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## APPENDICES

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**Appendix A**

**Notice of Preparation/Initial Study**

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Notice of Preparation and Initial  
Study for the Dixon Down Horse  
Racetrack and Commercial  
Development Center

Prepared for:

City of Dixon

Prepared by:

EIP Associates  
1200 Second Street, Suite 200  
Sacramento, California 95814  
916-325-4800

December 22, 2003



# Notice of Preparation City of Dixon

To: \_\_\_\_\_ From: City of Dixon  
(Responsible Agency/Interested Person or Entity) (Lead Agency)

City of Dixon, City Hall  
600 East A Street  
Dixon, California 95620-3697  
707-678-7000

**SUBJECT:** Dixon Downs Horse Racetrack and Commercial Development Center  
Notice of Preparation of a Draft Environmental Impact Report

**PROJECT APPLICANT:** Magna Entertainment Corporation

**PUBLIC REVIEW PERIOD:** This NOP is being released for a 30-day response period. The response period is from January 2, 2004 until February 2, 2004.

**NOP SCOPING MEETING:** **To Comment on this NOP, an informal "drop-in" scoping meeting will be held on January 29, 2004 from 4:00 P.M. to 7 P.M. City of Dixon Fire Department at 205 Ford Way. You may come by at any time between 4:00 and 7:00 P.M.**

## **THE PROJECT DESCRIPTION, LOCATION AND THE POTENTIAL ENVIRONMENTAL EFFECTS ARE CONTAINED IN THE ATTACHED INITIAL STUDY.**

The City of Dixon will be the Lead Agency and will prepare an environmental impact report for the Dixon Downs Horse Racetrack and Commercial Development Center. The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and its potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR.

This NOP is being released to request comments on the scope of the EIR for the proposed project. The responses to this NOP will help the City of Dixon determine the scope of the EIR and ensure an appropriate level of environmental review.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Marshall Drack at the address above. We will need the name for a contact person in your agency.

Date December 29, 2003

Signature



Marshall Drack

Title

Economic Development Director

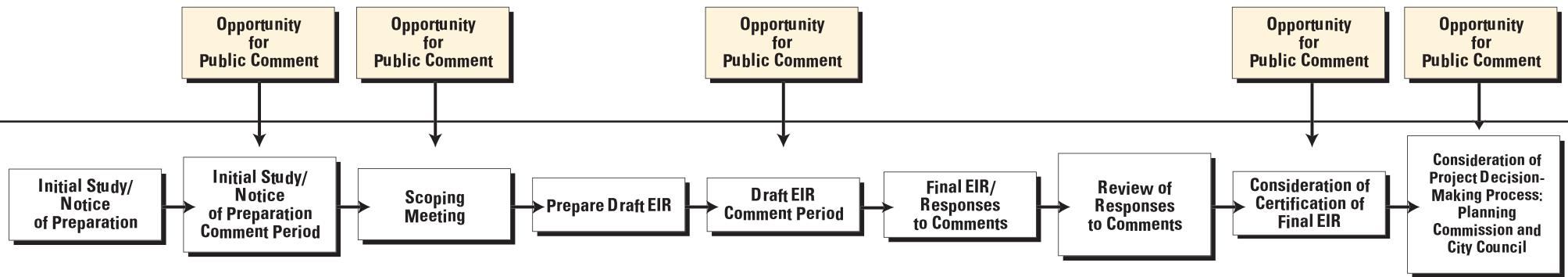
Telephone

707-678-7000





# Dixon Downs Environmental Review Process





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**NOTICE OF PREPARATION AND INITIAL STUDY  
FOR THE  
DIXON DOWNS HORSE RACETRACK AND  
COMMERCIAL DEVELOPMENT PROJECT**

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**I. BACKGROUND**

**Project Title:** Dixon Downs Horse Racetrack and Commercial Development Project

**Lead Agency Name and Address:** City of Dixon  
Community Development Department  
600 East A Street  
Dixon, CA 95620

**Lead Agency Contact Person:** Marshall Drack  
Economic Development Director  
707.678.7000

**Project Sponsor's Name and Address:** Magna Entertainment Corp.  
455 Magna Drive  
Aurora, Ontario  
c/o Cleve Livingston  
Boyden, Cooluris, Livingston & Saxe  
400 Capital Mall, Suite 1625  
Sacramento, Cal. 95814

**Northeast Quadrant Specific Plan Land Use/Zoning Map Designation** Light Industrial (ML)  
Community Commercial (CC)  
Professional/Administrative Offices (PAO)

**General Plan Land Use Designation:** Employment Center (E)

**Proposed Zoning:** Highway Commercial (CH)  
Neighborhood Commercial (CN)  
Service Commercial (CS)  
Professional and Administrative Office (PAO)  
Agricultural (A)  
Planned Development (PD)

**Project Acreage:** 260 acres

**City Approvals Requested:**

1. Specific Plan Amendment
2. Rezone
3. Planned Unit Development
4. Variance
5. Design Review
6. Tentative Subdivision
7. Conditional Use Permit
8. Project Development Agreement
9. General Plan Amendment
10. Environmental Impact Report Certification
11. Mitigation Monitoring Program

**Other Public Agencies Whose Approval is (or may be) Required:**

- California Horse Racing Board (track standards and racing permits)
- California Department of Fish and Game (potential 1603 permit – Streambed Alteration Agreement)
- U.S. Army Corp of Engineers (project may be under regulatory authority of USACOE and the Clean Water Act - 404 Permit)
- Central Valley Regional Water Quality Control Board (for NDPES non-point source compliance relating to construction erosion and run-off, and discharge of surface water from the site containing horse effluent)
- California Highway Patrol (for implementation of event transportation management)
- Caltrans (for potential road encroachment permits relating to potential new interchange construction or highway widening)
- Dixon-Solano Municipal Water System (connection permit)
- Solano Irrigation District (modifications to irrigation infrastructure)
- Solano County Health Department (kitchen and Groom's quarters living accommodations inspected and permitted)
- Solano County (road encroachment permits)
- Dixon Resource Conservation District (downstream drainage)
- Reclamation District 2068 (downstream drainage)
- Union Pacific Railroad (potential railroad encroachment permit)
- Yolo-Solano Air Pollution Control District (potential future gas stations)

**II. PROJECT DESCRIPTION****Introduction**

This Notice of Preparation/Initial Study (NOP/IS) is based on a detailed project description submitted by the project applicant. Although this project description is significantly more detailed than would commonly be found in an NOP/IS, it is being incorporated for this use because it

contains information that might be helpful to those interested members of the public who may be unfamiliar with the proposed racetrack land use. Readers are cautioned, however, that the details of the Dixon Downs Horse Racetrack and Commercial Development Project (Proposed Project), including the project design and land use plan, may change between the time the NOP/IS is issued and the time the Draft EIR is ready for public review as a result of the environmental analysis which will be undertaken pursuant to this NOP/IS, discussions with staff and review by the technical consultants as well as further refinement by the Project Proponent of its development proposal.

This NOP/IS has been prepared for the Proposed Project that is planned for the Northeast Quadrant Specific Plan (NQSP) area of the City of Dixon. The Proposed Project is located south of Highway 80 and borders on both Highway 80 and Pedrick Road. The City of Dixon is the Lead Agency for the preparation of the Environmental Impact Report (EIR).

The Proposed Project would consist of a phased, mixed-use development that includes a state-of-the-art thoroughbred horse racing and training facility, retail businesses, a hotel/conference center and offices. The horse racing/training facility is to be known as Dixon Downs. Dixon Downs would host live, thoroughbred horse racing on a 100-foot wide, 1 1/8-mile dirt track and a 180-foot wide turf track varying in length from 7/8 to 1 mile. Dixon Downs would also serve as a thoroughbred training facility. The use of the Dixon Downs for training would allow owners and trainers to keep their horses in Northern California on a year-around basis.

Up to 1,656 horses could be housed in the 46 barns that would be constructed as part of the Dixon Downs project. Ancillary facilities would include a Mechanical Building, a Hay/Straw Feed Storage Building and a future Veterinary Clinic/Classroom.

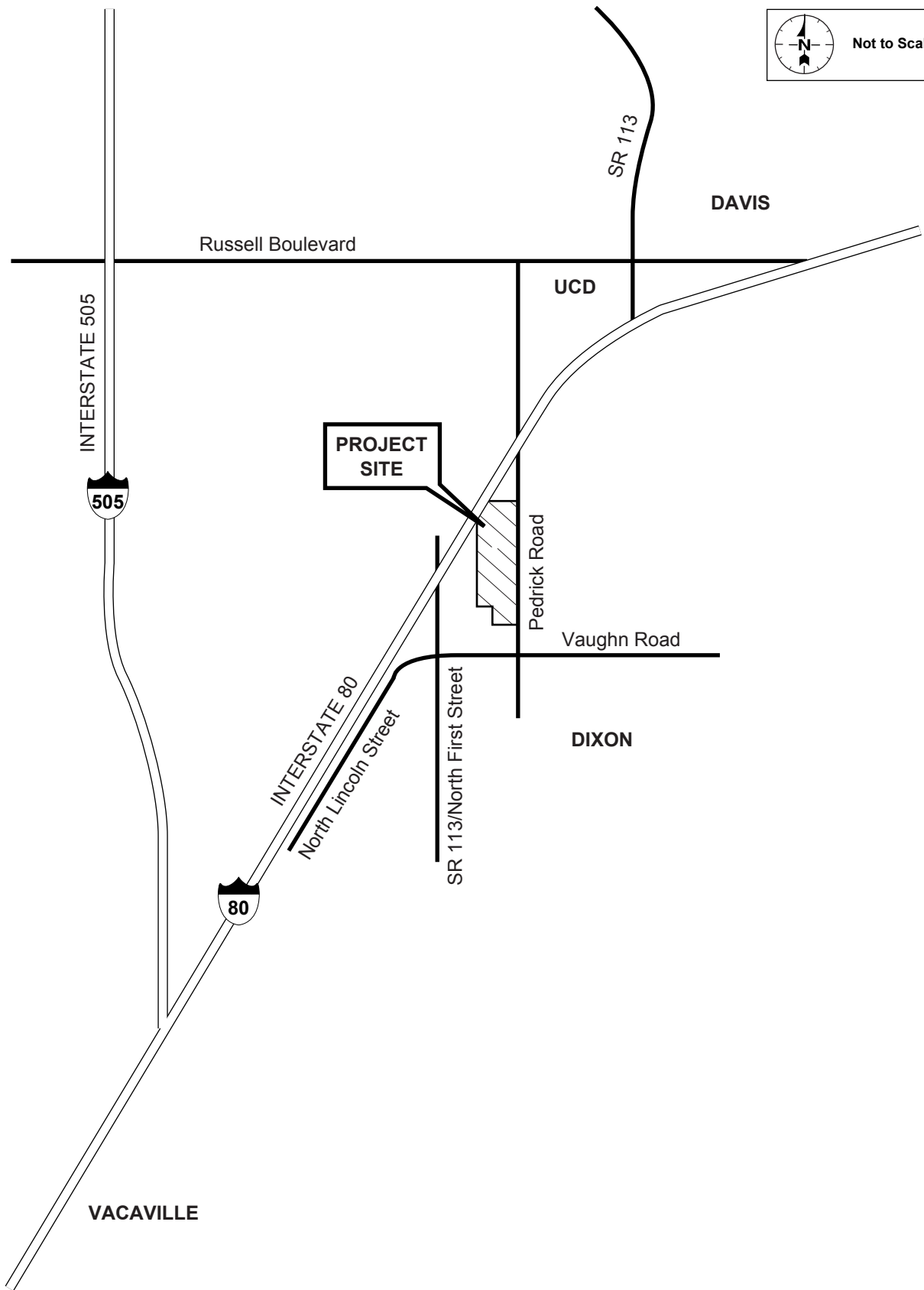
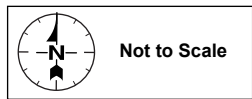
The racing and training facilities described above would be constructed in a single initial phase of development. Once completed, the racetrack would serve as the land use anchor for the development of a destination entertainment/dining/retail/hotel/conference/office/recreation complex, to be constructed in Phase 2. The Proposed Project represents the first project of its kind in the State of California where horse racing is integrated into a large destination/entertainment mixed-use commercial facility.

The EIR for the Proposed Project would address potential impacts associated with land use and aesthetics, agricultural resources, air quality, biological resources, hazards and hazardous materials, hydrology and water quality, water supply, land use and planning, consistency with the NQSP and the City's General Plan, noise, population and housing, cultural resources, public services (includes recreation), transportation and circulation, utilities and service systems. Cumulative impacts, growth inducing impacts, and alternatives would also be discussed.

The Initial Study is anticipated to "focus out" (i.e., eliminate from further study) the following environmental issues: geology, soils and minerals because there are no peculiar geologic or soils conditions that would justify special studies and paleontological resources beyond the usual soils reports required for large buildings. As indicated in the Dixon General Plan and the Northeast Quadrant Specific Plan (NQSP) EIR, mineral resources are not expected to be an issue for this particular site.

Figures 1 and 2 show the Proposed Project's Regional and Project Vicinity.





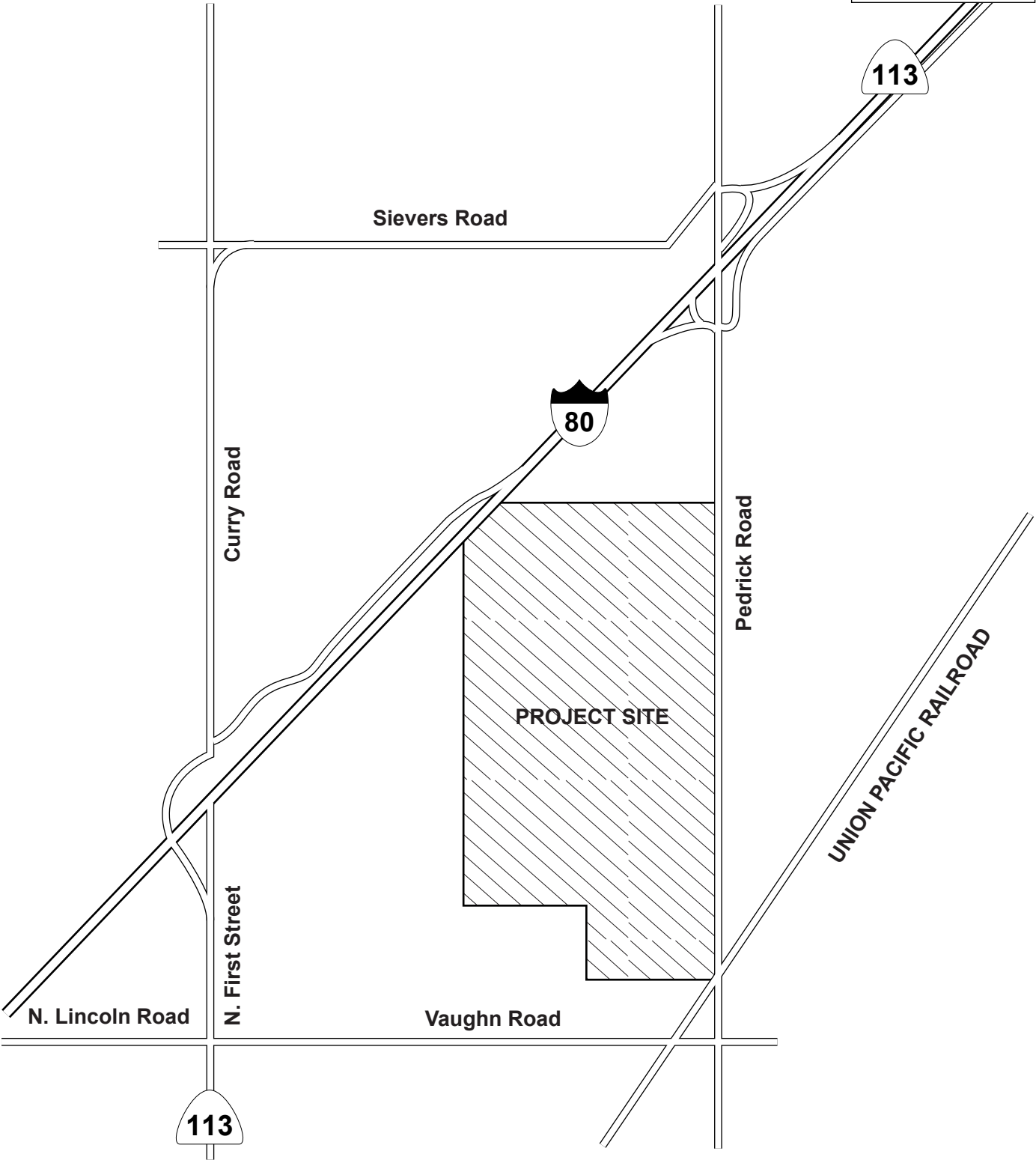
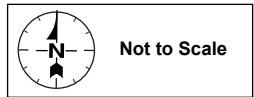
Source: EIP Associates, 2003



FIGURE 1  
Regional Location







Source: EIP Associates, 2003

FIGURE 2  
Project Vicinity





## Project Objectives

The following are the stated objectives of the applicant.

The primary goal of the Proposed Project is to provide a state-of-the-art thoroughbred horse racing and training facility that can:

- Reinvigorate the sport of thoroughbred horse racing in Northern California;
- Generate significant new employment opportunities at a location designated by the Dixon General Plan as a major employment center;
- Build upon and preserve the City of Dixon's rich agricultural heritage;
- Anchor a destination entertainment/dining/retail/hotel/conference/office/recreation complex that would enhance the quality of life for those who live and work in Dixon and the surrounding region;
- Provide a signature land use and distinguishing, high quality design statement at the northeastern entry to the City; and
- Locate regional serving commercial/entertainment land use adjacent to Highway 80 and in proximity to two Highway 80 interchanges serving the City of Dixon.

More specifically, the principal objectives of the Proposed Project as stated by the applicant are:

1. To bring to Dixon and the surrounding region a state-of-the-art, world-class thoroughbred horse racing and training venue.
2. To complement Dixon's rich agricultural heritage through the development of a thoroughbred horse racing/training facility that will serve as the centerpiece of a destination entertainment, dining, retail, hotel, conference center and office complex.
3. To be located in proximity to one of the world's greatest schools of veterinary medicine (University of California, Davis) and its equine care facilities.
4. To bring entertainment, recreation, shopping and jobs to Dixon in a design format that respects and embraces the small town values and lifestyle that give Dixon its unique character.
5. To provide live, high quality thoroughbred horse racing entertainment and for multi-media broadcast around the world via satellite and the internet.
6. To introduce a new generation of thoroughbred racing and training facilities:
  - (a) by attracting the best stables and racehorses in the country with high amenity accommodations for both the horses as well as those responsible for their care and training; and

- (b) by attracting a new generation of horse racing fans with exciting, multi-dimensional family entertainment presented in an architecturally striking and beautifully landscaped setting.
- 7. To add value to the surrounding community and contribute to the establishment of a strong local economic base through:
  - (a) job creation;
  - (b) the economic stimulus that comes with the multi-million dollar investment required to build and operate Dixon Downs; and
  - (c) the significantly expanded local tax base resulting from several new sources of general fund revenue including property tax, sales tax, wagering tax and hotel tax.
- 8. To provide employment, entertainment, dining, shopping and office workplace opportunities not otherwise available within the Dixon vicinity.
- 9. To provide a multi-use entertainment Pavilion that can serve the community by providing:
  - (a) a theater that can be used for high school or other community-based theatrical productions;
  - (b) meeting rooms that can be used by community service organizations; and
  - (c) conference facilities that can be used for charitable functions and social events such as high school proms.
- 10. To enhance recreational opportunities for Dixon residents through the dedication of a ten-acre public park site.
- 11. To locate the project on a site:
  - (a) that has already been designated for development with employment-generating land uses by the Dixon General Plan.
  - (b) that is located immediately adjacent to the Highway 80 corridor which would allow non-local patrons to reach and leave the venue without disrupting or otherwise impacting Dixon's residential neighborhoods or neighboring communities.
- 12. To contribute to financing and constructing the infrastructure improvements required to support development of the employment generating land uses planned for the Northeast Quadrant Specific Plan.

13. To provide a destination entertainment/dining/retail/hotel/conference venue that would optimize use of the major rail transit improvements planned for the area.
14. To provide land uses that would generate employment activity and address regional demand for entertainment, dining, shopping, hotel rooms, conference facilities, and office space in proximity to the Highway 80 and rail transportation corridors where regional site access is provided with minimal impact on local roadways.
15. To provide a signature land use at the northeast entry to the City, which would establish a scenic gateway to the community and, at the same time, function as the focal point and the principal defining element of the Northeast Quadrant Specific Plan.
16. To provide at a single location an integrated and complimentary combination of amenities and land uses (e.g., entertainment, dining, retail, hotel, conference and office) not otherwise available except on a scattered site basis.
17. To develop a distinctive design theme that would tie the project together in terms of both the internal relationships among uses as well as the external compatibility with the surrounding community.
18. To phase development so that the racing and training facilities are constructed first and each additional subsequent phase of the project builds upon and extends the design theme established by the racetrack.
19. To provide a self-mitigating project, whereby mitigation measures are incorporated in the project design so as to minimize the project's environmental impacts.
20. To create a site plan that concentrates the more intense employment generating land uses (including the Dixon Downs multi-purpose Pavilion and finish line facilities, the hotel/conference center, the retail, the business/professional office and the parking to support these uses) between the racetrack and the Highway 80 corridor and uses the racetrack, with its approximately 100 acres of landscaped open space, to buffer the agricultural land uses in the unincorporated area to the east.

### **Project Location**

The 260± acre Proposed Project site is situated in the Central Valley region of Northern California, along the Highway 80 freeway corridor, with the cities of Davis and Sacramento located approximately six miles and 25 miles to the northeast, respectively, and the cities of Vacaville and San Francisco located approximately 15 miles and 65 miles to the west, respectively, as shown on Figure 1. More specifically, as shown on Figure 2, the project site is part of the City of Dixon's 643-acre Northeast Quadrant Specific Plan (NQSP) which is generally bounded to the south by Vaughn Road, to the west by 1<sup>st</sup> Street, to the northwest by Highway 80, and to the east by Pedrick Road.

## **Project Description**

Figures 3 through 12 support the following project description discussion. Figures 3 through 12 show the following:

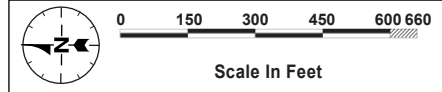
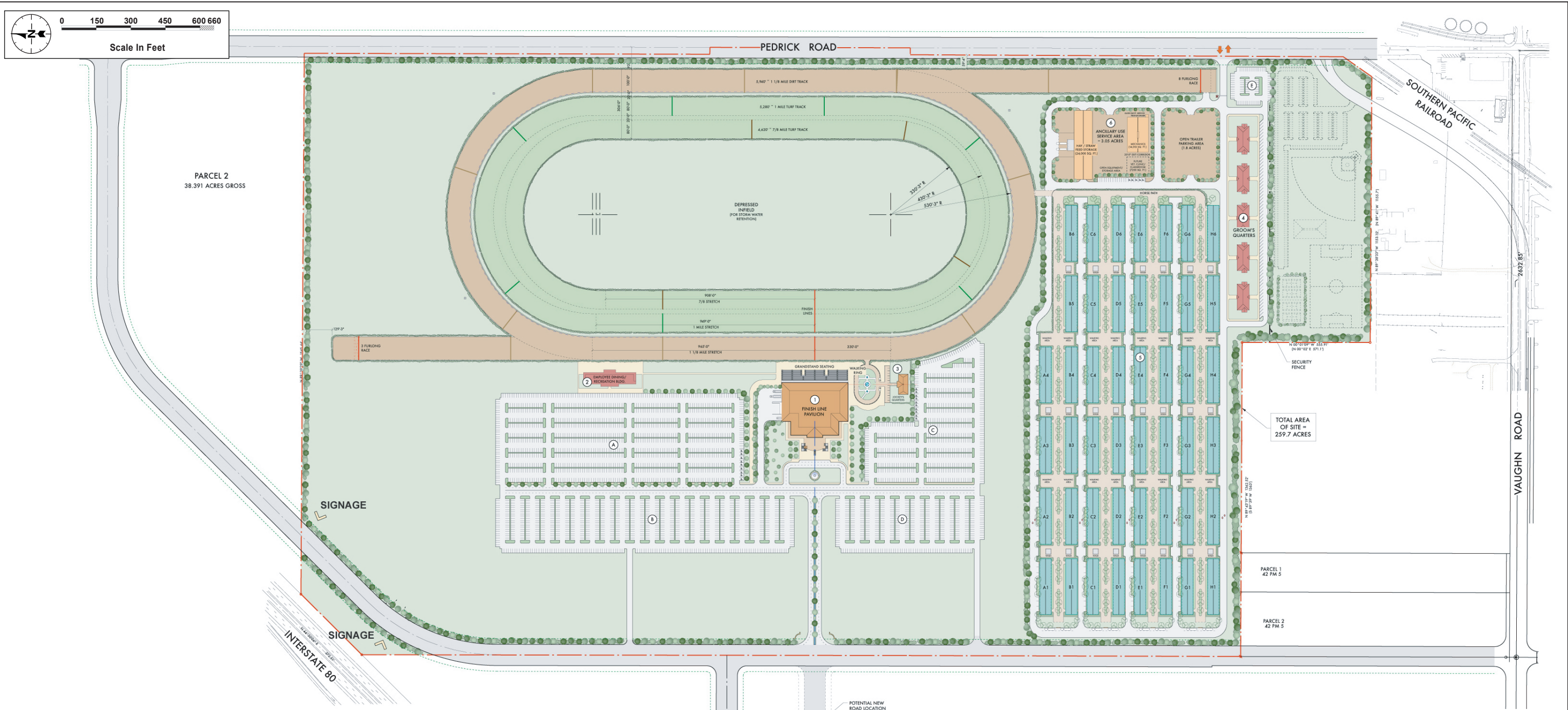
- Figure 3 Master Site Plan – Phase 1
- Figure 4 Master Site Plan – Phase 1 and II
- Figure 5 Pavilion – Building Sections
- Figure 6 Pavilion – Elevations
- Figure 7 Pavilion – Elevations
- Figure 8 Pavilion – Ground Level
- Figure 9 Pavilion – First Level
- Figure 10 Pavilion – Second Level
- Figure 11 Dormitory Building – Elevations
- Figure 12 Barn Buildings – Elevations

The Proposed Project would be developed in at least two phases.

### **Phase 1 – The Dixon Downs Horse Racetrack Complex**

The first phase of development would consist of the horse racetrack complex. As shown on the conceptual site plan for the Proposed Project and as further detailed in Table 1, Phase 1 would include 919,479 square feet (sf) of building area in the following format:

- Two racetracks – a 100-foot wide, 1 1/8 mile dirt track and a 180-foot wide turf track varying in length from 7/8 to 1 mile and organized in concentric ovals. The racetrack infield would be landscaped and may include equestrian facilities such as a polo field, a jumping ring and/or a dressage area. In addition, the infield may be designed to detain storm water flows resulting from major storm events.
- A three-story, 192,372 gross square foot (gsf) multi-purpose Finish Line Pavilion with an 1,800-seat open-air grandstand and capacity for approximately 5,000 race day patrons within the enclosed Pavilion structure. The grandstand seating and Pavilion would be centered on the racetrack finish line. The multi-purpose Pavilion would also include a theater, that would seat approximately 2,000 for in-door concerts and other productions and a turf club restaurant. The Pavilion structure would incorporate the latest advances in simulcast technologies. Although the Pavilion structure consists of three stories, it would be slightly over 75 feet in height and would be the tallest building on the project site.
- A three-story, 27,430 gsf Employee Dining and Recreation building, with a ground floor amenity area incorporating a central kitchen and dining area for visiting grooms and other backstretch personnel and a lounge/recreation area with separate locker room facilities for men and women. The two upper stories would contain 30 one-bedroom suites for the use of out-of-town staff and guests as well as visiting trainers.



PARCEL 2  
38.391 ACRES GROSS

TOTAL AREA  
OF SITE =  
259.7 ACRES

**PHASE ONE:**

ON GRADE PARKING LOTS	TOTAL AREA (SQ. FT.)	N° PKNG SPACES	NOTES
<b>FINISH LINE PARKING: (SERVING FINISH LINE PAVILION, GRANDSTAND, EMPLOYEE LOUNGE, JOCKEY'S QUARTERS)</b>			
A PARKING LOT A	415,700 / 350	1,188	3,213 TOTAL PARKING
B PARKING LOT B	318,315 / 350	910	
C PARKING LOT C	232,010 / 350	663	
D PARKING LOT D	158,085 / 350	452	
<b>BACK STRETCH PARKING: (SERVING GROOM'S QUARTERS, SERVICE AREA, AND HORSE BARN)</b>			
E PARKING LOT E	-	142	GROOM'S QUARTERS AREA
PARKING AROUND BARN	-	168	
OPEN TRAILER PARKING	78,413	+/- 115	(1.8 ACRES)
<b>TOTAL PARKING SPACES</b>		<b>+/- 3,638</b>	

**PHASE ONE:**

BUILDING	GROUND FL AREA/FL (SF)	N° BLDGS.	N° STOREYS	HEIGHT (FT)	TOTAL AREA (SF)	NOTES
1 FINISH LINE PAVILION	58,616	1 BLDG.	3 STOREYS	75'-2"	192,372	5,000 GUEST CAPACITY
FINISH LINE GRANDSTAND	16,000	-	-	-	16,000	APPROX. 1,800 GUEST CAPACITY
2 EMPLOYEE DINING/REC. BUILDING	8,979	1 BLDG.	3 STOREYS	41'-4"	27,430	30 DELUXE GROOM'S QUARTERS
3 JOCKEY'S QUARTERS	3,000	1 BLDG.	1 STOREY	15'-6"	3,000	
4 GROOM'S QUARTERS	6,478	5 BLDGS.	3 STOREYS	36'-2"	97,170	260 DORM ROOMS (52 UNITS/BUILDING)
5 HORSE BARN (48'-8" x 242'-8")	612 ENCLOSED	46 BARN	1 STOREY	20'-8"	28,152 ENCLOSED	1,656 STALLS TOTAL (36 STALLS/BARN)
	11,090 DIRT				510,140 DIRT	92 FEED/TACK, 46 OFFICE/TACK RM, 138 W/C
<b>6 SERVICE AREAS: (3.05 ACRES)</b>						
MECHANICS BUILDING	14,015	1 BLDG.	1 STOREY	19'-9"	14,015	
HAY/STRAW FEED BUILDING	24,000	1 BLDG.	1 STOREY	19'-6"	24,000	
FUTURE VET CLINIC	7,200	1 BLDG.	1 STOREY	19'-6"	7,200	

Source: Magna Entertainment Corp.



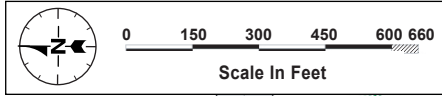
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**FIGURE 3**  
**Master Site Plan – Phase I**

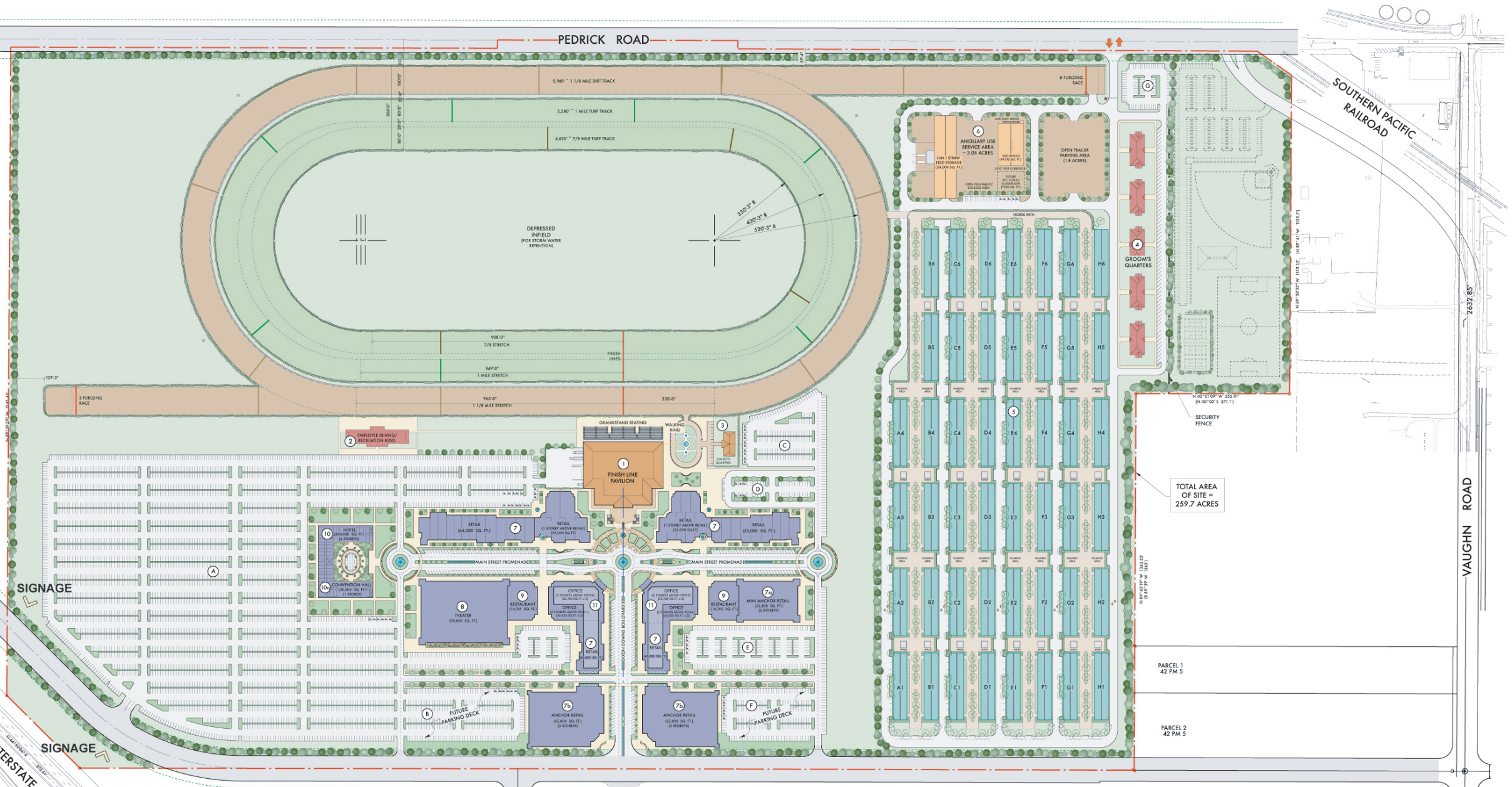
City of Dixon







PARCEL 2  
38.391 ACRES GROSS



TOTAL AREA OF SITE = 259.7 ACRES

PARCEL 1  
42 PM 5

PARCEL 2  
42 PM 5

PHASE TWO:

ON GRADE PARKING LOTS	TOTAL AREA (SQ. FT.)	N° PKNG SPACES	NOTES
FINISH LINE PARKING: (SERVING FINISH LINE PAVILION, GRANDSTAND, EMPLOYEE LOUNGE, JOCKEY'S QUARTERS, ENTERTAINMENT & COMMERCIAL COMPLEX)			
A PARKING LOT A	1,263,340 / 350	3,610	
B PARKING LOT B	81,995 / 350	235	
C PARKING LOT C	79,800 / 350	228	4,535 PARKING FOR RETAIL/ENTERTAINMENT AREA
D PARKING LOT D	16,750 / 350	48	
E PARKING LOT E	82,210 / 350	235	
F PARKING LOT F	62,455 / 350	179	
FUTURE PARKING STRUCTURE B	250,845 / 350	717	1,267 SPACES IN PARKING GARAGE (3 LEVELS)
FUTURE PARKING STRUCTURE F	192,210 / 350	550	
BACK STRETCH PARKING: (SERVING GROOM'S QUARTERS, SERVICE AREA, AND HORSE BARN)			
G PARKING LOT G	-	142	GROOM'S QUARTERS AREA
PARKING AROUND BARN	-	168	
OPEN TRAILER PARKING	78,413	+/- 115	(1.8 ACRES)
TOTAL PARKING SPACES	-	+/- 6,227	

PHASE ONE:

BUILDING	GROUND FL AREA/FL (SF)	N° BLDGS.	N° STOREYS	HEIGHT (FT)	TOTAL AREA (SF)	NOTES
1 FINISH LINE PAVILION	58,416	1 BLDG.	3 STOREYS	75'-2"	192,372	5,000 GUEST CAPACITY
FINISH LINE GRANDSTAND	16,000	-	-	-	16,000	APPROX. 1,800 GUEST CAPACITY
2 EMPLOYEE DINING/REC. BUILDING	8,979	1 BLDG.	3 STOREYS	41'-4"	27,430	30 DELUXE GROOM'S QUARTERS
3 JOCKEY'S QUARTERS	3,000	1 BLDG.	1 STOREY	15'-6"	3,000	
4 GROOM'S QUARTERS	6,478	3 BLDGS.	3 STOREYS	36'-2"	97,170	260 DORM ROOMS (52 UNITS/BUILDING)
5 HORSE BARN (48'-8" x 242'-8")	612 ENCLOSED 11,090 DIRT	46 BARN	1 STOREY	20'-8"	28,152 ENCLOSED 510,140 DIRT	1,656 STALLS TOTAL (36 STALLS/BARN) 92 FEED/TACK, 46 OFFICE/TACK RM, 138 W/C
6 SERVICE AREAS: (3.05 ACRES)						
MECHANICS BUILDING	14,015	1 BLDG.	1 STOREY	19'-9"	14,015	
HAY/STRAW FEED BUILDING	24,000	1 BLDG.	1 STOREY	19'-6"	24,000	
FUTURE VET CLINIC	7,200	1 BLDG.	1 STOREY	19'-6"	7,200	

PHASE TWO:

7 COMMERCIAL RETAIL UNITS (CRU)	257,200	4 BLDGS.	1 & 2 STOREYS	12'-0" / 24'-0"	257,200	/2500 SQ.FT. PER UNIT = APPROX. 103 UNITS
7a MINI ANCHOR RETAIL	31,400	1 BLDG.	2 STOREYS	30'-0"	62,800	
7b ANCHOR RETAIL	55,000	2 BLDGS.	3 STOREYS	45'-0"	330,000	
8 THEATER	70,000	1 BLDG.	1 STOREY	18'-0"	70,000	
9 RESTAURANT	15,000	2 BLDGS.	1 STOREY	15'-0"	30,000	
TOTAL RETAIL:	-	-	-	-	750,000	
10 HOTEL	50,000	1 BLDG.	4 STOREYS	66'-0"	200,000	APPROX. 240 ROOMS ~ ABOVE CONVENTION HALL
10a CONFERENCE HALLS	50,000	1 BLDG.	1 STOREY	18'-0"	50,000	BELOW HOTEL
11 OFFICES	22,740 ~ 27,260	2 BLDGS.	2 ~ 2 STOREYS	60'-0"	200,000	ABOVE RETAIL
TOTAL PHASE TWO:	-	-	-	-	1,200,000	

Source: Magna Entertainment Corp.

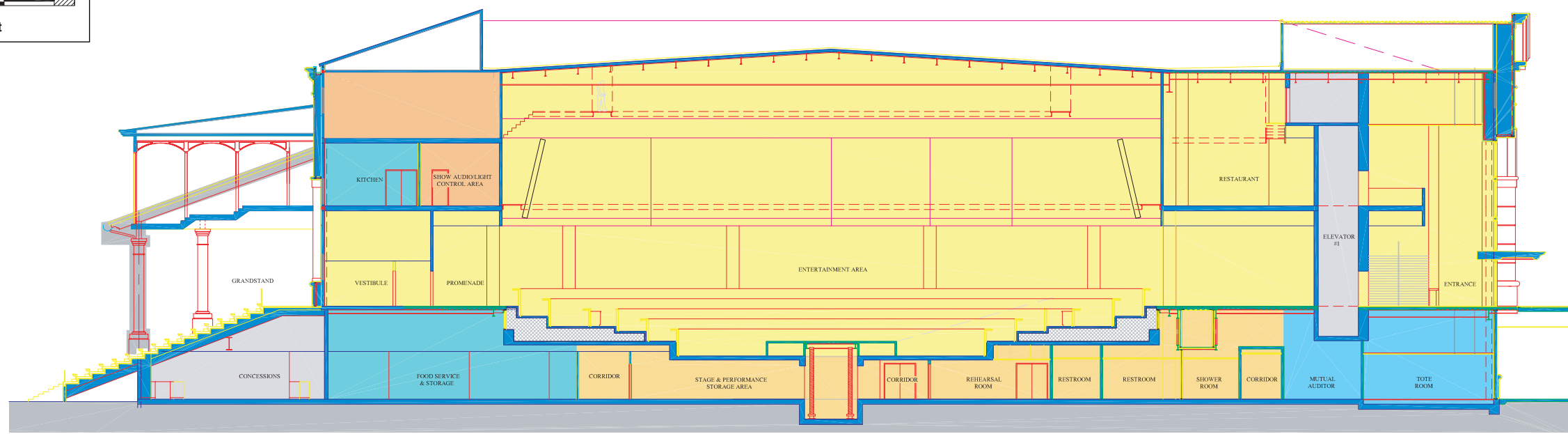
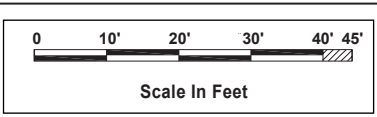


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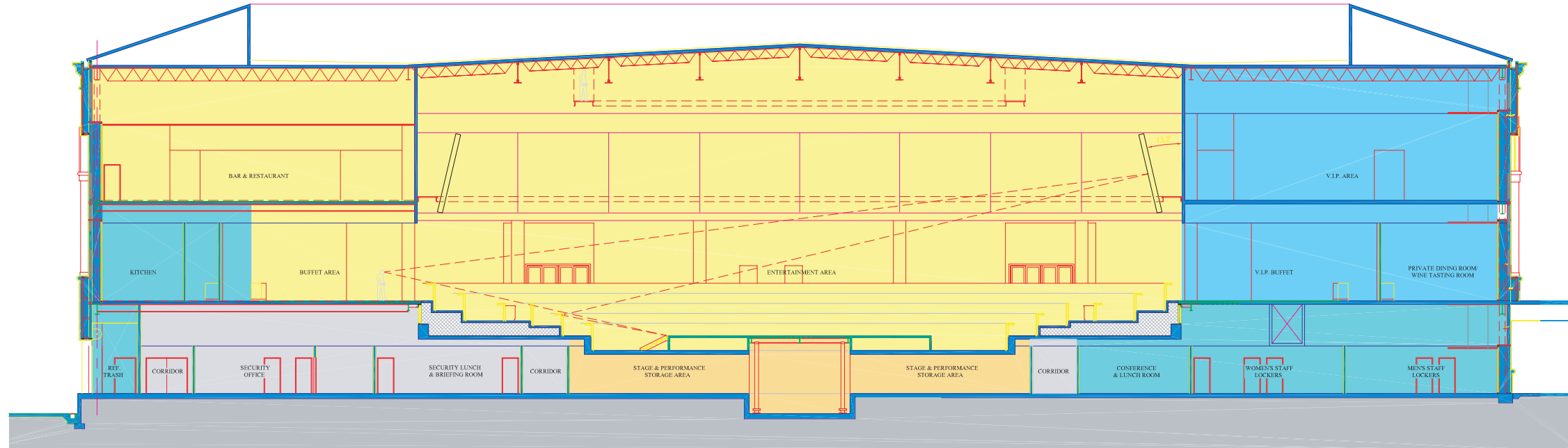
FIGURE 4  
Master Site Plan – Phase 1 and 2

City of Dixon





① AXIAL SECTION



② LONGITUDINAL ELEVATION

Source: Magna Entertainment Corp.

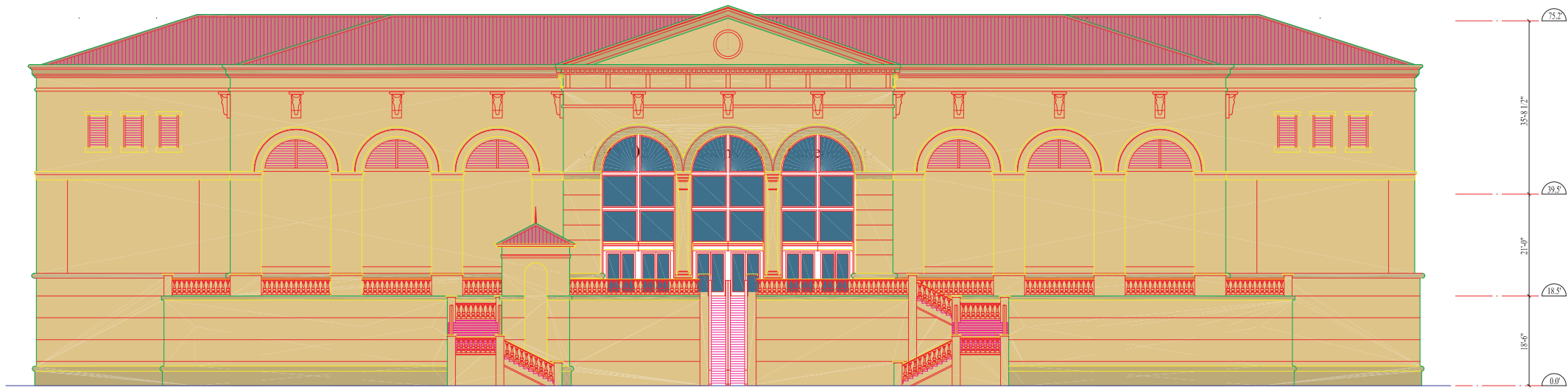
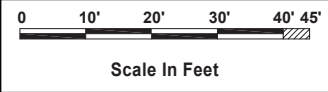


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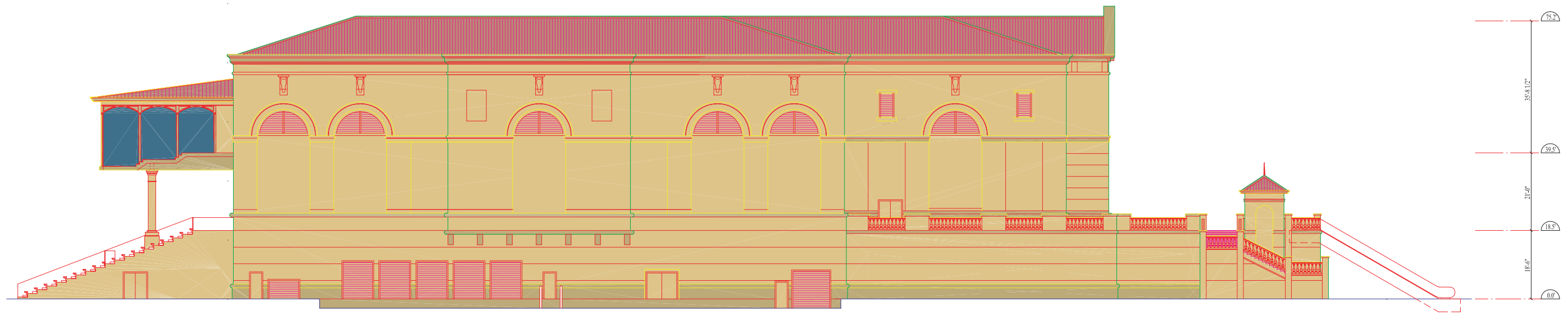
FIGURE 5  
Pavilion – Building Sections

City of Dixon





① FRONT ELEVATION



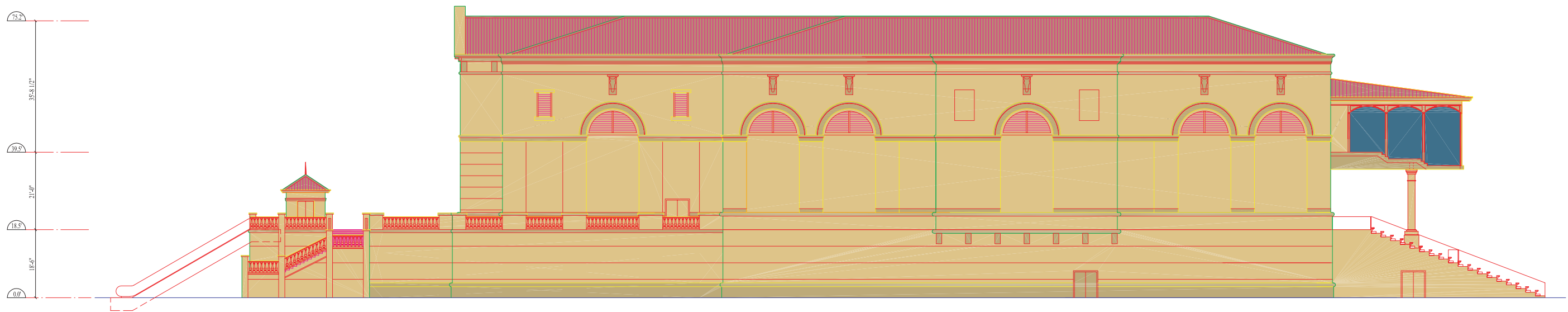
② SIDE ELEVATION

Source: Magna Entertainment Corp.





① TRACKSIDE ELEVATION

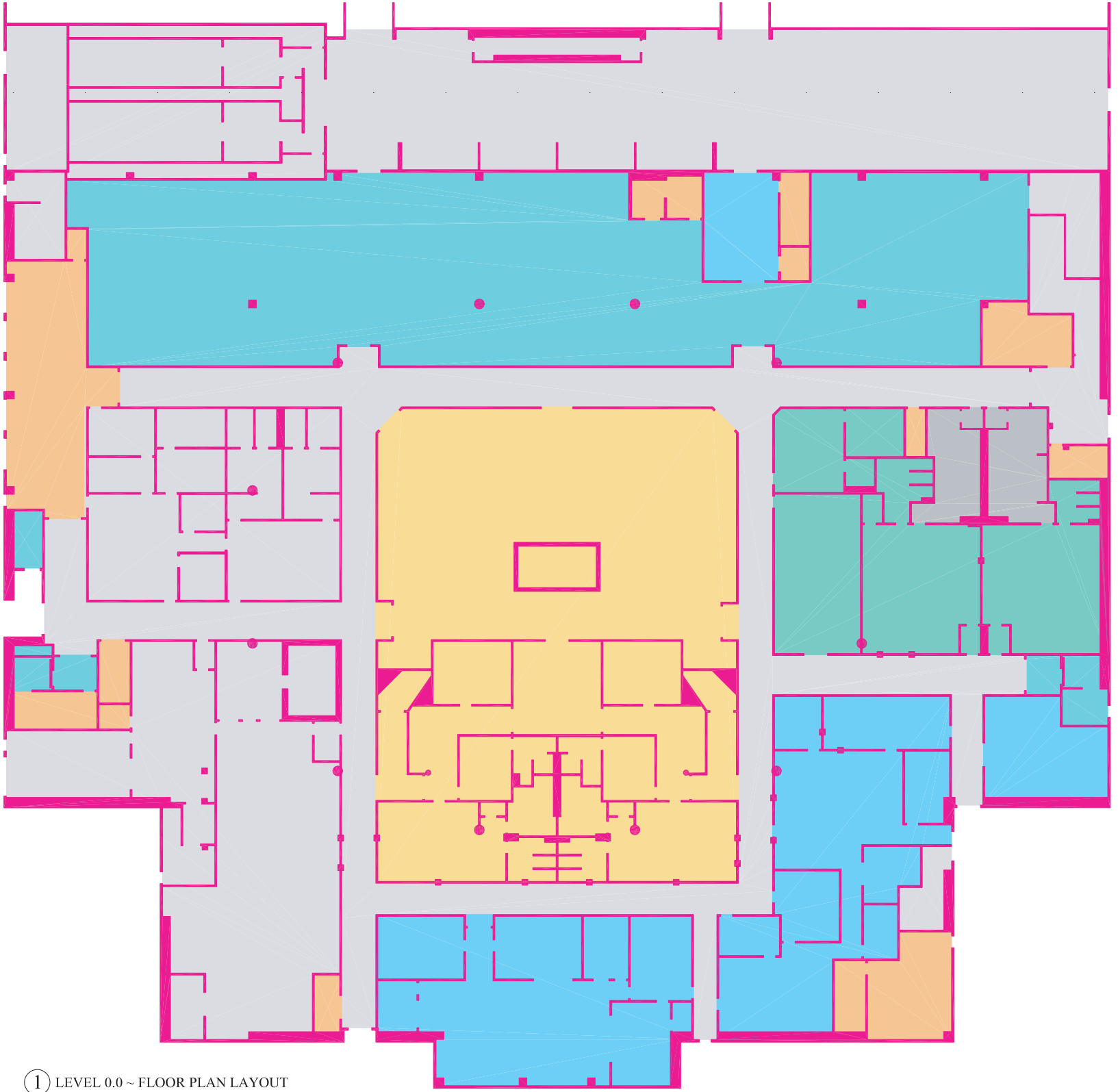
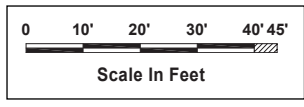


② SIDE ELEVATION

Source: Magna Entertainment Corp.







① LEVEL 0.0 ~ FLOOR PLAN LAYOUT

AREAS OF SIMULCAST PAVILION @ +0'-0"

V.I.P. AREAS	543 sq.ft.
WASHROOMS	934 sq.ft.
ADMINISTRATION	7,721 sq.ft.
FOOD SERVICES	11,397 sq.ft.
CASH CONTROL	8,841 sq.ft.
STORAGE	196 sq.ft.
BUILDING SERVICES	3,734 sq.ft.
STAFF SUPPORT	3,994 sq.ft.
CIRCULATION	9,547 sq.ft.
STAGE SUPPORT	11,282 sq.ft.
TOTAL STAND-UP MACHINES = 121	
GROSS FLOOR AREA	58,189 sq.ft.
AREA UNDER GRANDSTAND	10,518 sq.ft.
TOTAL AREA	68,707 sq.ft.

SUMMARY

TOTAL FLOOR AREA @ 0'-0"	68,707 sq.ft.
TOTAL FLOOR AREA @ 18'-6"	73,598 sq.ft.
TOTAL FLOOR AREA @ 39'-6"	50,067 sq.ft.
GRAND TOTAL	192,372 sq.ft.
TOTAL STAND-UP MACHINES = 202	

Source: Magna Entertainment Corp.

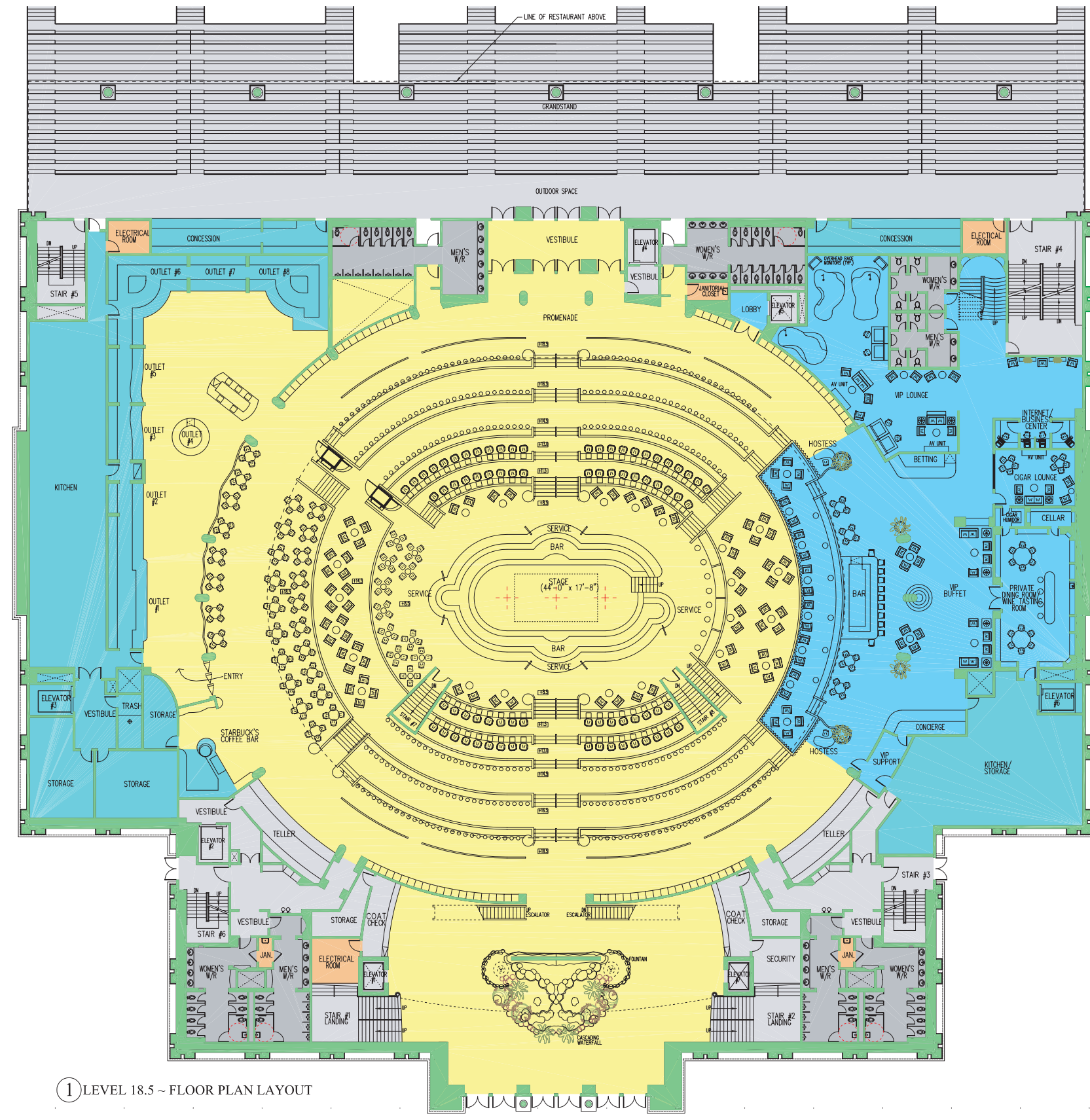
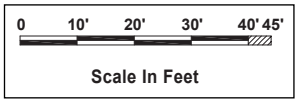


10811-00

FIGURE 8  
Pavilion – Ground Level

City of Dixon





AREAS OF SIMULCAST PAVILION @ +18'-6"

GUEST AREAS	31,342 sq.ft.
WASHROOMS	3,771 sq.ft.
FOOD SERVICES	8,327 sq.ft.
CASH CONTROL	1,770 sq.ft.
V.I.P. AREAS	8,632 sq.ft.
BUILDING SERVICES	535 sq.ft.
CIRCULATION	4,239 sq.ft.
TOTAL STAND-UP MACHINES = 81	
GROSS FLOOR AREA	58,616 sq.ft.
GRANDSTAND	14,982 sq.ft.
TOTAL AREA	73,598 sq.ft.

SUMMARY

TOTAL FLOOR AREA @ 0'-0"	68,707 sq.ft.
TOTAL FLOOR AREA @ 18'-6"	73,598 sq.ft.
TOTAL FLOOR AREA @ 39'-6"	50,067 sq.ft.
GRAND TOTAL	192,372 sq.ft.
TOTAL STAND-UP MACHINES =	202

① LEVEL 18.5 ~ FLOOR PLAN LAYOUT

Source: Magna Entertainment Corp.

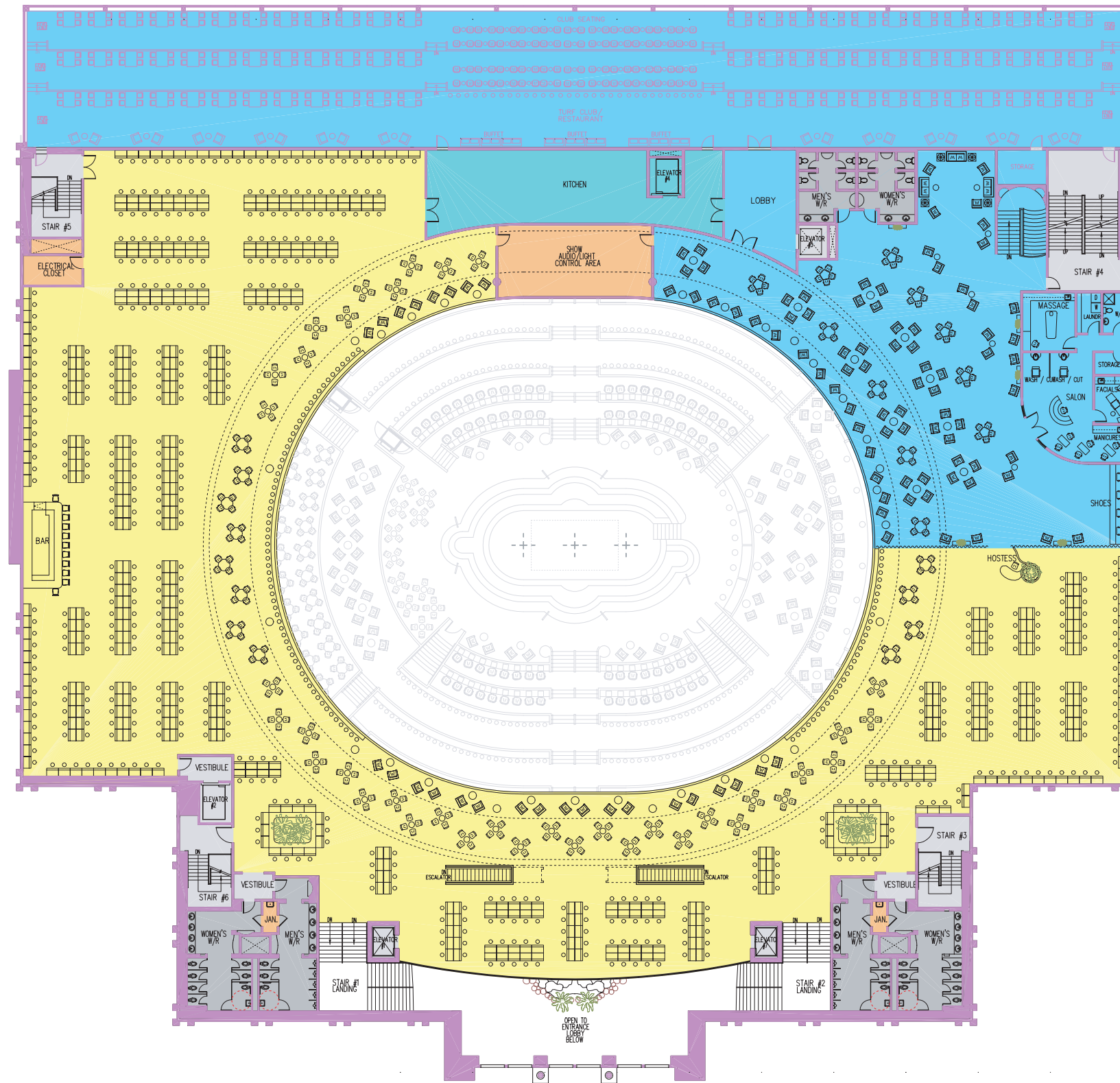
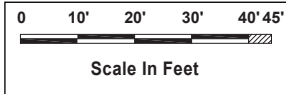


10811-00

FIGURE 9  
Pavilion – First Level

City of Dixon





AREAS OF SIMULCAST PAVILION @ +39'-6"

GUEST AREAS	24,680 sq.ft.
V.I.P. AREAS	7,830 sq.ft.
WASHROOMS	2,579 sq.ft.
FOOD SERVICES	1,534 sq.ft.
BUILDING SERVICES	1,057 sq.ft.
CIRCULATION	2,431 sq.ft.
GROSS FLOOR AREA 40,111 sq.ft.	
TURF CLUB RESTAURANT	9,956 sq.ft.
TOTAL AREA	50,067 sq.ft.

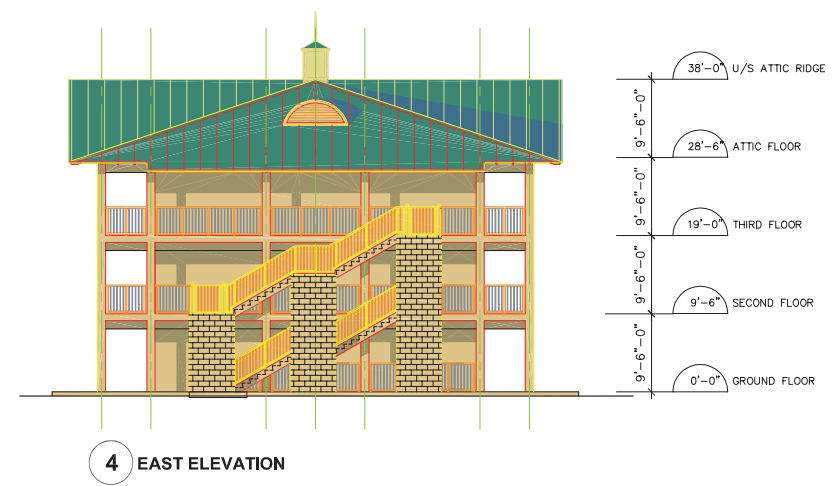
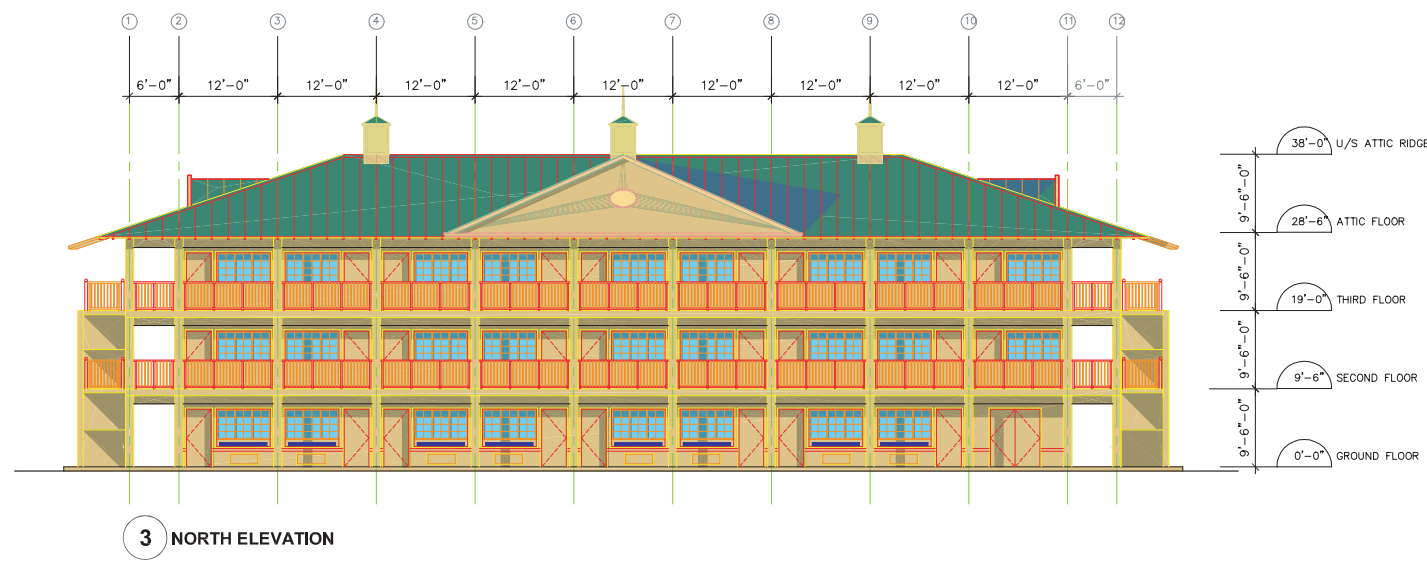
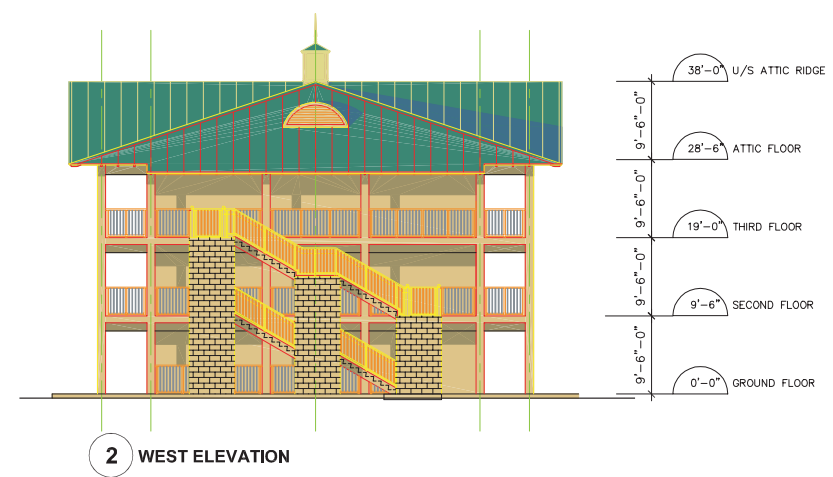
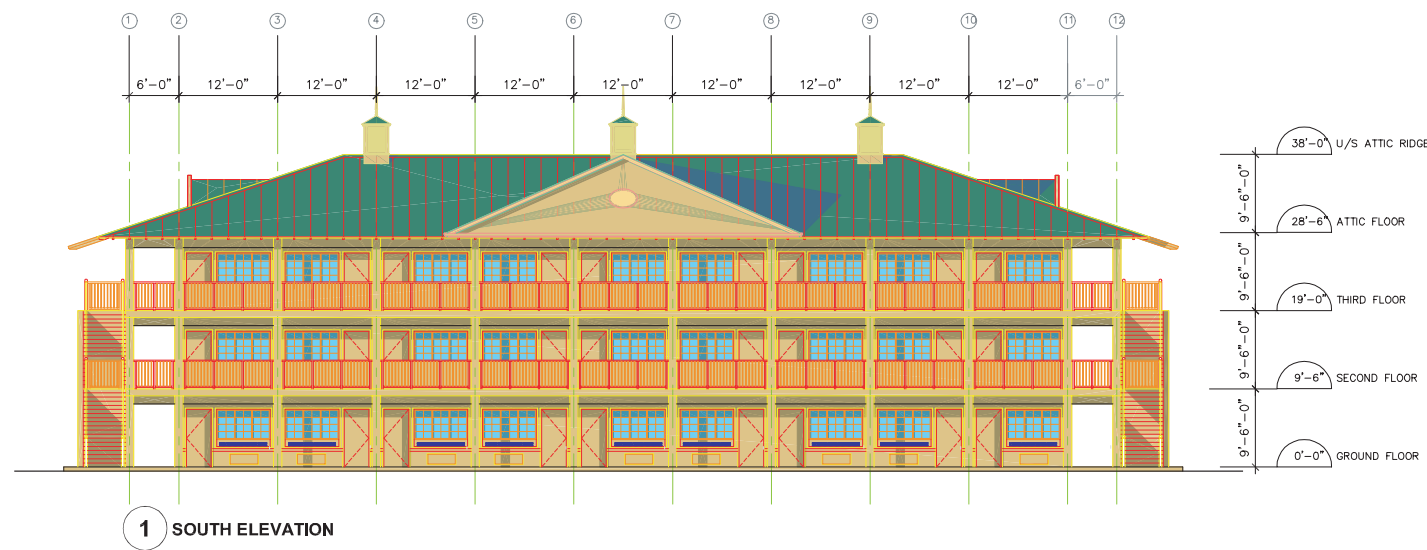
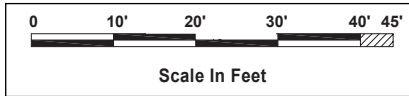
SUMMARY

TOTAL FLOOR AREA @ 0'-0"	68,707 sq.ft.
TOTAL FLOOR AREA @ 18'-6"	73,598 sq.ft.
TOTAL FLOOR AREA @ 39'-6"	50,067 sq.ft.
GRAND TOTAL	192,372 sq.ft.
TOTAL STAND-UP MACHINES =	202

① LEVEL 39.5 ~ FLOOR PLAN LAYOUT

Source: Magna Entertainment Corp.





Source: Magna Entertainment Corp.



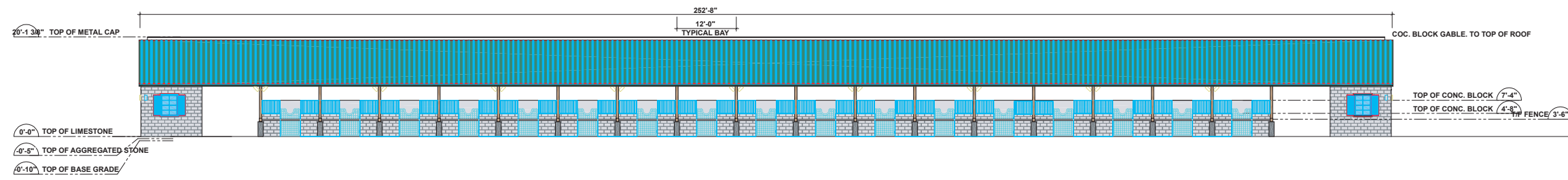
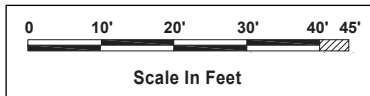
10811-00

FIGURE 11  
Dormitory Building – Elevations

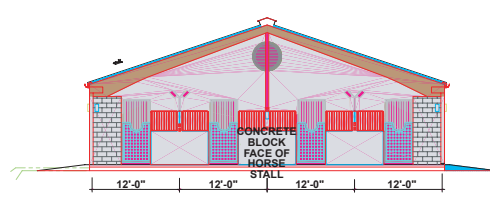
City of Dixon



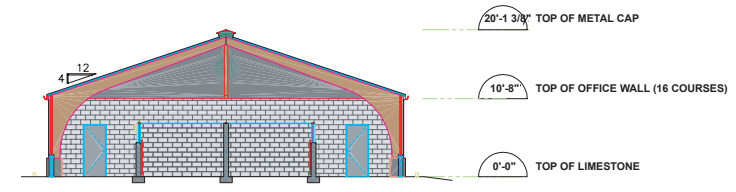




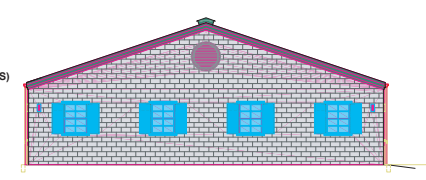
1 SIDE ELEVATION



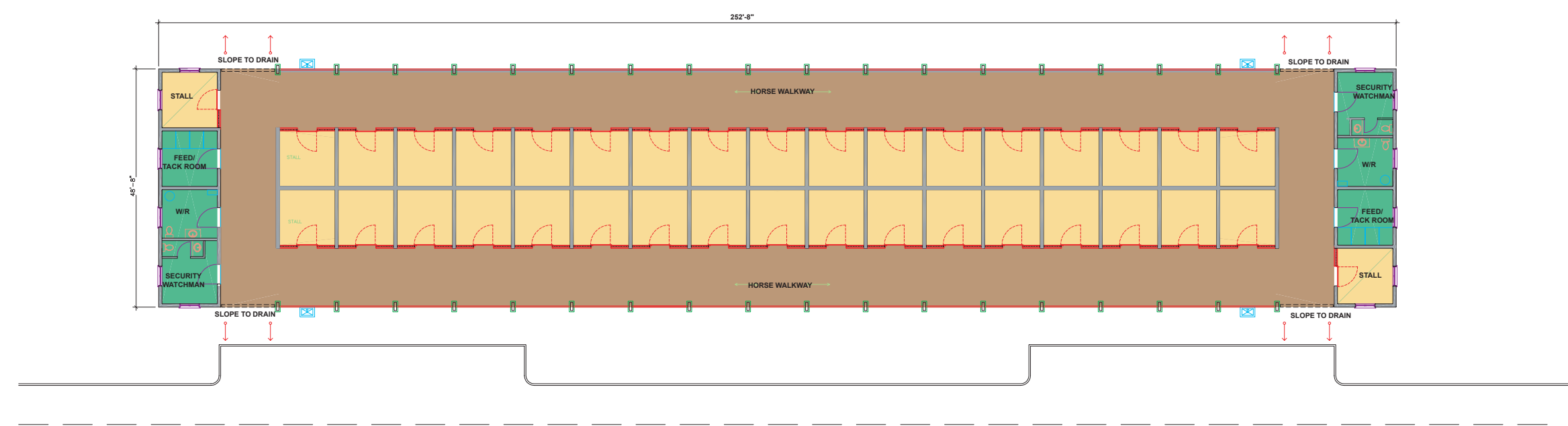
2 SECTION



3 SECTION



4 END ELEVATION



5 PLAN

Source: Magna Entertainment Corp.



10811-00

FIGURE 12  
Horse Barns

City of Dixon



TABLE 1

**PROPOSED BUILDING CHARACTERISTICS OF DIXON DOWNS PROJECT  
PHASE 1 – RACETRACK**

<b>Land Use</b>	<b>Building Footprint (SF)</b>	<b>Number of Buildings</b>	<b>Building Height</b>	<b>Total Floor Area (SF)</b>	<b>Notes</b>
<b>Finish Line Pavilion</b>	73,479	1 Building	3 Stories (75'2")	192,372	5,000 Guest Capacity
<b>Grandstand</b>	16,000	N/A	N/A	16,000	1,800 Seating Capacity
<b>Employee Dining/ Rec. Building</b>	8,979	1 Building	3 Stories (41'4")	27,430	30 Dorm Rooms
<b>Jockeys' Quarters</b>	3,000	1 Building	1 Story (15'6")	3,000	5 Dorm Rooms
<b>Grooms' Quarters</b>	6,478/Building	5 Buildings	3 Stories (36'2")	97,170	260 Dorm Rooms (52 units/building)
<b>Horse Barns</b>	612 Enclosed/Barn 11,090 Dirt Apron 11,702 Under Roof	46 Barns (36 Stalls/ Barn)	1 Story (20'8")	28,152 Enclosed 510,140 Dirt Apron 538,292 Under Roof	1,656 Stalls, 92 Feed/Tack Rooms, 46 Offices, 138 W/Cs
<b>Service Areas</b>					
Mechanical Building	14,015	1 Building	1 Story (19'9")	14,015	
Feed Building	24,000	1 Building	1 Story (19'6")	24,000	
Veterinary Clinic	7,200	1 Building	1 Story	7,200	
<b>Parking</b>	N/A	N/A	N/A	N/A	3,638 Total Spaces (on Surface Lots)

Source: project applicant, March 2003

“Backstretch” is jargon for the race track and facilities that support the horses and the racing. The backstretch personnel include hot walkers, exercise walkers, horse trainers, and grooms. Backstretch facilities include the grooms’ quarters, horse barns and service areas (mechanical building, feed building, and veterinary clinic) the race track, race track infield and other areas directly associated with racing, care of horses and maintenance.

- A single-story, 3,000 gsf Jockeys’ Quarters incorporating a silks room, separate men’s and women’s locker rooms with change areas, shower rooms, saunas and jacuzzis, five bedrooms for visiting jockeys and a leisure area.
- Five, three-story Grooms’ Quarters totaling 97,170 gsf, with 52-dorm style rooms per building (for a total of 260 rooms ranging in size from 240 sf to 500 sf) for use by visiting grooms and backstretch personnel. Each dorm room would have its own bathroom and would be designed for double occupancy. None of these rooms would have kitchens.
- Forty-six one-story horse barns, each with 36 stalls. Each barn would have an enclosed floor area of approximately 612 gsf and a covered dirt apron of approximately 11,090 gsf resulting in a total barn area under roof of approximately 538,292 gsf. The horse barns could accommodate up to a total of 1,656 horses. Each barn would have 2 feed/tack rooms, 1 office/tack room and 3 lavatory facilities.
- The racetrack complex also would include an ancillary service area consisting of a single-story, 14,015 gsf Mechanical Building; a single story, 24,000 gsf Feed Building for hay and straw storage; and a single-story, 7,200 gsf future Veterinary Clinic.
- A total of 3,638 parking spaces would be provided in surface lots to serve the Phase 1 facilities.
- Phase 1 would also include the dedication of a 10±-acre public park site to the City.

## **Phase 2 – Dixon Downs Commercial Development**

The Conceptual Site Plan for the Proposed Project shows the land uses that are planned for development in subsequent subphases of the Proposed Project. These Phase 2 land uses would include retail (approximately 750,000 sf), hotel (approximately 200,000 sf and 240 rooms), conference center (approximately 50,000 sf) and office (approximately 200,000 sf). They would be designed to build upon and supplement the destination entertainment theme established by the racetrack with its multi-purpose Finish Line Pavilion and to incorporate and embrace the architectural character, which would distinguish Dixon Downs race track operations. While the Phase 1 racetrack and related facilities listed in Table 1 (with the single exception of the future veterinary clinic) would be constructed as a single phase of development, the Phase 2 supplemental land uses listed on Table 2 would be developed incrementally in subphases based on market response to the prior phases of development.

TABLE 2

**PROPOSED BUILDING CHARACTERISTICS OF DIXON DOWNS PROJECT**  
**PHASE 2 - SUPPLEMENTAL LAND USES**

Land Use	Ground Floor Area/Building (SF)	Number of Buildings	Building Height	Total Floor Area (SF)	Notes
Anchor Retail	55,000	2 Buildings	3 Stories (45'0")	330,000	
Mini Anchor Retail	31,400	1 Building	2 Stories (30'0")	62,800	
Commercial Retail Units (CRU)	257,200	4 Buildings	1 & 2 Stories (12'0"/24'0")	257,200	2,500 sf per Unit = Approximately 103 Units
Theater	70,000	1 Building	1 Story (18'0")	70,000	
Restaurant	15,000	2 Buildings	1 Story (15'0")	30,000	
<b>Subtotal Retail:</b>				<b>750,000</b>	
Hotel	50,000	1 Building	4 Stories (66'0")	200,000	Approximately 240 Rooms - - Above Convention Hall
Conference Halls	50,000	1 Building	1 Story (18'0")	50,000	Below Hotel
Offices	22,740 ~ 27,260	2 Buildings	2 ~ 2 Stories (60'0")	200,000	Above Retail
<b>Total Phase 2</b>				<b>1,200,000</b>	
Source: project applicant, March 2003					

The parking requirements of resulting from the Phase 2 development would be addressed through the use of parking structures as well as through expansion of the surface parking field located to the west of the racetrack. At build-out of Phases 1 and 2, the Dixon Downs project would incorporate a total of 6,227 parking spaces.

While Phase 1 of the Proposed Project would be the subject of a detailed site plan as well as both building elevations and perspective drawings, the Phase 2 development program has been presented in a conceptual design format only, in part to allow the project sponsor flexibility to adapt the design of subsequent sub-phases to market demands. As a result, although the project approvals for which the project sponsor has made application include a design review permit to proceed with development of the Phase 1 racing and training facilities, development of Phase 2 of the Proposed Project would require a separate application or applications for design review approval. Such an application would be accompanied by a detailed site plan, elevations and perspective drawings for the sub-phase of the Proposed Project that is the subject of the application.

The proposed Phase 2 development program would be constructed incrementally around the intersection of the project's grand, tree-lined entry corridor and the pedestrian oriented, "main street" promenade, as shown conceptually on the Phase 2 site plan. However, the precise mix and organization of the supplemental land uses around this central axis, the details of both site and architectural design, and the timing of subsequent development would remain flexible and subject to change.

The applicant proposes that the Development Agreement vest the right to develop 1,200,000 sf of retail, theater, restaurant, hotel, conference center and office uses over a twenty-year term. For purposes of evaluating the environmental impacts of the vested Phase 2 development program, preparing a mitigation monitoring and reporting plan, and certifying compliance with the California Environmental Quality Act, the Proposed Project has been defined in terms of the mix of land uses shown on the Dixon Downs Phase 2 Site Plan and Table 1. The Development Agreement, however, would allow a limited amount of square footage to be transferred between uses without triggering further environmental review provided that the mix of uses achieves environmental performance standards established in the EIR (e.g., traffic demand (in terms of a.m. and p.m. peak hour trips), water demand (in terms of gallons per day), sewer demand (in terms of million gallons per day) and storm drain demand (in terms of cubic feet per second) that is equal to or less than the demand generated by the mix of uses assumed for the purpose of evaluating the environmental impacts of the Proposed Project). Accordingly, although the Phase 2 development program would be subject to design review approval, no additional environmental review would be required so long as the design review application is consistent with the underlying entitlements analyzed in this environmental review, including those provisions of the Development Agreement that permit the transfer of building square footage among permitted uses, and so long as the provisions of Sections 15162 and 15163 of the CEQA Guidelines are not triggered.

## **Circulation and Parking**

Access to the site would be by way of an entry road, which enters the site from the west. This entry road would connect to an arterial that connects Pedrick Road to Vaughn Road. This tree-lined roadway corridor would be centered on the Finish Line Pavilion and Entry Plaza. It would terminate at the Entry Plaza in a T-intersection with the main street promenade which would carry traffic to Phase 1 surface parking located to the north and south of the entry corridor.

The proposed circulation plan has been designed to provide direct arterial access between the site and two freeway interchanges. Pedrick Road which abuts the site along the entirety of its eastern boundary would provide ingress and egress by way of the Pedrick Road interchange with Highway 80 located approximately 2,500 feet to the north of the site. Alternatively, another access would connect by way of North 1<sup>st</sup> Street (Highway 113) to the Highway 80 interchange located approximately 2,500 feet from the project's western boundary.

Special promotions and group sales involving buses or multiple passenger vehicles would be individually coordinated by track management. It is anticipated that such vehicles would enter and exit the site by way of the two aforementioned interchanges but would be assigned to park in designated holding/parking areas separate from the parking areas provided for passenger vehicles.

A traffic control plan would be developed by a traffic consultant in coordination with the City Engineer in order to minimize inconvenience and maximize safety, efficiency and functionality on State Highway 80 and local roads. The traffic control plan would include strategies to address special events such as live racing or concerts. Event characteristics, location on the project site and frequency will be discussed in the EIR.

The entrance to the backstretch facilities (including the horse barns, Grooms' Quarters and service areas) located off Pedrick Road immediately to the north of the Union Pacific Railroad tracks would be a private, secured, gated entry restricted to authorized personnel licensed by the State of California Horse Racing Board (i.e., owners, trainers, grooms, veterinarians, track management).

### Parking

The Phase 1 development would include a total of 3,638 parking spaces. The spaces would be provided in surface lots at two principal locations. Surface parking totaling 425 spaces would be provided to serve the racetrack's backstretch facilities including the Grooms' Quarters, Horse Barns and Service Areas (Mechanical Building, Feed Building, and future Veterinary Clinic) and the approximately 484 backstretch employees who would be working out of these facilities. These backstretch parking spaces would be principally located adjacent to the Grooms' Quarters (142 spaces) with access off of Pedrick Road. In addition, there would be approximately 115 spaces provided within a horse trailer parking area located adjacent to the Service Area and parking for approximately 168 additional vehicles within the Horse Barn Area. The majority of the Phase 1 parking (3,213 spaces) would be dispersed among the four quadrants formed by the intersection of the grand entry corridor and the main street promenade. By concentrating the majority of the parking at this location, the following purposes are served:

1. This concentration of parking would provide direct and convenient access to the Finish Line Pavilion, which would serve as the centerpiece of the Dixon Downs racetrack facility and the focal point of activities for both patrons and finish line employees alike.
2. As Phase 2 land uses are introduced, they would replace those portions of the Phase 1 parking field located adjacent to the entry corridor/main street axis. The Phase 1 parking that would be displaced by Phase 2 development would, in turn, be replaced and additional parking would be provided to accommodate Phase 2 development, through a combination

of new parking structures and surface parking spaces. At build out, the Proposed Project would include a total of approximately 6,227 spaces.

3. The majority of the parking is located towards the center of the NQSP where ingress and egress could be accommodated from two directions -- north and west -- and from two freeway interchanges (see above discussion of circulation).

A parking lot identification system with signage would be provided to assist patrons in locating their vehicles.

The schedule of off-street parking requirements set forth in Section 12.23 of the Dixon Zoning Ordinance (DZO) provides that parking must be provided in proportion to the need for such parking facilities created by the particular land use or uses that are planned for the site. The applicant indicates that 6,227 parking spaces will be provided for both phases of development. Phase 1 of the Proposed Project will include 3,638 spaces. Per the DZO, a total of 1,012 spaces are required for Phase 1 and 2.

### Pedestrian Circulation

The Dixon Downs project is designed to provide, at a single location, a combination of land uses that would be accessible by pedestrians once patrons and workers are on site. The main street and grand entry corridor would include pedestrian promenades and plazas with outdoor seating and other pedestrian amenities designed to enhance the pedestrian experience and de-emphasize the automobile. The principal building entries would face inward, fronting on the pedestrian circulation system; the parking lots would be located at the perimeter of the site. As part of the overall circulation plan, bicycle racks would be installed at strategic locations and employees would have access to on-site showers and lockers to encourage bicycle use.

### Transportation Demand Management

The Proposed Project would incorporate a Transportation Demand Management program that would include a range of measures to reduce single-occupant vehicle use, including measures designed to increase the use of public transit such as the provision of shuttle service between the Proposed Project site and the future downtown rail station and incentives to employees who rely on public transportation to get to work. The mixed-use concept underlying the design of the Proposed Project is intended to result in trip reductions by providing a variety of complimentary land uses on site, such as living accommodations for racetrack workers as well as shopping, dining and entertainment opportunities for patrons of the track, hotel guests and office workers.

## **Infrastructure and Utility Improvements**

### Roads and Streets

Primary access to the site would be provided by way of Pedrick Road, North 1<sup>st</sup> Street, Arterial B and Professional Drive. Although Pedrick Road is an existing roadway, it is anticipated that improvements would be required to accommodate the Proposed Project. Arterial B and Professional Drive are NQSP roadways, which have not yet been built and would need to be constructed to serve the Proposed Project.



## Drainage

Storm runoff from the NQSP area drains generally in an east-southeasterly direction away from Highway 80. There are several existing culverts under Highway 80, which allow drainage through agricultural areas from approximately 1,700 acres northwest of Highway 80 to drain into the NQSP area. A single 36-inch culvert crosses under Pedrick Road approximately 2,400 feet north of Vaughn Road and conveys runoff easterly toward the Union Pacific railroad tracks, where two culverts pass the runoff underneath the tracks.

The City of Dixon Storm Drain Report dated March, 1999 (prepared by West Yost & Associates) indicates that the project site is in Drainage Basin D, which has a total area of approximately 2,700 acres (approximately 1,700 acres of which is located west of Highway 80). Drainage from the project site would discharge into the Tremont 3 lateral of the Dixon Resource Conservation District (DRCD). Preliminary drainage plans for the NQSP are described in Alternate 3 “Outfall Southeast to Tremont 3” in the City of Dixon Storm Drain Report. This report is available for review at the City of Dixon.

The DRCD drainage facilities are designed to handle historical discharge rates of approximately 0.015 cfs per acre or 41.00 cfs for the total Drainage Basin D area (the discharge rates will be verified by the drainage consultant and addressed in the EIR). Because of changes in farming techniques, however, actual runoff rates from Drainage Basin D agricultural properties are exceeding both historical rates and system capacity. In the event of a 100-year storm, the 1,700-acre portion of Drainage Basin D located west of Highway 80 is currently expected to discharge drainage flows under the freeway and onto the NQSP property at a rate of approximately 269 cfs.

The Proposed Project drainage system is intended to ensure that post-development runoff rates are no higher than pre-development levels. The drainage system would include on-site detention using landscape buffer areas, detention ponds (including the possible use of the infield of the track for detention) and other drainage collection and detention measures above and underground. The Proposed Project may also include off-site drainage collection, detention and distribution measures.

## Water

The existing Dixon-Solano Municipal Water System (DSMWS) would be extended northerly from Vaughn Road to provide both potable water and fire protection to the site. It is anticipated that two future wells and a water tank and booster station would also be needed to adequately serve land uses within the NQSP area, including the Proposed Project.

## Waste Water

The Proposed Project site is part of the North First Street Assessment District for “sewer capacity”.<sup>1</sup> The owners of the property have been paying an assessment for the use of the Dixon sewer trunk system. A trunk sewer line is stubbed at Vaughn Road to serve the NQSP and would need to be extended to the project site. In addition, all development within the NQSP area includes funding the sewer line upsizing south of Vaughn Road.

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1 Marshall Drack, personal communication, October 31, 2003

## **Waste Handling and Removal of Bedding Material**

### Horse Bedding Materials

The floors of the stable stalls would be covered with wood chips and straw. When the bedding material is soiled, it would be removed from the stalls, deposited in enclosed containers and moved to an on-site transfer station for daily off-site transport to mushroom farms where the bedding material would be used for growing mushrooms. Because the manure and soiled bedding material would be deposited in enclosed containers and removed from the site on a daily basis, they would not create the problems of odor and flies often associated with other agricultural operations involving horses and livestock. Assuming full occupancy of all 1,656 stalls, the off-site transport of bedding materials would require one or two truck trips per day with on-site pickup to occur in the early morning hours prior to commencement of horse exercise at 5:00 a.m. Delivery of clean bedding materials would be similarly scheduled during off-peak hours.

## **Public Safety**

### Security

A Master Security Plan would be developed in coordination with local authorities. The security plan would address all of the operations of the horse facility, including the security requirements of both routine and special events. As further discussed below, Dixon Downs would employ a security staff of approximately 26 people. These security personnel would handle on-site security threats, performing all paper work requirements and temporary detention prior to transfer of detainees to local authorities.

### Emergency Services

The Dixon Downs facilities would incorporate a first aid station that would be staffed full time during the live racing season by two certified Emergency Medical Technicians (EMT) and one doctor, and that would include a fully equipped ambulance. During non-live racing, the on-site capacity to provide emergency services would be adjusted, based on the character of the event, the anticipated attendance and other considerations. Safety planning would also include pre-arrangements with local hospitals and clinics.

### Disaster Planning

A Disaster Plan would also be developed for the Dixon Downs facility to address potential threats posed by catastrophic events. The evacuation of all patrons, employees and up to 1,600 horses would be addressed with this plan.

## **Operational and Employment Characteristics**

### Operational Characteristics

The principal uses of the Dixon Downs Phase 1 facilities would be for live horse racing, for inter-track simulcast racing, and for the training of thoroughbred racehorses. The track would have up to

100 live racing dates each year. When running live, the first race would typically start at approximately 1:00 p.m. The Finish Line Pavilion would be open to race patrons approximately one hour prior to post-time of the first race. A race card would usually have between 8 and 10 races, with approximately 30 minutes between starts, resulting in a 4-5½ hour live racing session. Once the results of the last live race are posted, those track facilities that operate to serve the patrons of live racing would be closed, leaving open only that portion of the Finish Line Pavilion dedicated to inter-track simulcast racing. The inter-track simulcast racing area typically would remain open from approximately 9:30 a.m. to 12:00 midnight on a daily basis. The Finish Line Pavilion would have a live race design capacity of 5,000. An additional 1,800 patrons could be accommodated in the Finish Line Grandstand. The Finish Line Pavilion would also be designed to host special events such as concerts, stage shows and theater. Typically, these special non-race-related events would occur in the evening hours.

When the track is being used for training, horse exercise would commence at 5:00 a.m. and trainers, veterinarians, and other backstretch personnel arrive at the track during the early morning hours. Daily exercise would be completed by 9:30 a.m. and the horses would be returned to the stables by 10:00 a.m.

### Employment Characteristics

During live racing, approximately 760 full-time employees would work in the Dixon Downs Phase 1 project. These employees would fall into two general categories:

1. Finish Line Employees -- those employees whose work relates to the operation and maintenance of the racetrack itself (276 employees).
2. Backstretch Employees - those employees whose work relates to the care, preparation and racing of the thoroughbred racehorses running and training at Dixon Downs (484 employees).

Table 3 lists the approximate number of employees by job type that would be required to operate and maintain the Dixon Downs facilities and to care for the horses racing and training at the track.

Summarized below is a description of each employment group listed in Table 3.

- General & Administrative. The general & administrative department would be in charge of all service areas including accounting, payroll and benefits, insurance, information technology, and legal issues. Their responsibilities also would include overseeing all of the specialized departments mentioned above. The number of employees required to operate this department would be approximately seven people, including management.
- Operations. The operations department would be in charge of parking, admissions, program and form sales, gift shop, uniforms, ticketing, track physicians, ambulances and EMTs. This department would be responsible for getting the people into the facility, taking care of their needs, ensuring their well-being, and making certain that they exit in the same manner. The number of employees required to operate this department would be approximately 25 people, including management.

TABLE 3

## DIXON DOWNS PHASE 1 EMPLOYMENT CHARACTERISTICS

<b>Finish Line Employment</b>	
General and Administrative Department	7
Operations Department	25
Racing Department	63
Security Department	26
Pari-Mutuel Department	77
Marketing Department	8
Broadcast Department	13
Simulcasting Department	2
Maintenance Department	55
<b>Subtotal</b>	<b>276</b>
<b>Backstretch Employment</b>	
Trainers	134
Assistant Trainers, Grooms, Hot Walkers and Exercise Walkers	320
Jockey Colony	30
<b>Subtotal</b>	<b>484</b>
<b>TOTAL EMPLOYMENT</b>	<b>760</b>
Source: Project applicant, March 2003	

- **Racing.** The racing department would be in charge of stall allocations, maintenance of racing records, writing and filling of races, processing of claims, the horseman's bookkeeper, the horseman and owner liaison, the paddock judge, the patrol judge, the clerk of scales, the jockey room attendants, valets, starting gate crew, outriders, racing veterinarians, receiving and test barns, clockers, and photo finish. The number of employees required to operate this department would be approximately 63 people, including management.
- **Security.** Security would be in charge of securing the finish line and backstretch facilities, 24-hours per day. They would also be responsible for crowd control, incident and accident reports, and reviewing and checking of licenses on both the finish line and backstretch. Security also would be in charge of the traffic movement in and out of the facility and works closely with the Dixon Police Department concerning this issue. The number of employees required to handle both the finish line and backstretch would be approximately 26 people, including management.
- **Pari-Mutuel.** The pari-mutuel department would be in charge of the pari-mutuel clerks, the money room and settlements for all departments, ATM and credit card machines, setting the time for each race in coordination with the racing and broadcast departments, posting of odds, merging of pools, displaying the prices, and paying the winners. The number of employees required to operate this department would range from approximately 46 people (for a crowd of 2,000) to 77 people (for a crowd of around 5,000), including management.
- **Marketing.** The marketing department would be in charge of all forms of media, advertising, promotion and giveaways, customer service and information. Marketing would also oversee

the press box, announcer, and the publicity department. Their main objective would be to attract new fans to racing and ensure that customers would be entertained and taken care of. The number of employees required to operate this department would be approximately eight people, including management.

- **Broadcast.** The broadcast department would be in charge of producing the video and audio signals for the live race program, and providing race replays for the racing stewards. They would also produce in-house information for the racing card, provide in-house commercials for advertising and promotions, pre-race and winner circle shows, and any other type of special presentations. They are also responsible for scheduling the broadcast of simulcast races in correlation with the simulcast department. The number of employees required to operate this department would be approximately 13 people, including management.
- **Simulcasting.** The simulcasting department would also be in charge of simulcast contracts, scheduling of simulcast races, and overseeing settlements in correlation with the accounting department. Simulcasting would also interface with the state regulators, horsemen's organizations, and other tracks management and simulcast personnel. The number of employees required to operate this department would be approximately two people, including management.
- **Maintenance.** The maintenance department would be in charge of all the facilities on both the finish line and backstretch, the track surfaces, all the mechanical and environmental issues, the cleaning of the facilities and grounds, and fire life and safety issues. The number of employees required to operate this department would be approximately 55 people, including management.
- **Backstretch Employment.** The backstretch at Dixon Downs would consist of 46 barns with approximately 1,600 stalls, for the horses that would be running and training at Dixon Downs. The 1,600 horses would be trained by approximately 134 trainers. The trainers would have to employ assistant trainers, grooms, hot walkers, and exercise riders. This group would be comprised of approximately 320 employees.

### Housing for Grooms and Trainers

The Dixon Downs Phase 1 facility would include temporary housing for the trainers and grooms working at the track totaling 30 and 260 rooms, respectively. Each of the 260 rooms in the Grooms' Quarters would be designed for double occupancy and would include a bedroom/living area with a closet and a full bathroom with a shower. The grooms would follow the transfer of horses from track to track and would be housed in these quarters on a temporary basis while they care for the horses that are racing or training at Dixon Downs. Dixon Downs also would include a cafeteria designed to provide the grooms and trainers with on-site meal services while they work at the track. Neither the trainers nor the grooms would be employed by Dixon Downs. The grooms would be employed by the trainers, who in turn are compensated by the horse owners for their horse training services. Dixon Downs would provide living accommodations for the Grooms' Quarters for use by the visiting grooms and trainers as an incentive to race and train their thoroughbreds at the Dixon Downs track. The Grooms' and Trainers' Quarters would consist entirely of temporary accommodations designed for transient occupancy and would include no standard residential units subject to Measure B.

### III. EXISTING SETTING AND SURROUNDING LAND USES

The Project site is essentially flat, with vertical variations of approximately eight feet between the lowest and highest elevations within the 260-acre site. The two most visually prominent boundaries of the site are Pedrick Road abutting the site's eastern border and Highway 80, which is adjacent to the site's northwestern corner.

Historically, the site has been used for farming. The majority of the site is presently under cultivation with field and row crops. Some areas are now fallow.

Surrounding lands are similar in character to the project site -- they are relatively flat and either are used principally for agricultural production or are vacant. The land uses bordering the site to the east include, in addition to agricultural production, the Campbell's Company food processing and canning facility and a truck repair and parts company, both of which front on and take access off of Pedrick Road.

To the south of Vaughn Road in the City's industrial park area are a variety of uses including a children's clothing distribution center, a medical products supply business, an auto parts distribution center, and a construction block manufacturer.

#### **General Plan Land Use Designation**

As indicated in the NQSP,<sup>2</sup> the City of Dixon General Plan Land Use designation for the project area is Employment Center (E). If it is determined by the City of Dixon that the Employment Center land use designation does not include the type of retail shopping that is contemplated for Phase 2 of the project, a General Plan Amendment would be required.

#### **Northeast Quadrant Specific Plan**

The project site is part of the 643-acre Northeast Quadrant Specific Plan (NQSP) that was approved April 3, 1995. The NQSP "establishes a land use and circulation plan, policies and guidelines for the ultimate development" of the NQSP area.<sup>3</sup> It is the "second step" in the process of entitling land for urban development.<sup>4</sup> The first step in the entitlement process occurred when the General Plan land use designation for the plan area was changed "from agricultural to Employment Center (E) and Highway Commercial (HC) use."<sup>5</sup>

The purpose of the NQSP is to implement the goals, policies and objectives defined by the General Plan and to further develop the specific land use classifications and development guidelines for the plan area. Specifically, this involves defining future land use categories for highway commercial, light industrial, professional/administrative office, and community commercial development. It also involves defining the specific development requirements to: establish a scenic

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2 NQSP, Figure 4.1.5, Page 4-6

3 NQSP at p. 1-1.

4 NQSP at p. 1-1.

5 NQSP at p. 1-1.

gateway to the community; provide for efficient vehicular and pedestrian circulation; facilitate alternative transportation choices; establish an open space system for habitat management, drainage and agricultural buffer; and to ensure that all development in the plan area is integrated with the City's provision of infrastructure and service.<sup>6</sup>

#### IV. PROJECT APPROVALS

This EIR is intended for the consideration and use of project decision-makers in determining whether to approve the following project entitlements:

##### **Rezone**

The Proposed Project contemplates a rezone of the entire 260± acre site to Highway Commercial (CH), Neighborhood Commercial (CN), Service Commercial (CS), Professional and Administrative Office (PAO), Agricultural (A), and Planned Development (PD). In the alternative, the Proposed Project may involve the creation of a specific planning area zone district designed to accommodate the unique mix of land uses planned for the site.

Racetracks are explicitly listed as a conditional use that is allowed in the Highway Commercial Zone upon the granting of a use permit in accordance with the procedures described in Section 12.21 of the Dixon Zoning Ordinance (§12.10.03.A.1).

In addition, the hotel/conference center facilities, restaurants, retail stores, offices and service establishments which the project seeks to combine into a single, integrated, destination entertainment, dining, shopping and office workplace environment are allowed by the proposed base zoning districts with two exceptions. The retail component of the project would include the development of up to two department stores, each of approximately 165,000 sf and an additional approximately 320,000 sf of specialty retail shops. In addition, the entertainment component of the project would be designed to include cafes that would offer stage shows and other evening entertainment.

##### **Specific Plan Amendment**

The NQSP “establishes a land use and circulation plan, policies and guidelines for the ultimate development of the plan area” of which Dixon Downs is a part. As proposed by the applicant, the following amendments would need to be made to accommodate the Dixon Downs project:

1. Land Use Element -- Figure 2-1 of the Land Use Element of the NQSP contemplates light industrial uses, particularly “Warehousing, Manufacturing, Truck Service Businesses” for a significant portion of the Dixon Downs project site (NQSP at page 2-2). A smaller portion of the Dixon Downs project site is designated for “Commercial and Highway Commercial Businesses” (NQSP at page 2-2). Because the Dixon Zoning Ordinance makes explicit provision for “racetracks” as a conditional use in the Highway Commercial zone, a racetrack use may be considered inconsistent with the “light industrial” use for which provision is

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6 NQSP at p. 1-1.

made in the NQSP and with the “industrial” use shown on Figure 2-2 of the Land Use Element (NQSP at page 2-3). In addition, the Dixon Downs site plan is proposed to incorporate a public park in the southeast corner of the NQSP area in place of the neighborhood commercial center for which provision is presently made in the plan. Finally, the pedestrian promenade presently configured to connect the major employment uses along the Highway 80 corridor with the southeast corner of the plan will have to be reconfigured to accommodate the racetrack.<sup>7</sup>

2. Community Form and Design Element -- The Community Form and Design Element of the Dixon General Plan indicates that “pedestrian pathway access should occur at the perimeter of a project and at a maximum interval of 300 linear feet” (NQSP at page 3-4). Because of the configuration of the racetrack, it is unlikely that pedestrian pathway access would occur at a maximum interval of 300 linear feet along the perimeter of the project.
3. Circulation Element -- The Dixon Downs site plan contemplates a collector roadway along the western boundary of the property. The location of this roadway would be different than the location of Professional Drive as shown on Figure 4-2, Circulation Master Plan (NQSP at page 4-4). In addition, the racetrack design would be incompatible with Mistler Road as shown on the Specific Plan Circulation Master Plan (NQSP at page 4-4).
4. Public Facilities and Services Element -- The infrastructure plan for Dixon Downs is different than with the NQSP infrastructure layout as contemplated in Figure 6-1 at page 6-3 (with respect to the water distribution system concept), Figure 6-3 at page 6-5 (with respect to the wastewater collection system concept) and Figure 6-5 at page 6-7 (with respect to the conceptual drainage plan schematic). In addition, the water demand, wastewater volumes and drainage volumes associated with the Dixon Downs project would be different than the water demand, wastewater volumes and drainage volumes (a) that would be generated were the site to develop in accordance with its current zoning and (b) that were assumed in the NQSP.

### **Tentative Subdivision Map**

The Dixon Downs project would also include a tentative subdivision map for the purpose of subdividing the existing five parcels into between 10 and 20 new parcels. The tentative subdivision map would provide the project proponent with financing and development flexibility needed to implement the mixed-use land plan effectively and to attract the most qualified end use development partners. The Phase 1 racetrack facilities would all be included in a single parcel.

### **Planned Unit Development**

Projects in the NQSP are subject to the Planned Unit Development process set forth in Section 12.17 of the Dixon Zoning Ordinance. The purpose of the PUD process is “to allow diversification in the relationship of various buildings, structures and open spaces in planned building groups and the allowable heights of such buildings and structures, while insuring substantial compliance with the

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<sup>7</sup> NQSP at page 2-3.



regulations and provisions of [the Dixon Zoning Ordinance]” (§12.17.02). The PUD process is intended to encourage “more creative approaches in the development of land, to encourage more efficient, aesthetic and desirable use of open areas and open land and to encourage variety in the physical development pattern of the City” (§12.17.01). The PUD process requires the submittal of a Development Plan which describes the intentions of the developer with respect to the “overall development scheme” for the property and includes graphics as necessary “to establish the physical scale and character of the development and demonstrate the relationship among its consistent land uses, buildings and structures, public facilities and open space” (§12.17.08). The Development Plan is subject to public review and approval by the Planning Commission. “Uses not specified as permitted or conditionally permitted by the use regulations of the zoning district in which the planned unit development is located may be permitted as part of a planned unit development” provided they meet specified criteria (§12.17.17). In addition to those uses that are permitted or conditionally permitted by the underlying base zoning districts, the Dixon Downs Planned Unit Development if approved could also permit use of the Dixon Downs site for department stores as well as cafes and nightclubs and the proposed 10-acre public park site.

The NQSP recognizes that the PUD that serves to implement the development standards established by the NQSP is itself a “project as defined by CEQA” and would require subsequent environmental review. The NQSP anticipates that this subsequent environmental review and analysis would make use of information and analysis provided in the NQSP EIR.

### **Conditional Use Permit**

The Phase 1 racetrack facilities would be a conditionally permitted use under the Highway Commercial base zoning district. As such, these facilities may be developed on the project site subject to City approval of a use permit in accordance with the requirements of Section 12.21 of the Dixon Zoning Ordinance.

### **Variance**

The Dixon General Plan notes that the City’s Zoning Ordinance specifies “a maximum height of 40 feet for buildings in Highway Commercial Districts (Section 12.10.08)” (Dixon General Plan at page 51). Because the Dixon Downs Finish Line Pavilion and the hotel and office buildings that are part of the Phase 2 development program would exceed 40 feet in building height, a variance would be required in conjunction with the approval of the Planned Unit Development and the granting of a use permit in order to construct this facility.

### **Project Development Agreement**

The NQSP expressly requires that the specific plan is to be implemented through a project development agreement prepared and adopted in conjunction with the PUD review process. The Dixon Downs project development agreement would set forth needed infrastructure improvements, the timing and method of financing needed improvements, public dedication requirements, landscaping amenities and other specific performance obligations and contributions to be made by a property owner, in return for guarantees by the City that the permitted uses of the property, the intensity of such uses, the building heights and sizes and the development program established by

the PUD Development Plan and other project entitlements in effect at the time the development agreement is executed would not be modified in the future.<sup>8</sup>

### **Design Review**

As already described, the Dixon Downs project would be phased with the racetrack and related land uses developed first. The project would include a design review application for the Phase 1 of development. It is the project proponent's intent to process this application concurrently with the other project entitlements listed above so that if the project is approved, that approval would include design review of the Phase 1 buildings and an application for a building permit could be submitted immediately thereafter.

### **Summary of Required Approvals**

#### **City of Dixon**

- Specific Plan Amendment
- Rezone
- Planned Unit Development
- Variance
- Design Review
- Tentative Subdivision
- Conditional Use Permit
- Project Development Agreement
- General Plan Amendment
- Environmental Impact Report Certification
- Mitigation Monitoring Program

#### **Other Agencies**

The EIR prepared for the Proposed Project would be used by Responsible Agencies that may have some approval authority over the Proposed Project. The project applicant would obtain all permits, as required by law. The following agencies, which may be considered Responsible Agencies, have discretionary authority over approval of certain project elements, or alternatively, may serve in a ministerial capacity:

- California Horse Racing Board (track standards and racing permits)
- California Department of Fish and Game (potential 1603 permit – Streambed Alteration Agreement)
- U.S. Army Corp of Engineers (project may be under regulatory authority of USACOE and the Clean Water Act - 404 Permit)
- Central Valley Regional Water Quality Control Board (for NDPES non-point source compliance relating to construction erosion and run-off, and discharge of surface water from the site containing horse effluent)

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8 NQSP Section 1.7 at p. 1-5 and Section 7.2 at p. 7-1 and Section 7.2 at p. 7-1

- California Highway Patrol (for implementation of event transportation management)
- Caltrans (for potential encroachment permits)
- Dixon-Solano Municipal Water System
- Solano Irrigation District (modifications to irrigation infrastructure)
- Solano County Health Department (kitchen and living accommodations inspected and permitted)
- Solano County (road encroachment permits)
- Dixon Resource Conservation District (downstream drainage)
- Reclamation District 2068 (downstream drainage)
- Union Pacific Railroad (potential railroad encroachment permit)
- Yolo-Solano Air Pollution Control District (potential future gas stations)

## V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input checked="" type="checkbox"/> Agriculture Resources              | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                     |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services               | <input checked="" type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

## VI. DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

*Marshall Quach*

Signature  
Authorized City Representative

*22 DEC '03*

Date

## VII. ENVIRONMENTAL CHECKLIST

### Introduction

The following Checklist contains the environmental checklist form presented in Appendix G of the State CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Potentially Significant Unless Mitigation Incorporated:** A potentially significant impact for which mitigation measures have been identified to reduce the impact to a less-than significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

**No Impact:** The project would not have any impact.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>1. AESTHETICS.</b>				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The project site is currently undeveloped agricultural land north of the City of Dixon and is within the 643-acre Northeast Quadrant Specific Plan employment center.

- a. As is reported in the 1995 NQSP EIR, the project site is characterized by land forms, land uses, vegetation, structures, and roads (since 1995, structures have been removed from the project site). The project site is flat. The project site does not contain any visually distinctive topographic features. Historically the site has been intensively cultivated to grow field and orchard crops. Surrounding undeveloped areas are visually similar to the project site and characterized by relatively flat topography and used for agricultural production or vacant. Existing urban development is located adjacent to the west, south and east boundaries. Highway 80 traverses the northern portion of the project site. The Union Pacific Railroad right-of-way traverses the site on the southeast. As projected in the NQSP, the area is developing with retail and commercial uses. At present, row crops, corn and hay are grown on the project site in addition to fallow acreage. Since the NQSP was released in 1995, the buildings associated with the Mistler trucking operation have been removed and the Mistler property left fallow, but the remainder of the 260 acre site retains its agricultural qualities. The accuracy of the physical assessment of the project site contained in the NQSP was validated by site visits in October 2003.

The project site is highly visible from Highway 80, Vaughn Road, Pedrick Road and North First Street. Except for some partial screening because of a line of intervening and intermittent trees along the south side of Highway 80, there are broad vistas of the project

site. Views of the project site from Vaughn Road are partially obscured because of intervening structures, landscaping and trees on parcels nearest Pedrick Road and fronting Vaughn Road. Generally, the project site is relatively easy to see from all directions.

The Proposed Project would permanently alter the agricultural landscape of the project site and alter what is identified in the NQSP as an important visual feature relative to the Highway 80 segment adjoining the property. The NQSP identifies Highway 80 as a scenic road (reference section titled Scenic Highways Designation, page 4-129). However, the NQSP was written at a time when the project site was in County jurisdiction. Development of the site prior to the project site being annexed to Dixon would be subject to the County's standards, but subsequent to the 1995 report the property was annexed to the City of Dixon, thereby voiding County jurisdiction on the property.

The Dixon General Plan does not identify Highway 80, or any other roadways surrounding the project site to be "scenic". However, there is a General Plan Policy (Policy II-22, page 16) applicable to the project site that implies there is a de facto "scenic" designation for Highway 80. This policy states,

The City shall ensure that all new development which may be built adjacent to Highway 80 will either present an attractive appearance or not be visible from the freeway [Highway 80] 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.

Per the City of Dixon General Plan, the project site is within a de facto Highway 80 scenic corridor where development must be developed per the requirements of Policy II-22. Because the Proposed Project could potentially result in an adverse impact this impact is considered to be a ***potentially significant impact*** and will be evaluated in the EIR.

- b. Based Policy II-22 in the Dixon General Plan, the project site is within the viewshed of Highway 80, but there are no scenic resources such as trees, rock outcroppings, and historic buildings on the project site. This is considered to be a ***less-than-significant impact*** and will not be evaluated further in the EIR.
- c. The Proposed Project would permanently alter the agricultural landscape of the project site. Changes in the existing visual character of the project site and vicinity could be ***potentially significant*** and will be addressed in the EIR.
- d. Many different built surfaces would be constructed as part of the Proposed Project, including buildings, grandstands, signs, and surface parking lots. The parking lots, the racetrack, and future commercial, office and retail associated with Phase 2 development would be lit for nighttime activities. As such, the creation of light and glare and their effect on surrounding areas, including the nocturnal activities of animal species in adjacent agricultural land could be ***potentially significant impacts*** and will be addressed further in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p><b>2. AGRICULTURE RESOURCES:</b>  <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?</p>	■	□	□	□
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	□	□	□	■
<p>c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	■	□	□	□

## Discussion

The project site is currently under agricultural use, primarily for field and row crop.

- a. Approximately 260 acres of agricultural land would be lost in the development of the project site as agricultural land is converted to urban land uses. As indicated in the NQSP EIR, the agricultural productivity of this land has been defined as Class I and II agricultural soils by the State's Farmland Mapping and Monitoring Program and the U.S. Natural Resources Conservation Service. The potential loss of important farmlands on the project site could result in a **potentially significant impact** and will be evaluated in the EIR.
- b. None of the properties within the project site is currently under Williamson Act contract. The existing zoning is for Light Industrial (ML), Community Commercial (CC), and Professional Administrative Office (PAO) uses. Therefore, there is no zoning conflict. As such, the issue of potential conflicts with Williamson Act contracts and zoning would result in **no impact** and will not be evaluated in the EIR.



- c. There is the potential that the Proposed Project could adversely affect the productivity of nearby agricultural operations. These effects could involve interrupted activities and access limitations due to increased traffic on agricultural roads, increased vandalism from urban populations, limitation on agricultural activities as a result of urban incompatibilities and the use of off-site land for drainage collection and detention measures, or growth-inducement due to increased property values as a result of proximity to urban uses. The result of these effects could be that agricultural productivity could be reduced on certain properties in the vicinity, or properties could transform from agricultural uses to non-agricultural uses. Potential conflicts between project construction and operation, and existing nearby agricultural uses would be evaluated. The potential adverse effect on adjacent and nearby agricultural activities and properties could be a *potentially significant impact* and will be evaluated in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3. AIR QUALITY.</b>				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations:</i>				
<i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	□	□	□
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	□	□	□
d. Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
e. Create objectionable odors affecting a substantial number of people?	■	□	□	□

### **Discussion**

The project site is located in the Sacramento Valley Air Basin and within the jurisdiction of the Yolo/Solano Air Quality Management District (YSAQMD). The YSAQMD has CEQA review authority for projects in the Sacramento Valley Air Basin.

- a.-c. Construction activities associated with the Proposed Project could result in emissions that exceed the YSAQMD thresholds. During grading activities, scrapers, bulldozers, graders, construction worker trips, material deliveries and other earthmoving equipment would produce ROG, NO<sub>x</sub>, CO and PM<sub>10</sub>. Construction-related air emissions could be ***potentially significant impacts*** and will be evaluated in the EIR.

In addition to construction activities, operation of the Proposed Project would generate ROG, NO<sub>x</sub> and CO emissions.

Patrons visiting the project site would arrive via automobiles and buses. The amount of emissions generated from these trips would depend upon the number and length of trips anticipated; however, given that up to 5,000 guests are anticipated to arrive during major racing events associated with the race track facilities only, plus the buildout of Phase 2, vehicle emissions associated with travel could exceed the YSAQMD thresholds. Therefore, operational emissions could be *potentially significant impacts* and will be evaluated in the EIR.

- d. Sensitive receptors for air emissions are typically considered to include residential neighborhoods, hospitals and other facilities where people with compromised health would gather, retirement facilities and other locations where the elderly are concentrated, and schools and childcare facilities where children are concentrated. As there are no sensitive receptors in the project vicinity, this issue is considered to be a *less-than-significant impact* and will not be addressed in the EIR.
- e. The construction of barns in excess of 1,600 horses could be expected to result in the creation of objectionable odors. The project applicant has indicated that manure and stall bedding materials would be transported off site each day. Nonetheless, the creation of odors is considered to be a *potentially significant impact* and will be addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	□	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	□	■	□
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■	□	□	□
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	□	□	□	■

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■	□	□	□
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	□	□	□	■

## Discussion

- a. The project site consists of cultivated parcels that are predominantly field and row crops. Due to cultivation and agricultural uses of the project site, little to no natural grasses and herbs are present. Regardless, row crop (depending on number of crops per year), and cultivated fields are host to rodents and rabbits as foraging and nesting habitats.

The NQSP EIR identifies historical use of the area by the Swainson's hawk. As indicated in the NQSP EIR, between 1985 and 1995, there have been numerous sightings in the project vicinity and at least one pair was known to have nested during 1991 along Pedrick Road within a mile of the NQSP area. Nesting pairs are also known from the Putah Creek and Willow Slough areas where the highest nesting densities in the state occur. Since the hawk may forage at least 10 miles out from its nest, any suitable foraging cover including alfalfa, grassland, and most row crops within a 10-mile radius of a known nest is considered Swainson's hawk habitat. As identified by the CDFG, the project site is located within 10 miles of known nest sites.

The NQSP EIR includes a discussion of the then (1995) biological resources of the site. This report would be updated through this EIR. The possible loss of or damage to foraging and other ruderal habitats is considered a *potentially significant impact* that will be evaluated in the EIR.

- b. The Proposed Project does not include land that is riparian in character or is considered a sensitive natural community. However, as reported in the NQSP EIR, there was in 1995 a seasonal freshwater marsh to the west of the Proposed Project site and within the NQSP area. The proposed project would not include this marsh and would not impact it through drainage infrastructure. This is considered a *less-than-significant* impact and will not be further studied in the EIR.
- c. Based on the NQSP EIR, no wetlands occurs on the project site. However, as there is a drainage ditch running east-west through the site which may be a remnant of the area's pre-

- farming era natural drainage, a site visit will be conducted and conclusions drawn concerning potential wetlands. This is considered a *potentially significant impact* and will be further studied in the EIR.
- d. Based on the NQSP EIR and a site visit, the site is highly unlikely to interfere with any resident or migratory species related to nursery sites and/or their movement on the project site or area. Therefore, this issue is *not significant* and this will not be evaluated in the EIR.
  - e. The Proposed Project site does not have resources that would be subject to local polices adopted to protect biological resources. However, the Proposed Project could require the construction of off-site infrastructure, which could result in the disturbance of off-site biological resources. For example, new drainage infrastructure could be installed through known biological resources outside of Dixon. The installation or construction of such infrastructure would be required to adhere to the provisions of local ordinances adopted to protect biological resources. Therefore, the Proposed Project would have a *potentially significant impact* on biological resources. The EIR will evaluate on- and off-site potential impacts.
  - f. The project site is not known to be within an area that is subject to an established habitat conservation plan or natural communities conservation plan. Therefore, the Proposed Project would have *no impact* and this issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>5. CULTURAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## **Discussion**

a.,b.,d. The site is currently used for row crops and has been used for this or field crops for over one hundred years as indicated in the NQSP EIR. A formal review of historic documents and records pertaining to the project site was conducted previous for the NQSP EIR to determine the likelihood of historic resources on the project site. The NQSP EIR states that there are no reported prehistoric or historic resources within the project site, or in the immediate vicinity of the project area and no prehistoric resources recorded in the project vicinity. However, the project is in an area that is inherently difficult to evaluate for potential impacts to prehistoric-era cultural resources because of the land disturbance caused by intensive agricultural activities. There is the remote possibility of there being pre-historic era cultural resources on the property that could be unearthed during the foundation construction phase of any future development. This is premised on evidence of Native American occupation at a site two miles west that had no surface evidence to indicate there could be prehistoric resources. This is considered a ***potentially significant impact*** that will be evaluated in the EIR.

c. There are no unique geological features on the project site. The site is on the alluvial plain that forms the floor of the Sacramento Valley. Although far from featureless, the valley floor in the vicinity of the project site extends for many miles in every direction as a nearly level plain, gently sloping to the southeast (George J. Burwasser, EIP Associates, personal communication, September 22, 2003)

The project site is underlain by geologically recent (less than 11,000 years old) alluvium of the Sacramento Valley, consisting of well mixed river-laid deposits ranging in size from clay

to boulders derived from preexisting sedimentary rocks. Such soils are not fossiliferous (fossil bearing) generally, because a river environment with sufficient energy to erode and transport boulder-sized material would crush all but the most indurated (deeply embedded) fossils. Surface soils in the vicinity of the project site are fine-grained and include Yolo loam, Yolo silty clay loam, Capay silty clay loam, and Brentwood clay loam, indicating that the most recent depositional environment was slow moving, or standing water; however, the project site has been farmed for many decades, and, as such, the surface soils have been subjected to plowing and planting, causing disruption to depths probably between two and four feet below the ground surface. Soils in this condition usually do not contain undiscovered paleontological resources because the action of farm machinery and plant roots tends to bring large objects (that is, larger than the size of the sand particles in the soil) up to the ground surface where they can be seen and recovered. Very few years are needed for this action to take place, so a site that has been farmed for a long period may be expected to have revealed any fossil content earlier in its farming history. Consequently, the potential impacts on paleontological resources are considered *less-than-significant* and will not be further addressed in the EIR.



Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>6. GEOLOGY AND SOILS.</b>				
<i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	□	□	□	■

## Discussion

- a. (i-iv) The NQSP EIR states that the City of Dixon is located within the a region prone to seismic occurrences, most notably associated with the San Andreas fault system located approximately 60 miles to the west. No earthquake faults are known to traverse the specific plan area, including the project site.

Historic seismic activity has been minimal, except for the 1892 Vacaville-Dixon earthquake, which is estimated to have been in the range of 6.5 on the Richter. Though the project site is not considered to be a significant seismic area it is expected that seismic activity would occur in Dixon. Throughout California, all areas of the State are exposed to some degree to seismic groundshaking and associated seismic hazards. Although the Dixon area is generally considered to be a less seismically active area than other areas of California, it is nevertheless susceptible to some seismic groundshaking. Because of the presence of deeply deposited layers of alluvial sediments underlying the specific plan area, intense ground shaking and liquefaction could also accompany a seismic event.

Regardless of the potential seismic and liquefaction impacts, all buildings and structures associated with the Proposed Project would be required to meet the most current structural design and foundation requirements of the Uniform Building Code and the California Building Code, which are also incorporated into the City of Dixon Building Codes and Regulations. Therefore, impacts from exposure to hazards associated with seismic groundshaking would be *less-than-significant impact*. This issue will not be further addressed in the EIR.

- b-d. As with most development in the Sacramento Valley, varying soil types present a variety of building constraints associated with unstable soil conditions such as expansive soils, areas prone to liquefaction and ground subsidence. Specific limitations vary with each soil type in different locations.

Compliance with State and local regulations and policies governing development in areas having unstable soils, including, but not limited to, Chapter 18 of the Uniform Building Code (UBC), the California Building Code (CBC) as defined in Title 24 of the California Code of Regulations (CCR), would ensure that the effects of unstable soils would be addressed through building design and construction techniques. The above-mentioned policies would ensure that building foundations and structural systems are designed to accommodate the underlying geologic and soil conditions. Compliance with the above

policies would ensure a *less-than-significant impact*. This issue will not be further addressed in the EIR.

- e. The Proposed Project would be connected to the City of Dixon wastewater treatment plant. Therefore, the project would not require the use of a septic tank or an alternative wastewater disposal system; therefore, *no impact* would result. This issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>7. HAZARDS AND HAZARDOUS MATERIALS.</b>				
<i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
g. Impair implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Discussion**

The project site was previously the subject of a Phase 1 Environmental Assessment prepared by Anderson Consulting Group in 1993 prior to the 1995 NQSP EIR. This report identified the potential for historical use of various agricultural related pesticides and herbicides in the NQSP area. The soil throughout the NQSP area and possibly the groundwater, in specific locations identified in the Preliminary Site Assessment, may have been contaminated with petroleum contaminants and pesticide residuals. This also includes areas of the project site that were once used to grow tomatoes, walnuts, almonds, hay, alfalfa, dry grains and other miscellaneous row crops. Mitigation for this was prescribed in the 1995 NQSP EIR and still stands. This mitigation states:<sup>9</sup>

The entire site occupied by Mistler Trucking/Mistler Farm operations shall be excavated and surveyed for contaminants. A Level One Toxics Analysis shall be prepared by a qualified geotechnical engineer to define the level of contamination and any required remediation techniques. This analysis shall be performed prior to grading or construction activities to reduce potential exposure of construction workers and the general public to hazardous materials.

As the development of the NQSP area has been incremental it is likely the case that soils remediation outlined in the 1995 NQSP EIR has not been implemented for the entire NQSP area but only those areas developed since 1995. Remediation of the project site has not occurred to date because the mitigation states remediation would occur prior to grading or construction activities to reduce potential exposure of construction workers and the general public to hazardous materials. As the existing 1995 NQSP EIR remains relevant to the Proposed Project, this Initial Study checklist would not amend the existing mitigations, nor would it reintroduce the mitigation. The 1995 NQSP EIR is incorporated herein by reference and the City of Dixon would incorporate the existing mitigation measures into the Proposed Project's findings and evidence.

- a. Hazardous materials would be used in varying amounts during construction and occupancy of the Proposed Project. Construction and maintenance activities would use hazardous

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9 NQSP Page 4-143.

materials such as fuels (gasoline and diesel), oils and lubricants; paints and paint thinners; glues; and cleaners (which could include solvents and corrosives in addition to soaps and detergents). The amount of materials used would be small, so the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, assuming such use complies with applicable Federal, State, and local regulations including, but not limited to, Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code. As the quantities and methods used to apply these materials is small and controlled by existing regulations, these impacts are considered *less-than-significant impacts* and will not be further evaluated in the EIR.

- b. This is a *potentially significant impact*. The EIR would consider the potential for encountering previously unidentified contamination or hazards related to past uses during site development activities and identify appropriate mitigation, consistent with the recommendations included in existing Phase 1 Assessment. To the extent that such information is readily available, the potential for off-site contamination to have affected the project site will be discussed in the EIR.

The EIR would describe the types of hazardous materials that might be used in racetrack and commercial uses, and how federal, State and local laws and regulations protect people and the environment from risks associated with those materials.

The EIR would describe the types of hazardous materials that are typically used in agricultural operations adjacent to the project site, and how federal, State and local laws and regulations protect people and the environment from risks associated with those materials.

The EIR would qualitatively evaluate the potential for animal wastes and vectors to create human health risks. The analysis would be based on readily available information and a review of relevant regulations and standards.

- c. The Proposed Project is not located within one-quarter mile of a school. The nearest school is located more than one mile to the south of the Proposed Project site. Therefore, *no impact* would occur and this issue will not be further evaluated in the EIR.
- d. A review of the California Department of Substance Control Hazardous Waste and Substances Site List (a.k.a., Cortese List) indicates the project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, *no impact* would occur and this issue will not be further evaluated in the EIR.<sup>10</sup>
- e,f. Based on a review of various maps, the project site is located approximately four miles southwest of the University Airport, on the UC Davis campus south of Russell Road. No other airport or airfields are indicated to exist in the area. As the absence or distance of an existing airport would not impact the project site, there would be *no impact* and this issue will not be further evaluated in the EIR.

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10 Cal. Dept. of Substance Control. [http://www.dtsc.ca.gov/database/calsites/cortese\\_list.cfm](http://www.dtsc.ca.gov/database/calsites/cortese_list.cfm)

- g. The project site is currently undeveloped. Access to the project site is via a two-lane country road (Pedrick Road) that runs north and south and connects Highway 80 to the east side of the urbanized area of the City of Dixon to the south of the Proposed Project site. Access is also available via Vaughn Road to the south and Highway 113 to the west. Development of the Proposed Project would require substantial alterations to Pedrick Road, as well as to Vaughn Road to the south, which flanks the project site. Internal roadways would be constructed as part of the project. Based on review of the City of Dixon General Plan, the NQSP EIR and review of the existing physical characteristics of the project area with the City of Dixon Fire Marshall (Ed Tubbs, personal communication, September 22, 2003), project implementation does not appear to interfere with an adopted emergency response plan or emergency evacuation plan. Depending on the emergency, project-related traffic would be expected to exit the site via Pedrick and Vaughn roads, as well as North First Street to ultimately reach Highway 80. This impact is considered *less-than-significant* and will not be further evaluated in the EIR.
- h. The project site consists primarily of undeveloped agricultural lands. East of the project site is agricultural land. To the North is Highway 80, to the west is a shopping center and to the south is the City of Dixon existing urbanized area. Fire is not expected to be a significant issue as the project site and nearby lands are cultivated throughout the year and are absent of any grasses, stands of trees and other vegetative material that is considered wildland-related. Therefore, *no impact* would occur and this issue will not be further evaluated in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>8. HYDROLOGY AND WATER QUALITY</b>				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	■	□	□	□
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	■	□	□	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	■	□	□	□
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	■	□	□	□
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■	□	□	□
f. Otherwise substantially degrade water quality?	■	□	□	□



Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Discussion**

The project site has been farmed for over 100 years as orchard, row crops or for livestock grazing. Soils have been exposed and disturbed on a regular basis as a result of farming activities. The site has been graded to ensure that individual fields are nearly flat. Water runs off the site into field-edge ditches. These runoff waters contain sediment from the exposed soils of the site, and also likely contain remnants of fertilizers, herbicides and pesticides that have been routinely used as part of the farming activities.

The Proposed Project would eliminate the ongoing farming activities and would construct an on-site drainage system that would manage all on-site runoff through a series of pipes, channels, detention basins and lakes. Oil-grease-silt-debris separators and other Best Management Practices would be constructed to reduce the magnitude of any pollutants that could enter nearby waters.

### **a.,f. Construction Phase Water Quality and Hydrology**

Even though the property is flat and the slope less than one-half percent, project construction activities (e.g. grading, excavation, trenching) could expose soil to increased rates of erosion, which could result in increased deposition of sediments, potentially degrading receiving water quality. Another potential source of water quality degradation during project construction is the inadvertent release of petroleum-based fluids used in heavy equipment and/or heavy metals. It is anticipated that the increased rates of erosion would be minimal because of the slope characteristics of the project site.

California General Construction Storm Water Permits are required by the State for storm water discharges associated with construction activities involving the disturbance of one acre or more. Permit applicants are required to prepare, and retain at the construction site, a

Storm Water Pollution Prevention Plan (SWPP) that describes the site, erosion and sediment controls, means of disposal, implementation of approved local plans, and control of post-construction water management controls. Dischargers are also required to inspect construction sites before and after storms to identify storm water discharge from construction activity and to identify and implement controls where necessary. This is a ***potentially significant impact*** that will be addressed in the EIR.

### Operational Phase Water Quality and Hydrology

Operation of the Proposed Project could increase the rate and amount of surface runoff over that which currently exists. Runoff could contain oil, grease, and heavy metals from vehicles and pesticides and herbicides from landscape maintenance, as well as animal waste from the horse barns, walks, and pens. If not properly managed, constituents carried in runoff could adversely affect receiving water quality. This is considered a ***potentially significant impact*** to water quality and will be further evaluated in the EIR.

- b. The project site is located in an area that has experienced rising groundwater in the past 30 years<sup>11</sup> due to increased agricultural irrigation<sup>12</sup>. The depth to groundwater in the area is estimated to be 20 to 40 feet. No free groundwater has been observed within the boundaries of the NQSP area. However, the higher strata of this groundwater has been determined to contain high nitrate levels caused by the large dairies that once existed in this area (Ibid.). Increases in impervious surface associated with project development would not be anticipated to result in a loss of groundwater recharge potential.

Agricultural activities on the project site have in the past been irrigated with groundwater via local wells and surface water from Lake Berryessa. The Proposed Project would use potable water provided by the local water purveyor (Dixon-Solano Municipal Water System) from water derived from the same aquifer.

As the Proposed Project could have a significant impact on long-term water availability, the potential lack of a water supply system is considered a ***potentially significant impact*** and will be evaluated in the EIR.

- c-e. The project site is located in a relatively rural area of Solano County but adjacent to an area transitioning to urban land uses so drainage issues would become more important. The site currently drains east and southeast through drainage ditches and drainage pipes. The Proposed Project would eventually include approximately 2.2 million sf of building area and at least 1 million sf of parking area (assuming 160 sf per parking space, 6,227 proposed parking spaces and all parking is surface parking) and potentially cause substantial flooding, erosion, or siltation.

The project site is located on the same alluvial plain formed by Putah Creek, which generally slopes from the northwest to the southeast at a 0.1 to 1 percent slope. The climate in the region is semi-arid with hot, dry summers and wet, mild winters. Annual rainfall ranges from 16 to 24 inches, and 90 percent of it falls during the months of November to April.

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11 NWSP EIR, Page –30.

12 Ibid.

The majority of parcels within the project site are currently fallow, or used for irrigated row crops and corn. Runoff is collected in roadside ditches adjacent to Pedrick Road on the east and Vaughn Road on the south, and conveyed to a depressed area adjacent to the Southern Pacific Railroad (SPRR) tracks.

Additional flows from the northwest side of Highway 80 drain to the site via an eight-foot by four-foot reinforced concrete box (RCB) culvert crossing under Highway 80 near the Curry Road/North First Street interchange, as well as a 30-inch corrugated metal pipe (CMP) pipe and two 18-inch CMPs northeast of the interchange. The flows are conveyed from this point eastward by channel to a depressed area of approximately 4.5-acres. This area remains wet year round due to irrigation runoff. A channel conveys the flows from this point via the proposed project site to Pedrick Road.

An additional 360 acres are tributary to the four 36-inch CMP culvert crossings of Highway 80 southwest of the Pedrick Road Interchange. An existing channel bisecting a 60-acre parcel east of Pedrick Road carries flows eastward and away from the project site.

Development of the Proposed Project would increase the amount of impervious surface over that which currently exists on the project site and could alter the existing drainage pattern on and off the site. New drainage infrastructure on- and off-site would be constructed. Construction of new drainage infrastructure will be identified in the EIR. This is considered a ***potentially significant impact*** and will be evaluated in the EIR.

- g-i. The Proposed Project does not include the construction of any residential units. The Federal Emergency Management Agency (FEMA) is responsible for determining flood elevations and floodplain boundaries based on U.S. Army Corps of Engineers studies. FEMA is also responsible for distributing the Flood Insurance Rate Maps (FIRMS), which are used in the National Flood Insurance Program (NFIP). These maps identify the locations of special flood hazard areas, including the 100-year floodplain. As indicated in the 1995 NQSP EIR, the project site is not in the 100-year floodplain. In addition, review of FEMA maps<sup>13</sup> indicates the property is not in the 100 year flood zone, but is in Zone C, which is an area identified to experience minimal flooding. Since the project site is not located within a floodplain, ***no impact*** would occur and this issue will not be evaluated in the EIR.
- j. Solano County, including the project site, is not subject to risk associated with seiche, tsunami, volcanic hazard because of the absence of large bodies of water where seiches and tsunamis occur and because of the lack of volcanic activity in the region. Therefore, ***no impact*** would occur and no further evaluation will be included in the EIR.

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13 FEMA community panel maps # 0606310175B and 0606310158B

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>9. LAND USE AND PLANNING</b>				
<i>Would the project:</i>				
a. Physically divide an established community?	☐	☐	☐	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

### Discussion

The project site is currently in active agricultural use and is designated in the NQSP for Light Industrial (ML), Community Commercial (CC), and Professional Administrative Offices (PAO) uses. Surrounding uses include agricultural land within the NQSP and properties to the east that are outside the NQSP area. To the east is the Campbells food processing facility and agricultural uses. To the south is rural land with a mix of industrial and rural residential land uses. The area immediately to the south of the project site and south of Vaughn Road is in the North First Street Assessment District, which is an incorporated industrial area of the City. Further to the south is the Dixon urbanized area. The designated land uses to the south and west include a combination of highway commercial, professional administrative, heavy and light industrial, and commercial services. The project would require rezoning.

- a. No established communities exist on or around the project site. Under CEQA, the issue of division or disruption of the physical arrangement of an established community typically involves actions that would create physical barriers that would substantially separate portions of a built community, such as the construction of a new freeway through an established neighborhood. Construction of the Proposed Project would not divide or disrupt the physical arrangement of an established community because there are no established residential neighborhoods or business districts located within or around the project site. As such, *no impact* would result on the physical arrangement of the community and no further evaluation will be included in the EIR.

- b. The project site's current zoning designation allows for a variety of commercial uses, permitted or with conditional use permit, except for department stores and cafes. To accommodate these uses and other characteristics of the Proposed Project will require a General Plan amendment, rezoning, and a variance. It cannot be determined at this time if the changes to the General Plan and rezoning would conflict with any applicable land use plan, policy, or regulations. Therefore, this is considered a *potentially significant impact* and will be evaluated in the EIR.
  
- c. Based on the NQSP EIR, the project site is not within an area that is subject to an established habitat conservation plan or natural communities conservation plan. Therefore, the Proposed Project would have *no impact* and will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>11. MINERAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

a-b. The Dixon General Plan and the NQSP EIR indicate that the project site is not located in an mineral resource zone. However, there is a new natural gas extraction project occurring in unincorporated area immediate south of the City. The proposed project would not affect this resource extraction. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource and *no impact* would occur. Therefore, this will not be evaluated in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>12. NOISE.</b>				
<i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

### Discussion

The noise section of the EIR will address the impacts for each phase of the project on background noise levels and the population's exposure to physically or psychologically damaging noise levels. The noise analysis will be based upon estimates of noise levels and associated changes in the ambient noise level that are likely to occur based on implementation of the proposed project.

- a-d. Construction and operational noise effects are anticipated to result in *potentially significant impacts* and will be evaluated in the EIR.
- e. The northernmost portion of the project site is located approximately four miles from the University Airport in the Davis area. The site is not currently subject to significant noise impacts because of this distance. Therefore, *no impact* would occur and this issue will not be further evaluated in the EIR.
- f. Based on a review of the Dixon General Plan, the NQSP EIR, maps of the local area, and knowledge of the local area, the project site is not in the vicinity of a private airstrip. As such, this is considered *no impact* and will not be further evaluated in the EIR.



Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>13. POPULATION AND HOUSING.</b>				
<i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	■	□	□	□
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

### Discussion

The Proposed Project would create new employment. Phase 1 of the project would be the racetrack facility and would employ approximately 760 new employees. Included in the Phase 1 project would be quarters for some of the “backstretch” employees to include 260 rooms for grooms, 5 rooms for jockeys, and 30 rooms for trainers. A total of 295 rooms are provided for 484 employees working the backstretch. The remaining backstretch employees, and other employees known as the “Finish Line” employees, would be housed in the City of Dixon and throughout the region. Finish line employees would total approximately 276 individuals. Please also see the previous discussion of Finish Line and backstretch employees in the section titled *Operational and Employment Characteristics*.

Each of the 260 rooms in the Grooms’ Quarters would be designed for double occupancy and would include a bedroom/living area with a closet and a full bathroom with a shower. Therefore, these 260 rooms would accommodate up to 520 people. With up to 320 grooms (this category includes assistant trainers, grooms, hot walkers and exercise walkers), there would be a remaining capacity of 200 beds. These remaining beds could be assigned to trainers, jockeys (164 individuals), and Finish Line employees (276 individuals), as warranted. Regardless, off-site housing would be required for Finish Line employees and those backstretch employees who select not to live on-site. The availability of on-site housing is intended to be an economic incentive for the employees.

The grooms follow the horses from track to track and would be housed in these quarters on a temporary basis while they are caring for the horses that are racing or training at Dixon Downs. Dixon Downs also would include a cafeteria designed to provide the grooms and trainers with on-

site meal services while they work at the track. Neither the trainers nor the grooms would be employed by Dixon Downs. The grooms would be employed by the trainers, who in turn would be compensated by the horse owners for their horse training services. Dixon Downs would provide the Grooms' Quarters for use by the visiting grooms and trainers as part of the stabling package without additional charge and as a courtesy to the horse owners and as an incentive to race and train their thoroughbreds at the Dixon Downs track. The Grooms' and Trainers' Quarters, however, consist entirely of temporary accommodations designed for transient occupancy and include no standard residential units.

In addition to the Dixon Down racetrack facilities, 1.2 million sf of commercial, retail, office and hotel is proposed. This would be developed incrementally over an indefinite period of time, based on economic factors. Based on this square footage and the type of future uses proposed, approximately 2,510 people would be employed in the Phase 2 development (Phase 1 development would directly employ 760 people). Thus, a total of 3,270 people are anticipated to be directly employed at buildout of the Proposed Project.

The development of the Proposed Project at buildout would be a substantial employment generator and would reflect the Association of Bay Area Governments (ABAG) projected job growth in Solano County (City of Dixon Housing Element). According to the City of Dixon Housing Element (2002), ABAG projects that Solano County would have the largest percentage job growth of any Bay Area county between 2000 and 2010. Solano County is expected to add approximately 42,450 jobs, an increase of approximately 33 percent, while Dixon (including its Sphere of Influence) is expected to experience a job increase of 57 percent, adding 2,870 jobs to the Dixon employment base by 2010. The Proposed Project will create an estimated 7,000 construction-related jobs. Phase 1 is expected to create 760 direct and 1,500 indirect jobs. Phase 2 development is estimated to generate another 2,510 direct jobs and an additional indirect 5,000 jobs.

- a. The creation of new employment opportunities would induce population growth in the area through indirect job creation. Construction of the project would extend existing utility services, including water and wastewater infrastructure to the site. In addition, local roads would not be extended but would be widened and improved to facilitate access to the Proposed Project. The improvements to local roads and infrastructure could also indirectly induce growth in the project area. This is considered a ***potentially significant impact*** and will be addressed in the Growth Inducement chapter of the EIR.
- b-c. No residential uses currently exist on the project site. Therefore, ***no impact*** would result in the displacement of substantial numbers of people or housing and no further evaluation will be included in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>14. PUBLIC SERVICES.</b>				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?	■	□	□	□
b. Police protection?	■	□	□	□
c. Schools?	□	□	■	□
d. Parks?	■	□	□	□
e. Other public facilities?	□	□	□	■

## Discussion

The following discussion is based on the 1995 NQSP EIR, its thresholds and mitigations relevant to fire and police protection, schools and parks, and is incorporated herein by reference. The EIR will include more detailed and updated information pertaining to fire and police services, schools and parks.

Generally, public services are not considered to have a potentially significant impact on the environment unless there is the potential for a physical change to the environment. For example, if a project is large enough it could potentially require the need to construct new police or fire stations because of the potential increase in the volume for demand for services exceeds the ability of the local fire and police services. Depending on the size or the nature of a project, police or fire station facilities could be constructed by a Proposed Project. If a new police or fire station were constructed on-site, the potential environmental impacts associated with that station would be addressed in conjunction with the environmental review for the Proposed Project. If a police or fire station were needed off-site and was located elsewhere in the community, or region, the potential environmental impacts associated with that off-site station would have to be addressed in the environmental document prepared for the Proposed Project. If a new road and utilities are required for this station, the potential changes to the physical environment associated with the utilities would also be discussed.

The NQSP EIR used specific Thresholds of Significance relating to fire protection. Therefore, this Initial Study for the Dixon Downs project would also use the same thresholds. They are as follows:

- A response time greater than five minutes;
- Less than one firefighter per an additional 1,000 population exists;
- Commercial structures larger than 4,000 sf do not have built-in fire protection provision;
- Fire stations are further than one and one-half miles from new development;
- Or water systems cannot provide flows of 4,000 gpm for a minimum two-hour period.

Based on the above thresholds, the NQSP EIR prescribed mitigations relating to fire protection. These mitigations are relevant to all future development within the NQSP area. The mitigations are summarized as follows:

- Mitigation PS-1 requires dedication of land for a fire station and provision of a financial contribution toward equipment and/or personnel, or the applicant shall participate in establishing an assessment district which all property owners in the area would dedicate funds towards establishment of adequate fire protection facilities.
- Mitigation PS-J requires the applicant to submit a detailed plan showing hydrant locations, detailed calculation to determine fire flow and access to all developed areas in accordance with City standards.
- Mitigation PS-K requires the applicant to submit an emergency response plan, which would describe the physical characteristics of all buildings and the businesses conducted, an inventory of hazardous materials handled or stored on-site and a training program for employees.

Similarly, for police issues the NQSP EIR used specific Thresholds of Significance, which are as follows:

- Additional personnel and/or equipment is required, based on department standards for service calls per officer, and no commitment has been made for a long-term funding source for this additional service; or
- A project would significantly hinder police access and surveillance capabilities.

Applicable mitigations prescribed in the NQSP EIR that still stand include the following mitigations:

- Mitigation PS-L, which requires the applicant to pay a fair share of additional staffing and equipment to serve the development.
- Mitigation PS-M requires the applicant to provide on-site private security staff (the applicant is proposing to hire 26 security staff).

The Proposed Project would be required to implement these same mitigations prescribed in the 1995 NQSP EIR because the conditions have not changed relevant to fire and police protection to warrant change in the nature of these mitigations.

The subject of school capacity was also analyzed in the NQSP EIR and reviewed in terms of the potential for creating a physical change to the environment. No school facilities are proposed by the

project applicant, and as the Proposed Project would not include residential uses, it is not anticipated that new school facilities would be required. However, commercial projects are known to have indirect impacts to schools because employment opportunities generate the need for new housing, which in turn creates opportunities for those with families to locate near their jobs and for children to attend local schools. Also, employees can put students in the district of their employer. Impact fees are collected from commercial projects by the Dixon Unified School District.

- a-b. Implementation of the Proposed Project would create a demand for increased police and fire services. The increase in the square footage of commercial space, the number of new employees and the daily traffic anticipated associated with this project is considered a ***potential significant impact*** and will be discussed in the EIR. Any new policies and fees that are relevant to this project will be discussed in the EIR.
- c. An increase in jobs would result in an indirect unquantifiable increase in residential population in the City of Dixon, with a corresponding increase in the demand for schools.

According to the NQSP EIR, the Dixon Unified School District's twenty-year facilities plan determined that residential and non-residential development effects the capacity of educational facilities and, therefore, have to contribute to funding future school facilities. Mitigation Measure MS-N of the NQSP EIR requires that project proponents be responsible for paying fees per square foot of commercial development, consistent with AB 2926. Current fees are \$0.34 per square foot for commercial and industrial uses and \$3.75 per square foot for residential uses. As no physical changes to the environment will result from project implementation relating to school facilities, project implementation is considered to have a ***less-than-significant impact***. Nonetheless, schools will be addressed in the EIR. The EIR will include name and location of existing schools, holding capacity, existing student enrollment, student enrollment projections for 2004-2005 and any other available projections the school district may have, current impact fees, and the number of potential students generated by the Dixon Downs project. It is not possible to determine how many employees will live in Dixon because employees have preferences for determining where to live that are currently unknown. However, the EIR will provide an estimation as to how many employees could live in the City and with this information roughly determine how many children may also live in the City and thus attend local schools. Though the number of children is not directly relevant to fees collected by the Dixon school district, it is important to know how many children may attend City of Dixon schools.

- d. The proposed project would include a 10-acre public park site proposed to be dedicated to the City. As parks, open space and recreation in general is an important issue for the City of Dixon, the EIR will quantify existing recreation-related facilities in the City. This impact is considered to be a ***potentially significant impact*** and will be addressed in the EIR.
- e. No other public facilities are known to be impacted by the project other than those already discussed in this NOP/Initial Study. Therefore, ***no impact*** would occur and this issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	■	□	□	□
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	■	□	□	□

### Discussion

- a. The proposed project would include a 10-acre public park site proposed to be dedicated to the City. As parks, open space and recreation in general are an important issue for the City of Dixon, the EIR will quantify existing recreation-related facilities in the City. This impact is considered to be a ***potentially significant impact*** and will be addressed in the EIR.
- b. The Proposed Project is in great part a commercial recreation and entertainment facility. It would augment the recreational facilities and other recreational opportunities already existing in the City, the County and the region. Construction of the Proposed Project may also increase the use of the City's existing recreational facilities indirectly through the increase in the number of persons who may reside and recreate in Dixon. Therefore, this impact is considered to be a ***potentially significant impact*** and will be addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>16. TRANSPORTATION/TRAFFIC</b>				
<i>Would the project:</i>				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	□	□	□
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	□	□	□
e. Result in inadequate emergency access?	■	□	□	□
f. Result in inadequate parking capacity?	■	□	□	□
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	■	□	□	□

### Discussion

- a. It is anticipated that development of the two project phases would substantially increase the number of vehicles on roads within the City of Dixon though this traffic volume would be predominantly within the industrial/commercial area of the city north of the residential area,

and would impact Highway 113 and Pedrick Road and their respective intersections with Highway 80. To determine the potential traffic related impacts, the transportation analysis in the EIR will examine the existing traffic conditions, existing plus project conditions, cumulative conditions, and cumulative plus project conditions. The analysis will include the context of existing, pending and proposed industrial activity in the City of Dixon especially as this industrial activity is anticipated to substantially increase heavy truck traffic on Highway 113 and Pedrick Road. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.

- b. It is anticipated that the proposed project would exceed some of the level of service standards established by the Solano Transportation Authority for certain roads. Intersections on Highway 113 and Pedrick Road as well as these respective road's intersections with Highway 80 will be evaluated for level of service impacts. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.
- c. As the northern boundary of the project site is approximately four miles south of the nearest airport (Davis Airport), and the project does not include activities or structures that could hinder aviation activity. Therefore, ***no impact*** would occur and this issue will not be discussed in the EIR.
- d. With the existing heavy-truck traffic on Pedrick Road and Highway 113 and the anticipated increase in heavy-truck traffic associated with the existing and planned industrial uses in the northern area of the City of Dixon (north and south of Vaughn Road), including horse trailers, it is anticipated that the substantial increase in project related vehicle traffic on Pedrick Road and Highway 113, as well as Vaughn Road, could create vehicle conflicts between the anticipated high volumes of passenger vehicles and heavy-trucks. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.
- e. Though the Proposed Project is not considered inherently adverse to emergency access, this issue will be addressed in the EIR. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.
- f. Based on the applicant's information, the City zoning ordinance requires approximately 1,012 parking spaces for Phase 1; the applicant is proposing 3,638 spaces. For Phase 2, the City zoning ordinance requires 3,132 spaces; the applicant is proposing 2,589. The total number of parking spaces required under City code was estimated by the applicant to be 4,144 spaces. The total number of parking spaces proposed is 6,227. The existing City parking requirements will be evaluated in the EIR. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.
- g. The EIR will evaluate the project to assure that alternative modes of transportation are accommodated in a safe and practical manner and determining whether there are potential conflicts with adopted policies and plans. This is considered a ***potential significant impact*** and will be further evaluated in the EIR.



Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>17. UTILITIES AND SERVICE SYSTEMS.</b>				
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	□	□	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	□	□	□
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	□	□	□
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	□	□	□
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	■	□	□	□

## Discussion

- a, b. The Proposed Project may require expansion of existing sewer treatment capacity and would require construction of additional water and sewer lines to accommodate project development. It is expected that the primary source of potable water would be provided by the Dixon-Solano Municipal Water System through its regional system of wells and conveyance pipe infrastructure. The expansion of existing water and wastewater utilities is considered a ***potentially significant impact*** and will be further evaluated in the EIR.
- c. Development of the Proposed Project would increase the amount of impervious surface over that which currently exists on the project site and could alter the existing drainage pattern on and off the site. New infrastructure, including collection and detention facilities, on- and off-site would be constructed. Construction of new drainage infrastructure will be identified in the EIR. This is considered a ***potentially significant impact*** and will be evaluated in the EIR.
- d. The Proposed Project would receive potable water from the Dixon-Solano Municipal Water System. Total water use associated with Phase 1 and Phase 2 is unknown at this time, but will be discussed in the EIR. The site currently features two operating groundwater wells serving a variety of agricultural uses on the 260-acre project site and the NQSP area.<sup>14</sup> Future wells, water storage tanks and a booster pump have been deemed necessary by the local water purveyor.

SB 610 amended Section 21151.9 of the Public Resources Code, and Sections 10631, 10656, 10910, 10911, 10912, and 10915 of the Water Code. The effect of SB 610 is to require more thorough and substantial analysis of water supplies for certain qualifying large projects. Projects that automatically qualify to be addressed consistent with the requirements of SB 610 include:

- A residential subdivision of 500 or more dwelling units;
- A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 sf of floor space;
- A commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space;
- A hotel or motel having more than 500 rooms;
- An industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor space; or
- A mixed-use project including one or more of the aforementioned projects or any other project demanding an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project.

SB 610 also applies to smaller development if it would be served by a public water system that has fewer than 5,000 connections. In such a case, SB 610 would apply to any proposed

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14 Jim Daniels. Dixon-Solano Municipal Water Company, personal communication, October 15, 2003)

development that would account for an increase of 10 percent or more in the number of service connections to the public water system.

Because the Proposed Project would include more than 500,000 sf of retail space it would be subject to SB 610. The City has sent a letter to DSMWS requesting the preparation of a Water Supply Assessment related to the Dixon Downs project, in compliance with SB 610.

Project demand for water could be a *potentially significant impact* on the Dixon-Solano Municipal Water System infrastructure, and groundwater supplies. These will be evaluated in the EIR.

- e. The Proposed Project would connect into existing wastewater distribution lines and may require new lines be constructed. The project's increase in demand on the city's wastewater treatment plant is considered a *potentially significant impact* and will be further addressed in the EIR.
  
- f-g. The Proposed Project would generate solid waste related to operation of the horse racetrack and the Phase 2 commercial development. The applicant has preliminarily identified that horse bedding materials and manure would be transferred off-site for use as compost, and would not become part of the solid waste stream generated by the Proposed Project. Nonetheless, the potential for the generation of solid waste is considered to be a *potentially significant impact* and will be further evaluated in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

### Discussion

- a-c. Implementation of the Proposed Project could result in significant and unavoidable impacts to the environment, cumulatively considerable impacts, and substantial adverse effects on human beings. These issues are considered to result in *potentially significant impacts* and will be further evaluated in the EIR.