planning area. Several other rare, threatened, or endangered species have been seen near Dixon, Davis, or Vacaville, and may occur within the planning area: plants, including alkali milk-vetch, California alkalai grass, Baker's navarretia, Ferris' milk-vetch, legenere, and two-fork clover; shrimp, including

California linderiella, vernal pool tadpole shrimp, and midvalley fairy shrimp; insects, including Sacramento Valley tiger beetle, western bumblebee, Antioch multilid wasps, and Croth bumblebee; and animals, including the western snowy plover, American badger, tricolored blackbirds, grasshopper sparrows, giant garter snakes, hoary bat, the pallid bat, the silver-haired bat, the western pond turtle, western yellow-billed cuckoo, and white-tailed kite. As development occurs, these important local flora and fauna can be disturbed and displaced. Regulations and protections from the California Department of Fish and Wildlife, the California Wildlife Conservation Board, and this General Plan guide new development to ensure that local plants and animals continue to flourish around Dixon.

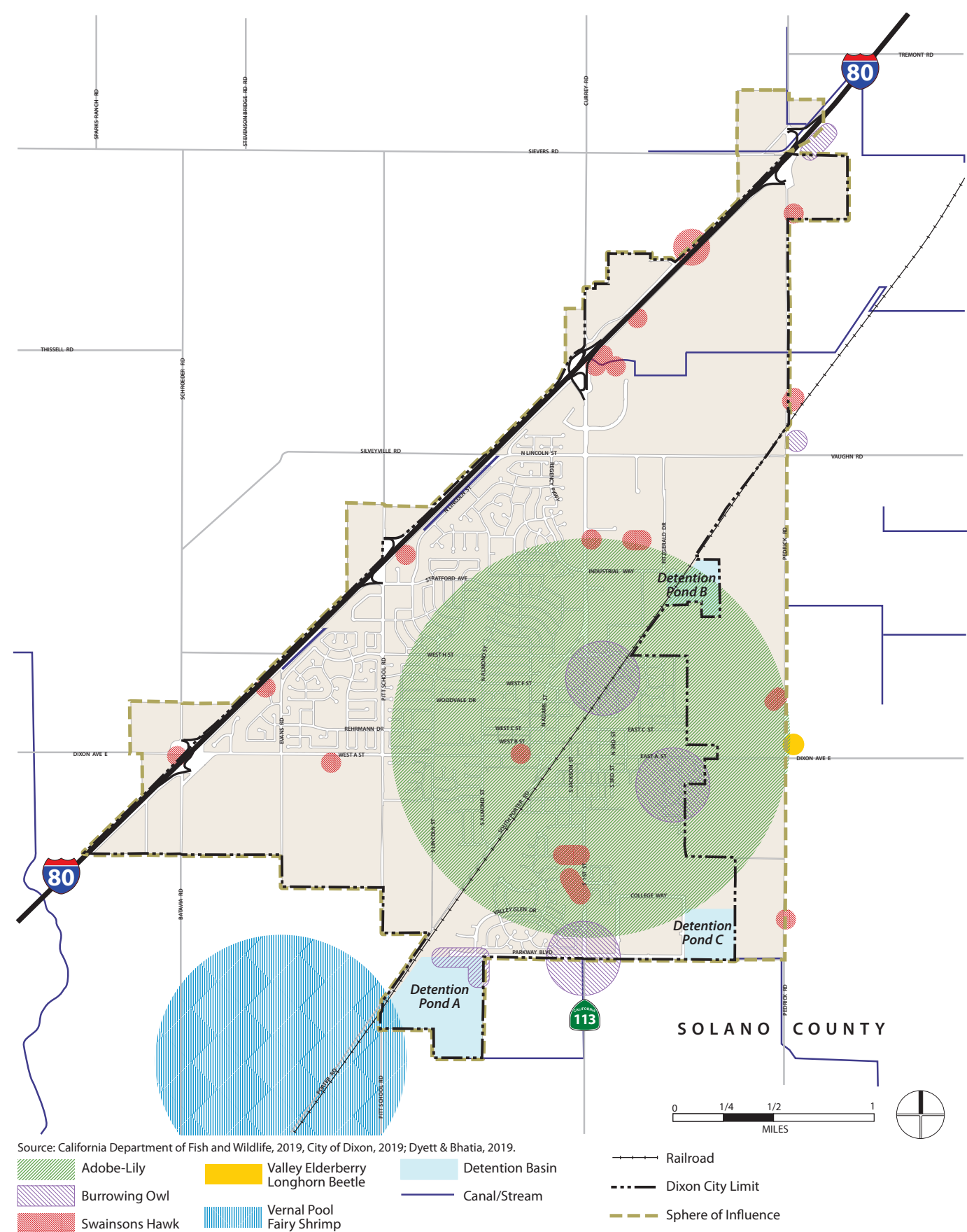


A cinnamon teal. Photo by Bobby Vogt.

THE PACIFIC FLYWAY

Dixon sits within the Pacific Flyway migratory route. At least a billion birds migrate along the Pacific Flyway each year, including snow geese, pintail ducks, coots, curlews, ibis, teals, and sandhill cranes. The Sacramento Valley hosts an estimated 44 percent of waterfowl using the Pacific Flyway; more than 1.5 million ducks and 750,000 geese show up in the winter months. The birds fly down from Alaska, Canada, and even Siberia for California's mild winter climates. They depend on wetlands for food and habitat as they pass through the area, flocking to protected local marshes, tidal waterways, and flooded rice fields.

Figure NE-3 Special Status Species Occurrence in Dixon



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Table NE-1: Rare Plants and Animals Found In and Around Dixon

Species	Common Name	Federal Status	California Status
Fritillaria pluriflora	Adobe-lily	None	None
Athene cunicularia	Burrowing owl	None	None
Buteo swainsoni	Swainson’s hawk	None	Threatened
Desmocerus californicus dimorphus	Valley elderberry longhorn beetle	Threatened	None
Branchinecta lynchi	Vernal pool fairy shrimp	Threatened	None

Source: California Natural Diversity Database (CNDDB), 2019.

Trees in parks, along streets, and on private property throughout Dixon comprise a local tree canopy that plays a vital role in the health of the natural environment, regulating temperature, improving air quality, and managing rainwater. They also provide habitat for both native and migratory birds. Most homes in Dixon have at least one tree on the property; many have several. Dixon's parks, including Hall Memorial Park, Northwest Park, and the Women's Improvement Club Park, have dense, mature tree canopies that benefit the whole city. And the City of Dixon, as part of the Dixon Lighting and Landscaping District, maintains over 1,600 street trees. About three quarters of these trees, however, are of just five species: crepe myrtle, redwood, sycamore, Chanticleer pear, and non-fruiting plum. Dixon's 2012 Urban Forest Master Plan (UFMP) calls for diversifying the street trees to include a wider variety of species; the City's recommended street tree list contains a

variety of species well-adapted to local conditions, including hawthorn, maple, hornbeam, ash, oak, ginkgo, and linden trees. Beautiful specimens of these tree types exist throughout Dixon, and the UFMP contains actions and policies that prioritize planting more trees of various species. The City Engineer of the Public Works Department plants, maintains, and regulates street trees within Dixon; regular maintenance and care preserves existing trees and helps critical new trees develop strong roots for long lives. As established by the UFMP, tree planting in new developments should be approved by the Public Works Administrator to ensure that enough trees of enough different species will be planted. Expanding and protecting the tree canopy throughout the City with well-suited, drought-tolerant trees, planted and cared for by the City and by local residents, makes Dixon more hospitable for humans and animals alike.



GOAL NE-1: Preserve, protect, and enhance natural resources, habitats, and watersheds in Dixon and the surrounding area, promoting responsible management practices.

AGRICULTURAL LAND AND NATURAL OPEN SPACE CONSERVATION

POLICIES

- NE-1.1** Preserve the natural open space and agricultural lands that surround Dixon through continued leadership in cross-jurisdictional conservation initiatives such as the Vacaville-Dixon Greenbelt and the Davis-Dixon greenbelt.
- NE-1.2** Support regional efforts to place additional land under permanent conservation easements and continue to use the Agricultural Land Mitigation Fund to collect development impact fees for the purpose of funding greenbelt expansion.
- NE-1.3** Encourage open space preservation through easements, open space designation, or dedication of lands for the purpose of connecting conservation areas, protecting biodiversity, accommodating wildlife movement, and sustaining ecosystems.
- NE-1.4** Prior to annexing land into the city or expanding the SOI, continue to require agricultural mitigation consistent with the Solano County Local Agency Formation Commission's Standards and Procedures when agricultural lands would be converted to nonagricultural purposes.
- NE-1.5** Continue to allow agriculture as an interim use on land within the City that is designated for future urban use.

ACTIONS

- NE-1.A** Adopt a Right to Farm ordinance that protects the rights of agricultural operations in areas adjacent to the City to continue operations and seeks to minimize conflicts with adjacent urban uses in Dixon



- NE-1.B** Support the establishment of projects to teach Dixon residents about the agricultural industry and to provide a forum for dialogue between Dixon residents and farmers. Incorporate hands-on learning opportunities that present information in a manner that will increase interest in agriculture and the natural environment.
- NE-1.C** Collaborate with landowners, neighbors, the school district, and others, to create a program that establishes and maintains landscaping, school gardens, or community gardens on vacant or idle sites within the City.

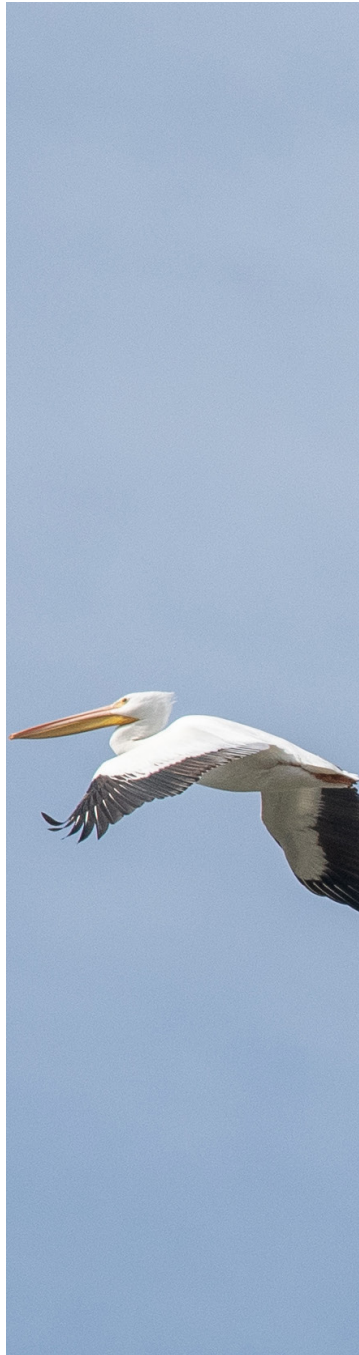
(Policies and actions related to growth management and compact development in the Land Use and Community Character Element also offer co-benefits for open space agricultural land conservation).

WATER RESOURCES

POLICIES

- NE-1.6** Recognize the Sacramento Valley - Solano Groundwater Subbasin as a critical resource for Dixon and proactively promote sustainable groundwater management practices.
- NE-1.7** Continue to work with the Solano Subbasin Groundwater Sustainability Agency Collaborative to develop and implement strategies for the long-term health and viability of the Solano Groundwater Subbasin.
- NE-1.8** Facilitate groundwater recharge in Dixon by encouraging development projects to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, and by encouraging private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.
- NE-1.9** Ensure that drainage ditches which discharge directly to or are located within open space lands are regularly repaired and maintained.





ACTIONS

- NE-1.D** Pursue funding from the Sustainable Groundwater Management Grant Program and other sources for investments in groundwater recharge and implementation of the Solano Basin Groundwater Sustainability Plan.

(Policies and actions related to stormwater management in the Public Facilities and Services Element also offer co-benefits for groundwater recharge and conservation).

WILDLIFE AND HABITATS

POLICIES

- NE-1.10** Support regional habitat conservation efforts, including implementation of the Solano Countywide Multispecies Habitat Conservation Plan.
- NE-1.11** Ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.
- NE-1.12** In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined by the City to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.
- NE-1.13** Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. In new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season or by conducting a pre-construction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.

- NE-1.14** Recognize the importance of the urban forest to the natural environment in Dixon and expand the tree canopy on public and private property throughout the community.
- NE-1.15** Enhance tree health and the appearance of streets and other public spaces through regular maintenance as well as tree and landscape planting and care of the existing canopy.
- NE-1.16** Minimize removal of, and damage to, trees due to construction-related activities and continue to require replacement of trees, including street trees lost to new development.
- NE-1.17** Require new development to provide and maintain street trees suitable to local climatic conditions.

ACTIONS

- NE-1.E** Maintain a list of tree species well-adapted to local conditions and provide this information to local property owners, businesses, and developers. Periodically evaluate the need to update the list.
- NE-1.F** Explore establishing a tree planting and maintenance program in partnership with local community groups or non-profit organizations.
- NE-1.G** Provide on-going education for local residents, businesses, and developers regarding landscape, maintenance and irrigation practices that protect the urban forest and wildlife species.



2.3 ENERGY AND WATER CONSERVATION

Water is a precious resource, particularly in the Central Valley where groundwater overdrought and rising average annual daily temperatures are increasingly straining availability. Energy too is indispensable to our daily lives and our energy choices impact the natural systems around us in many ways. Responsible management of energy and water will be critical if Dixon is to thrive. Individual residents, businesses, and developers all have a role to play in the conservation of local resources.

In Dixon's hot climate and rainless summers, using low-water plants throughout the city can save thousands of gallons of fresh water per year and reduce demand on the groundwater. Greywater systems, which reuse water from showers, sinks, and laundry, can get multiple uses out of a single gallon of water, and are becoming more common in both new multi-family buildings and as retrofits in single family homes. Rainwater harvesting can save water for a rainless day: barrel storage can keep water ready for landscaping irrigation in the dry summer months, and can also help residents be prepared for emergencies. And making

sure that water can infiltrate into the aquifer keeps the groundwater supply abundant: as water seeps into the ground, it gets filtered by soils and rock, and gets naturally stored underground until the city pulls it up as drinking water. CalWater and the City of Dixon are responsible for encouraging water conservation within Dixon. This Plan also includes several policies to encourage sustainable low impact development measures for capturing and treating stormwater on-site, for promoting rainwater reuse and low-pesticide practices in landscaping, and for promoting use of greywater, rainwater, and recycled water throughout Dixon.

Residents and businesses can save energy and money by installing energy efficient upgrades – there are many local, state-wide, and PG&E programs to help defray costs. Higher efficiency heating and cooling systems, building insulation, hot water systems, duct sealing, efficient windows, and many other improvements are eligible for rebates through various state and local agencies. Policies within the new General Plan will help Dixon residents access these programs, reducing the City's overall energy consumption.

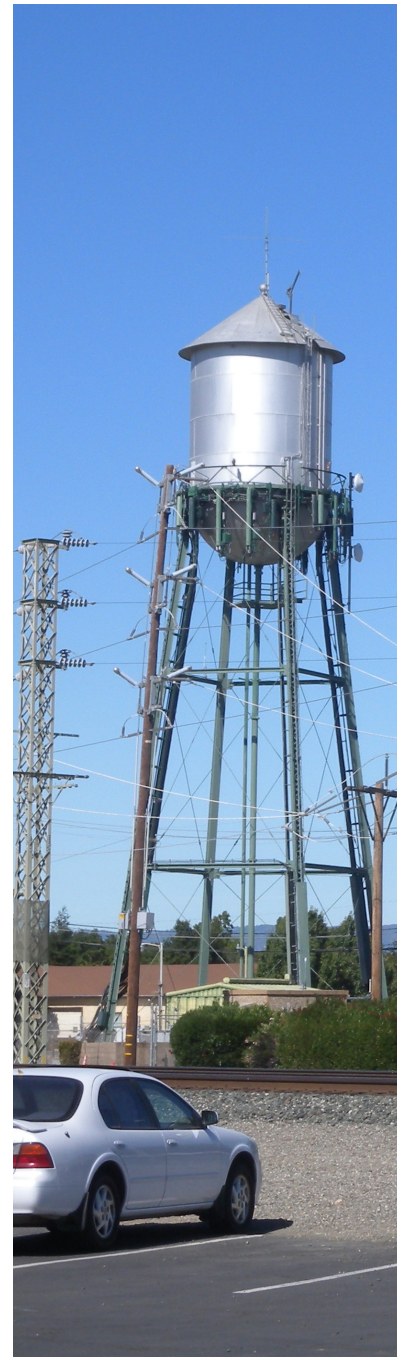


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GOAL NE-2: Use energy and water wisely and promote reduced consumption.

POLICIES

- NE-2.1** Promote energy conservation throughout the community and encourage the use of renewable energy systems to supplement or replace traditional building energy systems.
- NE-2.2** Implement energy and water conservation measures in City facilities and operations.
- NE-2.3** Participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, California First, and the Property Assessed Clean Energy (PACE) program that enable property owners to obtain low-interest financing for energy improvements.
- NE-2.4** Encourage the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community.
- NE-2.5** Encourage new development to incorporate as many water-wise practices as possible in their design and construction.
- NE-2.6** Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage to support public parks and landscaped areas.
- NE-2.7** Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community greening' projects utilize water-efficient landscape.



ACTIONS

- NE-2.A** Connect businesses and residents with voluntary programs that provide free or low-cost energy efficiency audits, retrofit installations, rebates, financing and contractors by publishing information on the City's website.
- NE-2.B** Explore establishing a rebate program to promote the installation of renewable energy production systems including photovoltaics and other appropriate technologies.
- NE-2.C** Continue to provide water customers with information on conservation techniques, services, devices, and rebates by publishing information on the City's website and distributing flyers.
- NE-2.D** Update the Municipal Code to allow the use of greywater and rainwater catchment systems for all structures.

2.4 WASTE REDUCTION

The California Department of Resources Recycling and Recovery (CalRecycle) estimates that residences and businesses in Dixon generate about 17,800 tons of landfill waste per year. While the community is meeting statewide targets for reducing waste, per-capita waste has

been rising over the last decade, from a low of about 3.7 pounds per person per day in 2011 to about 5.0 pounds per person per day in 2017.

Solid waste generated in Dixon goes to Hay Road Landfill, eight miles to the south. The City is getting more and more sophisticated with ways to safely divert waste from the landfill, and has added eleven new waste diversion programs since 1995. Various types of paper, including cardboard, office paper, and newspaper, are the largest waste category in Dixon after food waste, at over 2,600 tons per year, but most of this paper is currently being recycled and diverted from landfills. The city is also looking at ways to increase recycling throughout Dixon by installing more recycling receptacles in public places. Hazardous materials like fluorescent lightbulbs, pesticides, and medications, prohibited from being disposed of in trash or recycling containers since they can leech toxic chemicals into the soil and ultimately into the groundwater, are accepted at



Recology's Vacaville Household Hazardous Waste Drop Off location. Recology, which is under contract through the City, also provides curbside recycling pick-up and a recycling drop-off location at the intersection of 1st Street and C Street.

Dixon also contracts Recology to collect yard waste weekly, but doesn't currently offer food-scrap composting. Food scraps make up a large part of the waste that goes into the Hay Road Landfill: CalRecycle estimates Dixon households and businesses generate about 2,800 tons of food waste per year, which makes up about 16 percent of the landfill-bound waste stream. Composting programs could keep food scraps out of landfills and turn them into productive material that sequesters greenhouse gases and helps gardens grow, a win-win solution in an agricultural town like Dixon. There are different scales of composting – home composters can turn most fruit, vegetable, and garden scraps into rich soils, while industrial-scale composting can handle most organic materials, including meats, oils, and bones. Many California

communities are now offering industrial compost collection along with regular recycling and garbage pick-up. As part of the General Plan, the City will consider how to increase waste diversion from landfills: offering citywide composting would make composting easy and accessible for Dixon residents; the City could also help residents install their own backyard composting through incentives or equipment giveaways.

Beyond composting and recycling, reuse of goods is one of the most environmentally sound ways to keep waste out of landfills. Textiles currently make up about 5 percent of household landfill waste, but reusing them, by donating to local thrift stores or selling them at a city-wide garage sale, would divert waste and give the clothing a second life. About 14 percent of Dixon's commercial waste is some type of construction material; finding ways to reuse these materials in constructing other structures reduces both waste and costs.



GOAL NE-3: Optimize the use of available resources by encouraging residents, businesses and visitors to reuse and recycle.

POLICIES

- NE-3.1** Promote reduction of solid waste production throughout Dixon and expand the range of programs and information available to local residents and businesses.
- NE-3.2** Ensure that 75 percent of solid waste generated be reduced at source, recycled, or composted by the year 2020 and beyond, per AB 341.
- NE-3.3** Continue to promote the safe disposal of household hazardous waste through public education.
- NE-3.4** Provide information via the City's website on curbside pick up of donations by local organizations such as Goodwill, Salvation Army, Vietnam Veterans of America, and Youth Industries.

ACTIONS

- NE-3.A** Provide recycling receptacles in parks and public spaces, in addition to trash receptacles.
- NE-3.B** Consider expanding compost collection services to residential customers in Dixon or implementing a backyard composting program for local residents.
- NE-3.C** Work with commercial and industrial generators to develop and implement a source reduction and recycling plan tailored to their individual waste streams.
- NE-3.D** Adopt a construction and demolition diversion ordinance based on the CalRecycle model ordinance to require diversion of construction and demolition debris as needed to meet State mandates.
- NE-3.E** Collaborate with Dixon homeowners associations and other community groups to establish a citywide event such as a garage sale day or goods exchange.

2.5 COMMUNITY RESILIENCE

HAZARDS

Like much of California, Dixon is located in a seismically active region. While there are no known active faults within Dixon, there are faults nearby that could subject the community to ground shaking and seismic hazards, which has periodically occurred in the past. In April 1892, a Magnitude 6.0 earthquake struck to the northwest of the city, followed by a Magnitude 5.6 quake to the southeast several days later. As shown in Figure NE-4, the Dixon area has some risk of seismic activity leading to liquefaction, during which soils behave like liquids and lose stability, which could cause catastrophic damage to buildings and infrastructure. Most of Dixon is classified as having a Moderate risk of liquefaction; however, a portion of the city is located within a High risk area and a few narrow channels of Very High susceptibility run through the planning area, likely reflecting historic filled creek beds. Earthquakes could also increase the

risk of dam failure at nearby Monticello Dam, which could result in the entire Dixon area, as well as the surrounding communities, to be inundated with water.

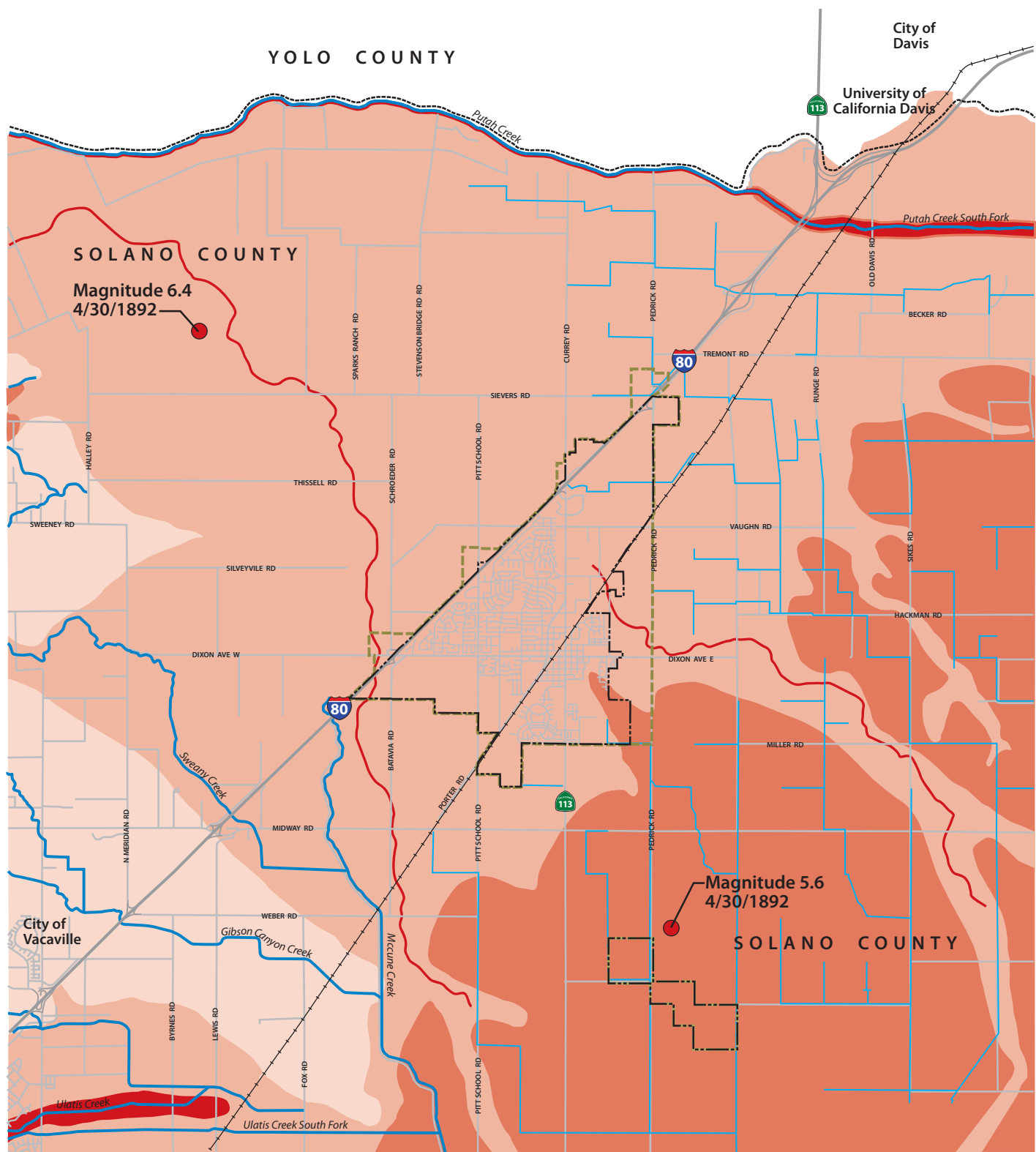
A few areas of Dixon and within the Sphere of Influence are within the Federal Emergency Management Agency (FEMA) 100-year or 500-year flood hazard zones (see Figure NE-5). These areas have a one percent or 0.2 percent chance of flooding in any given year, respectively. Most of Dixon, though, is not at a substantial risk of flooding from rain. Severe lack of rain is a bigger risk for Dixon: the City recently survived the five-year California drought from 2011 through 2016. At its peak, the city was classified as being under “exceptional drought,” which could occur again with multi-year periods of low rainfall.

Drought conditions also increase the risk of wildfires. While Dixon doesn’t have the characteristics that create a high risk of wildfires, like adjacent forests or wild lands, most of the City is classified as having a Moderate fire threat, which reflects how damaging a wildfire could be and how difficult a fire would be to control (see Figure NE-6).

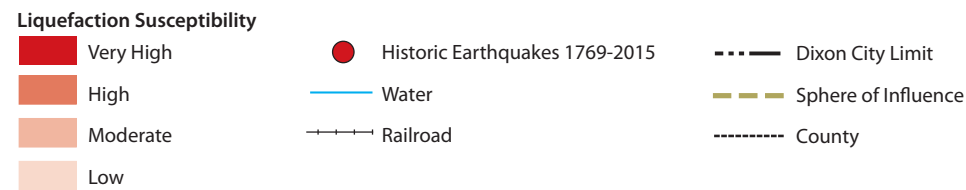
Accidental or purposeful harm could also present a threat to the city. Located along major trucking routes and the railroad cargo network, Dixon could be exposed to dangerous hazardous materials if a spill or accident occurred. Terrorist incidents or wars could also threaten Dixon’s safety.



Figure NE-4 Seismic Hazards

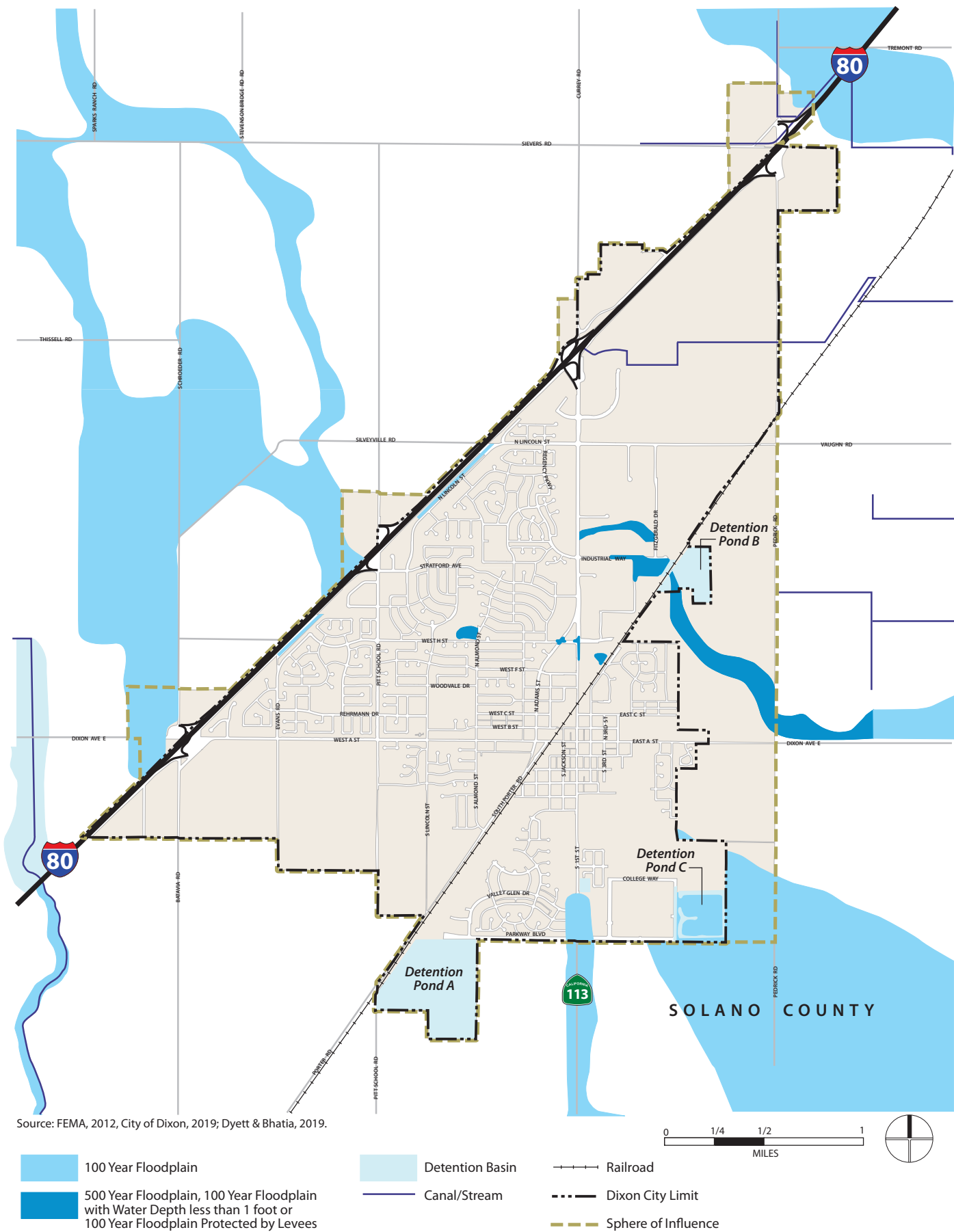


Source: ABAG, 2010; Department of Conservation, CGS; Solano County GIS, 2019; City of Dixon, 2019; Dyett & Bhatia, 2019.



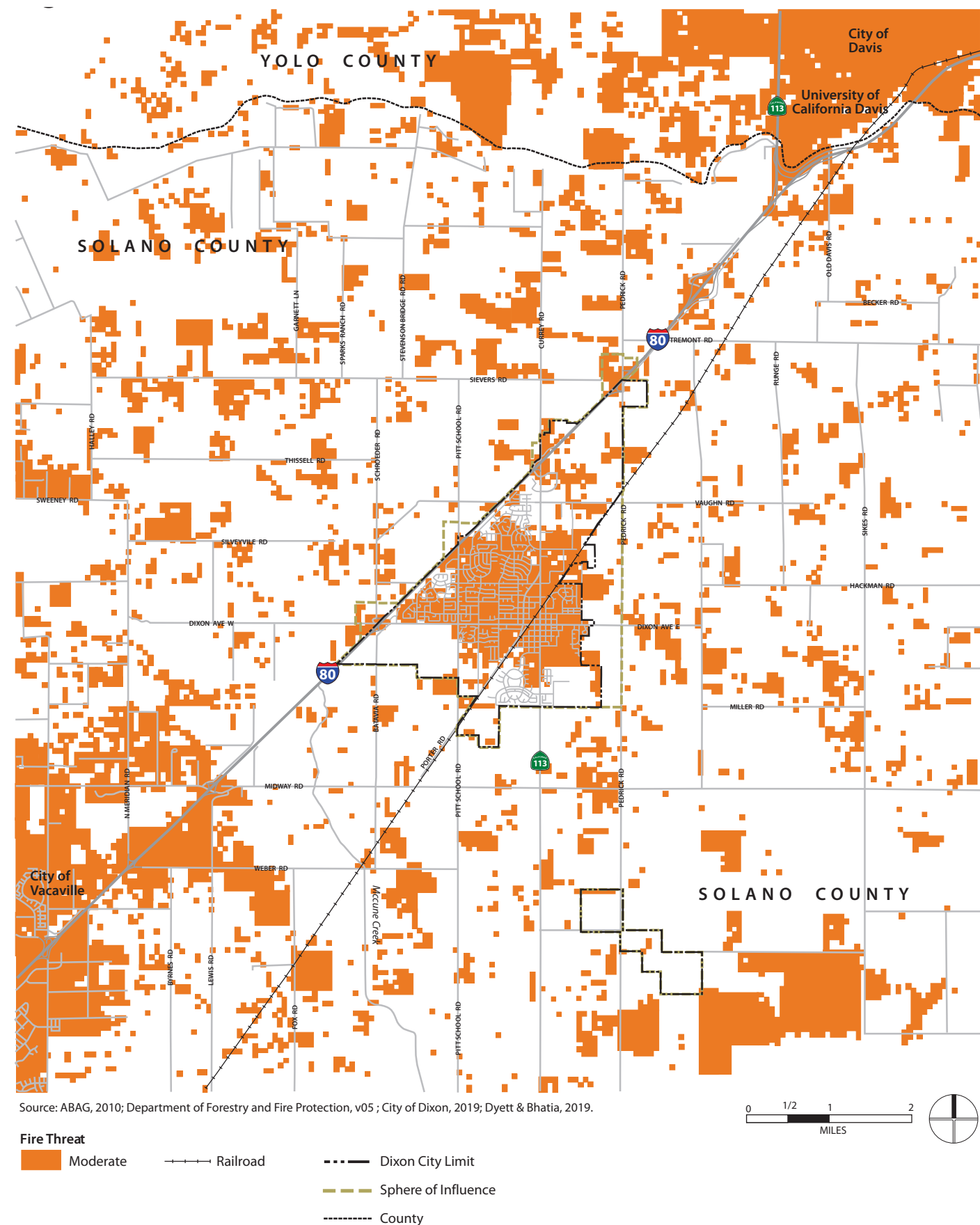
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Figure NE-5 Flood Hazards



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Figure NE-6 Wildfire Hazards



Source: ABAG, 2010; Department of Forestry and Fire Protection, v05 ; City of Dixon, 2019; Dyett & Bhatia, 2019.

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And as the climate warms, Cal-Adapt predicts the average annual temperature to be 5 degrees hotter in Dixon between 2040 and 2060. Heat can already be dangerous in Dixon, with July temperatures often rising above 100 degrees, and hotter temperatures could present serious health risks to residents. California State law, in SB 379, requires cities to identify local risks arising from

climate change. In Dixon, which is not subject to risks from sea level rise, climate change-related risks arise mainly from increased heat and reduced rainfall, which could lead to more drought and increased fire risk. More extreme and unpredictable weather would also threaten the agricultural sector through unseasonable weather, frosts, heat, and loss of important pollinators.

EMERGENCY PREPAREDNESS

Resilient communities adequately plan for hazards and emergencies so that when situations occur, they can respond quickly and work together to get back on their feet. A resilient community knows that planning to ensure the safety of its most vulnerable members means that everyone will be safer when something happens. The City of Dixon is a signatory to the Solano County MHMP Update, which provides a blueprint for hazard mitigation planning to better protect people and property throughout the County from the effects of future natural hazard

events. The City also has an Emergency Operations Plan that covers potential threats, including a major earthquake or liquefaction, fire, flood, dam failure, hazardous materials incidents, drought, terrorist incidents, and war; the plan is managed by the Dixon Fire Department. The City's Emergency Operations Plan is based on the State of California's Standardized Emergency Management System (SEMS), and is designed to work with the rest of Solano County. If a major disaster occurs, the County will coordinate mutual aid and response.



The Dixon Fire Department also responds to life hazard situations involving flooding and other public safety risks that flooding may pose. Other emergency resources in Dixon include the Dixon Medical Center (which includes an Urgent Care Center), three hospitals within a ten-minute drive, eleven local churches, and the Dixon Senior/Multi-Use Center. The Proposed Plan helps to improve Dixon's resilience with policies to ensure the safety of development in potentially hazardous

areas and to commit City resources to maintain and update emergency plans and operations. With continued good planning, public awareness, and collaboration with neighboring cities, Dixon can ensure its resilience.

See Chapter 4: Public Services and Facilities for more information and policies regarding police, fire, and emergency response in Dixon.

THE HEAT ISLAND EFFECT



The “heat island effect” is an urban condition that occurs because many man-made materials, like asphalt, concrete, and brick, absorb and retain more of the sun’s heat than natural elements like trees, fields, and bodies of water. This leads to urbanized areas being hotter than surrounding open space or agricultural lands, and staying hotter even after the sun goes down. Urban heat islands can exacerbate already dangerous summer temperatures and put more strain on the electricity grid through higher air conditioning use. Luckily, there are many effective strategies communities can take to reduce the heat island effect, including planting more trees in urban areas, using reflective building materials like white roofs to collect less heat, and concentrating development in already-developed areas to maintain cooling open spaces and agricultural lands.

GOAL NE-4: Protect life and property from natural and human-made hazards and provide quick, effective response to disasters and emergencies.

POLICIES

- NE-4.1** Protect life, the natural environment, and property from natural and manmade hazards due to seismic activity, hazardous material exposure, flooding, wildfire, or extreme heat events.
- NE-4.2** Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.
- NE-4.3** In areas of high liquefaction risk (see Figure NE-4), require that project proponents submit geotechnical investigation reports and demonstration that project conforms to all recommended mitigation measures prior to City approval.
- NE-4.4** Collaborate with the Bureau of Reclamation, Solano Irrigation District, Solano County Water Agency and other responsible agencies to ensure the safety of the Monticello Dam.

ACTIONS

- NE-4.A** Continue to implement provisions for flood hazard reduction in Special Flood Hazard Areas in order to limit the potential for adverse effects on public health, safety, and general welfare.
- NE-4.B** Assess the feasibility of implementing urban heat island mitigation technologies, including UV-reflective materials and coatings, porous pavement, or other technologies that can reduce surface and air temperature and mitigate for the effects of extreme heat.

(Policies and actions related to the urban forest canopy under Goal NE-1 also offer co-benefits for mitigating the adverse effects of extreme heat. Policies and actions related to stormwater management in the Public Facilities and Services Element also offer co-benefits for flood risk mitigation).

EMERGENCY RESPONSE

POLICIES

- NE-4.5** Continue to maintain an Emergency Operations Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

- NE-4.6** Locate critical facilities, such as hospitals and health care facilities, emergency shelters, fire stations, police stations, emergency command centers, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.
- NE-4.7** Increase public awareness of City and County emergency preparedness programs and resources.
- NE-4.8** Continue to expand capacity to deliver emergency services to Dixon residents, ensuring that first responders have sufficient resources, staffing, and equipment to mitigate hazards.

ACTIONS

- NE-4.C** Establish a Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.
- NE-4.D** Annually review and revise the City's Emergency Operations Plan (EOP) as needed, and assess the need for modifications following post-incident analyses, post-exercise critiques, and changes in policy.
- NE-4.E** Continue participation on the Solano County Hazardous Materials Response Team and provide initial and ongoing training for first responders, such as training in hazardous materials incident response and management.

2.6 ENVIRONMENTAL PROTECTION

AIR, SOIL, AND WATER QUALITY

Indicators of environmental risk come from both point and non-point source pollutants. Point source pollution, which comes from a traceable point, like factory smokestacks or leaking chemical tanks, and non-point source pollution, which is not traceable to a single point and can include pollutants like car exhaust and agricultural runoff, can both affect environmental health. The steady stream of cars and trucks passing through on Highway I-80 and SR-113 are some of Dixon's biggest sources of non-point source pollution, generating air, noise, and water pollution. CalEnviroscreen, a mapping tool that identifies communities

affected by different pollution sources, rates the census tract north of H Street in the highest quartile for exposure to traffic-related environmental pollution from exposure to particulate matter from the I-80 freeway and Highway 113. Highway pollution, which affects air, soil, and water, contains toxic chemicals, particulate matter, and carcinogens. Other non-point source air and noise pollution comes from seasonal use of agricultural equipment and aircraft flying over from nearby Travis Air Force Base. *(See also Goal M-6 in Chapter 5, Mobility for policies and actions related to safe and efficient goods movement.)*

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Where schools or residential uses are near sources of pollution, people may be at higher risk of exposure to unsafe environments, but city policies can help prevent pollution through a variety of strategies. Buffers, such as trees or non-sensitive land uses like commercial buildings, can create safe distances between people and pollutant sources. Collaboration with appropriate regional agencies, including the State Water Resources Control Board, and the Regional Water Quality Control Board, which manage water pollution, and the Yolo-Solano Air Quality Management District, which regulates air pollution and provides funding and support

for air quality improvements, ensure that regional and State environmental standards are met. Goal M-6 in the Mobility Element is to “Provide for safe, efficient goods movement by road and rail.” Under Goal M-6, Policy M-6.1 is to “Maintain designated truck routes within Dixon and regulate truck traffic to allow for both economic development and a high quality of life in residential neighborhoods.” Furthermore, Action M-6.A is to “Work with Caltrans to study options for re-routing SR 113 away from Downtown Dixon.” (*See Goal M-6 in Chapter 5: Mobility for policies and actions related to safe and efficient goods movement.*)

HAZARDOUS MATERIALS

Some hazardous materials found in, around, or passing through Dixon could pollute the air, soil, and water. Pesticides used on nearby agricultural lands or in local landscaping run off into water, and can impact the soils and groundwater; CalEnviroscreen ranks all four of Dixon’s census tracts in the highest quarter of the state for risk of exposure to pesticides. Point sources of pollution in Dixon include some contaminated sites within the city, such as gas stations with leaking storage tanks, fertilizer shops, and former trucking sites, all of which can release chemicals into the soil, water, and air. Several existing contaminated sites are located in the area; due to the number of

underground cleanup sites, including gas station fuel tanks, solvents, heavy metals, and pesticides, CalEnviroscreen ranks the census tract that contains downtown Dixon in the 91st percentile for risk of groundwater contamination. The Dixon area also has 33 plugged and abandoned oil wells, which could also impact groundwater and soils. Sites with any contamination are required to undergo remediation before any development occurs on them to protect future occupants. State and regional standards, as well as policies within this General Plan, can help to minimize the community’s exposure to hazardous materials.



NOISE

Noise is a sound which is unhealthy or unwanted. It can be a human-caused public health hazard which includes excessive, intrusive, or objectionable noises that disrupt daily life. Noise has been tied to physiological effects ranging from hearing loss, high blood pressure, and sleep disturbance, to communication interference and general interruption and annoyance of normal daily activities.

The following noise measurement scales are used to describe noise in a particular location:

Frequency. Frequency is the composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second of a sound wave.

Level. The decibel (dB) system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Decibel measurement may also be "A-weighted" to de-emphasize the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear in a manner that correlates well with subjective reactions to noise. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Variation. Variation is the sound level over time. Predominant rating scales for human communities in the State of California are Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL) or the

day-night average level (Ldn) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5-dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Dixon is an urbanized area with open space and agricultural uses. The major sources of noise in the city include vehicle traffic along roadways; agricultural, industrial, and commercial processes; and residential noises, such as people talking, sporting events in parks, and vocalizations from domesticated animals.



Vehicular traffic, including automobile and truck traffic, is the predominant noise source within the city. The level of vehicular traffic noise varies with many factors, including traffic volume, vehicle mix (including percentage of trucks), traffic speed, and distance from the roadway. Interstate 80, State Route 113, and city streets contribute to the noise environment of the city. Figure NE-6 shows the contours of existing noise levels (2019) along roadways in the Planning Area, and Figure NE-7 shows projected noise level contours at buildout of General Plan land uses in 2040.

The noise impacts associated with rail activities depend on a number of factors, including the type of train, the length of train, the use of a horn, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating, and the speed of the train. Rail operations contribute to the noise environment in the city. The Union Pacific Railroad and Amtrak Capital Corridor railroad pass through but do not stop in Dixon, paralleling South Porter Road through the length of the city. These trains generate high noise levels when passing through the city.

Agricultural activities in the Planning Area can be sources of intermittent noise. For example, high noise levels are generated by wind machines used for agriculture in the early spring, with noise levels of approximately 90 dBA at nearby residential receptors. Commercial-industrial and light-industrial land uses in the city have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include: air conditioning or refrigeration

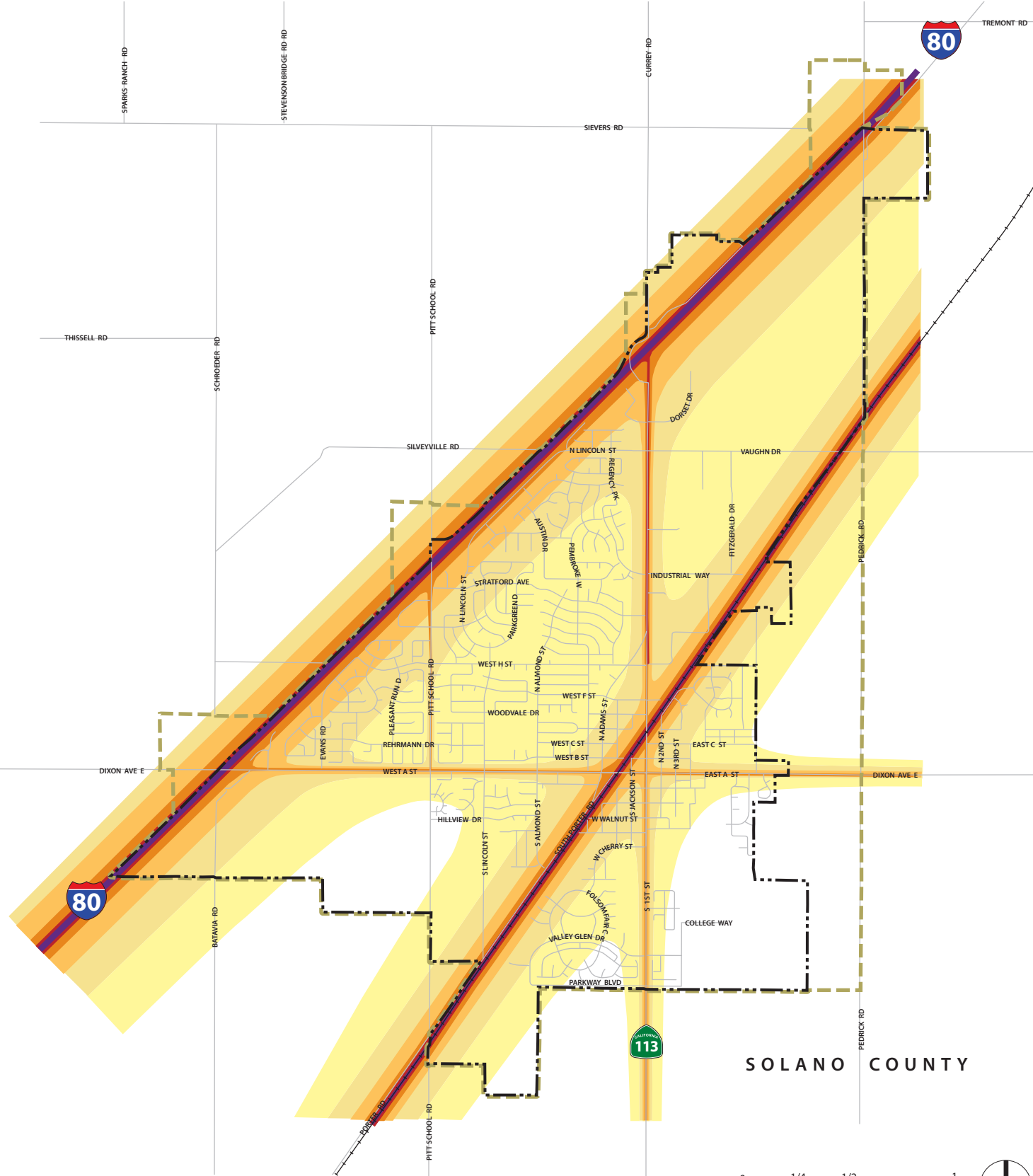
units, power tools, lawn equipment, generators, and other powered mechanical equipment.

Other sources of noise can include construction and the use of portable or small-scale pieces of equipment. Construction can be a substantial, though short-term, source of noise, and is most disruptive when it takes place near sensitive uses or during night or early morning hours. Power equipment, such as leaf blowers and drills, can produce high noise levels at the location of work. Other amplified sounds, such as audio equipment at either a sanctioned event or residential property, can also create noise exposure.

Land uses have different levels of compatibility relative to noise, and the State of California mandates that general plans include noise level compatibility standards for the development of land as a function of a range of noise exposure values. Table NE-2 identifies noise level compatibility standards and interior noise standards.



Figure NE-7 Existing Noise Contours (2019)



Source: CM Salter Associates, 2019, City of Dixon, 2019; Dyett & Bhatia, 2019.

Dixon Existing Noise Contours

- | | |
|-----------------|-----------------|
| DNL 55 to 60 dB | DNL 70 to 75 dB |
| DNL 60 to 65 dB | DNL 75 to 80 dB |
| DNL 65 to 70 dB | >DNL 80 dB |

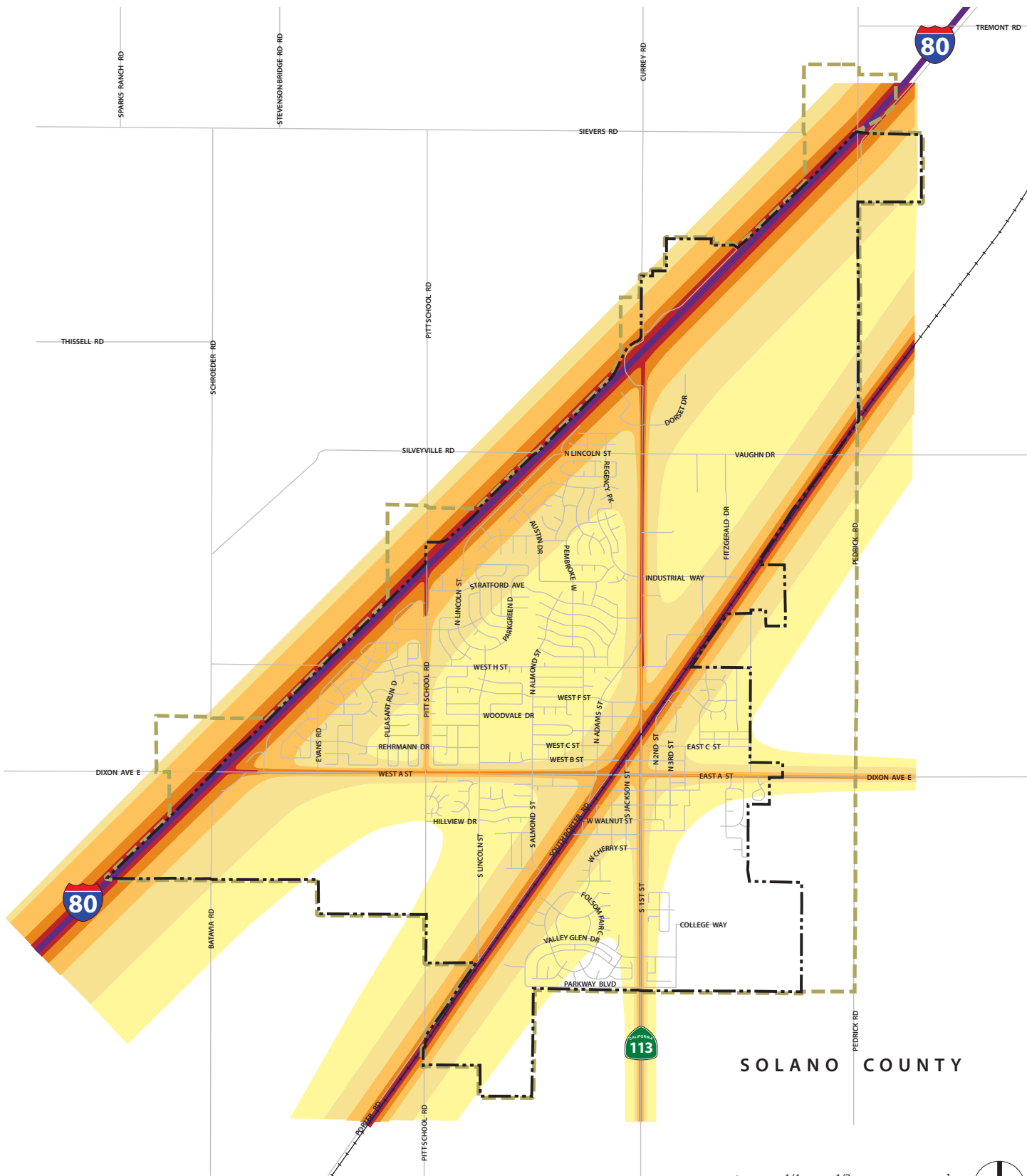
- Railroad
- Dixon City Limit
- Sphere of Influence



SOLANO COUNTY

Amended 3/21/23

Figure NE-8 Future Noise Contours (2040)



Source: CM Salter Associates, 2019; City of Dixon, 2019; Dyett & Bhatia, 2019.

Amended 3/21/23

Table NE-2: Community Noise Compatibility Matrix

Land Use Categories	Community Noise Exposure (CNEL, Ldn, or dBA)					
	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Homes						
Residential – Multiple Family						
Transient Lodging – Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Ampitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Gold Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Amended 3/21/23



Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Outdoor areas are suitable for normal outdoor activities for this land use.



Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air-conditioning, will normally suffice.



Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



Clearly Unacceptable: New construction or development should generally not be undertaken.

Considerations in determination of noise – compatible land use

A. Normalized Noise Exposure Information Desired

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or Ldn. Normalized values are obtained by adding or subtracting the constants described in Table I to the measured or calculated value of CNEL or Ldn.

B. Noise Source Characteristics

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. Suitable Interior Environments

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. Acceptable Outdoor Environments

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Notes:

1. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day was averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 pm and 10:00 pm and a 10-decibel penalty on noise between 10:00 pm and 7:00 am of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

GOAL NE-5: Minimize air, soil, noise, and water pollution as well as community exposure to hazardous conditions.

AIR, SOIL, AND WATER QUALITY

POLICIES

- NE-5.1** Coordinate with the Yolo-Solano Air Quality Management District and other local, regional, and State agencies to protect and enhance air quality in Dixon.
- NE-5.2** Continue to use the Yolo-Solano Air Quality Management District's Handbook for Assessing and Mitigating Air Quality Impacts for environmental review of proposed development projects.
- NE-5.3** Require dust abatement actions for all new construction and redevelopment projects, consistent with the Yolo-Solano Air Quality Management District's Best Available Control Measures.
- NE-5.4** Ensure adequate buffer distances are provided between offensive odor sources and sensitive receptors, such as schools, hospitals, and community centers.
- NE-5.5** Encourage development to minimize grading related to the topography and natural features in order to limit soil erosion.
- NE-5.6** Require construction projects that disturb 10,000 square feet of ground cover revegetate graded areas with native or locally-appropriate vegetation to restore biological diversity and minimize erosion and soil instability.
- NE-5.7** Coordinate with Yolo and Solano counties, the Resource Conservation District, and the Natural Resources Conservation Service in implementing programs to reduce soil erosion by wind and water and prevent soil contamination.
- NE-5.8** Coordinate with the Dixon Resource Conservation District, California Water Service, Solano Subbasin Groundwater Sustainability Agency, Solano County and others to promote, protect, and improve water quality in Dixon.
- NE-5.9** Protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources by pursuing strategies to minimize the pollutant and sediment levels entering the hydrological system through stormwater, agricultural, and other urban runoff.

- NE-5.10** Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff.
- NE-5.11** Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.
- NE-5.12** Support programs that encourage residents and business owners to cleanup trash and debris as well as pet waste before it enters the storm drain systems.
- NE-5.13** Work with the Solano County Agricultural Commissioner and other responsible agencies to identify and enforce mechanisms to control residual pesticides and pesticide runoff to prevent significant risk to water quality, vegetation, wildlife, and humans.

ACTIONS

- NE-5.A** Explore the feasibility of converting the City fleet of street sweepers, Read-Ride vans and other large-scale equipment from fossil fuel to alternative fuel types using funding and incentives offered by the Yolo-Solano Air Quality Management District.
- NE-5.B** Update the City's Storm Water Quality Management Plan as needed to comply with the NPDES General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems, Order No. 2003-0005-DWQ, or as amended.
- NE-5.C** Consider developing a green infrastructure plan that employs tools such as bioswales, permeable pavement, rain gardens, rain barrels and cisterns, and green roofs to treat stormwater, attenuate floods, increase groundwater recharge, and reduce urban heat islands.
- NE-5.D** Install grease/oil separators in storm drains along roadways with heavy traffic to keep these contaminants out of storm runoff.



HAZARDOUS MATERIALS

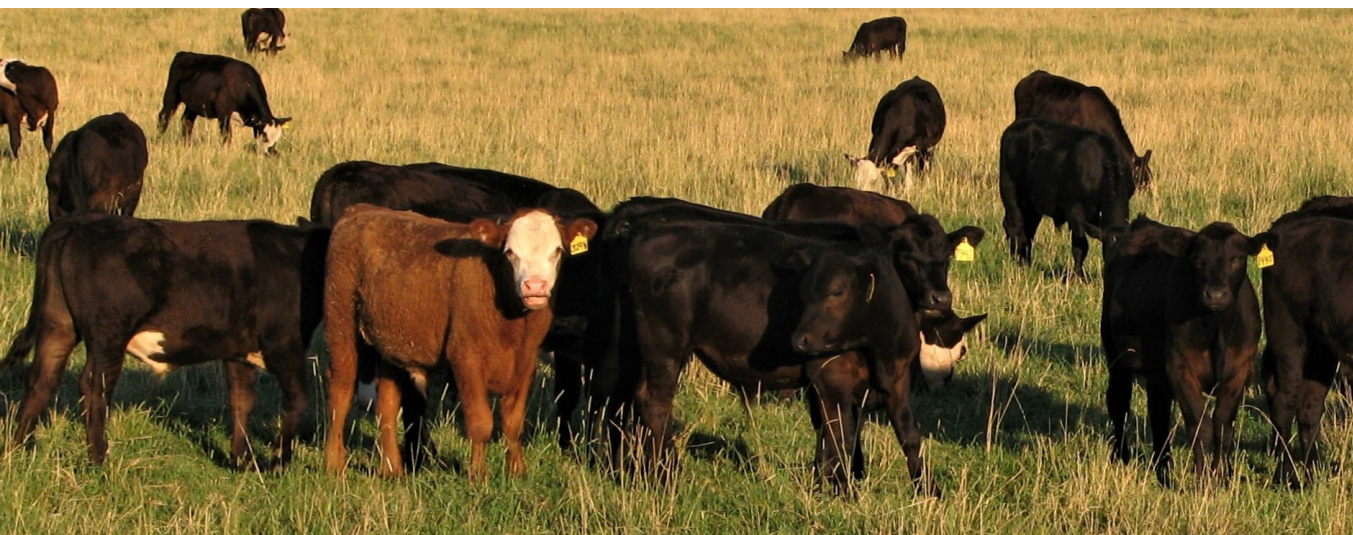
POLICIES

- NE-5.14** Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.
- NE-5.15** Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.

NOISE

POLICIES

- NE-5.16** Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.
- 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 NE-2.
- 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.
- 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.



LAND USE AND COMMUNITY CHARACTER

3



3.1 INTRODUCTION

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

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

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

3.2 EXISTING LAND USE

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

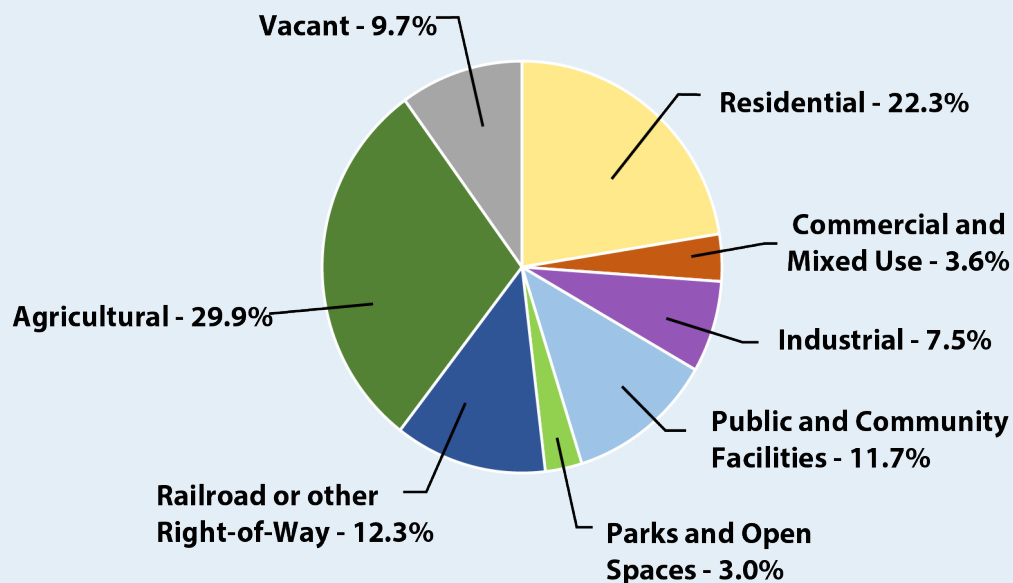
industrial uses 7.5 percent and commercial uses 3.6 percent. This structure presents an opportunity for significant new development to provide new jobs and housing opportunities within the City limit while preserving the green belt of agricultural and open space lands around Dixon.

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

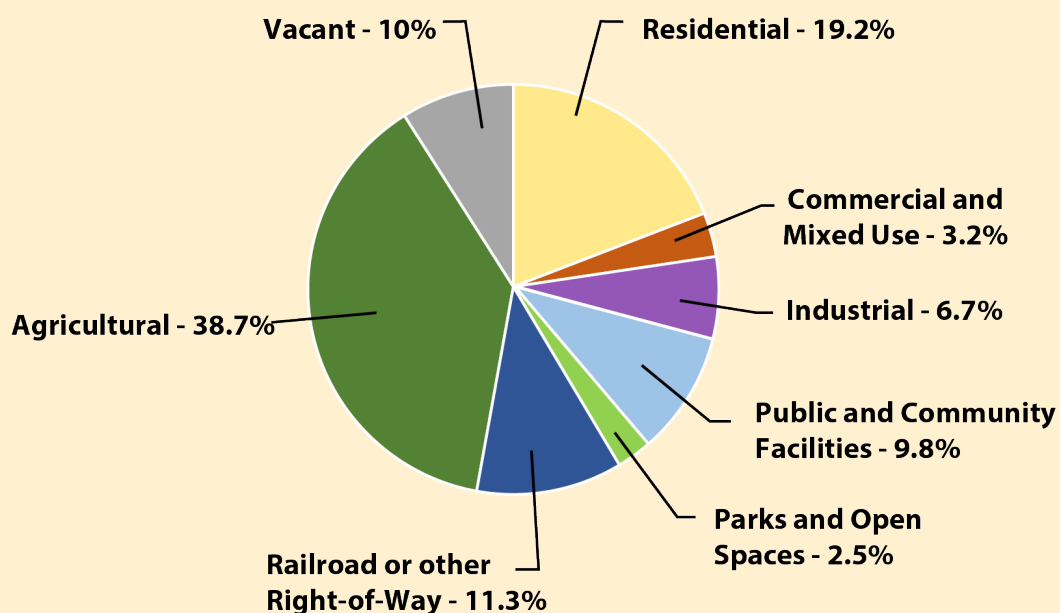
Commission (ALUC). The non-contiguous portion of the city where the wastewater treatment facility is located is within Zone C, where additional requirements apply in the event that new development is

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

Existing Land Use Within City Limits

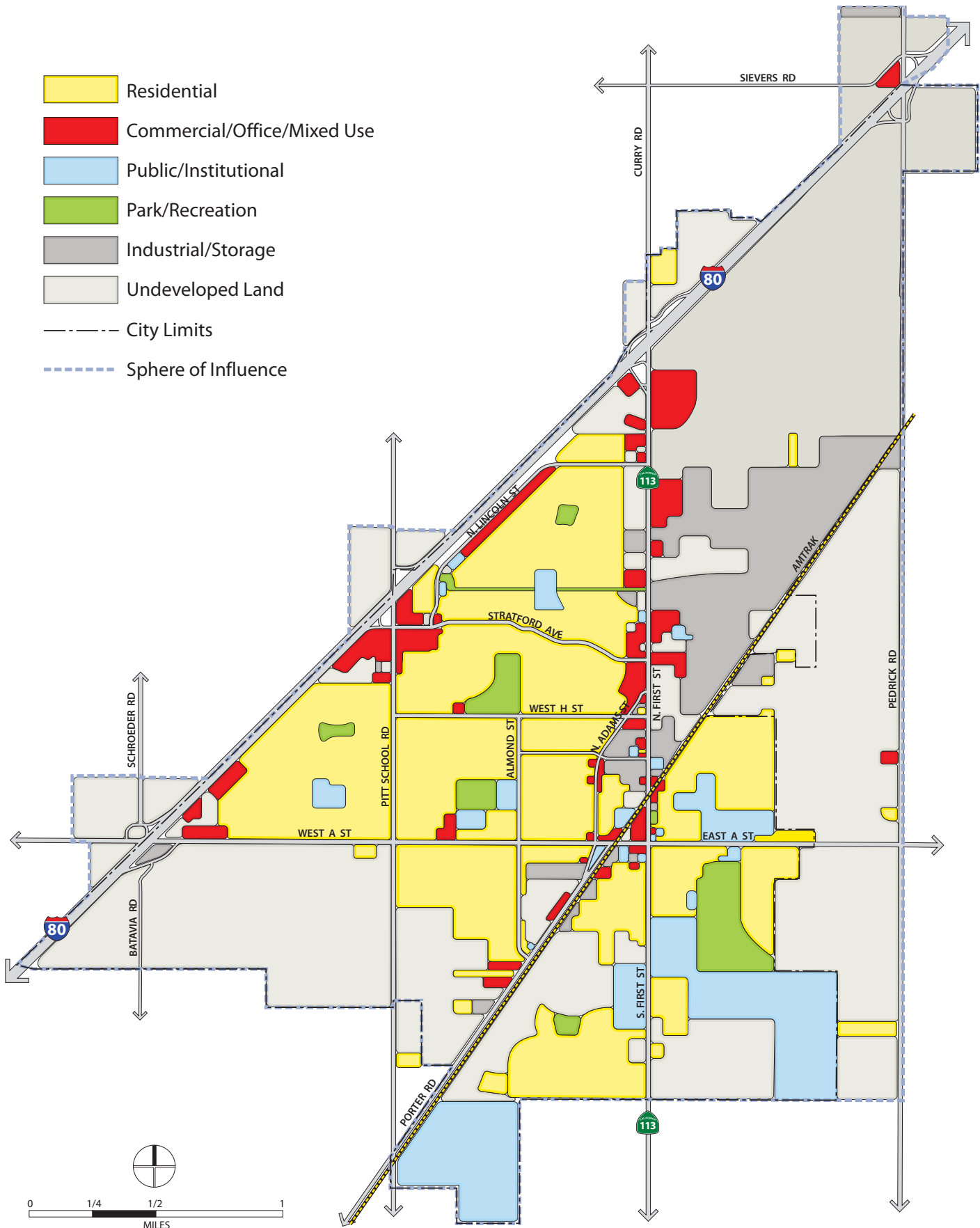


Existing Land Use Within The Planning Area (Incorporated and Unincorporated Areas)



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

Figure LCC-1: City Structure



3.3 HISTORICAL GROWTH PATTERN

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

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

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



Source: Google Earth.



Source: Google Earth.

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

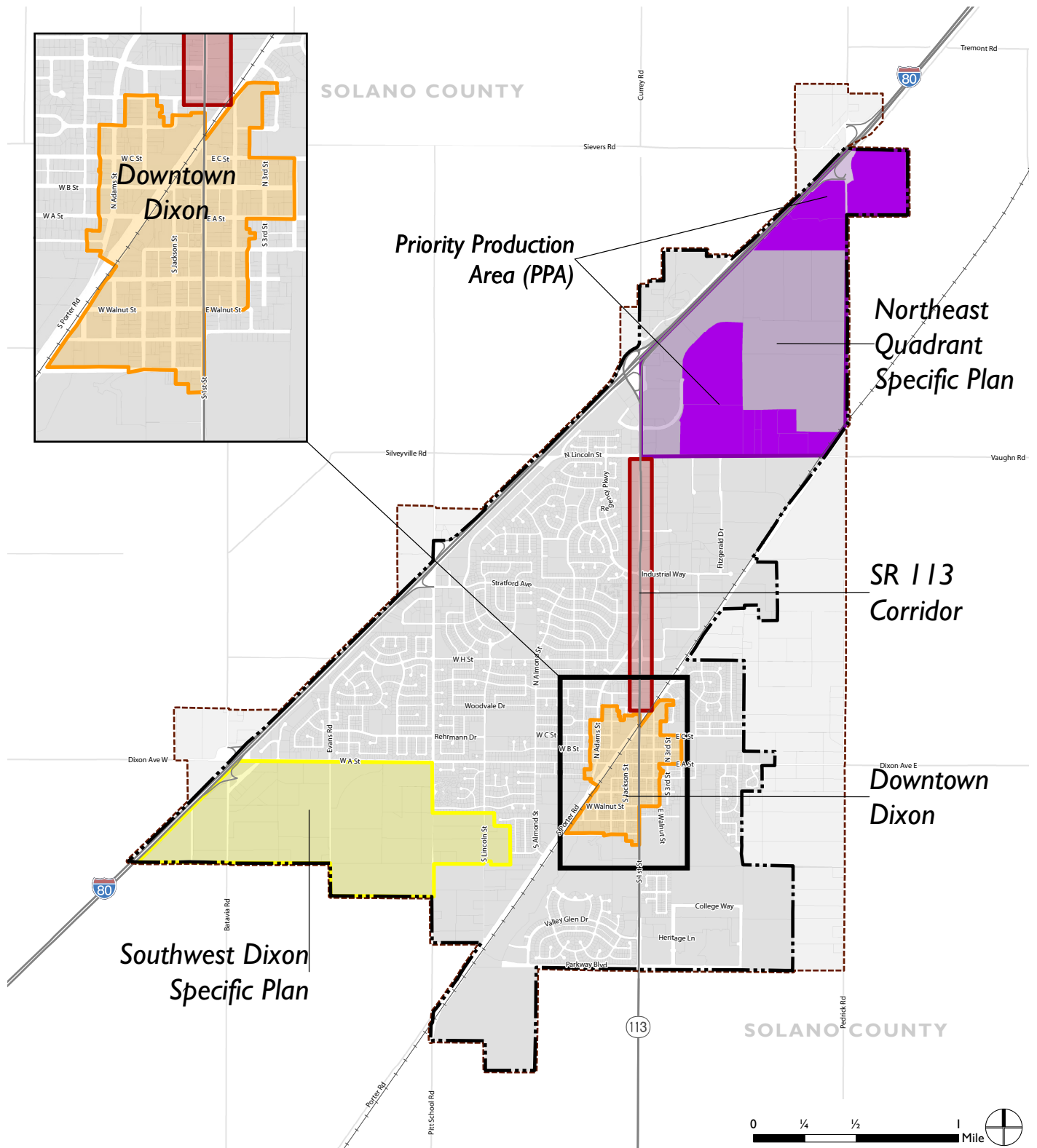
In 1995, the City of Dixon adopted a Specific Plan for the Northeast Quadrant (see Figure LCC-2: Focus Areas for area boundaries). The specific plan called for a mix of non-residential land uses, including highway commercial, community commercial, planned light industrial, and professional and administrative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

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

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



Figure LCC-2: Focus Areas



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

3.4 GROWTH MANAGEMENT

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

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

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

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

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

POLICIES

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





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

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

ACTIONS

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

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

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

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

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

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

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

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

3.5 LAND USE AND DEVELOPMENT FRAMEWORK

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

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

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

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

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

LAND USE DESIGNATIONS

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

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

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

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

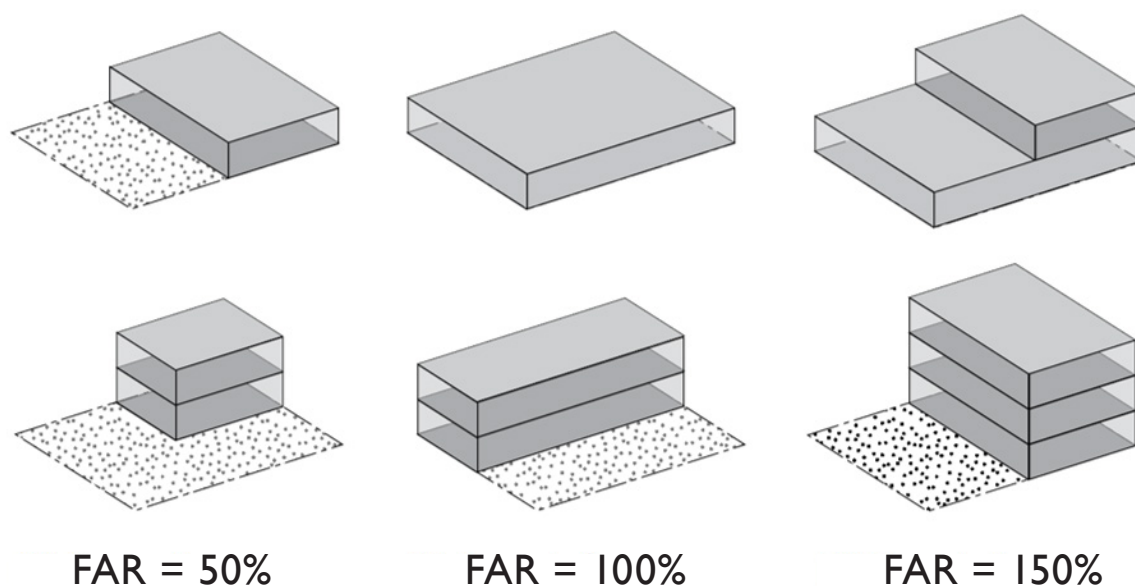
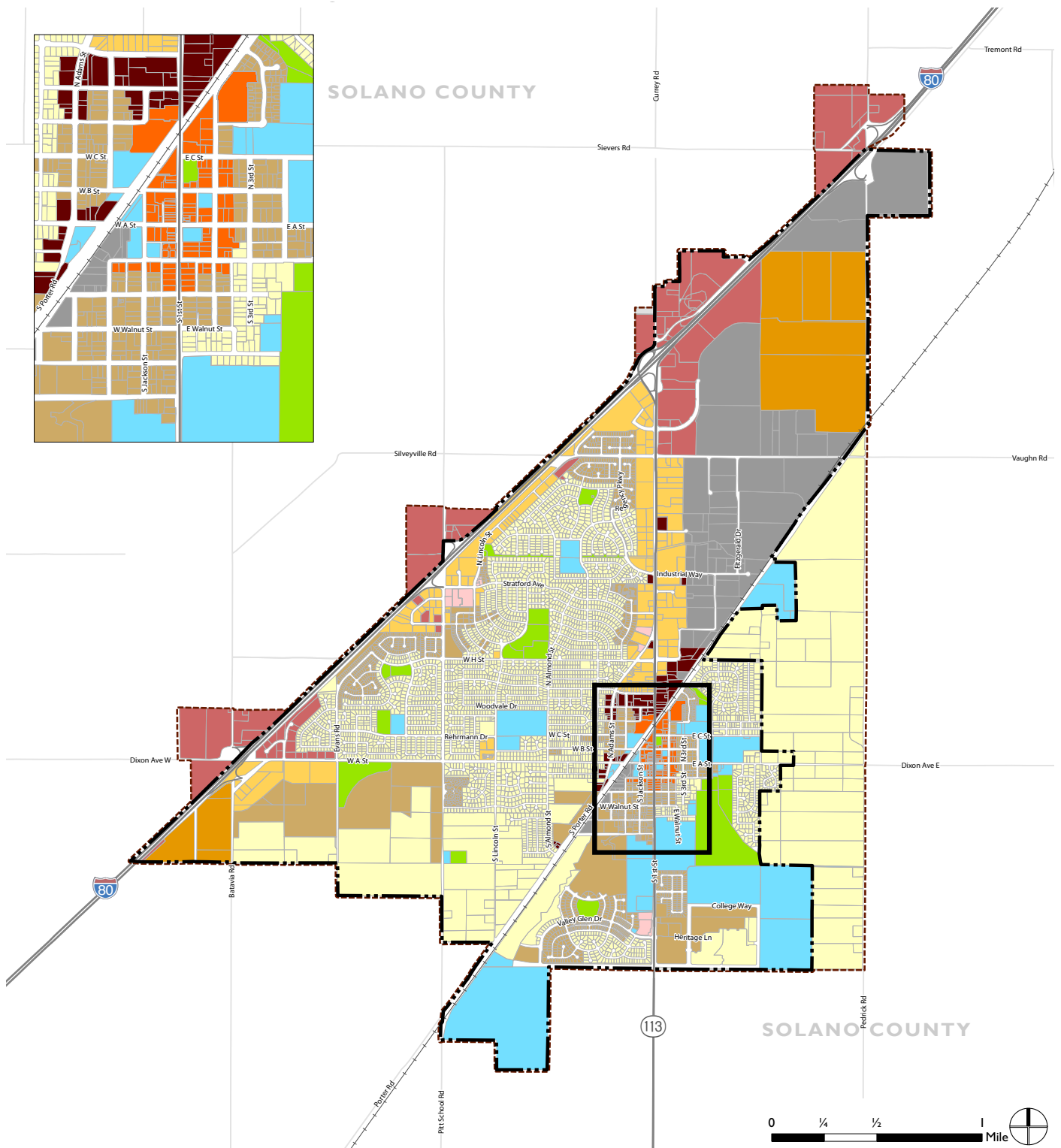


Figure LCC-4: Land Use Designations



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

Land Use Designations

Residential

- Low Density Residential
- Medium Density Residential

Mixed Use

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

Commercial

- Neighborhood Commercial
- Regional Commercial
- Service Commercial

Other

- Industrial
- Public Facilities
- Parks

Railroad

Dixon City Limit

Sphere of Influence



RESIDENTIAL

Low Density Residential

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



Medium Density Residential

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



MIXED USE

Downtown Mixed Use

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

Corridor Mixed Use

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

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

Campus Mixed Use

The Campus Mixed Use (CAMU) designation is intended to foster new mixed-use employment districts with a range of job-generating uses, housing, and easy access to the regional transportation network. The CAMU designation would promote clusters of related light industrial, manufacturing, office, research & development, retail, hotel, service, and residential uses on large parcels near or adjacent to I-80 and SR-113 at gateways to the city. The CAMU designation is primarily intended to support mixed-use development projects, however single-use projects may also be permitted. Mixed use can be vertical and/or horizontal. Allowable FAR is 30% to 60% (combined residential and non-residential uses) and maximum allowable residential density is 30 dwelling units per acre. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues of existing uses.



COMMERCIAL

Neighborhood Commercial

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

Service Commercial

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

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

Regional Commercial

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



OTHER

Parks

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

Public Facilities

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

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

Industrial

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

SMALL TOWN CHARACTER

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

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

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

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



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

RESPECT FOR THE PAST

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

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

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

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

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

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

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



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

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

SMALL TOWN CHARACTER

POLICIES

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

ACTIONS

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

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

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

RESPECT FOR THE PAST

POLICIES

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

ACTIONS

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

3.6 FOCUS AREAS

DOWNTOWN

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

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

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

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



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

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

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

DOWNTOWN DIXON

POLICIES

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

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

ACTIONS

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

CORRIDORS AND GATEWAYS

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

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

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

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

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

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

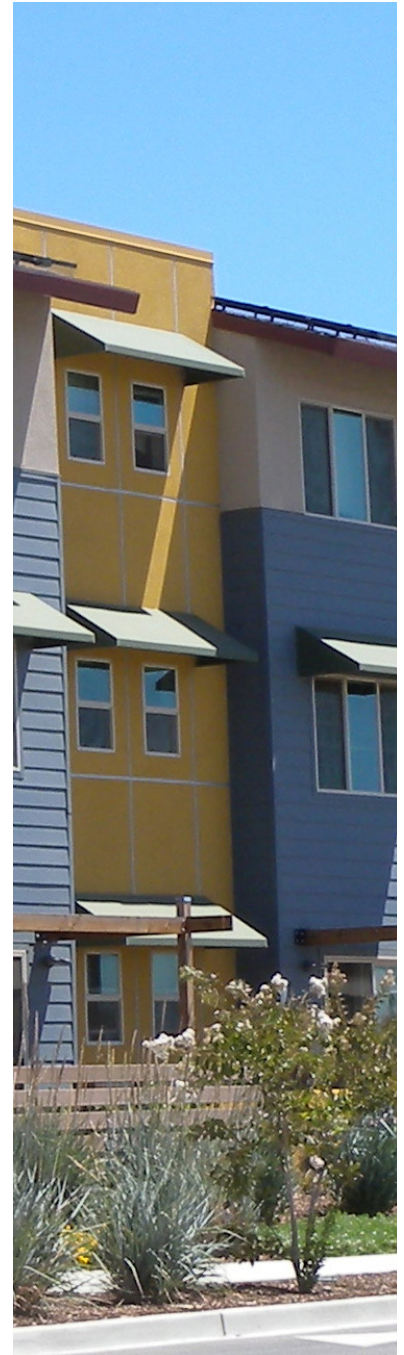


GOAL LCC-5: Focus new development that makes a positive contribution to the community along key corridors and at principal gateways into Dixon.

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

POLICIES

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



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

ACTIONS

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

3.7 RESIDENTIAL NEIGHBORHOODS

ATTRACTIVE NEIGHBORHOODS

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

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

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

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

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

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

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

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

NEIGHBORHOOD CENTERS

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

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

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

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

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

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

ATTRACTIVE NEIGHBORHOODS

POLICIES

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

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

ACTIONS

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



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

VIBRANT NEIGHBORHOOD CENTERS

POLICIES

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

ACTIONS

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



ECONOMIC DEVELOPMENT

4

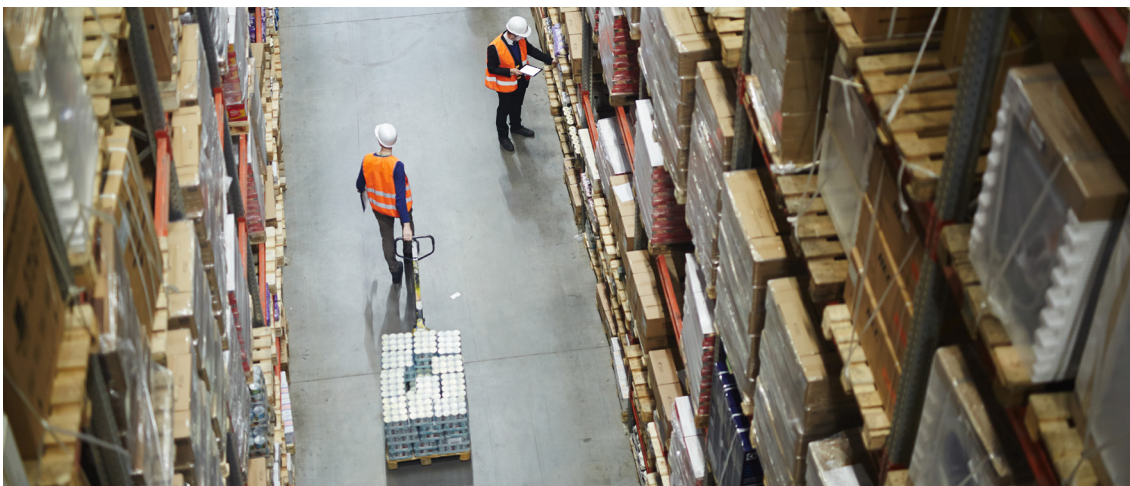


Dixon grew up around the Central Pacific Railroad, and today its access to the regional transportation network remains a valuable asset for economic development. Located between the Bay Area and the Central Valley along Interstate 80 and the Union Pacific Railroad main line, Dixon is strategically positioned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

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

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

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



4.1 ECONOMIC PROFILE

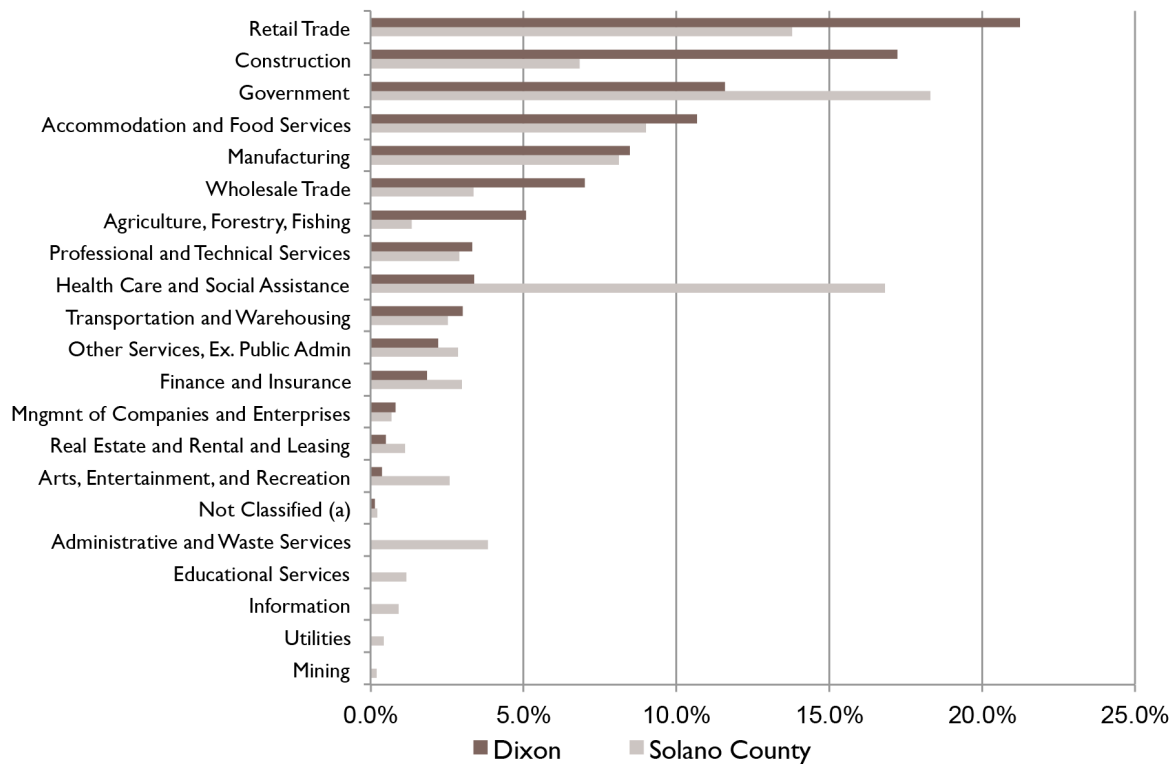
Since 2010, Dixon has seen steady employment growth, on par with but slightly below the Solano countywide rate. Principal employment sectors in Dixon include retail trade, construction, government, accommodation and food services, and wholesale trade. Major employers in the city are shown on Table E-1.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

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

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

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

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



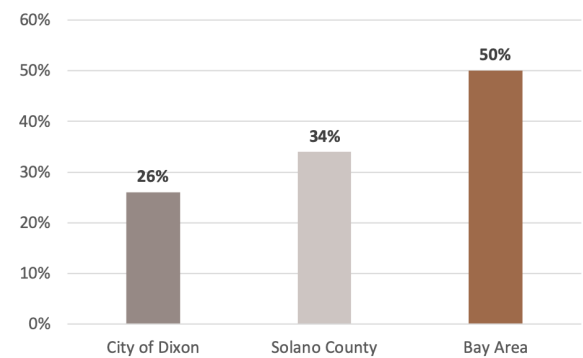
Sources: California EDD, QCEW 2013; BAE, 2015.

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

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

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

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



Sources: Nielsen, 2015; BAE, 2015.

4.2 MARKET OPPORTUNITIES

RETAIL

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

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

MANUFACTURING, WAREHOUSING, AND LOGISTICS

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

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

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

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

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

AGRICULTURAL TECHNOLOGY

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

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

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



PRECISION AGRICULTURE



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

4.3 DEVELOPMENT READINESS

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

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

stormwater infrastructure are needed to support private development.

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

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

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

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

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

POLICIES

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

ACTIONS

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

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

4.4 LOCAL BUSINESS SUPPORT

HOME-GROWN BUSINESS SUPPORT

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

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

WORKFORCE DEVELOPMENT

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

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

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

POLICIES

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

ACTIONS

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



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

4.5 BUSINESS ATTRACTION

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



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

POLICIES

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

ACTIONS

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



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



4.6 DOWNTOWN DIXON

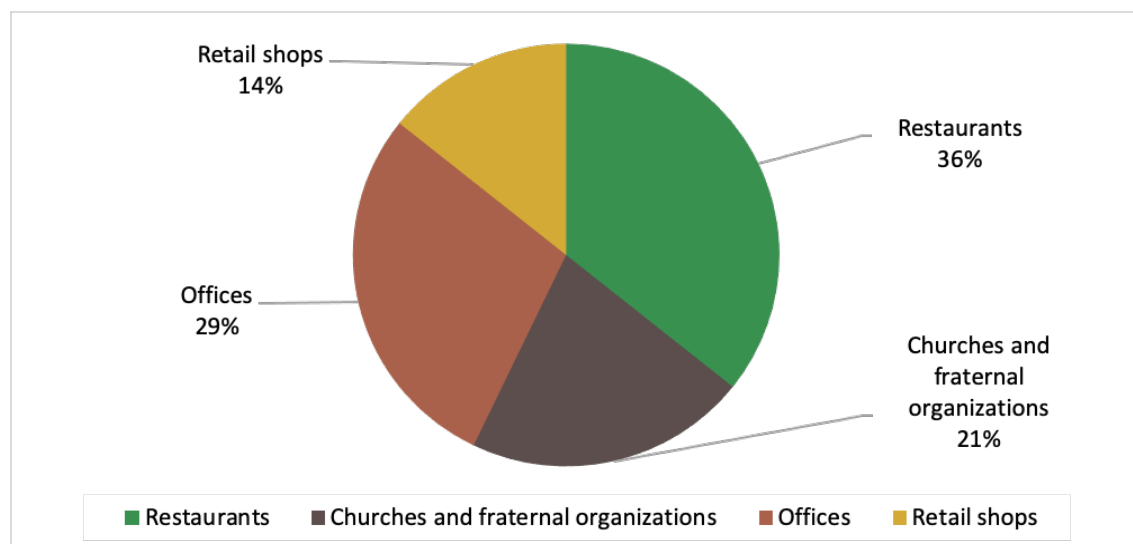
Downtown Dixon is a gathering place for the community, with locally owned businesses, restaurants, and cultural facilities. Churches draw people from around the community for services and events, while the shops and restaurants along First Street provide a “Main Street” atmosphere. The Dixon Carnegie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

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

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

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

Figure E-3: Downtown Composition



Source: BAE 2015.

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

POLICIES

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

ACTIONS

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



other types of community-oriented businesses.

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

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

4.7 THRIVING COMMERCIAL GATEWAYS

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

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



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

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

POLICIES

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

ACTIONS

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

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

4.8 BUSINESS-FRIENDLY TOWN

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

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



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

POLICIES

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

ACTIONS

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



MOBILITY

5



5.1 INTRODUCTION

Efficient, safe, and convenient transportation is critical to Dixon's long-term livability and growing economy. Dixon residents have a century-and-a-half long history of prioritizing access to good transportation: in 1871, the whole town moved from its first location at Silveyville to be adjacent to the new Vaca Valley railroad tracks. Buildings were lifted onto log rollers and relocated to the current downtown location, and the town was renamed Dixon. Today, Dixon continues to build on its existing connectivity with strengthened regional connections, bicycle and pedestrian improvements, more access to transit, and enhanced use of the railroad tracks.

This Element addresses mobility and transportation in Dixon, including the comprehensive transportation network of roads, rail, transit, and biking and walking facilities; efficiency in the circulation systems to reduce congestion; local connectivity by a variety of transportation modes; active transportation like walking and biking; downtown accessibility; and transport of goods through and around Dixon. Where topics, policies, and actions from other Elements overlap with Mobility, references to those chapters are included.

5.2 DIXON'S TRANSPORTATION NETWORK

A comprehensive transportation network gives residents and visitors multiple options for getting around Dixon and connecting to its many nearby destinations. By providing many safe, attractive transportation options, the City can ensure that all residents have equitable access to transport, including youth, seniors, persons with disabilities, and low-income residents.

According to the U.S. Census, the vast majority of commuters in Dixon drive to work, most often using single-occupant vehicles. From 2013 through 2018, about 92 percent of Dixon residents' trips to work were made by private vehicle: about 80 percent of work trips were made by people driving alone, and 13 percent were carpools. About two percent of commuters walked to work, less than one percent of commuters bicycled to

work, and a tenth of one percent took transit to work. About four percent of Dixon residents worked from home. These numbers have remained relatively consistent over the past two decades, as shown in Table M-1.



Table M-1: Commuter Mode Split in Dixon

Commute Mode Choice	2000	2018
Workers 16 Years or Older	7,329	9,001
Drive alone	78.0%	79.8%
Carpool	14.9%	12.5%
Transit	0.5%	0.1%
Bike	0.7%	0.4%
Walk	1.9%	2.1%
Work from home	2.0%	4.2%

Data source: US Census 2000, ACS 2018 (5-year estimates).

While more people may walk, bike, and take transit for errands and leisure trips, there is significant potential to expand alternative transportation within and around Dixon. The General Plan contains policies and actions that aim to increase mode share for walking, biking, and

transit, and balance the needs of all users of the transportation network and have been developed as part of the 2020 Solano Transportation Authority's (STA) Active Transportation Plan for consistency with regional efforts.

COMPREHENSIVE TRANSPORTATION NETWORK

Highways, Arterials, and Local Streets

The Circulation Diagram (Figure M-1) depicts the proposed circulation system to support development under the Land Use Diagram. The system is represented by a set of roadway classifications that have been developed to guide long range transportation planning in Dixon to balance access and capacity. These classifications are outlined in Table M-2. The classification system consists of arterials, collectors, and local streets through the City. I-80 forms the northwest boundary of most of Dixon, and, with five freeway interchanges serving the City, provides access to the regional vehicular network. SR-113 runs north-south through Dixon, through downtown, and is a major route for agricultural goods transport. Through Dixon, SR-113 is two lanes wide between Cherry Street and H Street, with a center two-way left turn lane provided

between the Union Pacific Railroad tracks and Industrial Way; north of H Street, SR-113 widens to four lanes. South of Cherry Street, SR-113 becomes a four-lane divided highway until its southbound culmination at Parkway Boulevard, with two left-turn lanes, one through-lane, and one right-turn lane.

The local street system in the Dixon Planning Area is primarily developed on a north-south/east-west grid system. Dixon Avenue/West A Street, H Street and Stratford Avenue provide principal east-west circulation in Dixon. Pitt School Road, Lincoln Street, Almond Street, Adams Street and First Street provide principal north-south circulation. Pedrick Road, a two-lane rural highway, runs along the eastern edge of the Planning Area in a north-south direction and serves as one of Dixon's I-80 interchanges.

Figure M-1: Circulation Diagram

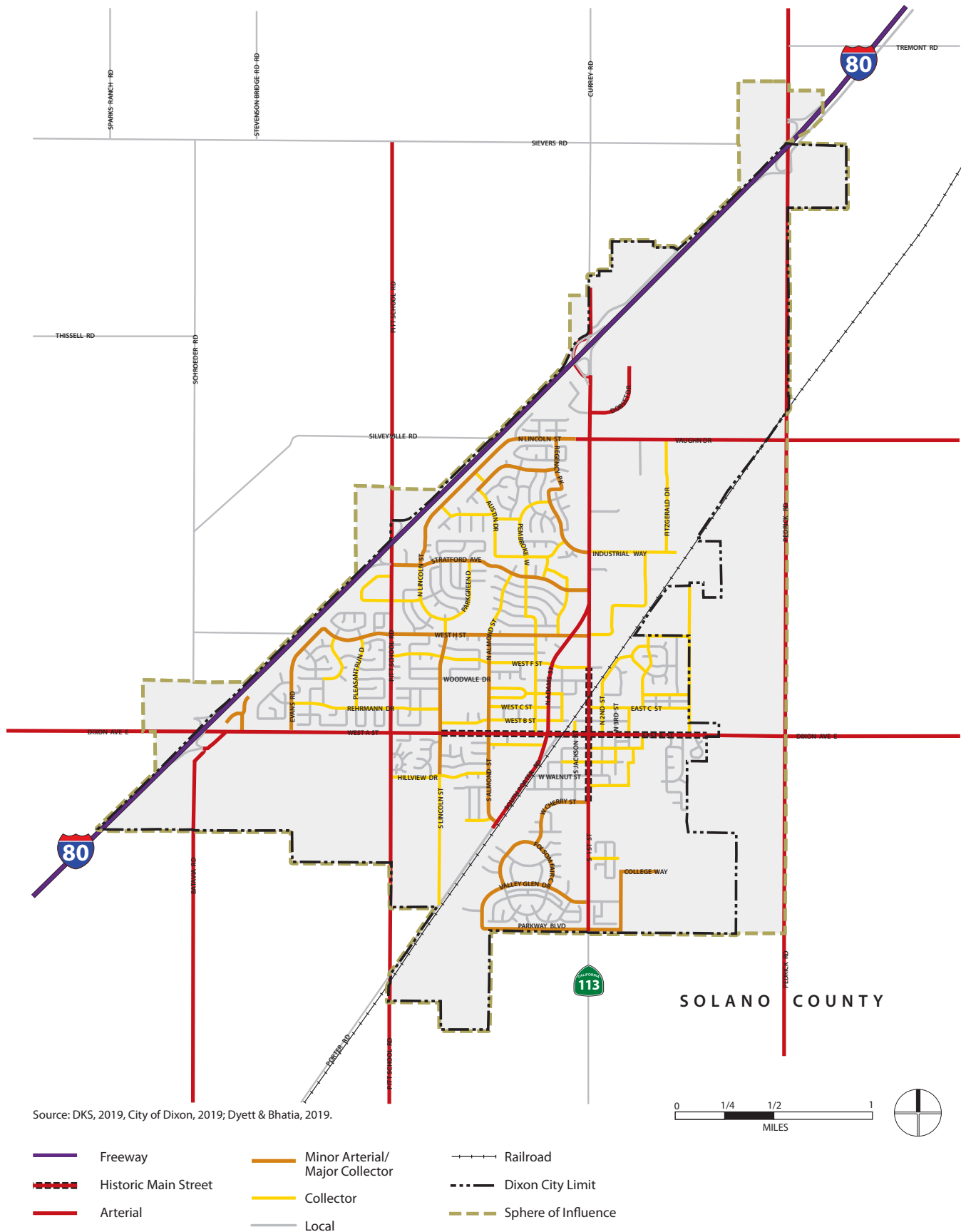


Table M-2: Dixon Roadway Classifications

Category	Function	Typical Design Features
Arterial	Provides mobility and carries higher vehicular traffic volumes.	One-two lanes each direction with left turn pockets or center left turn lane and bicycle facilities.
Minor Arterial/Major Collector	Connects principal arterials and provides access to individual neighborhoods and some individual properties.	One lane each direction, bicycle lanes, limited on-street parking.
Collector	Provides route through neighborhoods between arterials and minor arterial/major collector facilities as well as access to individual properties. Lower volumes and speeds suitable for bicycle routes.	One lane each direction with on-street parking.
Local Streets	Provides access to individual properties. Lower volumes and speeds suitable for bicycle routes. Should receive no more than 1000 vehicles per day in traffic.	One lane each direction with on-street parking.
Historic Main Street	Provides mobility and carries higher vehicular traffic volumes but also access to historic residential properties and downtown businesses.	One lane each direction with on-street parking and street trees, planting strip, and/or distinctive street lighting.

Data source: US Census 2000, ACS 2018 (5-year estimates).

Dixon’s street system is also the primary pedestrian network. Existing sidewalks and crosswalks allow for safe pedestrian travel within neighborhoods and to local parks and shops throughout Dixon. Most streets in Dixon are served by sidewalks on both sides of the roadway, but street crossings aren’t always well-marked or protected by stoplights or stop signs. Ensuring that pedestrian facilities are safe, well-connected, and prioritized will help Dixon achieve a more balanced mode share.

“Complete streets” have been designed to safely accommodate all modes of travel for users of all ages and abilities. Many of Dixon’s roads were designed primarily for car travel when they were first built. Rethinking Dixon’s roads as “complete streets” will allow people to safely walk, bicycle, drive, and take transit, sharing the street. While no traffic fatalities occurred

within Dixon from 2012 through 2017, there were 487 total traffic collisions and 10 severe injuries. In six percent of these collisions, a pedestrian was hit by a vehicle. Prioritizing the safety of all users over motor vehicle flow ensures that people in Dixon can stay safe while using any mode of travel.



COMPLETE STREETS



“Complete Streets” are streets that have been designed to safely and comfortably accommodate all users, regardless of age, ability, or mode of travel. Many street designs historically privileged private vehicle travel above other transport modes; Complete Streets aim to correct past imbalances and ensure that roadways are safe and friendly for pedestrians, bicyclists, and transit riders, too.

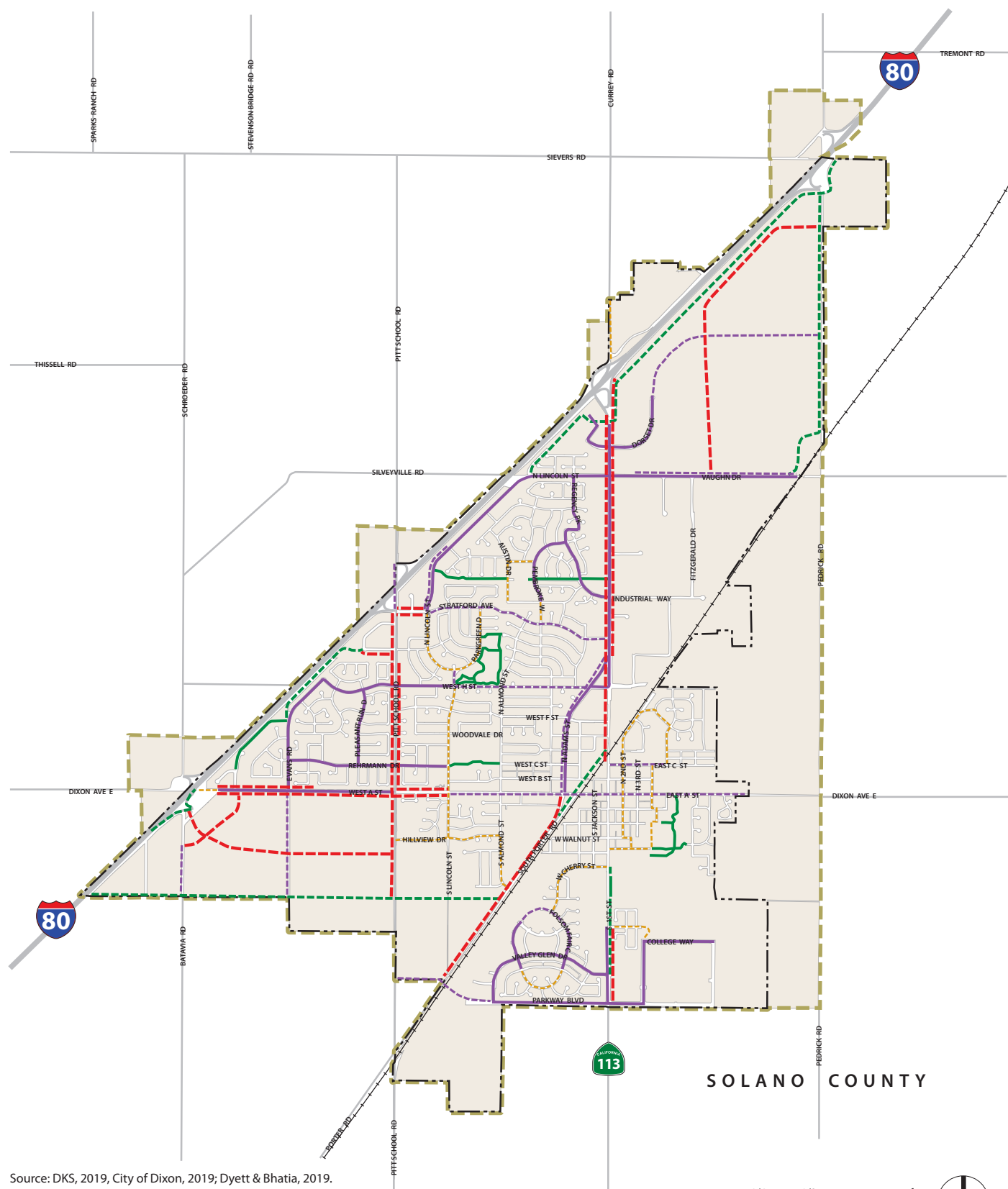
Several miles of bike lanes, protected paths, and shared routes allow bicyclists to connect through Dixon, and shared roads allow cyclists to bike to other local destinations. There are a few off-street paths in Dixon: a path between North Lincoln Street and First Street which passes through a residential neighborhood and the Gretchen Higgins Elementary School site; a short bike path adjacent to the Dixon Shopping Center from Gateway Drive to Evans Road; and a short path through Hall Memorial Park and Northwest Park. There are bike lanes along North Lincoln Street north of Stratford Avenue, continuing along Vaughn Road to connect with the existing Dixon/Davis Bikeway, a series of roads with bike lanes on them. There are also bike lanes on portions of SR 113, North Adams Street, West H Street, and West A Street. The City has designated bike routes along Stratford Avenue, Industrial Way, Fitzgerald Drive, and sections of West H Street, SR 113/First Street, and East A Street. Completed in 2015, the West B Street pedestrian undercrossing connects the future intermodal station area to the

downtown area east of the railroad tracks, has dramatically improved pedestrian and bicyclist safety across the railroad tracks. Figure M-2 shows the existing and planned bicycle and pedestrian network in Dixon.

Planned Improvements

First Street/State Route (SR) 113 is a major arterial linking Dixon from north to south. It runs through the downtown area, where it is designated an Historic Main Street, and through the SR 113 corridor north of downtown, where significant commercial and residential growth is anticipated. As this corridor becomes an increasingly important connection between downtown and new residential neighborhoods to the south, several traffic and infrastructure concerns will need to be addressed. Currently, the segment between East Chestnut Street and Country Fair Drive is most constrained in terms of right-of-way (ROW) and lacks continuous bicycle facilities. Pedestrian crossing safety is also a concern at the Dixon Mayfair site. This facility regularly

Figure M-2: Existing and Planned Bicycle and Pedestrian Network



Source: DKS, 2019, City of Dixon, 2019; Dyett & Bhatia, 2019.

Existing Bicycle Facilities

- Class I Multi-Use Path
- Class II Bicycle Lane

Proposed Bicycle Facilities

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

- Railroad
- Dixon City Limit
- Sphere of Influence



hosts well-attended events, requiring large crowds to cross First Street to reach the site from the parking lot. In addition, school-related traffic in the mornings causes significant congestion along this segment. Backups are caused by southbound left-turning vehicles at East Chestnut, leading to the back entrance of Dixon High School, and at the driveway to the Neighborhood Christian School. Lacking left turn pockets, these movements cause significant queues to form. The Chestnut Street intersections are planned to be signalized as part of a development agreement. Side street traffic from West Cherry Street also encounters high levels of delay during peak hours. Policies and actions within the Mobility Element, such as M-1.1, M-1.3, M-1.4, M-2.1, M-2.6, M-2.E, and M-2.F, help promote safe and efficient access throughout the city and provide guidance and actions to address school-related

traffic. City collaboration with the Dixon Unified School District will be critical to improving traffic congestion issues associated with travel to and from schools.

To accommodate projected development patterns, address ongoing circulation and safety concerns, the short-term and long-term improvements outlined in Table M-3 will enhance First Street's performance as a multi-modal corridor and make it safer for all users.

Additionally, a planned overcrossing at Parkway Boulevard would extend Parkway Boulevard from Valley Glen Drive west to Pitt School Road, with an overcrossing of Porter Road and the Union Pacific Railroad (UPRR) tracks. The Parkway Boulevard project is intended to relieve traffic congestion on West A Street and to provide an east-west connection between the Southwest Dixon Specific Plan area,

Table M-3: First Street (SR-113) Corridor Improvements

Corridor Segment	Short-Term Improvements	Long-Term Improvements
Parkway Boulevard to north of Valley Glen Drive	<ul style="list-style-type: none"> None recommended 	<ul style="list-style-type: none"> Restripe and reallocate lanes to allow for Class IV separated bikeway on both sides of street (as recommended in ATP Plan)
North of Valley Glen Drive to County Fair Drive	<ul style="list-style-type: none"> Restripe and reallocate lanes for southbound Class II bicycle lane 	<ul style="list-style-type: none"> Widen southbound sidewalk into multi-use path for bicyclists and pedestrians
County Fair Drive to West Chestnut Street	<ul style="list-style-type: none"> Add Rectangular-Rapid-Flashing Beacon (RRFB) and high visibility crosswalk at Dixon May Fair entrance Add curb bulbout to reduce crossing distance at First and Cherry streets 	<ul style="list-style-type: none"> Widen southbound sidewalk into multi-use path for bicyclists and pedestrians
West Chestnut Street to south of Mayes Street	<ul style="list-style-type: none"> Add left-turn storage pocket to access the school Remove parking and landscaping between East Chestnut and Walnut Street and add Class II bike lanes in both directions 	<ul style="list-style-type: none"> None recommended

the Valley Glen development and Dixon High School. This project would pave the way for an at-grade separated rail crossing at West A Street, a precursor to a future rail station opening.

Roadway improvements in Dixon need to be coordinated with sewer and water agencies to ensure that new projects and maintenance are performed as efficiently as possible, and that proactive maintenance is performed in a timely manner. And as new streets are built to serve new residential developments, Traffic Impact Fees should continue to be used to fund multi-modal transportation infrastructure. The streets should have well-connected sidewalk and bike facilities, as well as green infrastructure and stormwater controls. (For more information on Low Impact Design and stormwater management, see Chapter 2: Natural Environment.)

Rail and Transit Service

The Union Pacific Railroad tracks cut diagonally through Dixon, generally parallel to I-80; however, Dixon is not currently served by passenger rail. Dixon was formerly a stop on the Capitol Corridor Amtrak trains that run along

the tracks, but passenger service was stopped passenger service in the 1960s. According to the STA's 2015 Rail Corridor Study, Dixon is the recommended location for a facility for longer-term service if additional Capitol Corridor stops in Solano County are to be considered. The General Plan contains policies and actions to bring passenger rail back to Dixon, linking the community to the Bay Area, Sacramento and destinations beyond via the Capitol Corridor.

For destinations within Dixon, the City operates a dial-a-ride transit service called REDI-Ride which provides curb-to-curb service. Residents can call during business hours to request a pick-up, and those in need of extra assistance can bring a companion along on the bus for free. The service has increased in popularity so much in recent years that reservations are now required a day in advance for morning service. According to STA's 2016 Short Range Transit Plan, future ridership is projected to increase with population growth. Future ridership should be accommodated without service expansion, although capacity limits will be applied to peak operating periods that coincide with morning and afternoon school bell times.



For transit service to and from other regional destinations, Fairfield and Suisun Transit (FAST) runs an express bus service called the Blue Line. The Blue Line picks up at the Dixon Park & Ride Station near I-80, and connects Dixon with Sacramento's Capitol Mall, UC Davis, Solano Town Center in Fairfield, transportation centers in Fairfield and Vacaville, and Pleasant Hill BART station. The FAST buses all include bike racks so that riders can make bike connections on either end of the trip. However, the Blue Line has limited hours that only cater to traditional commuting times. Taking transit wouldn't be an option for anyone commuting to a job with non-traditional or unpredictable hours, and the bus doesn't run at all on Sundays. Going forward, creating more flexible transit opportunities to get to and from Dixon will help to balance the City's transportation system and give more options to those who need them, including youth, low-income, senior, and disabled residents.

Comprehensive, Proactive System Planning

Integrating planning for roads, rails, paths, and sidewalks is a critical step towards meeting Dixon's goal of having a safe, balanced, efficient transportation system that works for all residents and visitors. Creating "complete streets" will be an on-going citywide effort, and will need to be continuously evaluated for effectiveness. Emerging technologies can also impact the existing transportation system; smartphones, for example, make transit schedules and bike routes more accessible, and can be used to call private ride-share programs run by Transportation Network Companies (TNCs) like Lyft and Uber. Self-driving cars are on the road in some parts of the United States, and may impact transportation patterns in Dixon soon. Other alternative transportation options like e-bikes, e-scooters, and car- or bike-sharing could also become popular. As new technologies emerge, a Technical Advisory Committee can help Dixon proactively adapt and plan for change.



EFFICIENT CIRCULATION

An efficient circulation system ensures that Dixon residents can choose the transportation mode that works best for the trip they want to make that improvements to bicycle and pedestrian systems conform to national standards, that residents aren't wasting time sitting in traffic, that emergency vehicles can reach emergencies in as little time as possible, and that greenhouse gases aren't being generated by unnecessary car trips.

Level of Service (LOS)

Given Dixon's overall development pattern and that Dixon's vehicular mode share is anticipated to remain relatively high, LOS continues to be a useful

measure of the potential localized effects of development and land use changes on the transportation network and on the efficiency of vehicular travel. Thus, LOS continues as an important measure of mobility in the City even as the General Plan seeks to balance LOS with other considerations and measures.

LOS represents a qualitative description of the traffic operations experienced by the driver at an intersection or along a roadway segment. It ranges from LOS "A", with no congestion and little delay, to LOS "F", with excessive congestion and delays. Table M-4 provides definitions for different LOS levels.

Table M-4: Level of Service Definitions

LOS	Definition
Level of Service A	Free-flow travel with freedom to maneuver
Level of Service B	Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in convenience, and maneuvering freedom
Level of Service C	Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream
Level of Service D	High-density, but stable flow. Users may experience restriction in speed and freedom to maneuver, with poor levels of convenience
Level of Service E	Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions
Level of Service F	Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion

LOS/VMT/Community Character Tradeoffs

With a commitment to Complete Streets and a desire to accommodate other users such as pedestrians and bicyclists, it is particularly important that LOS thresholds, which are commonly evaluated to determine the size and design of the roadway system or the feasibility of development, are balanced with other metrics that seek to reduce vehicle travel and enhance community values. This approach requires consideration of the following tradeoffs associated with different LOS thresholds, which ensures that the policy will represent clear community priorities and provide specific exceptions when other community values are considered more important than LOS:

- 1. Costs.** Because LOS policies influence the size and type of transportation infrastructure investments, maintaining a higher LOS (e.g. LOS A, B, or C) may be an inefficient use of public funds when considering the cost to build, operate, and maintain the roadway network.
- 2. Safety.** Higher LOS thresholds are often associated with higher vehicle speeds for peak and non-peak hours, which increases the potential for and severity of collisions between vehicles and bicyclists or pedestrians.
- 3. Alternative Transportation Modes.** Traditional LOS policy measures driver comfort and convenience, which means that considerations for pedestrians or bicyclists using the same facility are not always incorporated.
- 4. Physical Space.** The goal of an efficient transportation network is to increase the capacity for person-trips, not just vehicle-trips. Maintaining a higher LOS policy typically focuses on using the public right-of-way or road space to move automobiles through the network instead of people.
- 5. Air Quality and GHG.** LOS thresholds influence travel speeds and may induce vehicular travel in the case where driving is made easier. Cut-through traffic is an example of induced travel in Dixon. Higher speeds and induced vehicle travel can both result in higher levels of air pollutant and GHG emissions.
- 6. Community Character.** Achieving LOS thresholds may require changes to the roadway, such as road widening, that can influence the character of neighborhoods by changing the building-to-street relationship, or removing opportunities for green infrastructure and wide sidewalks alongside streets. Some of the proposed mixed-use areas in the General Plan have streets that would need to have additional pedestrian crossings, street trees, pedestrian-scaled lighting and other features to enable them to be more comfortable for pedestrians, rather than widened to accommodate additional traffic flow.

It is expected that decision-makers and community members will use the policy tradeoffs listed above to make decisions about LOS thresholds on specific roadways should they road conditions change during the implementation of this General Plan.

Vehicle Miles Traveled

VMT is the State preferred performance metric for environmental analyses pursuant to CEQA to describe the overall amount of travel in the City based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to automobiles, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as reductions in GHG emissions.

Efforts to reduce VMT may include locating housing and jobs near transit stations, implementing transportation demand management (TDM) strategies such as road or parking pricing, commute trip reduction programs, transit system improvements, or providing facilities for modes of transportation other than single occupant vehicles. Introducing a greater mix of land uses can also reduce VMT in that residents may have better access to resources and opportunities such as entertainment, shopping, and jobs, thus reducing the length of their trips.

Transportation Demand Management (TDM)

Traffic congestion can be also reduced by strategic traffic management techniques, called Transportation Demand Management (TDM). TDM strategies aim to reduce the amount of motor vehicle traffic and manage parking to make travel behaviors more sustainable. During peak periods and at major destinations

like schools and employment centers, cities can manage vehicles instead of just building wider roads and larger parking lots. Strategies may include promoting carpooling and car-sharing, transit subsidies or reimbursements, paid parking, and the provision of bicycle support facilities at workplaces.

Standards for Service

Dixon aims to have all intersections achieve at least a LOS D. When a train is coming through Dixon, traffic congestion sometimes exceeds this threshold as drivers wait for the train to pass. Long-term, the planned grade-separated rail crossing at A Street and Parkway Boulevard Overcrossing will help to alleviate this congestion. Until these grade-separated crossings are constructed, a “queue-cutter” signal, which prevents vehicles from stopping on train tracks as a result of a downstream signalized intersection’s red light, would help to relieve congestion and improve safety.

And while LOS ratings are useful for measuring traffic flow, this narrow approach fails to consider overall mobility, the existing and desired land use character of the community or conditions for non-automobile users. Balancing traffic flow with other important concerns, especially safety for pedestrians and cyclists, will help Dixon’s streets work better for everyone. To better reflect and promote the paradigm shift towards non-automobile-based transportation within Dixon, the traditional approach to transportation planning must be expanded to address “complete streets.” Efforts to improve the City’s network of streets, sidewalks, and services must meet important circulation and mobility goals and also contribute to broader efforts to

create safe and attractive environments for human interaction. And when streets feel safer and more comfortable for walking and biking, those modes become more attractive and can help to reduce overall congestion by getting people out of their cars.

In Dixon, these efficient circulation strategies need to be coordinated with the Dixon Police and Fire departments to ensure that emergency access is always maintained, and with the Dixon Unified School District, which can work with the

City to decrease congestion from drop-off and pick-up, including assignment of students to schools that are closest to their homes. Other agencies that Dixon needs to coordinate with include the US Department of Transportation, Caltrans, the Metropolitan Transportation Commission, and STA. Through proactive collaboration, Dixon can ensure that transportation dollars are being spent efficiently and in a way that aligns with the City's long-term goals.

TRANSPORTATION AGENCIES

United States Department of Transportation (USDOT)

The US DOT coordinates all federal transportation work. Under the USDOT, the Federal Highway Administration (FHWA) builds and maintains the National Highway System; the Federal Railroad Administration (FRA) invests in and enforces safety regulations along rail corridors throughout the United States; the Federal Transit Administration provides financial and technical assistance to local public transit systems and oversees transit safety; and the National Highway Traffic Safety Administration (NHTSA) works to improve safety on roadways through education, research, safety standards, and enforcement.

California Department of Transportation (Caltrans)

Caltrans is responsible for the state highway system, including more than 50,000 miles of California's highway and freeway lanes, the state ferry system, and the state-supported Amtrak routes, including Capitol Corridor. Solano County is part of Caltrans District 4.

Metropolitan Transportation Commission (MTC)

MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area. The Agency carries out long-range planning for the region, including around transit-oriented development, transportation sustainability, and funding for transportation projects. MTC's Plan Bay Area 2040 is one of the key long-range planning documents affecting Dixon's mobility future.

Solano Transportation Authority (STA)

The STA is responsible for countywide transportation planning, funding, and project prioritization. Created through a Joint Powers Agreement between Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and Solano County, STA coordinates with other regional agencies to continually improve Solano County's transportation system.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) refers to a set of tools that facilitates a connected, integrated transportation system. Applications of ITS includes adaptive traffic prioritization signals aimed at congestion management and improving traffic flow, and the collection and dissemination of real-time travel

information such as transit arrivals or traffic incident alerts. Other applications of ITS to be considered as transportation patterns change and emerging technologies come online may include connecting autonomous vehicles and smart city integration.

GOAL M-1: Plan, design, construct, and maintain a transportation network that provides safe and efficient access throughout the city and optimizes travel by all modes.

COMPREHENSIVE TRANSPORTATION NETWORK

POLICIES

- M-1.1** Maintain a transportation network that is efficient and safe, that removes barriers (e.g. accessibility near freeways and rail lines), and that optimizes travel by all modes.
- M-1.2** Maintain a hierarchy of streets that includes arterials, collectors, and local streets, balancing the needs of all users in a safe and appropriate manner, including youth, seniors, persons with disabilities, and low-income households.
- M-1.3** Design, construct, operate, and maintain city streets based on a “complete streets” concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
- M-1.4** Make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle and automobile safety over motor vehicle level of service and motor vehicle parking.
- M-1.5** Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders through appropriate roadway modifications and improvements.
- M-1.6** Ensure that improvements to the transportation network support a land use pattern that connects the community, integrates neighborhoods, provides multi-modal access and facilitates travel among Dixon’s neighborhoods.



- M-1.7** Coordinate transportation planning with emergency service providers to ensure continued emergency service operation and service levels.
 - M-1.8** To the extent allowed by law, use the City's Traffic Impact Fee to fund bicycle, pedestrian, transit, and road improvements so that development pays its fair share toward a circulation system that optimizes travel by all modes.
 - M-1.9** Require new residential development projects to implement best practices for street design, stormwater management and green infrastructure.
 - M-1.10** Prioritize roadway upkeep by maintaining good street pavement condition in Dixon to reduce the need for costly future repairs and to minimize wear and tear on individual vehicles.
 - M-1.11** Coordinate roadway improvements with other transportation and utility infrastructure improvements such as sewer and water.
- ACTIONS**
- M-1.A** Implement roadway safety and efficiency improvements to SR 113 as outlined in Table M-3.
 - M-1.B** Pursue funding for the construction of grade separated rail crossings at Parkway Boulevard and West "A" Street and a bypass route at Vaughn Road to increase connectivity across the rail tracks and promote safety.
 - M-1.C** Provide new connections for vehicles, bicycles, and pedestrians across the railroad.
 - M-1.D** Consider adopting the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide to direct future improvement projects.
 - M-1.E** Use the Transportation Technical Advisory Committee as a forum for advice on adapting to new advances in mobility technology.
 - M-1.F** Consider creating a Strategic Plan with implementation and funding strategies (such as a sales tax, parcel tax, local gas tax, and other mechanisms) for street repair to ensure that repairs and maintenance are undertaken regularly, efficiently, and equitably.

GOAL M-2: Manage the city's transportation system to minimize congestion, improve flow and improve air quality.

EFFICIENT CIRCULATION

POLICIES

- M-2.1** Ensure that the street network functions for the automobile, yet is easily accessible, safe, and convenient for other modes of travel and for users of all ages, abilities, and income levels.
- M-2.2** Prioritize pedestrian, bicycle, and automobile safety over traffic flow.
- M-2.3** Maintain a street classification system that establishes user mode priorities and associated performance standards for each type of street, and avoid directing arterial traffic onto neighborhood streets.
- M-2.4** Maintain a minimum level of service of "D" citywide for planning purposes.
- M-2.5** Improve east-west circulation in Dixon, with a particular focus on A Street, First Street and Pedrick Road grade crossings of the rail line.
- M-2.6** Employ strategies to effectively coordinate, manage, and reduce traffic, particularly during peak periods and at major destinations such as employment hubs, schools, and Downtown Dixon.
- M-2.7** Decrease dependence on single-occupant vehicles by increasing the attractiveness of other modes of transportation.
- M-2.8** Require traffic studies for new development to include analysis of intersections, roadway segments, and alternative modes of transportation and facilities that may be affected by development proposals.
- M-2.9** Recognize uncongested access to the freeway from employment areas in the north of the city as a competitive advantage for Dixon and prioritize improvements accordingly.
- M-2.10** Ensure adequate emergency vehicle access in all areas of Dixon by continuing to involve the Police and Fire Departments in the development review process.





ACTIONS

- M-2.A** Identify, study and fund appropriate roadway and intersection improvements and other transportation improvement projects so as to maintain a minimum level of service of "D" citywide.
- M-2.B** Establish performance standards for each street type that include adequate emergency vehicle use. Include the following considerations in establishing performance metrics: (i) quality and connectivity of pedestrian facilities, based on best practice design guidelines including the California Manual on Uniform Traffic Control Devices (MUTCD) and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide; (ii) quality and connectivity of the bicycle facilities, based on best practice design guidelines including the California MUTCD, Caltrans Highway Design Manual Chapter 1000, and the NACTO Urban Bikeway Design Guide; (iii) quality of the transit facilities and service, based on best practice design guidelines, including the NACTO Transit Street Design Guide, as well as on the service capacity and frequency as compared to measured or projected demand; (iv) adequacy of emergency access provided, as measured by the efficiency of emergency access routes and the presence or absence of barriers along primary routes.
- M-2.C** Secure additional funding necessary to complete transportation improvement projects designed to improve east-west connections in Dixon including the Parkway Boulevard Overcrossing, Vaughn Road realignment, the West "A" Street undercrossing, and redesignation of SR-113.
- M-2.D** Install a "queue-cutter" signal at the A Street railway crossing as an interim solution to address eastbound queuing and improve safety at this location.
- M-2.E** Work with the Dixon Unified School District to ensure that decisions regarding student school assignments are analyzed to reduce peak period motor vehicle trips to and from school sites.
- M-2.F** Work with the Dixon Unified School District (DUSD) to resolve traffic congestion issues associated with student drop-off and pick-up.

5.3 IMPROVING CONNECTIONS WITHIN AND AROUND DIXON

LOCAL CONNECTIVITY

Dixon is a small city with relatively flat topography, so most local destinations are an easy walk or bike ride away. And Dixon is close to many regional destinations and employment centers: UC Davis is within biking distance, and Sacramento and the Bay Area are short bus rides away.

Currently, though, there are some barriers to efficient transit, walking, and biking connections. The General Plan contains policies and actions to facilitate greater bus, train, automobile, bike, and pedestrian connections.

To help people choose to walk and bike, all legs of the journey should feel safe and pleasant. Dixon can enhance pedestrian and bike connections to important community destinations between parks, schools, commercial centers, and neighborhoods, making sure that there are continuous routes and direct connections. New developments should provide direct connections between neighborhoods, as well, with pathways or streets designed for walkers and bikers. These paths, routes, and lanes will all be part of an integrated multi-use system within Dixon and connecting beyond – safe, pleasant, universally accessible. The Solano County Active Transportation Plan prioritizes projects across Solano County and plans for several new bicycle connections and pedestrian improvements linked to a local active transportation backbone network within Dixon. As this bike and pedestrian network is developed, it will be designed to help residents of all ages and abilities enjoy and use the facilities: curb ramps, safe crossings, and clear sidewalks help those with disabilities, but also facilitate travel by senior citizens, parents with

strollers, and young children riding bikes or scooters.

At the train track crossings, these users also require better infrastructure to facilitate safe crossings. Working with STA, the Union Pacific Railroad, and Amtrak, the City of Dixon can improve sidewalks, gate technology, and signal coordination.

To improve transit connectivity, the City will work with other local agencies to increase transit access through new routes, expanded hours, or expansion of the REDI-Ride program. A citywide mobility assessment that looks at park and ride facilities, existing shuttle services, and how transit connects with other travel modes will identify barriers and opportunities for improved transit. And as Dixon expands its transit offerings, it will prioritize the needs of seniors, minorities, low-income, disabled, and transit-dependent residents to ensure that everyone can make the trips they need.



ACTIVE AND ALTERNATIVE TRANSPORTATION

Active transportation, including walking, biking, scootering, rollerblading, and use of other small-wheeled devices, lets people complete their commutes and errands while staying healthy and enjoying the outdoors. Alternative transportation methods can include other small-wheeled devices such as mobility scooters, skateboards, electric and non-electric scooters, roller skates, and tricycles. New mobility technologies, such as e-bikes and e-scooters, can allow wider range of people are able to reach destinations that were once deemed too far or too difficult to reach without a car. When people can walk and bike instead of drive, the roads are less congested, there is less of a need for parking spaces, there is less wear and tear on the City's roads, and there are fewer automobile emissions, making the air and water healthier, too. Non-motorized transport can save families money on transportation costs; it is accessible to people of all ages and incomes. Active and alternative transportation can even help to

strengthen communities by allowing for chance encounters with friends and neighbors and providing more eyes on the street to deter crime. Making sure that Dixon's streets are safe and comfortable for everyone who wants to walk, bike, or use alternative transportation will benefit the whole community.

There are many ways that Dixon can encourage people to do more walking and biking. Ensuring that people feel safe on streets and paths is a critical first step. Where possible, separate shared-use paths for walkers and bikers can be wonderful community amenities for people of all ages and abilities. Dixon has some existing shared use paths, including through Westside and Northwest parks, and a longer east-west connection from North Lincoln Street through First Street, through Gretchen Higgins Elementary School. Development of a cohesive bicycle and pedestrian network with sufficient space can help to foster an organized and predictable riding environment for

TRAFFIC CALMING



Traffic calming is a strategy that uses street design to slow cars down and increase safety for drivers, bikers, and pedestrians. Traffic calming measures can include speed bumps, narrower lanes, roundabouts, tree planters and pocket parks, sidewalk bulbouts, speed tables, and different paving types. Using a combination of these strategies on local and collector streets can make them safer and more comfortable for everyone.

all users. Adding more separate paths throughout Dixon, and ensuring that existing paths are well-maintained will help more residents enjoy low-stress walking and biking. On other routes along streets, traffic calming measures can help to make walking and biking more comfortable by slowing vehicle speeds.

Beyond basic safety, a number of other strategies can make people more likely to walk and bike. In a hot climate like Dixon's, shade trees can make a huge difference in temperatures. Asphalt absorbs heat, and in the summer, it can be dangerous for some people, including seniors, to walk outside in unshaded places. Trees can help to regulate temperature and make walking and biking comfortable year-round. Interesting architectural details, windows, and front porches can make walking through neighborhoods more interesting, and, of course, seeing other people out and about makes journeys more enjoyable. And ensuring that important destinations, such as employment centers, commercial centers, schools, shops, and cafes, have direct connections to Dixon's neighborhoods and to each other can help make active transportation a viable alternative to automobile travel. Working with local

bicycling advocacy groups and STA to implement recommended projects in the Solano County Active Transportation Plan will help to address obstacles to walking and biking in Dixon. Shared mobility services, such as bikeshare, scooter share, or carshare, can also help to reduce vehicle ownership or decrease single-occupant vehicle trips.

Dixon can also help promote active transportation and roadway safety through awareness programs, education, and citywide events. Expanding the Safe Routes to School Program, which some area schools have begun participating in, will help more Dixon children get to school safely on bike or on foot, while reducing congestion during drop-off and pick-up hours. Creating an accompanying Safe Routes for Seniors program, targeting pedestrian improvements near senior living centers and near the Dixon Senior/Multi-Use Center, will help those with limited mobility take advantage of safe active transportation. Other programs, like a regular Sunday Streets event that would close certain blocks of Dixon to traffic for limited hours, can help to promote walking and biking and bring the community together.

ACCESSIBLE DOWNTOWN

As the heart of the City, the shops, restaurants, and businesses downtown depend on strong connections to the community, through walkers, bikers, and drivers. Balancing the needs of different users downtown can make sure that it's easy for everyone in Dixon to get downtown.

Maintaining adequate parking within easy walking distance to businesses downtown is a key strategy in ensuring good

downtown access. To inform development of parking strategies, a downtown parking needs assessment would be needed to determine how much parking is currently provided downtown, how parking is being utilized, and if parking demand exceeds capacity. A parking needs assessment can also determine which unused spaces could be better utilized, such as the potential for shared parking, where parking spots are used by more than one user, like an office worker and

a person visiting downtown for dinner. Where possible, encouraging drivers to park once in downtown and walk between destinations can help reduce circling and congestion, and supports local business by having more people walking past shop windows.

For cyclists of all ages, ensuring that there are safe, convenient connections throughout Dixon will increase accessibility to downtown attractions. Providing buffered lanes through downtown or a protected bicycle boulevard near downtown will allow families to bicycle downtown together instead of driving. And having plenty of convenient, well-designed bike parking at key locations can help to encourage cycling, too.

Creating strong and safe pedestrian connections to downtown from surrounding neighborhoods can help promote walking to downtown and reduce the need for parking spaces. And everyone is a pedestrian once they reach downtown; after people park their cars and their bikes, they walk at least a few steps to their destinations. Ensuring that sidewalks are wide enough, in

good repair, and have amenities such as benches, planters and trees, and public art can make the downtown experience more enjoyable for everyone, supporting local businesses and fostering the existing historic sense of place.

For all users, building the planned grade-separated rail crossing at A Street will improve safety, reduce congestion, and help to knit Dixon together for people using all different types of transport.

And working with Amtrak to bring a passenger rail station back to downtown Dixon will dramatically improve downtown's regional connections. With a grade-separated crossing and good pedestrian and bicycle connections to downtown, an Amtrak station with connections to Sacramento, Davis, and the Bay Area could enable residents and employees to easily commute in and out of Dixon and to travel car-free to regional destinations like downtown Sacramento and San Francisco on the weekends. A passenger rail stop could also bring more regional visitors to downtown Dixon, supporting local shops and restaurants, as well as contributing to the City's tax revenue.

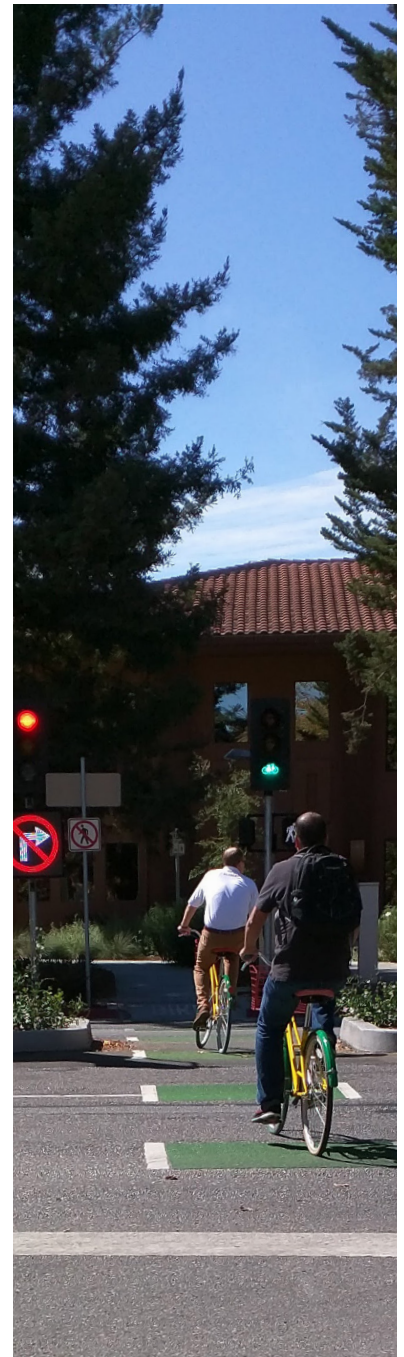


GOAL M-3: Facilitate convenient and safe pedestrian, bicycle, transit, and vehicular connections between neighborhoods and to destinations in Dixon and neighboring communities.

LOCAL CONNECTIVITY

POLICIES

- M-3.1** Enhance pedestrian, bicycle and transit connections to, from and between parks, community centers, neighborhoods, recreation facilities, libraries, schools, commercial centers and other community destinations in Dixon for all users.
- M-3.2** Ensure that new development provides physical connections to surrounding neighborhoods.
- M-3.3** Foster an integrated multi-use trail system that provides universally accessible, safe, pleasant and convenient links within the city and to destinations beyond.
- M-3.4** Expand the regional bicycle and pedestrian trail network, in collaboration with the Solano Transportation Authority, surrounding communities, and other partners.
- M-3.5** Increase regional transit ridership to and from Dixon and expand shuttle service to Amtrak.
- M-3.6** Participate in and contribute to regional programs to improve commute alternatives and efficiency.
- M-3.7** Prioritize the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.
- M-3.8** Encourage provision of a variety of transportation services for seniors and community members with limited mobility.
- M-3.9** Increase safety at train crossings with improved gate technology and signal coordination, in partnership with Solano Transportation Authority, Union Pacific Rail Road, and Amtrak.



ACTIONS

- M-3.A** Work with the Solano Transportation Authority to study the feasibility of expanding express bus routes and frequency to Davis and UC Davis, and Amtrak stations from a central location in Dixon.
- M-3.B** Conduct a mobility needs assessment and identify solutions to improve transit service for Dixon residents and employees. The study should assess park and ride facilities, shuttle service to Fairfield and Davis Amtrak stations, multi-modal connectivity, and safety among other issues and opportunities.
- M-3.C** Work with Caltrans, Solano County, Fairfield and Suisun Transit, and the Solano Transportation Authority to identify and seek funding for improvements that make intra-city travel easier, including for transit, bicycles, and pedestrians.
- M-3.D** In partnership with transit providers and consistent with the Short Range Transit Plan, explore the expansion of Redit-Ride services as funding allows, to offer greater connectivity within Dixon.
- M-3.E** Consider assessing through a study or survey the need for local bicycle and walking trail improvements that complement those included in the Countywide Bicycle Master Plan.



GOAL M-4: Facilitate travel within the city and to surrounding communities by alternatives to the automobile and reduce vehicle miles travelled.

ACTIVE TRANSPORTATION

POLICIES

- M-4.1** Promote cycling and walking as healthy, affordable and viable transportation options in Dixon for all residents through education, incentives, citywide events such as Sunday Streets events, and programs such as Safe Routes to School and Safe Routes for Seniors programs.
- M-4.2** Promote roadway safety for all road users through education and awareness programs and campaigns.
- M-4.3** Increase bicycle ridership for work, errands and leisure trips.
- M-4.4** Regularly maintain bicycle and pedestrian paths and trails, including sweeping, weed abatement and surface maintenance.
- M-4.5** Encourage pedestrian-friendly design features in new development such as sidewalks, street trees, on-street parking, gathering spaces, gardens, outdoor furniture, art and interesting architectural details.
- M-4.6** Enhance the existing bicycle/pedestrian network by adding planting pockets with street trees to provide shade, calm traffic and enhance the pedestrian realm, prioritizing routes that link destinations such as employment centers, commercial centers, schools and downtown Dixon.
- M-4.7** Continue to implement traffic calming measures to slow traffic on local and collector residential streets, and contribute to the safety of non-motorized road users.
- M-4.8** Require new or redesigned parking lots to optimize pedestrian and bicycle safety and provide green infrastructure for aesthetic and stormwater management purposes.



ACTIONS

- M-4.A** Work with bicycle advocacy groups, Solano Transportation Authority and other partners to identify obstacles and impediments to cycling and develop strategies to address them. The assessment could involve a survey and should consider safety, infrastructure availability, network maintenance, and ease of mobility around the City.
- M-4.B** Collaborate with senior advocacy organizations to develop a “safe routes for seniors” program that provides pedestrian improvements tailored to residents with limited mobility throughout Dixon, especially near senior living centers and destinations such as the Dixon Senior Center.

GOAL M-5: Ensure Downtown Dixon is an inviting place where it is safe and easy to walk, bike, drive, and park.

ACCESSIBLE DOWNTOWN

POLICIES

- M-5.1** Plan for a multi-modal downtown where the transportation network accommodates and balances the needs of pedestrians, cyclists, drivers, and rail, shuttle, and transit passengers.
- M-5.2** Promote a walkable downtown and enhance the pedestrian environment with improvements for safety and amenities such as planters, street furniture, and public art.
- M-5.3** Increase bicycle accessibility downtown by providing bike paths and bicycle parking infrastructure.
- M-5.4** Work to bring passenger rail to Downtown Dixon, through advocacy and actions to satisfy established thresholds for passenger rail service.
- M-5.5** Improve connections to the Dixon Train Station and provide safe, easy, attractive access across the railway tracks for all roadway users.



- M-5.6** Provide a sufficient amount of convenient parking to serve existing and new development while balancing economic development, livability, sustainability and public safety.
- M-5.7** Encourage drivers to park once and then walk between destinations in downtown Dixon.
- M-5.8** Encourage shared parking where complementary demand timing is demonstrated in order to optimize parking spaces in mixed use areas such as downtown Dixon.

ACTIONS

- M-5.A** Seek funding for mobility improvements downtown, including pedestrian and bicycle improvements and a grade-separated rail crossing at A Street.
- M-5.B** Conduct a downtown parking needs assessment to inform development of parking strategies for downtown, including provision of parking facilities, event parking management, and shared parking strategies.
- M-5.C** Install buffered bicycle lanes along First Street to the High School and along A Street to the Civic Center, or a bicycle boulevard on residential streets parallel to current bicycle routes such as on Hall Park Drive to the High School and Mayes Street to the Civic Center.
- M-5.D** Provide secure bicycle racks along First Street and in key locations throughout the downtown, such as the train station and Dixon Public Library.



5.4 SAFE AND EFFICIENT GOODS MOVEMENT

Dixon benefits from ready access to the regional transportation network, with excellent rail and to freeway connections that make it a prime location for businesses active in goods movement. In 2018, Solano County farms exported produce throughout the United States and to 31 countries, with major international exports to Canada, South Korea, China, and Japan; local farms can easily get their produce to major food distribution hubs for delivery worldwide on the highways and the Union Pacific Rail lines running through the City. Industrial areas of Dixon also benefit from robust road and rail systems, and can distribute goods easily throughout the region and the world.

The Metropolitan Transportation Commission's 2016 San Francisco Bay Area Goods Movement Plan projects 22 freight trains and 34 passenger trains running daily along the rail corridor through Dixon in 2020, using the tracks at 75 percent of their capacity. Leveraging Dixon's rail infrastructure to ensure that local businesses have the connections and configurations necessary to support goods transport to cargo transportation will involve coordinating with State and regional agencies, including Caltrans, STA, and Union Pacific. Coordinating proactively with these entities to enhance safety, use of the rails, and minimize adverse impacts like noise will help to maintain Dixon's competitive advantage.

Trucking is another critical component of the regional freight and goods movement system. I-80 is the region's most important trucking route, but SR-113 also carries significant truck traffic. According to Caltrans, truck traffic accounted for approximately seven percent of traffic on SR-113 from 2010

through 2015, and Solano Transportation Authority predicts that trucking will increase by around 1.25 percent per year. Pursuing the re-alignment of SR-113 will help to alleviate through traffic through Downtown and maintain Dixon's small-town atmosphere, while facilitating free-flowing regional transportation of goods. Additionally, the General Plan requires the City to monitor the rail crossing at Pedrick Road to identify any safety or efficiency concerns with truck crossings.

The Dixon Municipal Code designates through truck routes, for the use of trucks moving goods through the city, and local truck routes for the use of trucks making deliveries within the community. Shown on Figure M-3, truck traffic is restricted to these designated roadways in order to minimize wear and tear on City streets and promote safety on residential streets. Additionally, the Municipal Code establishes an overnight truck parking program that limits where drivers may park overnight, balancing support for the goods movement industry with neighborhood livability.



GOAL M-6: Provide for safe, efficient goods movement by road and rail.

POLICIES

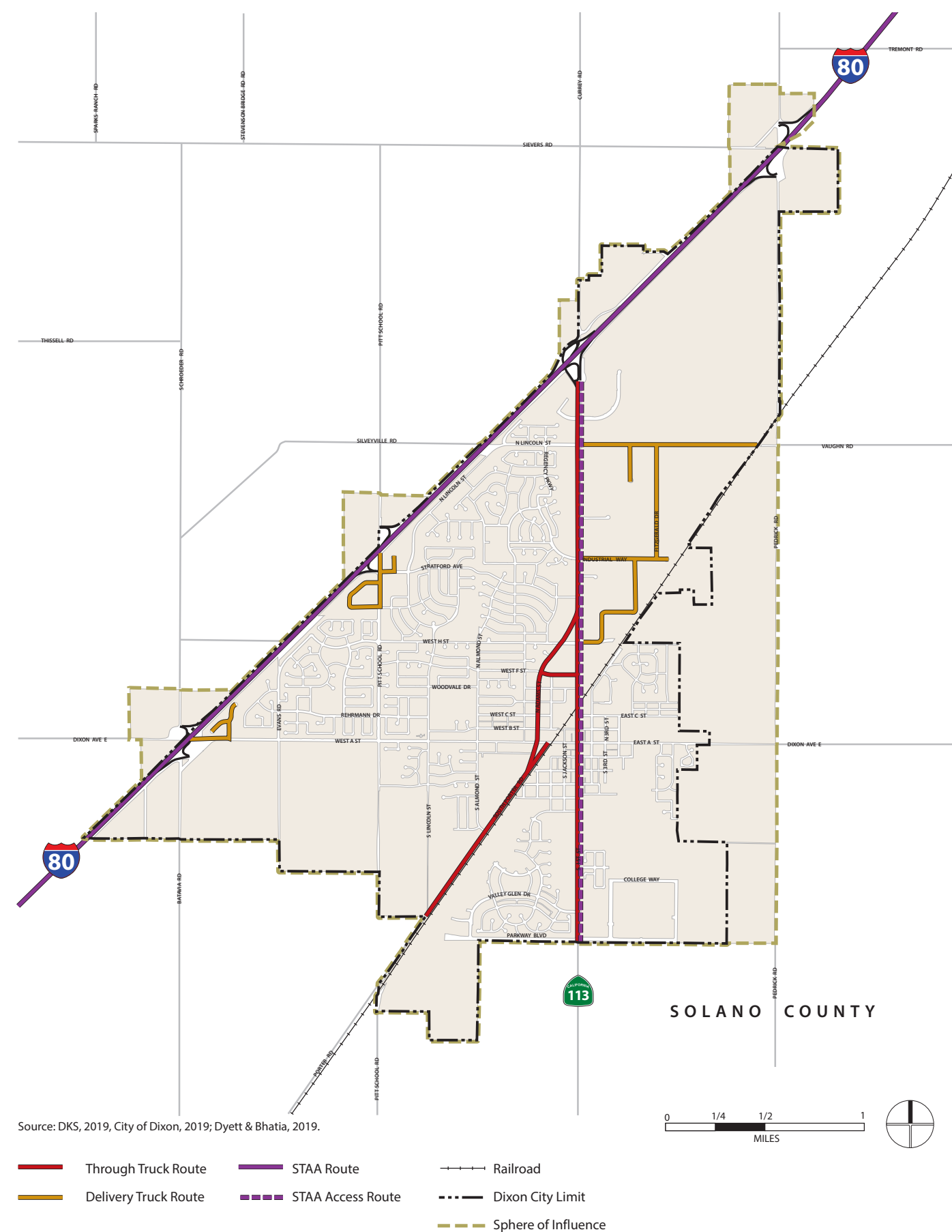
- M-6.1** Maintain designated truck routes within Dixon and regulate truck traffic to allow for both economic development and a high quality of life in residential neighborhoods.
- M-6.2** Continue to coordinate with State and regional agencies on the planning and implementation of the regional transportation system.
- M-6.3** Pursue opportunities to leverage Dixon's rail infrastructure to provide enhanced cargo service, including new track connections and configurations to support rail served businesses.
- M-6.4** Improve safety and minimize adverse noise, vibrations and visual impacts of operations in the Amtrak rail corridor and truck routes on adjacent public facilities, schools and neighborhoods.
- M-6.5** Coordinate proactively with rail operators to minimize negative impacts and maximize benefits to Dixon from any future rail service that runs through Dixon.
- M-6.6** Support improvements to regional goods movement facilities, such as truck scales, that facilitate local economic development.

ACTIONS

- M-6.A** Work with Caltrans to study options for re-rerouting SR 113 away from Downtown Dixon.
- M-6.B** Prioritize sidewalk and pedestrian improvements to improve safety at the First Street/SR 113 grade crossing of the rail line, where the tracks separate a school from a mainly residential area.
- M-6.C** Monitor the rail crossing at Pedrick Road, particularly during the harvest months, and identify actions needed to ensure safe and efficient truck crossings at this location.



Figure M-3: Designated Truck Routes



PUBLIC SERVICES
AND FACILITIES

6



6.1 INTRODUCTION

Responsive public services and integrated, accessible public facilities are key to maintaining and strengthening quality of life in Dixon. Public parks, public facilities, and recreational and cultural programming provide spaces and occasions for neighborly interaction and healthy living. Schools, libraries, and educational programs build informed citizens and create opportunity for people of all ages. Public safety services like police and fire departments keep the populace safe. And adequate public infrastructure underpins the City's daily activities and ensures that life can run smoothly. Given Dixon's relatively small size, it is critical that investments in public services and facilities are made wisely and in response to the City's existing and future needs.

The purpose of the Public Services and Facilities element is to establish a framework under the General Plan that supports the enhancement of existing public services and facilities and provides for the future expansion to ensure they contribute to a high quality of life for local residents. Dixon's public services and facilities are also considered in Chapter 2, Natural Environment, Safety and Hazards, Chapter 3, Land Use and Community Character, and Chapter 4, Economic Development. Where policies and actions found elsewhere in the plan are related to the achievement of the goals in this chapter, connections are cross-referenced.

6.2 PUBLIC SAFETY

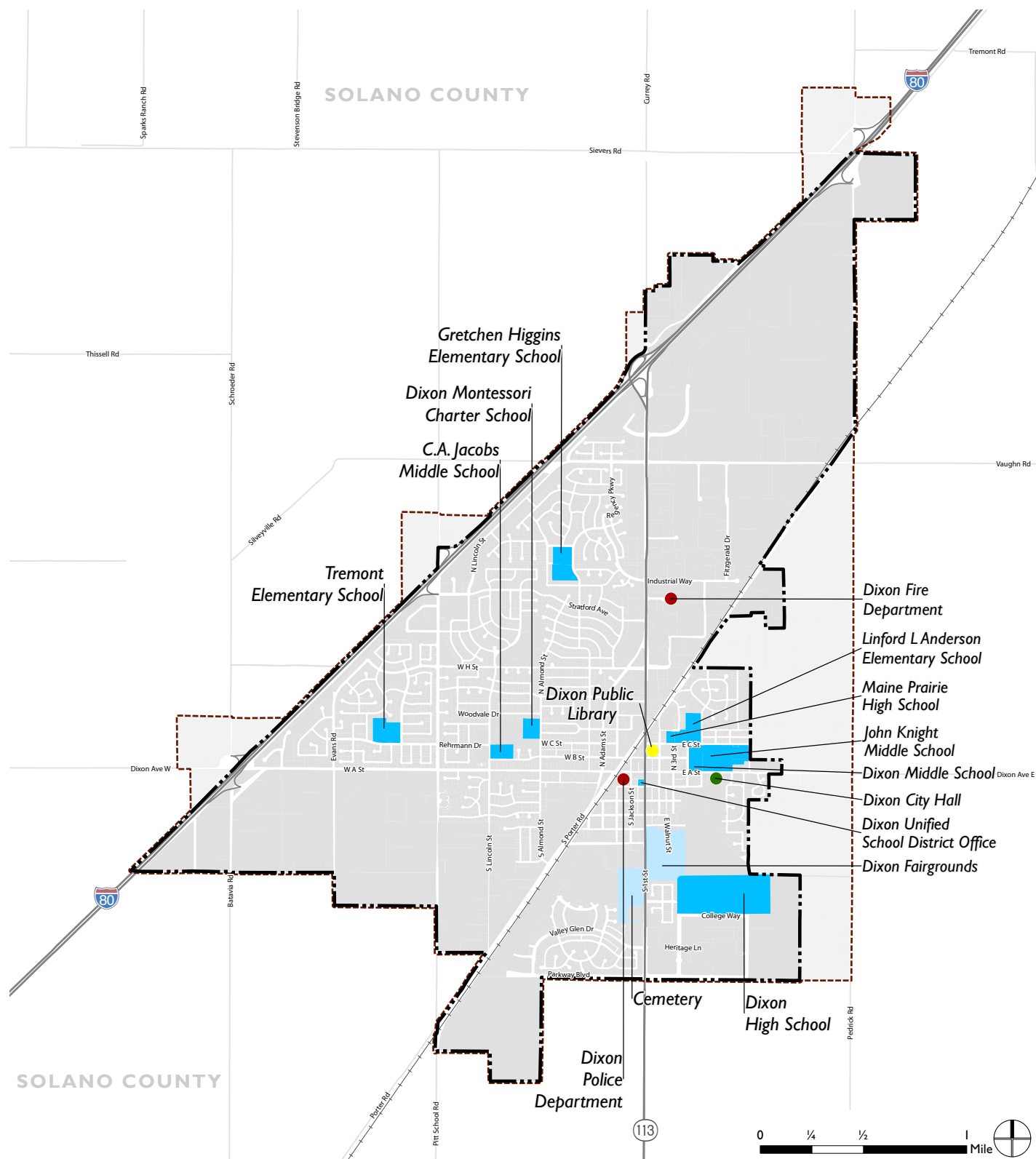
More and more communities are adopting a community-based approach to public safety, actively involving residents to ensure neighborhoods remain safe and ready to respond in the event of an emergency. Neighborhood watch groups and training for residents in emergency response and fire prevention can not only help prepare the community to respond in times of crisis but can also help relationships between police and

community members, keeping the whole city safer. City of Dixon professional police and fire departments work with the community to keep Dixon secure, providing public safety services, fire, and emergency personnel. Safety facilities and services, including the police and fire departments and fire protection districts, are distributed throughout the City, and are shown in Figure PSF-1.






Source: Google Streetview

Figure PSF-1 Public Facilities



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

-  Railroad
-  Dixon City Limit
-  Sphere of Influence



POLICE

The Dixon Police Department provides law enforcement services for Dixon residents and businesses. Operating out of a station located at 201 West A Street, the Dixon Police Department is divided into the Field Operations Division which provides preventative patrol functions and the Support Services Division, which encompasses Investigations, Property and Evidence, Records, Code Enforcement, and Community Services. The Dixon Police Department also operates a variety of community programs, including school safety and a police cadet program. A Community Services Section within the department works actively to build and maintain relationships between the Department and the community. Dixon police officers attend community events and inter-organizational meetings, including Neighborhood Watch Meetings, Career Days at local schools, and training and programs with other law public safety agencies in the county.

Dixon enjoys a relatively low crime rate as compared to surrounding cities; however, any crime is too much crime.

Staffing levels are critical to providing a full range of law enforcement services to the community and the Department has focused efforts on recruitment to improve staffing levels since the end of the Great Recession. As a small agency, partnerships with neighboring jurisdictions are important for effective delivery of services and the Department maintains a strong relationship with the Solano County Sheriff's Office, jointly staffing special operations teams like the Solano County SWAT and Hostage Negotiations teams to ensure that Dixon residents benefit from fully trained and staffed tactical and critical incident response capability. The Department is also increasingly making use of technology for effective service delivery, adopting a new cloud-based Records Management System which allows for greater accountability in tracking the progress of cases and for digital transmission of information to the district attorney and other allied agencies. A continued focus on community-based policing programs can also help ensure the delivery of responsive, effective law enforcement services for the community.

FIRE AND EMERGENCY RESPONSE

The Dixon Fire Department provides emergency fire, rescue, and medical services to the City of Dixon. It also provides fire protection for the Dixon Fire Protection District, a 320-square-mile area that includes the entirety of the Planning Area. The Department consists of multiple divisions, including Fire Prevention, Operations/Training, Advanced Life Support, Administration, Public Education, and Equipment Maintenance, and operates several community safety programs, including fire safety classes, fire extinguisher trainings, disaster preparedness trainings, and smoke detector installations. The Department also receives emergency medical service calls, which make up a plurality of the total calls received.

Current staffing and equipment levels provide an adequate number of firefighters for smaller fires and common medical or rescue situations, and the City maintains mutual aid agreements with other local municipalities. In addition, the City has mechanisms in place to ensure that as the City grows, the level of fire and emergency response service is maintained. Community Facilities Districts (CFD's) are used in Dixon to provide upfront financing for infrastructure improvements to service new development areas. The Southwest Dixon Specific Plan also stipulates the addition of a new fire station within the new development to serve new residents.

The risk of fire in Dixon is typical of that in other primarily suburban California communities. Dixon is comprised predominantly of low-density residential development, and the risk of structural fire associated with this building type is considered moderate. Historic buildings, which are mostly concentrated in and around Dixon's downtown area, represent the majority of fire risk given that most

lack fire sprinklers and modern fire-stopping construction techniques. Dixon also has a potential emergency access issue where the Union Pacific Railroad tracks cross downtown at grade, which act as a barrier when trains pass through. The General Plan policy framework contains policies and actions to help Dixon decrease these risks, including by exploration of an incentive program to increase fire sprinkler installation in historic buildings and by constructing the planned Parkway Overpass project at the rail tracks (see Chapter 5: Mobility for more detailed discussion). It also contains policies and actions aimed at maintaining adequate staffing, equipment, and services from the Dixon Fire Department as the City grows, involving the Department in development review processes, and expanding the reserve firefighter program.

See Chapter 2: Natural Environment for more information on emergency preparedness and response to natural disasters.



GOAL PSF-1: Provide police and fire services that are responsive to community needs and ensure a safe and secure environment for people and property in Dixon.

POLICIES

- PSF-1.1** Provide responsive, efficient, and effective police services that promote a high level of public safety.
- PSF-1.2** Provide fire prevention and emergency response services that minimize fire risks and protect life and property
- PSF-1.3** Maintain police and fire equipment, facilities and staffing at levels that allow for effective service delivery.
- PSF-1.4** Maintain mutual aid agreements that allow for supplemental aid from other police and fire departments in the event of emergencies.
- PSF-1.5** Continue to require that new development make a fair share funding contribution to ensure the provision of adequate police and fire services.
- PSF-1.6** Continue to engage the Police and Fire departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.
- PSF-1.7** Encourage the provision of adequate public lighting, windows overlooking streets or parking lots, paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.
- PSF-1.8** Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.
- PSF-1.9** Support construction of improvements that facilitate emergency access across the rail line, such as over-and underpasses at one or more strategic locations.

ACTIONS

- PSF-1.A** Increase fire fighter staffing levels consistent with National Fire Protection Association (NFPA) guidance and expand the reserve firefighter program.
- PSF-1.B** Modify the Fire Department's staffing model to increase efficiency of personnel at the scene of an emergency and build capacity to manage complex incidents.
- PSF-1.C** Explore the cost/benefit of an incentive program to encourage owners of historic buildings with "non-fire stopped" framing construction to retrofit their properties with fire sprinklers, particularly in the downtown area.



6.3 ADEQUATE PUBLIC SERVICES

As infrastructure ages and new development occurs in Dixon, public utilities infrastructure will need to be improved and expanded. In a small city like Dixon, investments must be made strategically, ensuring that built capacity matches need and that improvements for new residents are balanced with the need to maintain quality services for existing residents.

Dixon has a variety of tools at its disposal to fund improvements to existing infrastructure and expansions in response to additional development, including utility rates, development impact fees, and Community Facilities and Assessment Districts. Utility rates, or fees for utility services provided by the City, may be used to cover the cost of operations, maintenance, and capital improvements. Development impact

fees are imposed by the City of Dixon on new construction, both residential and non-residential, to pay for improvements and facilities required to meet the needs of new development as well as diminish the impacts of new development on existing services and facilities such as parks, transportation, and police facilities and services such as sewer connections. In addition, Community Facilities Districts and Assessment Districts are financing mechanisms that can be used to fund public infrastructure and services investments in the context of new development projects. Dixon has a precedent of implementing both Community Facilities Districts and Assessment Districts to fund public utilities investments, including for the mixed-use residential Homestead project in Southwest Dixon, formed in 2019.

POTABLE WATER

Ensuring adequate and high-quality potable water supply is one of the most critical responsibilities of growing California cities. Dixon's water currently comes exclusively from groundwater in the Solano subbasin of the Sacramento Valley Groundwater basin. The distribution system is served by two water service providers, the California Water Service Company (Cal Water) and the City of Dixon. (The water system is described in detail in Dixon's 2016 Water System Master Plan, which provides a framework for the prioritization of improvements.)

Since 2008, per capita water consumption has decreased substantially, largely due to successful water conservation measures enacted during the recent drought. While the City's water system meets existing demand, improvements will be necessary to meet new demand generated by new development in a reliable manner. As climate change makes regional water resources scarcer, and given the potential for the infiltration

of pollutants to existing groundwater resources, integration of other water supply sources could strengthen the sustainability of the groundwater resources and provide the City with a reliable supply of potable water. Existing and projected new residents in Dixon will need new and diversified water sources. The General Plan contains policies and actions to ensure the long-term health of Dixon's water supply, including by diversifying supply with more wells, pipelines, and storage facilities, identifying other surface water supplies, and by exploring partnerships with other regional water transporters, providers, and municipalities. ***(See Goal PSF-1 and associated policies and actions.)***

Water quality, groundwater management, and conservation is discussed in more detail in Chapter 2: Natural Environment (see pages 2-13 and 2-14).

ASSESSMENT DISTRICTS AND COMMUNITY FACILITIES DISTRICTS

Assessment Districts and Community Facilities Districts levy special taxes on owners in an area in order to distribute the costs of infrastructure investments among property owners fairly and gradually. Assessment Districts can only be used to fund improvements that provide a direct and special benefit to parcels in an area such as streets, sidewalks, curbs and gutters, water, sewer, gas electric, lighting, drainage or flood control facilities, while Community Facility Districts funding is more flexible and can include improvements that provide broader, more general benefits such as schools, parks, and police protection.



DIXON'S WASTEWATER TREATMENT FACILITY

Dixon's new Wastewater Treatment Facility was awarded the Envision Silver rating by the Institute for Sustainable Infrastructure in 2017 for its energy and cost-saving design. The facility's design also proactively addresses groundwater nitrate contamination, which is considered the most significant long-term threat to groundwater quality in agricultural areas across the globe.

WASTEWATER

The City of Dixon's City Engineer/Public Works Department provides all wastewater collection and treatment services for Dixon residents. In 2017, the City of Dixon upgraded its Wastewater Treatment Facility (WWTF) to comply with the Central Valley Regional Water Quality Control Board (CVRWQCB) regulatory limits of salts in the treated effluent that reaches the groundwater, also known as discharge limits. The updated facility prevents discharge to open channels and creeks near the WWTF. The project also expanded the City's capacity to treat wastewater.

Looking towards the future, the General Plan calls for the preparation

of a computer model and Sewer System Master Plan to help Dixon continue to provide high-quality wastewater treatment. Sewer models have become a standard management tool used by cities to make fully informed decisions about sewer system improvements and future land development impacts on the sewer system. The General Plan also contains policies and actions that ensure that Dixon will have adequate capacity to safely accommodate the wastewater needs of existing and future residents in the wastewater service area, including through ensuring compliance with State water treatment standards and by increasing the wastewater treatment facility, trunk sewer, and pump capacities.

STORMWATER DRAINAGE AND QUALITY

Urban landscapes are primarily composed of impervious surfaces. In Dixon, asphalt roads, concrete sidewalks, and rooftops shed water during rain events, which can create localized flooding. Further, when it rains, the automobile oils and particulate emissions that linger on roadways and nearby surfaces are washed into the drainage collection system, which could lead to pollution and poor water quality. Given Dixon's reliance on groundwater as a source of potable water and the potential for infiltration of pollutants from stormwater, ensuring stormwater

quality is a priority as development occurs: without proactive management, stormwater can disrupt City services and degrade local waterways.

Utilizing Low Impact Development strategies (LIDs) and collaborating with both the Solano County Water Agency and the Solano Subbasin Groundwater Sustainability Agency to implement Best Management Practices (BMPs) can control the volume and quality of runoff from new and existing development by reducing stormwater runoff and

controlling the sources of pollutants. Using pervious paving or reducing impervious surfacing allows water to soak into and recharge the underground aquifers. Designing sites so that rooftop and paving runoff flows into landscaped areas instead of off the property reduces Citywide runoff. And trees and plants can catch, slow down, and filter stormwater. Implementing these strategies will help Dixon reduce local flooding and regional pollution.

For stormwater that does require conveyance and treatment, service is provided by several agencies, including the City, the Dixon Resource Conservation District (DRCD), Reclamation District 2068 (RD2068), and the Maine Prairie Water District. In 2004, these agencies established the Dixon Regional Watershed Joint Powers Agency (DRWJPA) to cooperatively resolve several long-term, regional drainage problems, including establishing discharge limits from the City into the agricultural DRCD drainage channels and identifying and preliminarily sizing the local water

detention ponds needed to achieve the discharge limits. Stormwater system facility improvements and expansions are funded new through development and the City's Capital Improvement Program. The City has developed plans and sized facilities for much of the expected future growth through previous stormwater master plans and other studies, and improvements required for development are included in development agreements and paid for by and installed concurrently with development as needed. To address drainage issues in the NEQ, Dixon Regional Watershed JPA, Solano County Water Agency and Solano County are currently collaborating to develop a system that involves drainage management, ground water recharge and an associated construct/maintenance fee program that can be implemented for the benefit of the stakeholders.

Policies in this General Plan ensure that new development contributes to stormwater facilities, that the City continue to collaborate with the DRWJPA and other appropriate agencies, and that

LOW IMPACT DEVELOPMENT STRATEGIES



Low Impact Development strategies (LIDs) include designing sites to feature canopy trees and shrubs to absorb rainwater, the use of permeable paving, bioswales and bioretention basins, and other techniques that minimize stormwater runoff. Meanwhile, "best management practice" (BMP) refers to a practice, or combination of practices, that are designed to achieve sustainable groundwater management through what are referred to as Groundwater Sustainability Agencies. Dixon is part of the Solano Groundwater Sustainability Agency, which is currently drafting a Groundwater Sustainability Plan as per State law (California Code of Regulations Title 23, Division 2, Chapter 1.5, Subchapter 2).

low impact design techniques are utilized throughout the City for higher water quality, more infiltration, and reduced overall runoff.

There are three regional watersheds within Dixon: Basin A, which drains to Ulatis Creek, and Basins B&C and Basin D, which drain to Hass Slough. Dixon's water eventually enters the Sacramento River Delta and flows into the Suisun Bay and the San Francisco Bay. Dixon also uses detention ponds to prevent flooding and to allow infiltration into the aquifer below. Now-undergrounded historic creeks and irrigation ditches drain through the city to Ponds A, B, and C, which detain the water and use native vegetation as filtration. The discharge from the

ponds are managed by the DRWJPA, and include some perimeter walking trails for residents to enjoy the open spaces. (See *Chapter 2: Natural Environment* for more information and policies regarding water conservation in Dixon.)



GOAL PSF-2: Plan and provide utilities and infrastructure to deliver safe, reliable and adequate services for current and future residents and businesses.

POLICIES

- PSF-2.1** Coordinate with the California Water Service Company (Cal Water) to ensure the provision of adequate water service to Dixon residents and businesses.
- PSF-2.2** Expand the City's water supply system, including wells, pipelines and storage facilities, in order to meet future need as development occurs, particularly in the Northeast Quadrant and in Southwest Dixon.
- PSF-2.3** Improve the reliability of the City's water system to meet future demand, including through the construction of additional wells and the identification of potential surface water supply sources or use of reclaimed water from the City Wastewater Treatment Facility.
- PSF-2.4** Prioritize improvements to the City's water system to ensure the provision of safe, clean water.
- PSF-2.5** Use the performance metrics in the Water System Strategic Asset Management Plan adopted April 10, 2018 to identify and prioritize capital and maintenance improvement program elements.
- PSF-2.6** Provide wastewater collection and treatment services, ensuring that adequate capacity is available to serve existing and future need in the community and that effluent can be treated and disposed in accordance with RWQCB standards.

- PSF-2.7** Operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development.
- PSF-2.8** Coordinate with the Dixon Regional Watershed Joint Powers Agency, the Solano County Water Agency, the Solano Irrigation District and other responsible agencies to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.
- PSF-2.9** Require through development agreements that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.
- PSF-2.10** Ensure through the development review process that adequate public utilities and services are available to serve new development and ensure that new development pay its fair share of the costs of constructing new public utilities, providing public services, and upgrading existing facilities as needed to accommodate it.
- PSF-2.11** Encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
- PSF-2.12** Pursue expanded broadband coverage throughout Dixon so that all residents have multiple provider options and improved quality of service.

ACTIONS

- PSF-2.A** Establish a new metered interconnection with the Cal Water system in Southwest Dixon as development occurs in this area in order to augment the backup source of water available to both suppliers in case either system experiences low system pressures or inadequate supplies.
- PSF-2.B** Study options for diversifying and expanding the City's water supply sources.
- PSF-2.C** Investigate opportunities to jointly invest in new facilities, as well as opportunities to share facilities with other regional water transporters and providers or other local municipalities.
- PSF-2.D** Plan and construct centralized water treatment facilities providing wellhead treatment to address hexavalent chromium (Cr(VI)) concentrations in excess of the maximum contaminant level.
- PSF-2.E** Increase wastewater treatment facility, trunk sewer and pump station capacities in order to accommodate future growth within the City's service area.

- PSF-2.F** Prepare a Sewer Master Plan and computer model of the sanitary sewer system to estimate the sizing and costs of needed improvements; to identify and mitigate sources of infiltration and inflow; and to determine how best to accommodate existing needs and future growth.



6.4 INTEGRATED PUBLIC FACILITIES

SCHOOLS AND COMMUNITY FACILITIES

Quality educational facilities and programs are foundational elements of thriving communities. In Dixon, public educational facilities and programs are provided by the Dixon Unified School District (DUSD). The school district boundaries include the Planning Area as well as parts of Vacaville and unincorporated Solano County. All six of the District's schools are located in Dixon, including three elementary schools, one middle school, and two high schools.

Libraries also play an important lifelong learning role in communities. The Dixon library joined the Solano County Library

System in 2020. The library, which is still housed in its original historic building dating from 1913, has a collection of nearly 50,000 items and computers available for public use.

In addition to its schools and library, Dixon has several other important community gathering places and facilities. The Dixon Teen Center provides recreational facilities, activities, and educational programming for teens in the Planning Area. The Dixon Senior/Multi-Use Center provides services, activities, information, and social opportunities for seniors. Dixon City Hall, on East A Street,

DIXON'S CARNEGIE LIBRARY



Andrew Carnegie donated more than \$40 million for communities to build free libraries across the United States between 1886 and 1919, but the money was only granted when the community could provide a plot of land and prove that they could support the ongoing maintenance and operations of a new library. As a small town of only 1,000 people, turn-of-the-century Dixon didn't have the resources to meet those conditions. The Women's Improvement Club and State Assemblyman J.H.

Peterson didn't give up, though. Peterson sponsored a bill to allow a library to be supported by a special high school district rather than just the city alone. The bill passed in 1910, and in 1911, voters approved a tax measure that would contribute support for ongoing library services, creating the Dixon Union High School District Library District of Solano County, California. The Library District would serve residents in a 196 square mile area of eastern Solano County. Women's Improvement Club member Mrs. O.C. Schulze donated a parcel of land on East B Street, and, meeting all of the conditions for the Carnegie Library grant, the City received a check for \$10,000. The library opened its doors in February, 1913, and has remained an important centerpiece of Dixon life ever since. It was added to the National Register of Historic Places in 2011.

houses the City of Dixon's administration, departments, and City Council meetings. The Dixon May Fair is the oldest district fair and fairgrounds in the state of California, and hosts events such as the annual Lambtown festival, dog shows, and the annual May Fair, now in its 145th year.

Nevertheless, there is a need for new and improved community facilities to serve existing and future residents. The Dixon Senior/Multi-Use Center isn't large enough to accommodate the existing community needs, and a new community

center is planned in the Southwest Dixon Specific Plan area to serve future residents. The General Plan also contains policies and implementing actions designed to expand community offerings and spaces, co-locate City facilities to maximize investment and convenience, pursue funding for expanding the Multi-Use Center, and study the feasibility of creating a new recreation facility.

Dixon's existing schools, library, and other community facilities are shown on Figure PSF-2.



GOAL PSF-3: Locate and design schools and other public facilities as contributors to neighborhood quality of life, identity and pride.

POLICIES

- PSF-3.1** Provide community centers, arts/cultural facilities, senior centers and other public facilities, ensuring they are distributed equitably and conveniently throughout Dixon.
- PSF-3.2** Whenever feasible, co-locate City facilities with other public facilities (schools, post offices, hospitals/clinics) so that multiple services may be delivered from a single location.
- PSF-3.3** Collaborate with DUSD to facilitate the shared use of sports and recreational facilities through a continued/expanded Joint Use Agreement or other vehicles.
- PSF-3.4** Work with DUSD and other local schools to plan for school locations that meet school needs while minimizing traffic and other neighborhood impacts.

ACTIONS

- PSF-3.A** Pursue funding from public, private or philanthropic sources to expand the Multi-Use Center to better serve the needs of Dixon residents.
- PSF-3.B** Study the feasibility of developing a marquee recreational facility in Dixon such as an aquatic center.
- PSF-3.C** Consider updating the Zoning Code to allow senior living facilities as a conditional use in the Public Service District.

6.5 QUALITY PARKS AND RECREATION

Parks and recreational facilities provide spaces and opportunities for the community to gather and participate in neighborly activities. Dixon residents enjoy access to a wide range of parks and recreational facilities. The City of Dixon's Recreation and Community Services Division of the City Engineer/Public Works Department maintains approximately 96.3 acres of parkland in the Planning Area, summarized in Table PSF-1 and shown on Figure PSF-2, including neighborhood and community parks. Neighborhood parks are designed to provide open space and basic recreational facilities for residents who live in the vicinity of the park, while community parks provide space for organized sports and major facilities for the entire community, such as swimming pools, sports fields, and community centers. In addition to parks, recreational facilities in Dixon include the Jim B. Stevens Arena and the Pat Granucci Aquatics Center. The City of Dixon also maintains a Joint Facility Use Agreement with the Dixon Unified School District to share recreational facilities, including the gymnasium and running track. Dixon residents also have easy access to a variety of regional parks and open spaces in the surrounding area, including the 1,566-acre the Jepson Prairie Preserve, located ten miles south of Dixon, and the County-operated Lake Solano Park, located approximately 12 miles northwest of Dixon.

The City has established a standard of 5.0 acres of community or neighborhood recreational or park facility per 1,000 residents to ensure adequate recreational open space for the enjoyment of the community. To ensure an appropriate

balance of local and community-serving facilities, the Parks Master Plan recommends a target of 1.2 acres of neighborhood park per 1,000 residents and 3.8 acres of and community park per 1,000 residents for a total of 5 acres per thousand residents although this is not a mandate. With its 96.3 acres of City facility, Dixon currently has 4.8 acres of parkland for every 1,000 residents, slightly below the established service ratio standard. At 4.0 acres per 1,000 residents, the community parks ratio meets the target of 3.8, but the neighborhood park ratio is just 0.7 acres per 1,000 residents as compared to a target of 1.2 acres per 1,000 residents.

A development agreement for residential construction pursuant to the Southwest Dixon Specific Plan calls for the construction of 32.6 acres of new parks to meet future demand in the area – 11.2 acres of neighborhood parkland and a minimum 20-acre community park. Additionally, the Parks Master Plan identifies the need for 9.3 acres of additional parkland to satisfy future community demand. Development of these facilities would provide new recreational open space to satisfy future demand, but with a projected population of 28,450 in 2040, an additional 4.85 acres of parkland will be required to meet the established standard. Figure PSF-2 identifies potential locations for these new facilities, adjacent to areas where new housing is envisioned. New residential development will be required to dedicate land for new park facilities or pay a fee that can be used for acquisition of parkland as needed to meet the community-wide standard.

Although the amount of parkland is an essential component to creating a vital network of open spaces, the quality and accessibility of these spaces are equally important elements. As a rule of thumb, neighborhood parks should be distributed so that they serve as a point of focus for residential neighborhoods and are easily accessible for children, families and seniors from their homes. The General Plan seeks to provide a network in which there is neighborhood park accessible within a half-mile, or a ten-minute walk, of each resident's home. The distribution of parkland throughout the community is relatively balanced; most residents live within a half-mile walk of a park or recreational facility. The provision of new facilities at the generalized locations shown on Figure PSF-2 will help ensure access for future residents as well.

The General Plan provides an overarching framework for the provision of parks and recreational facilities in the community. The Parks Master Plan acts as Dixon's primary implementing tool, bridging the City's General Plan and Capital Improvements Plan. The Parks Master Plan provides a detailed inventory of Dixon's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities. Dixon's parkland ordinance, operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require developers to contribute to local parks, requires developers in Dixon to dedicate parkland, pay an in lieu fee, or both to ensure that the parkland standard is met for new residents. The Southwest Dixon Specific Plan also contains implementation policies that ensure park dedication in new planned communities meets these standards.

The Parks Master Plan defines community and neighborhood parks as follows:

* **Community parks** are designed to meet the need a large-scale recreation facilities designed to serve the entire community. Community parks are typically twenty acres or larger. These parks offer facilities that require large areas including playing fields for organized sports, such as Little League and soccer. Community parks also provide specialized facilities, such as swimming pools, which, because of costs, are most efficiently operated at centralized locations. Cultural features, including community centers, are typically located at community parks, which serve as central gathering places. Community parks typically also provide features commonly found in neighborhood parks to serve the population within about a one-half mile distance. (Res. 00-052)

* **Neighborhood parks** are designed to provide informal basic outdoor recreation and leisure opportunities for all age groups within easy walking distance (approximately one-half mile) of homes. Typical neighborhood park services include children's play areas, picnic tables and barbecues, small scale sports facilities such as basketball half courts, and turf and landscape areas for strolling and informal sports. The minimum size of neighborhood parks is about three acres. (Res.00-052)

City Facilities

- Planned Parks
- Community Park
- Neighborhood Park
- Linear Facility
- Railroad
- Half-mile Radius/10-minute Walk
- Dixon City Limit
- Sphere of Influence

City Facilities

Planned Parks

Community Park

Neighborhood Park

Linear Facility

Railroad

Half-mile Radius/10-minute Walk

Dixon City Limit

Sphere of Influence

0 1/4 1/2 1 Mile

Table PSF-1: Existing and Planned Parks

Park Name	Acres	Amenities
Existing Facilities		
Neighborhood Parks	20.54	
Patwin Park	4.93	Children's play area, group picnic area, fitness apparatus, basketball half course
Conejo Park	3.61	Children's play area, gazebo, picnic areas
Veterans Park	5.00	Children's play area, group picnic area, basketball court
Hall Memorial Park (portion)	3.00	
Northwest Park (portion)	4.00	
Community Parks	73.33	
Hall Memorial Park	54.80	Picnic areas, two children's play areas, baseball and football fields, tennis courts, skate park, aquatic center, community center, open turf and play areas and walking paths
Northwest Park	18.53	Picnic areas, a basketball court, soccer fields, two children's play areas, walking paths, and barbecue pits
Other Parks	2.40	
Women's Improvement Club Park	0.65	Benches
Linear Path ¹	1.75	Turfed open space, benches
Subtotal	96.27	
Current acres of park per 1,000 residents (2018)²	4.80	
Planned Facilities		
Neighborhood Parks	11.20	
Southwest Phase 1 Neighborhood Park	4.80	
Southwest Phase 2 Neighborhood Park	3.60	
Southwest Phase 3 Neighborhood Park	2.80	
Community Parks	21.40	
Southwest Community Park (portion)	21.40	Swimming pool, community center, multi-purpose fields, tennis courts
Subtotal	32.60	
Total existing and planned parks	128.87	
Existing and planned acres of park per 1,000 residents (2040)³	4.53	
Additional Parkland Needed		
Neighborhood and Community Parks	13.38	TBD
Total	142.25	
Projected acres of park per 1,000 residents³	5.00	
Notes:		
1. Acreage does not include the 3.5 acre pathway.		
2. Assumes a 2018 population of 20,100 people.		
3. Assumes a 2040 population of 28,450 people.		

Source: City of Dixon Parks Master Plan Update, October 2015; Dyett & Bhatia, 2019.

GOAL PSF-4: Provide and maintain a comprehensive system of quality parks and recreational facilities to meet the needs of Dixon's current and future population.

POLICIES

- PSF-4.1** Expand the network of parks and public spaces and ensure they are equitably distributed throughout the city so that every Dixon resident can access a neighborhood park within one half mile of their home.
- PSF-4.2** Maintain a standard of 5 acres of community and neighborhood recreational or park facility for each 1,000 Dixon residents, with a target of 1.2 acres of neighborhood park land and 3.8 acres of community park land per 1,000 residents.
- PSF-4.3** Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees
- PSF-4.4** Design and construct parks, public spaces and recreational facilities for flexible use, adaptability over time, and ease of maintenance.
- PSF-4.5** Improve access to existing facilities, with emphasis on the young, elderly, and persons with disabilities.
- PSF-4.6** Prioritize the maintenance and, where feasible, improvement of parks and recreational facilities to ensure safe, attractive facilities that are responsive to community needs.
- PSF-4.7** Continue to provide a range of recreational facilities and programs serving the diverse age and interest groups in the community based on citizen input.

ACTIONS

- PSF-4.A** Use the Parks Master Plan as the primary tool for planning specific capital improvements and parks and recreation programming in Dixon. Update the Master Plan to plan for the additional parkland as needed to maintain the established service ratio in 2040.



- PSF-4.B** Prioritize the development of neighborhood park facilities in the Southwest Dixon Specific Plan Area to ensure that adequate open space is available to serve the needs of new residents with each phase of residential construction.
- PSF-4.C** Leverage available funding and financing mechanisms to fund energy-efficient park and recreational facility design and refurbishment.
- PSF-4.D** Explore ways to increase funding for park maintenance, including the establishment of Landscaping and Lighting Maintenance districts.
- PSF-4.E** Continue to encourage existing volunteer, service club and community group efforts to maintain and improve parks, such as "Friends of the Parks" organizations.
- PSF-4.F** Maintain and promote the Recreation Scholarship Fund so that low income children may have the opportunity to participate in recreation programs.
- PSF-4.G** Consider developing park design standards based on best practices for accessibility, flexible use, adaptability, energy efficiency and ease of maintenance.

6.6 INCLUSIVE COMMUNITY SERVICES

Dixon residents have access to a range of community programs and services, including youth and adult sports, fitness, and aquatic recreational programs; activities geared toward senior citizens such as monthly lunches, field trips, art classes, and other opportunities for social interaction; and after school social and educational activities for teens. The

Dixon Public Library offers a wide range of services and programs for children and adults, including adult literacy and language programs, computer skills workshops, resume workshops, book clubs and summer reading programs. Dixon also supports a variety of public events organized by community organizations, including Movies in the



DIXON'S LAMBTOWN FESTIVAL



The Dixon Lambtown Festival has been held annually since the 1980s and is sponsored in part by the City of Dixon. The Lambtown Festival commemorates Dixon's history as a major sheep producer while promoting local agriculture. The festival celebrates lamb "from fleece to chops, sheep to shawl, fiber to yarn and herd to champion."

Park, Grillin' & Chillin', the Christmas Tree Lighting Festival, and Dixon's Lambtown Festival. Dixon works with regional and State partners to provide youth with early education services, including Solano First 5 and other programs that foster the development of academic and technical skills, knowledge and training, such as Career Technical Education (CTE), Science, Technology, Engineering, Arts, and Mathematics (STEAM), and the California STEM Learning Network.

As Dixon grows, the City can continue to work in partnership with civic groups to provide these valuable programs and services to its residents, ensuring that programming is responsive to community needs as a result of changing preferences and demographics, including additional programming focused on arts and culture, additional youth programming, and senior services and programming to accommodate an aging population. The Public Facilities and Services policies lay out a framework for maintaining, and, where necessary, expanding these

valuable community programs and services. The General Plan also contains policies and implementing actions to encourage expanded affordable and accessible childcare, senior care, and living support for people with disabilities; expanded arts opportunities for youth, including a youth theater program; and a possible program for the City to provide free WiFi in public spaces, which would ensure that Dixon residents of all income levels have access to information.



GOAL PSF-5: Provide community services that support families and meet the needs of community members of all ages, backgrounds and interests.

POLICIES

- PSF-5.1** Encourage the development of reasonably priced childcare and senior care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.
- PSF-5.2** Partner with the school district and all segments of the community to provide activities for children, youth, and seniors and an environment in which they flourish and become contributing members of the community.
- PSF-5.3** Promote lifelong learning opportunities for community members of all ages and abilities, with a focus on arts, culture, and training.
- PSF-5.4** Support public agencies and local community organizations in the provision of social services to Dixon residents in need, including independent living support services for seniors, people with disabilities, and those facing physical or mental challenges.

ACTIONS

- PSF-5.A** Continue to partner with the Solano County Office of Education and Solano First 5 to support high quality early education programs in Dixon.
- PSF-5.B** Explore establishing a Police Activities League (PAL) chapter in Dixon.
- PSF-5.C** Collaborate with DUSD and local community groups to develop a youth theatre program.
- PSF-5.D** Continue to partner with the Dixon Public Library and Dixon Teen Center to provide after school, weekend, and summer activities for young people, such as homework help, sports and arts activities, reading programs, games, workshops, clubs, and other programming.



- PSF-5.E** Support programs that provide students with academic and technical skills, knowledge, and training, such as Career Technical Education (CTE), Science, Technology, Engineering, Arts, and Mathematics (STEAM), and the California STEM Learning Network.
- PSF-5.F** Expand the range and number of programs offered through the City's Recreation Division and Senior/Multi-Use Center.
- PSF-5.G** Support the Dixon Public Library in providing a range of support programs and services to the community, such as adult literacy classes, English as a second language classes, job training, resume writing support, and computer skills workshops.
- PSF-5.H** Provide information about social assistance programs, including Meals on Wheels and other community services.
- PSF-5.I** Explore the feasibility of providing free WiFi in public spaces including City buildings, parks, and community centers.

6.7 HEALTHY COMMUNITY

Physical and mental health is essential for community members to be able to participate fully in the workforce, at school, and in civic life. Many personal factors affect health, but cities can positively impact residents' health by facilitating access to healthy food, making it safe and convenient to walk and bike, and by providing parks, recreational facilities, and access to medical care. Particularly given the community's agricultural heritage, community gardens, home gardens, and other small-scale agricultural activities have a role to play in increasing residents' access to fresh, locally grown foods. Improved walking and biking infrastructure in Dixon could encourage more people to get around town on their own power rather than in a car, and Dixon residents can exercise in the City parks and at the Pat Granucci Aquatic Center. Residents have access to care at medical and dental offices in the city and at the Dixon Medical Center, which includes an Urgent Care Center.

The City also has partnerships with regional and local organizations that provide nutrition and health services and programs such as Solano Public Health and Dixon Family Services. These partnerships help increase access to medical care and urgent care facilities for those who are uninsured and underinsured, and can help ensure more people seek preventative care.

To improve overall public health, this General Plan contains policies and implementing actions to promote these community health goals through land use and transportation policies that ensure access to open space and healthy foods, allow for the development of more medical care facilities, and provide infrastructure for safe active transportation.

See Chapter 5: Mobility for more information and policies regarding transportation.

DIXON'S FARM STANDS



Dixon has rich agricultural roots and excellent access to local produce. Dixonians and visitors alike have procured local fruits, nuts, and vegetables from the Dixon Fruit Market and Pedrick Produce farm stands for decades. These farm stands provide healthy food to the Dixon community and the region, with the added benefit of supporting local farmers.

GOAL PSF-6: Promote the health and welfare of all community members.

POLICIES

- PSF-6.1** Encourage and promote physical activity, active transportation, and healthy eating.
- PSF-6.2** Encourage farmer's markets, community gardens, home gardening, and other small-scale urban agriculture activities that increase locally-grown, healthy food options.
- PSF-6.3** Improve access to retail sources of affordable healthy food, including organic options, such as full service grocery stores, produce markets, farmer's markets and convenience stores.
- PSF-6.4** Expand access to urgent and primary medical care for all Dixon residents.

ACTIONS

- PSF-6.A** Continue to collaborate with Solano Public Health and other partners on programs that facilitate healthy eating, such as programs to encourage markets to stock fresh produce and other healthy foods or expand the acceptance of Electronic Benefit Transfer (EBT) where healthy food is sold.
- PSF-6.B** Consider adopting urban agricultural regulations or tax incentives.
- PSF-6.C** Explore the feasibility of establishing a community garden and a community garden teaching program together with DUSD and other community partners.

- PSF-6.D** Amend the zoning ordinance to require a use permit for uses proposing to sell tobacco in proximity to schools and other youth-serving facilities.
- PSF-6.E** Consider developing and adopting a "healthy development" checklist to evaluate potential new development under appropriate criteria, which might include exposure to harmful levels of air pollution, effects on the noise environment, and relationship to the active transportation network.

6.8 ACTIVE, PARTICIPATORY COMMUNITY

Whether through volunteering, attending community events, or participating in local elections and decision-making, the more engaged residents are the healthier the community as a whole. These activities make residents feel more connected to their community and to their neighbors, which in turn makes people more likely to take care of each other in the event of an emergency and more likely to work together to improve the quality of life in their neighborhoods.

Particularly in a small town like Dixon, everyone's voice can make a difference. The policies and actions in this Plan engage a broader spectrum of residents, encouraging inclusive, participatory

City processes with a wide range of means, including online surveys, youth involvement, engagement with local community groups, providing childcare at meetings, an annual City-wide survey, and holding meetings in different parts of town will make the City stronger and more cohesive.



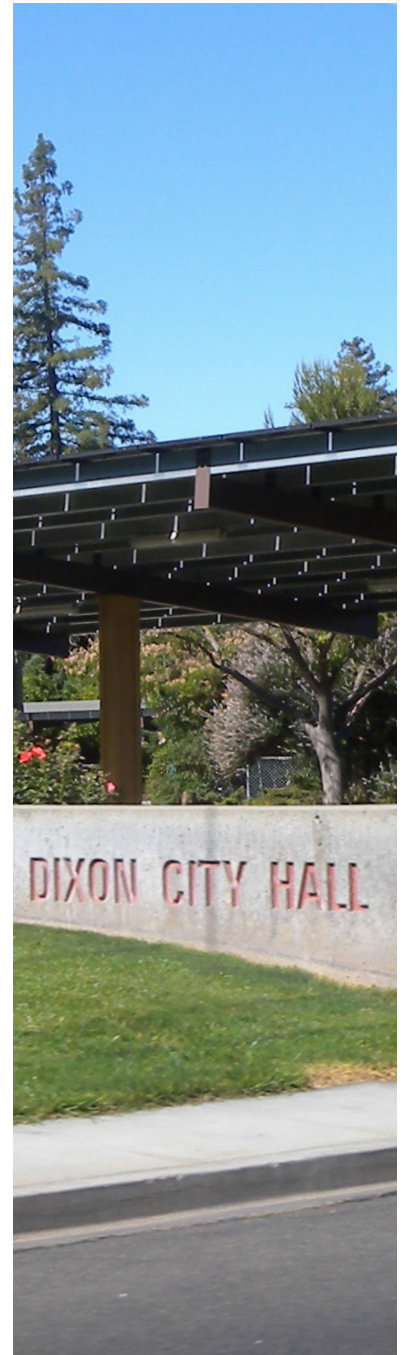
GOAL PSF-7: Encourage the active participation of Dixon residents and businesses in civic life.

POLICIES

- PSF-7.1** Encourage inclusive, participatory City processes that emphasize the collaborative exchange of ideas by all segments of the community.
- PSF-7.2** Increase public participation by all segments of the community in City governance with programs and services to facilitate and promote participation in civic life.
- PSF-7.3** Provide decision-makers, project applicants, and residents with information about planning policies and regulations as well as advance notice of upcoming changes, projects or issues.
- PSF-7.4** In with community organizations, encourage and support residents as volunteers to supplement City and agency staff in the delivery of community services, including recreation, youth, and senior programs. Focus efforts on underrepresented populations in particular.

ACTIONS

- PSF-7.A** Conduct an annual community survey to assess resident views on life in Dixon, the City government, and the City's budget.
- PSF-7.B** Expand the use of technology and digital engagement tools such as online surveys and applications to provide public information and obtain input from community members.
- PSF-7.C** Explore options to encourage broader public participation, such as expanding the City's Volunteer Program; providing child-related activities and childcare at public meetings and workshops; including youth representatives in City-sponsored activities and organizations; and periodically holding City Council meetings, commission meetings, and/or "Mobile Mayor" workshops in different locations around Dixon to increase accessibility to City officials and decision-makers.



6.9 DIVERSE COMMUNITY

Dixon is a diverse community with residents from many different cultural backgrounds, income levels, languages, and abilities. About 15 percent of Solano County residents were born outside of the United States, and 43 percent of Dixon residents are Hispanic or Latino. Including these residents in community activities, decision-making, and public spaces increases vibrancy and social cohesion.

This General Plan contains several policies and actions to ensure that Dixon's diverse community is well-represented throughout the City, including ensuring fair hiring practices and eliminating discrimination; encouraging community festivals and art installations throughout the City that celebrate diversity and build connections; providing public information and services in Spanish; and promoting diversity in Dixon's elected and appointed governing bodies.



GOAL PSF-8: Embrace differences and serve all in the community equally.

POLICIES

- PSF-8.1** Provide public information and services in Spanish, as feasible.
- PSF-8.2** Encourage community festivals and events and public art installations that celebrate diversity and build connections in the community, such as the Dixon May Fair, Lambtown Festival, farmer's markets, tree planting events, arts and cultural gatherings, and neighborhood clean up days.
- PSF-8.3** Ensure that private firms and public agencies contracting with the City implement nondiscrimination policies and practices.
- PSF-8.4** Encourage diversity in the hiring and training practices of local businesses, providing employment opportunities for people of all educational levels, vocational skills, and physical and mental abilities.
- PSF-8.5** Promote diversity in the composition of Dixon's elected and appointed bodies and provide equal opportunities for economically, physically, and socially disadvantaged people.

ACTIONS

- PSF-8.A** Continue to implement fair hiring practices in recruiting for staff positions with the City of Dixon.
- PSF-8.B** Work with community groups and local businesses to identify public and private spaces, such as plazas, streets, and parking lots, that may be used for cultural awareness activities such as festivals, and art exhibitions.
- PSF-8.C** Establish a citywide arts and culture program to increase opportunities to experience, create, and enjoy arts and culture in Dixon.

