
4.1 AESTHETICS

4.1 AESTHETICS

Introduction

The evaluation of aesthetics and visual resources addresses the changing visual character of the project site as development occurs. This section of the EIR evaluates the potential changes to the existing visual characteristics of the project site that could result from future development of the Proposed Project. The analysis focuses on the potential loss of visual resources, effects on views, compatibility with the visual characteristics of surrounding uses, and the possibility that vehicles on Interstate 80 (I-80) could be disturbed by light and glare generated by the project. In addition, this section will examine impacts to the “public view” from I-80, which is visible from the project site and forms an entry into the City of Dixon.

Comments received in response to the NOP (see Appendix B) raised concerns regarding lighting impacts on the night sky and the possibility of creating a distraction for drivers on I-80. The lighting effects on the night sky as well as the increase in light and glare associated with the project are addressed in this section. The Initial Study (IS) (see Appendix A) determined that no scenic resources were present on the site or in the project vicinity that could be significantly impacted by the Proposed Project; therefore, this issue will not be discussed further in the EIR.

Environmental Setting

Regional Setting

The City of Dixon is located in northern Solano County, in California's Sacramento Valley. Dixon is located along I-80, with the cities of Davis and Sacramento located approximately six miles and 25 miles to the northeast, respectively, and the cities of Vacaville and Fairfield located approximately 15 miles and 22 miles to west, respectively. The City of Dixon is characterized by urban uses including residential, commercial, industrial, roadways, a railroad line, schools, parks and infrastructure. The undeveloped portions of the City and surrounding unincorporated lands are dominated by active agricultural operations. Cities in the Sacramento Valley are often buffered from each other by large tracts of agricultural land and open space. Water bodies in the Dixon area include Putah Creek to the north, the Sacramento River to the east, the North Mokelumne River to the southeast, and the San Joaquin River to the south. These rivers and creek create the boundary of the Solano sub-basin.

Project Site

The project site is generally flat, with vertical variations of approximately eight feet between the lowest and highest elevations within the 260-acre site. Agricultural operations dominate the site. Irrigation pumps are located on site to facilitate agricultural operations; these are the only structures on site. The two most visually prominent boundaries of the site are Pedrick Road, which abuts the site's eastern border, and I-80, which is adjacent to the site's northwestern corner. There are no visually distinctive

geographic features on the project site. The surrounding area is also flat with portions of land to the south, east, and north across I-80 characterized as having an agricultural landscape.

The site has historically been used for agriculture and continues to be cultivated with field and row crops: there is a small area in the northwest portion of the site that is currently undeveloped and uncultivated. A large concrete pad occupies a small area of the non-agricultural portion of the site and residential debris litters this part of the site. The concrete pad appears to be a former foundation of one of the buildings located on the Mistler Trucking/Mistler Farm property. A cluster of non-native trees and plants to the west of this area also contains some debris and evidence of a former residential structure. The project site does not contain any visually distinctive topographic features.

View Corridors

Traffic Corridors

I-80 serves as the regional entrance corridor to Dixon. Policies in both the City's General Plan and the Northeast Quadrant Specific Plan (NQSP), including the NQSP and Dixon Downs Design Guidelines, address the visual aspects of development along I-80. The entire project site is visible by both east and westbound traffic along I-80.

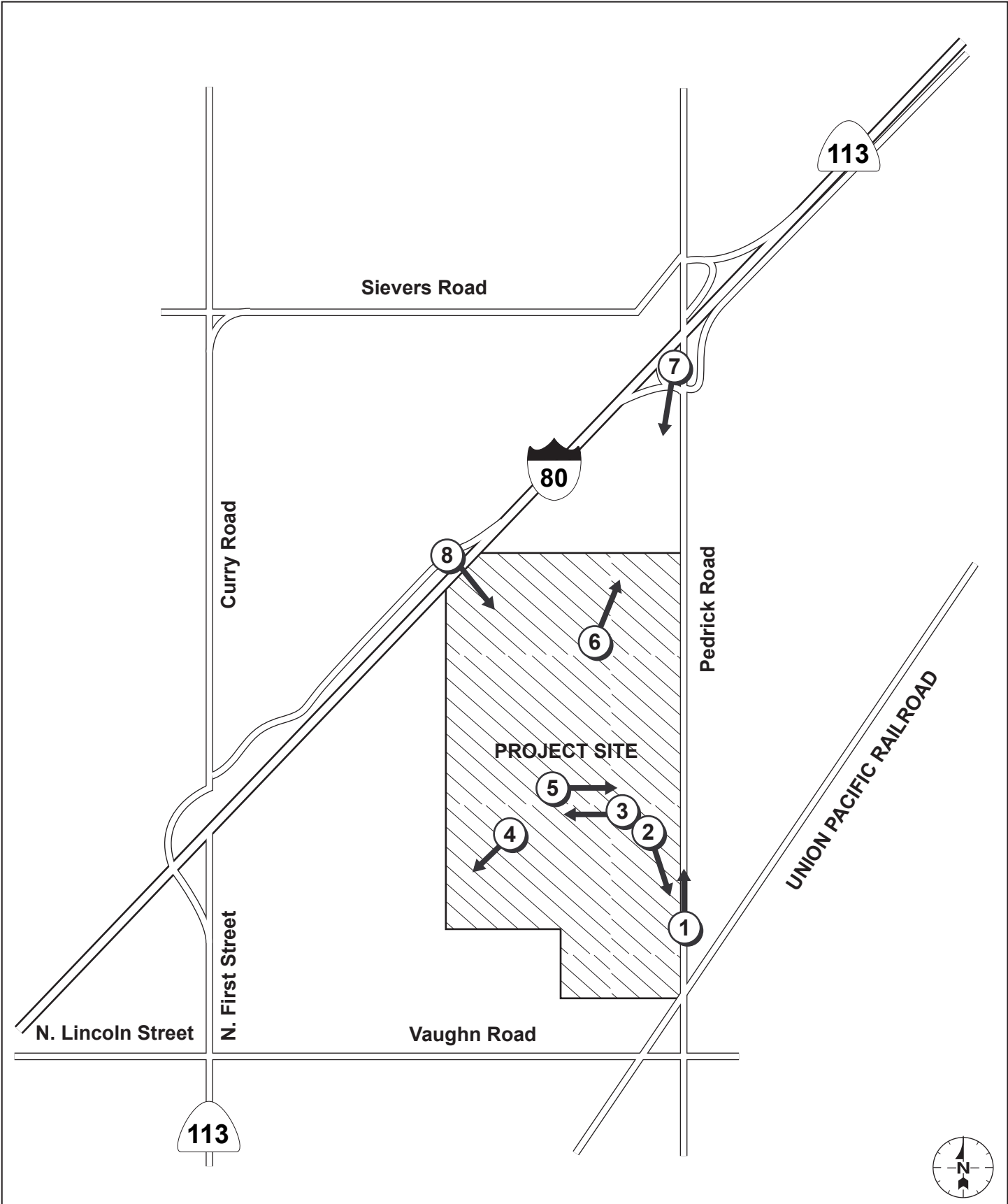
Views to the Project Site

The project site is visible from I-80, Vaughn Road, Pedrick Road, and North First Street. A few trees exist along the east side of I-80, however, there are broad views of the project site from I-80 (see Figures 4.1-1 and 4.1-5). Views of the project site from Vaughn Road are partially obscured by structures, landscaping, and trees on parcels nearest Pedrick Road and fronting Vaughn Road. Utility poles on Pedrick Road traverse the site from east to west. Generally, views to the project site are unobstructed from all directions.

Views from the Project Site

Short range-views from the project site looking north, south, east, and west are dominated by agricultural uses (see Figures 4.1-1 through 4.1-4). Agricultural accessory structures are visible on some of the surrounding agricultural operations to the south. I-80 is visible to the north and the Campbell's Company food processing and canning facility and a truck repair and parts company, both of which front on Pedrick Road, are visible to the east of the project site (see Figure 4.1-2 and 4.1-4). The Campbell's facility consists of several large tan and gray processing warehouses and portable buildings. A small parking lot with landscape medians buffers the parking area from Pedrick Road. Landscaping is also located along the front of the building. The truck repair and parts company consists of single story warehouse structures with a paved parking area. No landscaping is present.

Middle range-views are also dominated by agricultural uses on a flat landscape to the north and east. An industrial area, south of Vaughn Road, is visible from the project site. A big-box commercial structure is also visible from the site to the west as well as various smaller commercial structures, as shown in Figure 4.1-3. These structures generally have very few windows and are primarily surrounded by paved parking. The parking lot lighting as well as the signage for these buildings is also visible from the project site.



Source: EIP Associates, 2004



Not to Scale



FIGURE 4.1-1
View Location Map

10811-00

City of Dixon



View 1: Pedrick Road looking north. Proposed Project Site on left side and Campbell's on the right side Pedrick



View 2: Looking southwest from the Proposed Project Site

Source: EIP Associates, 2004



View 3: Looking west from the Proposed Project Site



View 4: Looking southwest from the Proposed Project Site at commercial uses

Source: EIP Associates, 2004



View 5: Looking east from the Proposed Project Site



View 6: Looking northeast from the Proposed Project Site at Pedrick Road overpass

Source: EIP Associates, 2004



View 7: Looking south at the Project Site from the Pedrick Road overpass



View 8: Looking south at the Project Site from the westbound I-80 at the First Street exit

Source: EIP Associates, 2004

On a clear day, long-range views to the west include the Vaca Mountains. Long-range views to the north and east blend into the landscape of the surrounding area. Views to the east include flat agricultural land. Views to the south include an industrial area and downtown Dixon. The project site is not visible from any designated scenic highway.

Regulatory Framework

Federal Regulations

There are no federal regulations pertaining to aesthetics and visual resources.

State Regulations

There are no State regulations pertaining to aesthetics and visual resources, unless highways in the area have been designated as scenic. There are no designated scenic highways in the vicinity of the project site.

Local Regulations

City of Dixon General Plan

The following goal and policies from the City of Dixon General Plan (General Plan) relate to aesthetics and visual resources:

GOAL

To maintain Dixon's "small town character".

HISTORIC PRESERVATION, COMMUNITY DESIGN AND APPEARANCE POLICIES

20. The City shall require the undergrounding of utilities in all new developments when appropriate, and shall encourage the removal of overhead utility lines and poles throughout the city.
21. The City shall strictly regulate signs and billboards in order to minimize their impact on the visual environment.
22. The City shall ensure that all new development which may be built adjacent to Interstate 80 will either present an attractive appearance or not be visible from the freeway at all. To the greatest extent possible, visual separation between developed areas of Dixon and the freeway corridor will be maintained by vegetation, landscaping, berms and devices other than standard acoustical walls.

Implementation

- D. Continue to require street trees to be planted in newly developed areas, both to beautify Dixon and to enhance its rural character.
- E. Continue to require design review of all new development prior to the issuance of a development permit. The review should determine whether the proposed development/remodeling would be in keeping with community character, and whether the proposed action satisfies the applicable development ordinances.

- F. Strictly enforce Dixon's Sign Ordinance, and have non-conforming signs either brought into conformance with the ordinance or removed.

Northeast Quadrant Specific Plan (NQSP)

The NQSP policies add detail to the City of Dixon General Plan policies or establish policies applicable only to the plan area.¹ The Scenic Roadways Element of Solano County's General Plan designates North 1st Street south of I-80 and the segment of I-80 adjoining the project site as "scenic roadways".² However, this segment of I-80 is not listed by Caltrans as an official designated scenic highway. The element states that commercial and industrial development along designated scenic roadways should be subject to design review procedures, and that placement of off-site advertising should be prohibited, except for standardized sign programs that provide signage for roadway-related services. The following NQSP Land Use goal is applicable to aesthetics and visual resources:

3. Establish a gateway statement for the City of Dixon.

Section Three of the Community Form and Design Element of the NQSP establishes standards and guidelines "which will ensure consistent quality while supporting design flexibility for all development projects which require design review."³

Form and Design Objectives

1. Provide for a blending of the built environment with landscaped open space to enhance work environments and enrich the overall image of the plan area.
3. Enable superior quality development that integrates architectural style, landscaping, public art, signage, lighting, circulation, and street furniture to produce an environment that is aesthetically pleasing in form, scale, texture, color and variety.

The NQSP EIR included mitigation to minimize impacts associated with light and glare. The applicable mitigation measures are listed below.

- VR-A Bare metallic surfaces such as pipes, vents gutters, and flashings shall be painted or concealed from view in a manner harmonious to the structure. All flashing and sheet metal must be treated to match the adjacent materials.
- VR-B Primary roofing materials shall be non-reflective.
- VR-C Monolithic glass structure shall not be allowed unless used as a portion of a building to highlight an entry.
- VR-D Building mass colors shall be of varied hues that minimize glare with bright colors limited to use around doors, trims, awnings and other pedestrian-oriented features.

Standards of Significance

For the purposes of this EIR, aesthetics and visual resources impacts would be considered significant if the Proposed Project would:

1 City of Dixon, *Northeast Quadrant Specific Plan*, April 3, 1995, page 1-4.
2 City of Dixon, *Northeast Quadrant Specific Plan EIR*, August 17, 1994 page 4-127.
3 City of Dixon, *Northeast Quadrant Specific Plan*, April 3, 1995, page 3-1.

- Substantially and adversely alter the existing visual character of the project site and be visually incompatible with the surrounding land uses;
- Create a substantial new source of light or glare, which adversely affects users of the surrounding area; or
- Create a substantial new source of light that would contribute to a night sky glow that could affect adjacent uses.

Methods of Analysis

A description of the project site was constructed from site visits in October 2003 and May 2004, aerial photographs, and topographic maps. The City of Dixon General Plan and the NQSP, as well as other applicable planning documents, were reviewed to determine what visual elements have been deemed valuable by the community. The analysis focuses on the manner in which development could alter the visual elements or features that exist in or near the project site.

This analysis assumes that development would comply with the City's General Plan policies and applicable design standards and ordinances. The Proposed Project would be subject to and governed by the NQSP and the Dixon Downs Development and Design Guidelines (Design Guidelines) that have been prepared for the project. The physical form of the allowed uses are governed by a Planned Development Plan (PD Plan) that sets forth development and design guidelines that are exclusively applicable to the site, as required by application of the overlying planned development zoning district. The Design Guidelines, in combination with the NQSP, constitute the PD Plan for the project. The Proposed Project does currently conflict with height limitations imposed by the existing zoning designations; however, because the project applicant would be required to comply with the proposed PD Plan, which includes a new land use designation and zoning, such policies and standards are not specifically identified as mitigation measures.

The visual effects of construction activities are not evaluated in this section because they would be intermittent and temporary, and are thus not considered significant. The entire site is not anticipated to be developed in a single construction season, and views of construction activities would vary depending on where such activities were focused.

Impacts and Mitigation Measures

Impact 4.1-1	The Proposed Project could substantially, adversely alter the visual character of the project site and could be visually incompatible with the surrounding land uses.	
Applicable Policies and Regulations	General Plan policies 19, 20, 21, 22 and Implementation policies D, E, F; NQSP Objectives 1 and 3.	
Significance before Mitigation	Phase 1:	Less than Significant
	Phases 1 and 2:	Less than Significant
Applicable NQSP Mitigation Measures	None	
Mitigation Measures	Phase 1:	None required
	Phases 1 and 2:	None required
Significance after Mitigation	Phase 1:	Less than Significant
	Phases 1 and 2:	Less than Significant

A substantial adverse change in visual character or the creation of a visual incompatibility would constitute a significant impact. The project site currently consists of agricultural land. Development of the project site would include the construction of a horse racing facility (Phase 1) and a commercial center (Phase 2), which would alter views of the site substantially. The following paragraphs evaluate whether or not this change would be adverse and create a significant impact.

In 1994 an EIR was prepared for the NQSP and environmental impacts related to visual resources were addressed in this EIR related to the development proposed within the NQSP area. As stated above, the project site is in the NQSP area. Development assumed in the NQSP EIR for the project site was based on the proposed Light Industrial (ML) and Professional and Administrative Offices (PAO) designations. Uses, densities, etc. that were assumed in the NQSP EIR were consistent with provisions of the Light Industrial and Professional and Administrative Office districts as defined in the Dixon Zoning Ordinance (Section 12.13 and 12.07, respectively). ML zoning allows uses such as manufacturing, assembling, compounding, packaging, and processing of a variety of products as well as bottling works, bus depots, transit stations, cold storage plants, dairy products plants, blacksmith shops, machine shops, etc. PAO zoning allows health services, legal and miscellaneous personal services, professional and administrative offices, business and manufacturing service offices, social services, etc. ML zoning allows a maximum structure height of 40 feet while PAO zoning allows a maximum structure height of 30 feet.⁴

Phase 1

Development of Phase 1 of the Proposed Project would alter the visual character of the project site, transforming what is currently an undeveloped agricultural landscape to a developed environment where the racetrack represents a transition from the rural environment to the east and the more developed environment to the west. Currently, agricultural and light industrial buildings, roads, and I-80 are adjacent to the project site. Phase 1 development would include the construction of a horse racetrack, the Finish Line Pavilion building, an employee building/recreation building, jockey’s quarters, groom’s quarters, horse barns, and various service areas including a mechanics building, hay/straw feed building, and manure transfer building.

⁴ City of Dixon, *Northeast Quadrant Specific Plan Draft EIR*, August 17, 1994, page 3-10.

The Design Guidelines prepared for the project define parameters for building height, materials, style, etc. The Finish Line Pavilion building would be the most visually prominent building at a maximum height of 85 feet with decorative tower features proposed to an additional 50 feet, for a maximum height of 135 feet. All other structures would be designed in a similar or complementary style as the Pavilion building. The employee dining/recreation and Groom's quarters buildings would be no taller than 60 feet and four stories in height with a cupola permitted for an additional 10 feet. The Jockey's quarters and horse barns would be no taller than 25 feet in height with an additional 10 feet for a cupola. Ancillary structures such as storage, mechanical service buildings, etc. would be a maximum of 35 feet in height with a cupola permitted for an additional 10 feet.

The Design Guidelines also address signage on the site and specifically restrict the number, location, size, and construction materials of all signs on the project site. A maximum of one two-sided sign would be allowed adjacent to I-80. This sign is proposed to be a maximum of 85 feet in height and 1,700 square feet (per side). Two project identity signs are proposed at a maximum height of 25 feet (600 square feet per side). Three 20-foot site identity signs would be permitted. Front entry signs, located at each entry point, would consist of a pair of signs, one for each side of the entry. The Design Guidelines also include signage guidelines for the Finish Line Pavilion/Racetrack and Mixed-Use Zone Identity, Project and Directional Signage, Mixed-Use District Project Tenant Signage (multi-tenant structures), and Building Pad Signage. The Finish Line Pavilion/racetrack and mixed-use zone identity, project and directional signage parameters would be included in a comprehensive graphic signage program. The mixed-use district project tenant signage would not cover more than 10 percent of the window surface on ground floor windows and business logos would not exceed two square feet. Each building pad would be permitted three wall signs, or two wall signs and one monument sign, with a maximum sign area of 30 square feet per wall sign and 40 square feet per monument sign (five feet high, eight feet wide); letters would not exceed 18 inches for building pad signs and 12 inches for monument signs.

Exterior lighting guidelines established in the Design Guidelines are limited to parking lot lighting, pedestrian lighting, and building lighting. The guidelines require the use of consistent light fixtures throughout the project, with parking lot lights not to exceed 30 feet and pedestrian area lights not to exceed 15 feet. Security lighting is designed to not project above the fascia or roofline of a building. The Landscaping Guidelines primarily address perimeter planting, I-80 frontage entries, parking lots and internal drives, plazas, and pedestrian areas. In addition, stadium lights would be placed around the racetrack for nighttime events. The lights would be a maximum height of 140 feet with a total of 80 light poles around the track. It is anticipated that racetrack lights would be turned off by 11 p.m.

The General Plan's Urban Development and Community Design section includes a goal to maintain Dixon's "small town character."⁵ The General Plan contains policies that support the goal of maintaining Dixon's small town character. Policies 20, 21, 22 include requiring the undergrounding of utilities in new developments, regulation of signs and billboards, street trees, design review, and implementation of the sign ordinance. These policies would improve the building design of the Proposed Project. "Specific policies from the NQSP include provisions for the NQSP area to function as a principal entry or gateway to the City of Dixon."⁶ The NQSP has also established an urban development pattern for this area; therefore, urban development is anticipated on the project site and on lands adjacent to the site to the south, west, and partially to the east. The NQSP EIR concluded that

5 City of Dixon, Dixon 1993 General Plan, December 14, 1993, page 14.

6 City of Dixon, Northeast Quadrant Specific Plan Draft EIR, August 17, 1994, page 4-136.

urban development in the NQSP area would be less than significant with regard to aesthetics issues.⁷ The primary visual difference between the development assumed in the NQSP and the Proposed Project is building height. The NQSP allows a maximum of 40-foot tall buildings (three stories) while the Proposed Project includes three five-story and two ten-story buildings that could reach a maximum height of 135 feet, including decorative tower features.

The Proposed Project would adhere to sign requirements set forth in the Dixon Downs Development and Design Guidelines, General Plan policies, adhere to all applicable mitigation measures established in the NQSP and undergo the City's design review process, which would regulate future development to conform with the City's vision. The City has planned for development and desires development to occur in this area. Regarding the sign requirements, the project would adhere to the sign requirements set forth in the Design Guidelines, which may vary from the City's sign ordinance. For all of these reasons, the alteration of the site from its existing undeveloped condition, which forms the baseline for the impact assessment, would not be considered adverse from an aesthetic standpoint, and would result in a *less-than-significant impact*.

Phases 1 and 2

Phase 2 development would occur after completion of Phase 1; therefore, the baseline to evaluate the alteration of visual character resulting from Phase 2 would be the project site after development of Phase 1 was complete. Phase 2 includes the development of a commercial center on the western portion of the project site. Phase 1 includes, as described above, the development of a horse racing facility including all of the supporting buildings/services for employees, guests, and horses. The majority of the Phase 2 project area would be paved and used as a parking lot as a part of the Phase 1 development.

As described above, the Design Guidelines have been developed as a part of the Proposed Project and provide direction on the size, height, location, building design, landscaping, and lighting for Phase 2 development. Phase 2, the mixed-use component of the Proposed Project, is described in the Design Guidelines as a pedestrian-oriented area with ample walkways, plazas, seating, shade, outdoor dining, and gathering places. This area could include retail, office, restaurant, theater, hotel, conference center, and entertainment uses. Signage guidelines for tenants of the Phase 2 area are established in the Design Guidelines and are broken into three categories: Major Tenants, Tenants, and Minor Tenants. The total area of all signs for Major Tenants would not exceed 500 square feet. The total area of all tenant signage would not exceed 300 square feet. Minor tenant signage would not exceed 300 square feet. There are also signage guidelines that apply to both phases including Finish Line Pavilion/Racetrack and Mixed-Use Zone Identity, Project and Directional Signage, Mixed-Use District Project Tenant Signage (Multi-Tenant Structures), and Building Pad Signage. More detail on these categories is located above in the Phase 1 discussion.

The maximum building heights for Phase 2 are listed in Table 4.1-1. There are two distinct zones in Phase 2, the Marketplace (consisting of the Village Core and Perimeter Locations) and the Commerce Center.

The Proposed Project would be required to comply with the City's General Plan, sign requirements, NQSP (amended), the City of Dixon Design Guidelines, and the Dixon Downs Design Guidelines, and would complete the City's design review process before obtaining any building permits. Phase 2 would

7 City of Dixon, Northeast Quadrant Specific Plan Draft EIR, August 17, 1994, page 4-136 and 4-137.

be developed in an area of previous development (i.e., Phase 1) and the character of the site would change substantially; however, it would not be considered adverse to build a commercial center on an existing parking lot in an area planned for development by the City of Dixon. This would be a *less-than-significant impact*.

Mitigation Measures

None required.

Table 4.1-1

Phase 2 Land Uses and Maximum Building Heights

Location	Land Use	Maximum Building Height
The Marketplace - Village Core	Retail	4 stories (70')
	Hotel/Conference Center	10 stories (130')
	Office	5 stories (70')
	Structured Parking	5 stories (60')
The Marketplace - Perimeter Locations	Retail	2 stories (35')
	Hotel/Conference Center	4 stories (60')
	Office	3 stories (45')
	Structured Parking	2 stories (25')
Commerce Center	Retail	2 stories (35')
	Hotel/Conference Center	10 stories (130')
	Office	5 stories (70')
	Structured Parking	3 stories (40')

Source: Dixon Downs Development and Design Guidelines, April 2005.

Impact 4.1-2	The Proposed Project could create a substantial new source of light or glare, which would adversely affect the surrounding area.
Applicable Policies and Regulations	NQSP Objective 3, NQSP Lighting Guidelines, Dixon Downs Development Design Guidelines
Significance before Mitigation	Phase 1: Potentially Significant Phases 1 and 2: Potentially Significant
Mitigation Measures	Phase 1: 4.1-2 Phases 1 and 2: 4.1-2
Applicable NQSP Mitigation Measures	VR-A, VR-B, VR-C, VR-D
Significance after Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant

Phase 1

The project site is currently undeveloped agricultural land with no artificial lighting sources. The Campbell's Company food processing and canning facility and a truck repair and parts company are east

of the project site, the City's industrial area is to the south, commercial uses are located west of the site, and I-80 borders the site on the northwest. The light industrial uses to the east have some exterior artificial lighting for security, especially in parking areas. The industrial area to the south has a high concentration of buildings and therefore more lighting. The largest commercial use to the west is Wal-Mart, which has a large, well-lighted parking lot.

The Proposed Project would include lighting in parking lots and along streets for safety and to accommodate project-related traffic. Security lighting would be needed at all times around the track area and associated buildings. Stadium lights are proposed around the perimeter of the racetrack using 80 140-foot poles for nighttime events. These lights would be turned off by approximately 11 p.m.

The proposed development would include urban lighting, as discussed above. This new lighting would likely be visible from other surrounding areas in the vicinity including I-80 and major roads (i.e., Vaughn Road, Pedrick Road, and North First Street). The Design Guidelines include lighting standards to limit glare. Daytime glare could occur as light reflects off pavement, vehicles, and structures. The Finish Line Pavilion includes large glass windows on the track side of the building as shown in Figure 3-7 in Chapter 3, Project Description; these windows would not constitute a monolithic glass structure. However, sensitive uses (i.e., residential) that could be adversely affected by the additional light and glare resulting from the proposed development are scarce in the area. Three residences are located on the north side of Vaughn Road between North First Street and Pedrick Road. These residences front Vaughn Road and would be buffered from the site by existing agricultural uses. Phase 1 would be located a distance from I-80 and therefore, it would not generate enough light and glare to adversely affect drivers on I-80.

As discussed in Impact 4.1-1, the NQSP EIR anticipated urban development in the NQSP area, which includes the project site. The NQSP EIR evaluated the effects of daytime glare. The NQSP included mitigation measures and a set of lighting guidelines which are intended to provide safety and security as well as mitigate glare for project occupants, adjacent land uses and motorists and are applicable to the racetrack night lighting, parking lot lighting, and pedestrian lighting. These guidelines address the use of high pressure sodium vapor lights with cutoff-style fixtures to reduce glare impacts. However, impacts associated with light and glare from the Proposed Project are considered *potentially significant*.

Phases 1 and 2

As discussed in Impact 4.1-1, Phase 2 development would occur after completion of Phase 1; therefore, the baseline to evaluate the contribution of light and glare resulting from Phase 2 would be the project site after development of Phase 1 was complete. Phase 2 includes the development of a commercial center on the western portion of the project site. Prior to development, the Phase 2 project area would be paved and used as a parking lot as a part of the Phase 1 development.

There are very few sensitive uses in the area as described in the Phase 1 discussion above. In regards to lighting, Phase 2 would remove parking lot lighting and replace it with a commercial center; therefore, the lighting would be associated with buildings ranging from two to 10 stories in height, rather than ground level lighting. However, because the buildings and exterior lighting could contribute to an increase in light and glare, the impact is considered *potentially significant*.

Mitigation Measures

With implementation of NQSP mitigation measures listed below, and the lighting standards included in the Design Guidelines, light and glare from the Proposed Project would constitute a *less-than-significant impact*.

4.1-2 (Phases 1 and 2)

Implement mitigation measures VR-A, VR-B, VR-C, and VR-D from the NQSP EIR:

- VR-A *Bare metallic surfaces such as pipes, vents, gutters, and flashings shall be painted or concealed from view in a manner harmonious to the structure. All flashing and sheet metal must be treated to match the adjacent materials.*
- VR-B *Primary roofing materials shall be non-reflective.*
- VR-C *Monolithic glass structure shall not be allowed unless used as a portion of a building to highlight an entry.*
- VR-D *Building mass colors shall be of varied hues that minimize glare with bright colors limited to use around doors, trims, awnings and other pedestrian-oriented features.*

Impact 4.1-3	The Proposed Project could create a substantial new source of light, which would contribute to sky glow in the surrounding area.
Applicable Policies and Regulations	NQSP Lighting Guidelines, Dixon Downs Development Design Guidelines
Significance before Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant
Mitigation Measures	Phase 1: None required Phases 1 and 2: None required
Applicable NQSP Mitigation Measures	None
Significance after Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant

Phase 1

The existing project site has no light sources, as discussed under Impact 4.1-2. Phase 1 development would include lighting on the racetrack and parking lots. As described in the impact above, the racetrack would include stadium lights for nighttime events and the surrounding parking areas would include security lighting. Artificial lighting from urbanized uses alters the rural landscape and, in sufficient quantity, lights up the nighttime sky and reduces the visibility of astronomical features. The lighting associated with the Proposed Project would alter the nighttime experience in the area because the project site contains no existing lighting and the surrounding lighting is minimal, creating a very dark area.

The proposed development would produce urban lighting as discussed above. This new lighting would likely be visible from other surrounding areas in the vicinity including I-80 and major roads in the vicinity

(i.e., Vaughn Road, Pedrick Road, and North First Street). The additional lighting in the project area, especially unshielded light, could result in sky glow and spillover light. Light pollution is caused by light that is directed upward where dust, water vapor, and other particles reflect and scatter light. The result is sky glow, which can reduce the visibility of astronomical features in the nighttime sky. Other uses that contribute to sky glow in the area include the surrounding light industrial uses, retail uses such as Wal-Mart, athletic fields, and automobile dealerships along I-80. However, sensitive uses (i.e., residential or astronomy observatory) that could be adversely effected by sky glow resulting from the proposed development either do not exist in the area or are limited. Three residences are located on the north side of Vaughn Road between North First Street and Pedrick Road.

The Design Guidelines provide goals for lighting with the aim of providing consistent site-wide lighting such that public safety and aesthetics are enhanced but spillover light is minimized. One of these goals states “Placement of lights shall limit glare, obtrusive light, light trespass and upward directed, wasted light.” Another goal stipulates that “security lighting shall not project above the fascia or roofline of a building”. These types of goals would help to reduce the amount of sky glow that the Proposed Project would contribute to the area.

Sky glow would occur primarily during night events, which would be a temporary effect. Racetrack stadium lights would be turned off when events have concluded and the facility has been cleared, by approximately 11 p.m. In addition, there are very few residential uses that would be adversely affected by any temporary changes in the amount of night lighting. This would be a *less-than-significant impact*.

Phases 1 and 2

Phase 2 would remove the parking lot and replace it with a commercial mixed-use center with lighting for buildings ranging from two to 10 stories in height. As stated above, there would be few sensitive uses adjacent to the project site. The addition of lighting from Phase 2 would result in a *less-than-significant impact* on sky glow.

Mitigation Measures

None required.

Cumulative Impacts and Mitigation Measures

The following discussion addresses the effects of the Proposed Project in combination with other development in the City of Dixon and in the vicinity of the project site.

Impact 4.1-4	The Proposed Project, in combination with other cumulative development, could substantially, adversely alter the visual character of the project site and could be visually incompatible with the surrounding land uses.
Applicable Policies and Regulations	General Plan policies 19, 20, 21, 22 and Implementation policies D, E, F; NQSP Objectives 1 and 3.
Significance before Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant
Applicable NQSP Mitigation Measures	None
Mitigation Measures	Phase 1: None required Phases 1 and 2: None required
Significance after Measure	Phase 1: Less than Significant Phases 1 and 2: Less than Significant

Phases 1 and 2

Historically, the visual character of the City of Dixon has been a condensed, low-rise downtown core surrounded by residential neighborhoods and agricultural land, with broad views of flat grasslands and agricultural fields. The Proposed Project would be required to comply with the City of Dixon General Plan, the NQSP, NQSP Design Guidelines, and Dixon Downs Design Guidelines, which have anticipated and planned for the urban development in this area. Development of the project site, in conjunction with other development proposals in the project vicinity as well as within the City of Dixon, would convert undeveloped agricultural land to a developed environment, changing the visual character of the area and contributing to the alteration of views and to a transition of the vicinity from rural agriculture to developed uses; however the project site is within City boundaries and urban development is expected and directed to the lands within City boundaries. The City of Dixon has designated and planned for development to occur on the project site. Therefore, cumulative visual impacts associated with the Proposed Project would result in a *cumulatively less-than-significant impact*.

Mitigation Measures

None required.

Impact 4.1-5	The Proposed Project, in combination with other development, could create a substantial new source of light or glare, which could create an adverse effect for users of the surrounding area.
Applicable Policies and Regulations	NQSP Objective 3, NQSP Lighting Guidelines, Design Guidelines
Significance before Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant
Applicable NQSP Mitigation Measures	VR-A, VR-B, VR-C, VR-D
Mitigation Measures	Phase 1: None required Phases 1 and 2: None required
Significance after Mitigation	Phase 1: Less than Significant Phases 1 and 2: Less than Significant

Phases 1 and 2

The Proposed Project would introduce new sources of artificial light, which could contribute to adverse effects on nighttime views in particular, as discussed in Impact 4.1-2. Reasonably foreseeable adjacent or nearby urban development within the City of Dixon would also contribute light and glare sources to the region. Cumulatively, these sources would increase the amount of light and glare in the Dixon area. However, the project’s contribution would not be significant, as discussed in Impact 4.1-2. Compliance with Mitigation Measure 4.1-2, as part of the project-specific impact would minimize any adverse effect created by the project. The project site is located in an area of the City planned for future development, but not yet developed. The project’s contribution would not adversely affect users of the surrounding area. Therefore, this would result in a *less than cumulatively considerable impact*.

Mitigation Measures

None required.