
CHAPTER 2

SUMMARY OF ENVIRONMENTAL EFFECTS

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Project Under Review

This DEIR evaluates the environmental impacts of the proposed Dixon Downs Horse Racetrack and Entertainment Center project (Proposed Project) in the City of Dixon. The Proposed Project includes development of a state-of-the-art thoroughbred horse racing and training facility, retail and office uses, along with a hotel/conference center on a total of 260 acres located in northeast portion of the City of Dixon. A total of approximately 182 acres would be developed under Phase 1 of the project with 78 acres developed under Phase 2. A detailed description of the project and all its components is contained in Chapter 3, Project Description.

Summary of Impacts

This summary chapter provides an overview of the technical analysis contained in sections 4.1 through 4.11 in Chapter 4, Environmental Analysis. This summary also includes discussions of: (a) effects found to be less than significant; (b) potential areas of controversy; (c) significant impacts; (d) mitigation measures to avoid or reduce identified significant impacts; (e) significant unavoidable impacts; and (f) alternatives to the project.

Effects Found to be Not Significant

The City of Dixon prepared a Notice of Preparation/Initial Study (NOP/IS) for the EIR in December 2003 for circulation to all responsible and trustee agencies as well as interested members of the public. A copy of the NOP/IS can be found in Appendix A.

Initial analysis of a number of potential project impacts found they would result in either no impact or a less-than-significant impact in the IS and were therefore not further analyzed in the DEIR. Potential project impacts found to result in either no impact or a less-than-significant impact are listed below under each issue area. Please see the IS in Appendix A for a detailed explanation.

Aesthetics

- Substantial damage to scenic resources.

Agricultural Resources

- Conflict with existing agricultural zoning or Williamson Act contracts.

Air Quality

- Exposure of sensitive receptors to substantial pollutant concentrations.

Biological Resources

- Adverse effect on riparian habitat or other sensitive natural community,
- Interfere substantially with existing migratory wildlife corridors,
- Conflict with an adopted Habitat Conservation Plan or Natural Conservation Community Plan.

Cultural Resources

- Impacts to any unique paleontological resource or unique geologic feature.

Geology and Soils

- Exposure of people or structures to adverse effects associated with earthquakes,
- Increase in soil erosion, and
- Development on unstable soils which would support structures or septic systems.

Hazards and Hazardous Materials

- Potential hazards associated with the transport of hazardous materials,
- Emission of hazardous materials within ¼ mile of a school,
- Located on a site included on the government's list of hazardous materials,
- Potential hazards associated with proximity to a public or private airport or airstrip,
- Impair implementation of an adopted emergency response plan,
- Risk of wildland fires.

Hydrology and Water Quality

- Development within a 100-year floodplain,
- Exposure of people or structures to injury or loss involving floods,
- Inundation by a seiche, tsunami, or mudflow.

Land Use and Planning

- Physically divide an established community.
- Conflict with a habitat conservation plan or natural community conservation plan.

Mineral Resources

- Loss of any known mineral resource or loss of a locally important mineral resource recovery site.

Noise

- Exposure of project patrons to noise associated with either public or private airports.

Population and Housing

- Removal or displacement of existing housing necessitating the construction of housing elsewhere.

Public Services

- Adverse impacts on schools.

Transportation/Circulation

- Change in air traffic patterns.

Significant Impacts and Mitigation Measures

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. The Proposed Project would result in significant impacts on these resources, but many of these significant impacts could be reduced to a less-than-significant level with mitigation identified in the EIR. The mitigation measures presented in the EIR will form the basis of the Mitigation Monitoring Program (MMP).

Project-Specific Significant Unavoidable Impacts

Project-specific significant and unavoidable impacts identified for the Proposed Project include:

- **Construction activities associated with the Proposed Project would generate emissions of criteria pollutants** (Impact 4.2-1, Phase 1, Phases 1 and 2). Emissions associated with construction of Phases 1 and 2 would exceed Yolo-Solano Air Quality Management District thresholds of significance for nitrogen dioxide, even with the implementation of mitigation measures.

- **Operation of the Phase 1 combined with construction of Phase 2, and operation of Phases 1 and 2 would generate emissions of ROG and NO_x** (Impact 4.2-2, Phase 1, Phases 1 and 2). Operational emissions of reactive organic gases and nitrogen dioxide would exceed Yolo-Solano Air Quality Management District thresholds of significance on large event days.
- **Development of the Proposed Project would result in the conversion of Prime Farmland to non-agricultural uses** (Impact 4.7-2, Phase 1, Phases 1 and 2). Phases 1 and 2 would result in the loss of 260 acres of Prime Farmland.
- **Large events could increase noise levels in the vicinity of the project site** (Impact 4.8-4, Phase 1, Phases 1 and 2). Noise levels produced during concert events would exceed the maximum noise performance standards for residential uses as found in the Dixon Zoning Ordinance.
- **Implementation of the Proposed Project (Tier 1 event) could cause existing operations at study intersections to worsen from acceptable to unacceptable levels** (Impact 4.10-1, Phase 2 only). A significant unavoidable impact would occur at the A Street/First Street intersection with a Tier 1 event.
- **Implementation of the Proposed Project (Tier 1 Event) could cause existing operations on I-80 to worsen from acceptable to unacceptable levels** (Impact 4.10-3, Phase 1, Phases 1 and 2). Levels of service on I-80 and selected interchanges would reach unacceptable levels with implementation of the Proposed Project.
- **Implementation of the Proposed Project (Tier 1 event) could cause existing operations on roadways of regional significance to worsen from acceptable to unacceptable levels** (Impact 4.10-4, Phase 1 only). Levels of service on roadways of regional significance would reach unacceptable levels with implementation of the Proposed Project.
- **Implementation of the Proposed Project (Tier 2 and 3 events) could cause existing operations at study intersections and freeway segments to worsen from acceptable to unacceptable levels** (Impact 4.10-5, Phase 1, Phases 1 and 2). Levels of service at study intersections and freeway segments would reach unacceptable levels with the addition of Tier 2 events.
- **Implementation of the Proposed Project could reduce safety on Pedrick Road by creating potential conflicts with farm equipment and vehicles** (Impact 4.10-6, Phase 1, Phases 1 and 2). The Proposed Project would result in a conflict between farm equipment and vehicles on Pedrick Road.
- **Implementation of the Proposed Project could increase the number of vehicles that cross at-grade railroad tracks** (Impact 4.10-8, Phase 1, Phases 1 and 2). The amount of traffic added by Phase 1 and 2 to the at-grade crossing of North First Street just north of Downtown Dixon (370 vehicles during the weekday p.m. peak hour and 680 vehicles during the Sunday p.m. peak hour with a 100 percent race attendance) is considered a significant increase.

- **Implementation of the Proposed Project could provide an inadequate number of on-site parking spaces** (Impact 4.10-11, Phases 1 and 2 only). Upon completion of Phase 1 and 2, Tier 2 and 3 events would have an inadequate number of parking spaces.
- **The Proposed Project would result in the need for expansion of the City's wastewater treatment plant facilities** (Impact 4.11-6, Phases 1 and 2 only). Construction of the Stage 2 wastewater treatment facility could result in significant environmental effects through the conversion of agricultural land or loss of biological resources as well as other impacts that are too speculative to determine at this time and may not be avoidable.

Cumulative Significant and Unavoidable Impacts

Cumulative significant and unavoidable impacts identified for the Proposed Project include:

- **Combined Phase 1 operation and Phase 2 construction and operation, in combination with other existing and future development within the SVAB could generate emission of ROG and NO_x contributing to a cumulative impact** (Impact 4.2-6, Phase 1, Phases 1 and 2). Because the project-specific emissions exceed adopted standards, the cumulative impact for Phases 1 and 2 would also be significant and unavoidable. This would be a cumulatively considerable impact.
- **Construction activities associated with the Proposed Project, in combination with other existing and future development, could generate emissions of PM₁₀ contributing to a significant impact** (Impact 4.2-7, Phase 1, Phases 1 and 2). During construction, particulate matter from the Proposed Project, in combination with other sources, would exceed the Yolo-Solano Air Quality Management District thresholds. This would be a cumulatively considerable impact.
- **The Proposed Project, in combination with other development, would result in the loss of Prime Farmland** (Impact 4.7-4, Phase 1, Phases 1 and 2). The Proposed Project and other development in the region would result in the loss of Prime Farmland in Solano County. This would be a cumulatively considerable impact.
- **Implementation of the Proposed Project could result in a cumulative noise increase in the project vicinity** (Impact 4.8-5, Phase 1, Phases 1 and 2). Year 2015 noise levels along Vaughn Road would be above 60 Ldn on a daily basis. The Proposed Project would be a significant contributor to 2015 daily traffic noise levels along Vaughn Road. This would be a cumulatively considerable impact.
- **Implementation of the Proposed Project could exacerbate cumulatively unacceptable operations at study intersections** (Impact 4.10-13, Phase 1, Phases 1 and 2). With the addition of the Proposed Project, cumulatively unacceptable conditions at study intersections would be worsened. This would be a cumulatively considerable impact.

- **Implementation of the Proposed Project, in conjunction with other cumulative development, could exacerbate unacceptable operations on Interstate 80** (Impact 4.10-14, Phase 1, Phases 1 and 2). The addition of traffic from the Proposed Project would exacerbate unacceptable cumulative conditions on I-80. This would be a cumulatively considerable impact.
- **The Proposed Project, in combination with other development in the City of Dixon, could result in the need for new or physically altered wastewater treatment facilities that could result in significant environmental effects** (Impact 4.11-9, Phase 1, Phases 1 and 2). Under cumulative conditions, the Stage 2 treatment area would be constructed, which may have significant environmental impacts. This would be a cumulatively considerable impact.

Potential Areas of Controversy

The major areas of potential controversy identified through the environmental evaluation process, include issues associated with lighting, air quality, public safety, traffic, downstream drainage, and loss of agricultural land. All comments on the NOP/IS can be found in Appendix B.

Alternatives to the Project

The alternatives to the Proposed Project analyzed in this EIR are:

- **Alternative 1, No Project/No Development Alternative**, which assumes the site would remain under its current use, agricultural production.
- **Alternative 2, No Project/No Action Alternative**, which assumes that the project site is developed under current land use and zoning designations (CH, CC, PAO, ML) included within the NQSP.
- **Alternative 3, Smaller Phase 2 Alternative**, assumes that Phase 1 would not be altered, but the total amount of retail space in Phase 2 would be reduced by 30 percent, to 616,000 sf, and no office uses would be developed. Under this alternative, the hotel/conference facility would not change from what was assumed under the Proposed Project.
- **Alternative 4, Off-Site Alternative**, which assumes the project, as is currently proposed would be developed in the Southeast Quadrant Specific Plan area located in the City.

Table 6-1 on page 6-8 in Chapter 6, Alternatives, includes a comparison of the Proposed Project and each alternative in each issue area addressed in the EIR. The table also indicates whether development of the alternative would be more or less severe than the Proposed Project.

Summary Table

Information in the following table, Table 2-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter 4. The summary table is arranged in four columns. The table is organized as follows:

- 1) Environmental impacts;

- 2) Level of significance for Phase 1 and 2;
- 3) Applicable mitigation for Phase 1 and 2; and
- 4) The level of significance after implementation of mitigation.

