

LOMBARDO RANCH
PROJECT DESCRIPTION
CITY OF DIXON, CA

Brookfield Bay Area Holdings, LLC (“Applicant”) is seeking land use entitlements from the City of Dixon (“City”) to develop a residential project on the former Lombardo Ranch property.

EXISTING CONDITIONS

The Lombardo Ranch property (“Property”) consists of approximately 147-acres located on the corner of Southwest of East A Street a Pedrick Road. The Property is located entirely in the County of Solano (“County”). The County General Plan designates the Property Low Density Residential, and the County zoning of the Property is Agriculture.

The Property is within the City’s sphere of influence (“SOI”). The Dixon General Plan designates the Property Low Density Residential.

In 2025, the City initiated the proposed Southeast Annexation and General Plan Amendment which would involve annexation of approximately 1,258 acres of land within the SOI, including the Property, for residential and commercial development (“Southeast Project”). The Southeast Project would involve new residential neighborhoods, circulation improvements, utilities, and supporting infrastructure. In July of 2025, the City issued a Notice of Preparation (“NOP”) of an Environmental Impact Report (“Southeast EIR”) for the Southeast Project. It’s anticipated that in May 2026, the City will issue a revised NOP including the Southeast EIR. The Southeast Project will include the Lombardo Ranch within the proposed Southeast Annexation.

In addition to the Property, the Southeast Project includes the proposed 838-acre master planned Harvest Properties project. The Southeast Project also includes areas identified in the NOP as SOI Areas A, B, and C, non-participating parcels, Pond C, and a broader AOI. These areas primarily are agricultural or rural in character and are included for annexation, SOI expansion, or long-term coordination purposes; detailed development is not part of the current proposal.

This Application seeks land use entitlements from the City, inclusive of a master plan as well as the associated studies and reports along with annexation by the Solano Local Area Formation Commission (“LAFCO”) that will ultimately accomplish the following objectives:

- Demonstrate conformance with the City’s 2040 General Plan policies, including subsequent amendments, while acknowledging the City’s consideration of introducing neighborhood commercial, professional, or medium-density residential uses to better serve the community.
- Establish a clear entitlement path that includes annexation, pre-zoning with base zoning and Planned Development standards, and a subdivision mapping strategy that ensures compliance with City requirements.

- Provide infrastructure plans that demonstrate the project's independent ability to serve water, sewer, storm drainage, and utility needs, while also identifying opportunities to connect to regional systems and improvements implemented by adjacent projects such as Harvest.
- Present a conceptual site plan with sufficient detail to confirm compliance with zoning standards, define site constraints, and highlight community amenities, with specific attention to park programming, circulation, frontage treatments, and internal connectivity.
- Outline next steps including preparation of required technical studies (biological, cultural, traffic, sewer, water, and drainage), coordination with LAFCO and completion of a Municipal Service Review, and a comprehensive community outreach effort involving local stakeholders and District 4 representation.

These objectives are intended to directly respond to the City's August 29, 2025 incompleteness comments and provide a clear framework for advancing the project through the entitlement process.

PROPERTY DATA

- Site Address: Southwest of East A Street & Pedrick Road Intersection
- APN: 0116-040-060 and 0116-040-070
- Project Site Area: 147 Acres +/-
- Existing Zoning: n/a
- Existing GP Land Use: Low Density Residential (General Plan, Section 3-14)

PROPOSED ENTITLEMENTS

The Applicant anticipates that the following entitlements and approvals may be required for the Project.

- Pre-Annexation Development Agreement (PADA): Establishes vested rights, infrastructure obligations, fee offsets, and conditions of approval prior to LAFCO action.
- Pre-Zoning to a Planned Development (PD) District: Assigns base zoning classifications in compliance with state law requirements for annexation.
- Annexation into the City of Dixon: Formal annexation of the Property into City limits, subject to Solano LAFCO approval and an independent Municipal Service Review (MSR).
- Planned Development Overlay: Establishes modified zoning standards under the PD, including approximately 2 acres of Neighborhood Commercial (CN) in addition to various types of Low-Density Residential housing.
- Subdivision Mapping: A phased Vesting Tentative Map to divide the Property into developable parcels; a Large Lot Tentative Map may also be considered for initial phasing of land acquisitions and infrastructure.
- Community Master Plan / Design Guidelines / Design Review: Establishes design parameters, gateways, frontage treatments, and architectural/landscape standards for the PD.
- Development Agreement (DA): Formalizes long-term project obligations, financing mechanisms, and implementation measures, building on the PADA.
- Community Facilities District (CFD) Formation and/or Other Public Financing Mechanism (e.g. TIF or In-Lieu Fee Crediting): Establishes a financing structure to fund backbone infrastructure, roadway improvements, regional stormwater conveyance, and other public facilities.

The Applicant also would work with the appropriate resource agencies on any required permits. These agencies may include:

- U.S. Army Corp of Engineers (“Corps”)
- U.S. Fish and Wildlife Service (“USFWS”)
- California Central Valley Regional Water Quality Control Board (“Water Board”)
- California Department of Fish and Wildlife (“CDFW”)

Concurrently and/or after approvals are granted by the City, additional approvals will be required from LAFCO and other non-City agencies.

PROJECT NARRATIVE & VISION

The Lombardo Ranch Project seeks to preserve and enhance the small-town character that residents value, while also providing new growth with an enhanced quality of life. The Project proposes 815 homes with a mix of housing types centered around a central park. The planned 815 homes are designed in five distinct styles that reflect the character Dixon values. Together, they create a welcoming community that attracts new families and encourages them to put down roots for generations. (See Figure 1).

		# OF LOTS	ACREAGE (+/-)	NEIGHBORHOOD DENSITY (DU/AC)
	40x100 (LDR)	121	17.6	6.9
	45x85 (LDR)	130	18.0	7.2
	45x90 (LDR)	140	22.5	6.2
	45x100 (LDR)	210	35.4	5.9
	50x100 (LDR)	214	37.6	5.7
	CENTRAL PARK	-	5.0	-
	LINEAR PARK	-	5.0	-
	WELL SITE	-	1.0	-
	COMMERCIAL	-	2.0	-
	FRONTAGE ROADS	-	6.1	
	TOTAL	815	150.2	-

The Project aligns with the General Plan’s vision to offer “a range of housing types that will be affordable by design 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.” Through its mix of architectural expressions, the Lombardo Ranch community reinforces Dixon’s small-town charm while introducing thoughtful variety in building form. The five planned Low Density Residential neighborhoods provide a balanced selection of home types that support different lifestyles and price points, all while remaining consistent with the character and scale that define Dixon.

In addition to delivering much needed housing, the project proposes a 2-acre Neighborhood Commercial area located at the corner of Pedrick Road and East A Street. This prominent corner is proposed to balance the needs of the community and provide an opportunity for convenient services to the eastern portion of Dixon. The proposed

Neighborhood Commercial land use with flexible zoning conditions to address market needs is further explained below.

NEIGHBORHOOD COMMERCIAL

The Lombardo Ranch Project is designed as a housing-led community that balances high-quality residential neighborhoods with thoughtfully integrated amenities. As part of this vision, the Project proposes a modest Neighborhood Commercial (CN) component at the southeast corner of Pedrick Road and East A Street, strategically located to provide visibility and access while buffering residential areas.

Based on the market analysis prepared by Beacon Economics and TRI Commercial (October 2025), Dixon's retail market currently is well served at the regional level and cannot support large-scale retail in the near term. However, the analysis concluded that a right-sized commercial node of approximately 1-2 acres could support 10,000–12,000 square feet of neighborhood-serving uses as part of the Project, such as a convenience market, coffee shop, medical office, or daycare.

The Lombardo Ranch vision is to deliver a vibrant residential community supported by parks, open space, and a modest but flexible commercial component that enhances livability for residents and strengthens Dixon's neighborhood fabric.

NEIGHBORHOOD PARKS AND COMMUNITY AMENITIES

The Project proposes a parks program designed to meet the recreational needs of future residents while also responding to the City's expressed priority of enhancing Dixon's broader park system. Within the community, two complementary park spaces are envisioned: a Central Park ("Angelina's Park") and Greenway Park.

Angelina's Park would serve as a focal point and gathering place for the neighborhood, with amenities centered on fostering social interaction, relaxation, and a sense of community. Features may include a community garden, small picnic or gathering areas, and flexible space for neighborhood events, emphasizing the park's role as the heart of the Project.

The five acre Greenway Park would function as an active greenway that ties together open space, circulation, and recreation and would run along the western edge of the Property to connect Dixon High School (located to the South) and Collier Drive (located to the West) to East A Street Aligned to improve pedestrian connectivity. It would create a more pleasant and inviting route to and from Dixon High School from the north, encouraging students and residents alike to travel on foot or by bike. This park would emphasize health and vibrancy, with "Park Rooms" for impromptu workouts, cool-downs, or casual gatherings, reinforcing the concept of "the City as your gym."

An additional network of Greenways within the Project would provide off-street pedestrian and bicycle connections from neighborhoods to the proposed parks. This cohesive network of open spaces would create a pedestrian and bicycle connection that would integrate the project with the overall City framework and empower residents to visit their favorite downtown Dixon establishments along with Dixon High School and Hall Memorial Park.

Rather than simply meeting the minimum requirement of 5 acres of parkland per 1,000 residents within the Project, Lombardo Ranch would provide slightly less acreage on site and would contribute park fees to help the

City expand and offer amenities at community parks that serve the Property and the greater Dixon area. This balanced approach ensures that both neighborhood-scale recreation and citywide needs are addressed.

Together, the two parks would provide a thoughtful mix of gathering space, greenway connectivity, and opportunities for active and passive recreation. When combined with funding contributions to improve other City parks, the Lombardo Ranch park strategy would deliver a plan that serves new residents directly while also investing in the quality of Dixon's larger park system for the benefit of the broader community.

WASTEWATER INFRASTRUCTURE

The Project would implement wastewater infrastructure consistent with the City of Dixon's Sewer Collection System Master Plan. The Project would install a system of sewer collection lines throughout the proposed Project neighborhoods. In order to accommodate the Project layout, the Project would relocate the existing City 30" trunk main along the western portion of the Property to be consistent with the current street and open space layout. The Project would connect to sewer mains in one of two potential configurations. If the existing trunk main has adequate capacity to convey the wastewater flows from the Project, the Project would connect to this trunk main along the western portion of the Property. If sufficient capacity is not available, the Project would install and connect to a new trunk main along the alignment of future Parkway Blvd and then north within Pedrick Road.

POTABLE WATER INFRASTRUCTURE

The Project would implement potable water infrastructure consistent with the City of Dixon's Water Master Plan. The Project would install the East Development Well as planned in the City's Master Plan. This well is planned to be located near the middle of the Property and adjacent to a larger diameter distribution pipeline. This pipeline is planned to extend southerly, adjacent to the eastern edge of the Dixon High School property and then westerly to connect to the existing distribution pipeline within Yale Drive, near the Park Lane Water Facility. In coordination with the City, the Applicant understands there may be an opportunity to construct a new municipal well at the City's existing tank and well site at Yale Drive and College Way, which is where the project intends to convey the new well's production capacity. The Applicant wishes to pursue this alternative because it may reduce both off-site and on-site infrastructure requirements and lower the City's long-term operations and maintenance burden. The Applicant further understands that this alternative is subject to a city-approved, developer-led technical study.

REGIONAL STORM DRAINAGE INFRASTRUCTURE

The Applicant recognizes the City of Dixon's long-term goal of developing a regional stormwater detention system to consolidate drainage in the Southeast Dixon Sphere of Influence. If the regional stormwater detention system is feasible and available to serve the Project on the proposed development timeline, the Applicant anticipates connecting to the regional stormwater basin south of the Harvest project. The storm drain infrastructure for the Project would include:

- A stormwater collection system within the Property consisting of pipelines, inlets and manholes. This system would collect and convey runoff from the Property to the south in a large diameter pipeline.
- A pipeline would extend from the southern boundary of the Property, heading southerly off-site near the center of the Property along the eastern boundary of Dixon High School and Pond C.

- The off-site pipeline would not connect to Pond C but would continue south and either convey flows in a widened channel along Pedrick Road or in a pipeline through the Harvest project, subject to acquisition of appropriate easements.
- This off-site conveyance system would continue southerly for approximately 3 miles to discharge to the planned regional detention basin, subject to acquisition of appropriate easements.
- The Project would construct a portion of the regional detention basin to accommodate the increase in flows associated with the Project, which is estimated to be approximately 100 acre-feet of storage.

A conceptual alignment and framework for the regional conveyance have been prepared and is included in the enclosed Off-Site Storm Drain Infrastructure Exhibit, which illustrates independent utility infrastructure:

- The proposed Lombardo Ranch stormwater conveyance plan;
- The connection to the anticipated regional basin; and
- The properties requiring acquisition in order to achieve this regional outcome.

In the event that the regional stormwater detention system is infeasible or is not available to serve the Project on the proposed development timeline, the Applicant would propose independent, on-site stormwater improvements to satisfy the stormwater needs of the Project likely in the form of stormwater detention basins.

ROADWAY FRONTAGE IMPROVEMENTS

As reflected in the revised site plan, the Pedrick Road frontage has been designed as a commercial road frontage with enhanced landscaping, a minor gateway treatment, and multimodal circulation improvements. This frontage responds to the City's request for a more visually engaging edge treatment, while recognizing that Pedrick is a four-lane highway and access is restricted to right-in/right-out movements. East A Street remains the Project's primary gateway, with two-way access and a more prominent entry feature. Internal roadway connections between East A and Pedrick have been revised to improve circulation and provide direct connections between these gateways.

To balance the City's infrastructure requirements with fair cost allocation, the Applicant proposes the following framework:

- **Frontage Obligation:** Lombardo Ranch would construct improvements along Pedrick Road and East A Street to the roadway centerline.
- **In-Lieu Fee Offset / TIF Offset Mechanism:** If the Project constructs any roadway improvements beyond its proportional share (i.e., from the centerline to the far edge of the right-of-way, including existing utility pole undergrounding and drainage ditch relocation) the City would provide in-lieu fee offsets under the City's Transportation Impact Fee (TIF) program or a similar development impact fee program. Offsets would be established in the PADA and DA in compliance with AB-1600 nexus principles.
- **Advance Construction / Regional Nexus:** If the Project constructs full-width improvements that provide regional circulation benefits (such as full Pedrick Road expansion or East A widening) that is not fully accounted for by fee offsets, Lombardo Ranch's would be entitled to reimbursement from the City and other benefiting projects.

GATEWAY AND FRONTAGE DESIGN STANDARDS

- **Primary Gateway (East A Street):** The principal community entry would be located along East A Street, designed as the primary point of arrival for residents and visitors. This gateway would incorporate enhanced landscape treatments, signage, and circulation design features to establish a strong sense of place and serve as the main vehicular and pedestrian access into the Project.
- **Secondary Gateway (Pedrick Road):** A minor gateway feature would be provided at the northern project access point to Pedrick Road to create visual interest and identity along this frontage. This gateway is intended primarily as an architectural and landscape element, not a major access point. Design treatments would emphasize streetscape character and visual presence rather than high-volume circulation.
- **Bicycle Lanes and Multimodal Facilities:** The Project proposed that the Pedrick Road frontage incorporate bicycle infrastructure consistent with Caltrans Design Information Bulletin (DIB) 94, Complete Streets. The Project proposes a 12-foot Class IV separated bikeway (DIB Figure 9-G) on this road section to provide a protected and continuous corridor for cyclists and pedestrians adjacent to the frontage. Along East A Street, bike lanes would be designed in coordination with planned roadway sections to ensure connectivity to the City's larger bicycle network proposed within the project. Together, these facilities would promote safe multimodal travel, encourage non-vehicular access, and support the Project's broader vision of healthy, connected neighborhoods.
- **Landscape Buffers:** Both East A and Pedrick frontages would incorporate landscape buffers with a mix of street trees, shrubs, and pedestrian-scale elements to soften the project edges, enhance visual quality, and support a cohesive community identity.

RIGHT-OF-WAY ACQUISITION AND OFF-SITE IMPROVEMENTS

OVERVIEW

The Lombardo Project proposes to construct certain roadway and storm-drainage improvements that would extend beyond the Property. Some of these improvements would require acquisition of right-of-way (ROW) or easement areas from adjacent properties. This section describes the proposed approach to ROW acquisition for the Project, fallback solutions if acquisition is delayed or infeasible, and the partnership framework with the City to coordinate off-site improvements within a commercially reasonable timeline.

APPROACH TO RIGHT-OF-WAY ACQUISITION

The Applicant would make commercially reasonable efforts to acquire the ROW needed for off-site improvements to be constructed by the Project through negotiation with affected property owners.

If acquisition cannot be completed through voluntary means, the Applicant would request that the City assist in acquiring the property by negotiation or, at the discretion of the City, through the exercise of eminent domain, in accordance with the Subdivision Map Act. The intent is to keep the project moving forward without undue delay while respecting private-property rights and City processes.

If, after good-faith coordination, neither the Developer nor the City can obtain the required property within a commercially reasonable period, the affected improvement would transition to an alternate "self-help" solution as described below.

FALLBACK AND SELF-HELP SOLUTIONS

In the event ROW acquisition is not achievable, the Project would incorporate a self-help or on-site alternative designed to achieve the same functional outcome.

Examples include:

- On-site detention or conveyance facilities in place of a regional connection;
- Temporary roadway connections at the periphery of the project that maintain network access until a full alignment becomes feasible; and
- Re-phasing of certain off-site improvements to align with future development or City-led projects.

These solutions would be evaluated and cleared through CEQA as part of the Project Application to ensure environmental and regulatory compliance while maintaining development feasibility.

PARTNERSHIP WITH THE CITY

The Applicant recognizes that roadway, potable water, and stormwater facilities, provide benefits to multiple properties. Accordingly, the Applicant proposes that the PADA and DA will:

- Define shared responsibilities for ROW acquisition and construction;
- Establish a process for the City to make commercially reasonable efforts to secure ROW if voluntary purchase by the Applicant is unsuccessful;
- In accordance with the Subdivision Map Act, specify that conditions requiring construction of improvements for which ROW is required would become inapplicable if ROW cannot be secured within a mutually agreed timeline; and
- Allow use of fee offsets, reimbursements, or other financing tools (e.g., CFD or regional fee programs) for oversized or shared infrastructure improvements.

CEQA AND IMPLEMENTATION COORDINATION

To accommodate this infrastructure financing plan, the CEQA analysis for the Project should evaluate multiple implementation paths:

- Full regional solution – improvements constructed in coordination with City and regional partners;
- Limited improvement scenario – partial build consistent with near-term feasibility;
- Self-help alternative – on-site solution maintaining equivalent hydraulic or transportation function.

This tiered approach ensures that environmental clearance covers all reasonable outcomes, minimizing future delays due to off-site constraints.

COMMUNITY ENGAGEMENT & STAKEHOLDER COMMITMENT

Brookfield is committed to meaningful and transparent engagement with the Dixon community throughout the entitlement process. Guided by Brookfield's Community Customer Experience (CX) Framework including authenticity, caring, ease, and quality, we recognize that building a successful community requires active collaboration with residents, civic leaders, and stakeholders.

Following the application being deemed complete, the Applicant would work in partnership with City staff to obtain formal community input. This community outreach would include structured workshops, neighborhood meetings, and public hearings that complement Brookfield's independent outreach efforts. These activities are intended to create an open, accessible process where community voices are heard, and Project assumptions can be refined in response to input.

The Applicant's outreach program is designed not only to satisfy entitlement requirements, but to build trust, foster advocacy, and ensure that the Lombardo Ranch Project contributes meaningfully to Dixon's long-term growth and quality of life.



Figure 1. Conceptual Land Use Plan

<u>LAND USE SUMMARY</u>			
	LOT SIZE	ACREAGE	# OF LOTS
	COMMERCIAL	2.0	-
	40' x 100'	-	121
	45' x 85'	-	130
	45' x 90'	-	140
	45' x 100'	-	210
	50' x 100'	-	214
	ANGELINA'S PARK	5.0	-
	GREENWAY PARK	5.0	-
	GREENWAYS	1.8	-
	WELL SITE	1.0	-
TOTAL			815

Figure 2. Conceptual Land Use Summary