
CHAPTER 3 PROJECT DESCRIPTION

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Project Location

The proposed Dixon Downs Horse Racetrack and Entertainment Center Project (Proposed Project) is planned for a portion of the Northeast Quadrant Specific Plan (NQSP) area of the City of Dixon. The 260-acre project site is located in the Central Valley region of Northern California, along the Interstate 80 (I-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 in Figure 3-1. The two most visually prominent boundaries are Pedrick Road abutting the site's eastern border and I-80, which is adjacent to the site's northwestern corner.

Project Background

The Proposed Project site is located within the NQSP area. The 643-acre NQSP area is generally bounded to the south by Vaughn Road, to the west by 1st Street, to the northwest by I-80, and to the east by Pedrick Road, as shown in Figure 3-2. The NQSP “establishes a land use and circulation plan, policies and guidelines for the ultimate development” of the NQSP area.¹ An EIR for the NQSP was circulated for public review in 1994 and the plan was approved by the City on April 3, 1995.

The 260-acre project site is currently designated Employment Center (E) and Highway Commercial (HC) in the City of Dixon General Plan (1993) and is zoned Light Industrial (ML-PD 195 ± acres), Highway Commercial (HC 5 ± acres), and Professional/Administrative Offices (PAO 60 ± acres).

Existing Site Conditions

The project site is essentially flat, with an elevation of 55 to 60 feet above mean sea level 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 I-80, which is adjacent to the site's northwestern corner, as shown in Figure 3-3.

The project site supports typical Central Valley agricultural fields with small areas of non-native annual grassland species along the edges of the fields. Within the site there are several agricultural drainage ditches that traverse the site, these ditches bring water onto the site and also allow the water to drain from the site. Plant species present on the site that grow around the edges of cultivated agricultural fields include field bindweed, Johnson grass, common wild geranium, wild oat,

1 NQSP, 1995, p. 1-1.

and red-stemmed filaree. These plant species provide variety, foraging habitat, and cover for common wildlife species in agricultural settings.

Historically, the site has been used for farming and most recently was planted with corn and wheat. The majority of the site is presently under cultivation with field and row crops with a small portion of the site in the north central section of the site uncultivated due to the presence of old, concrete building foundations.

Surrounding lands are similar in character to the project site -- they are relatively flat and either are used principally for agricultural production or are undeveloped land. The land uses bordering the site to the east include, in addition to agricultural production, the Campbell Soup Supply 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. South of Vaughn Road, in the City's industrial park area, there 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.

Project Description

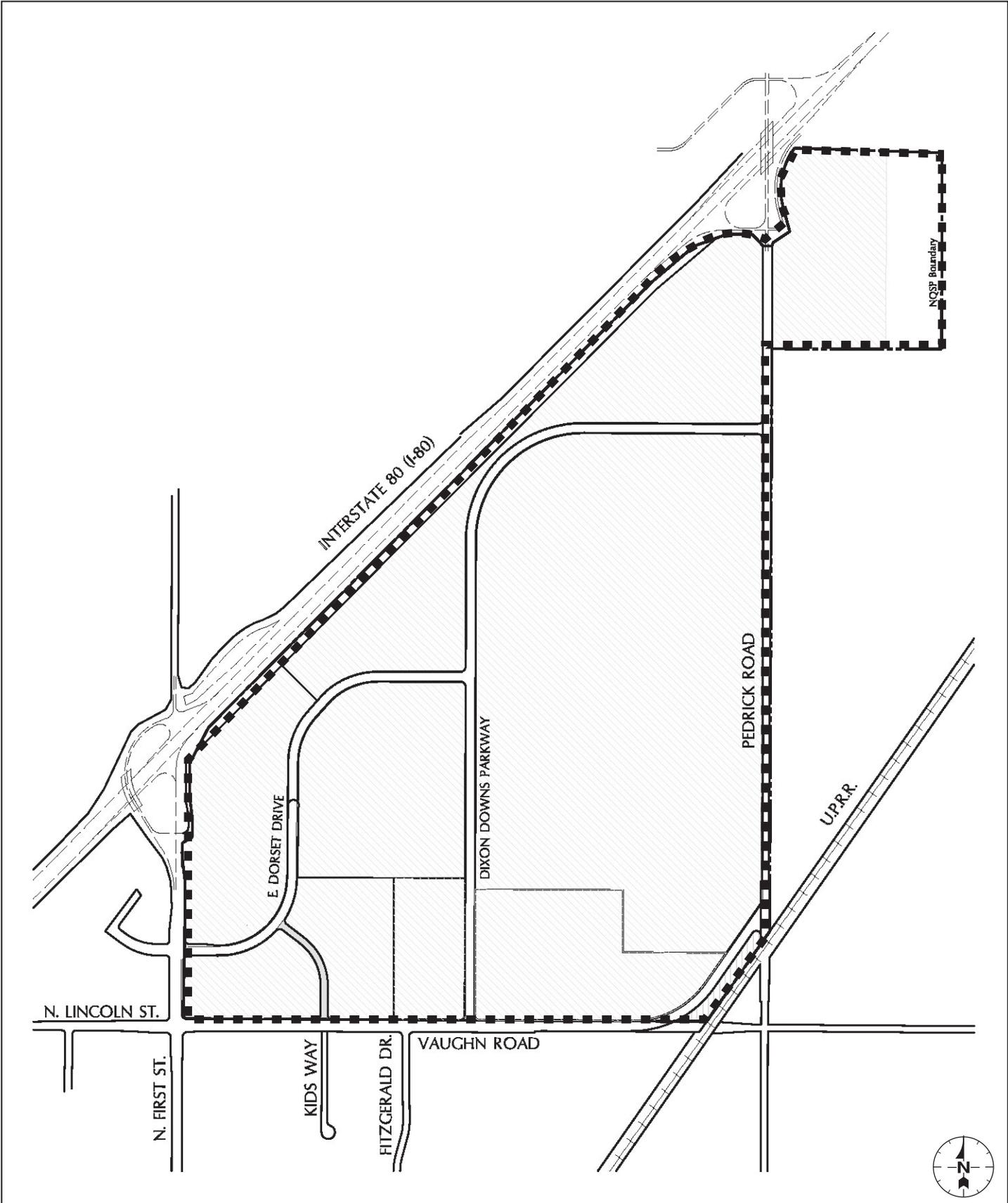
The Proposed Project would consist of a phased, mixed-use development that includes a thoroughbred horse racing and training facility which also would operate as a performance arts center, with retail and commercial uses, a hotel/conference center and office space. The first phase of the project, Phase 1, would include construction of a horse racing/training facility, horse barns, the "Finish Line Pavilion" and grandstand, employee dining and temporary housing facilities for trainers, grooms and jockeys to stay for short periods of time, parking facilities, and service areas that would include hay/feed storage, space for a veterinary clinic, a Manure Transfer building, and other maintenance uses (shown in Figure 3-4). Preliminary plans for Phase 2 of the Proposed Project contemplate a 250,000 square foot (sf) hotel/conference center, 750,000 sf of retail uses and 200,000 sf of office uses, along with parking facilities to serve these land uses. The project applicant proposes to allow up to 200,000 sf of building floor area to be transferred between retail and office uses, provided certain transfer criteria have been met. Accordingly, if 200,000 sf of retail is developed as office, the project would buildout with 550,000 sf of retail and 400,000 sf of office; alternatively, if all 200,000 sf of office is developed as retail, the project would build out with 950,000 sf of retail and no office square footage.

Development of Phase 1 and Phase 2 land uses would require an application for design review approval. Such an application would be accompanied by a detailed site plan, elevations and perspective drawings for the land use that is the subject of the application.

The following describes the details of Phase 1 followed by Phase 2.

Phase 1 - Dixon Downs Horse Racetrack and Entertainment Center

The first phase of development would consist of the Dixon Downs Horse Racetrack and Entertainment Center (Dixon Downs). The racetrack/entertainment center would include approximately 868,147 sf of building area on approximately 209 acres (the 209 acres includes parking) that 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. The racetrack/entertainment center would also include a 192,370 sf Finish Line Pavilion building that would provide simulcast



Source: City of Dixon Northeast Quadrant, 1995

Not to Scale



FIGURE 3-2
Northeast Quadrant Specific Plan Area

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City of Dixon

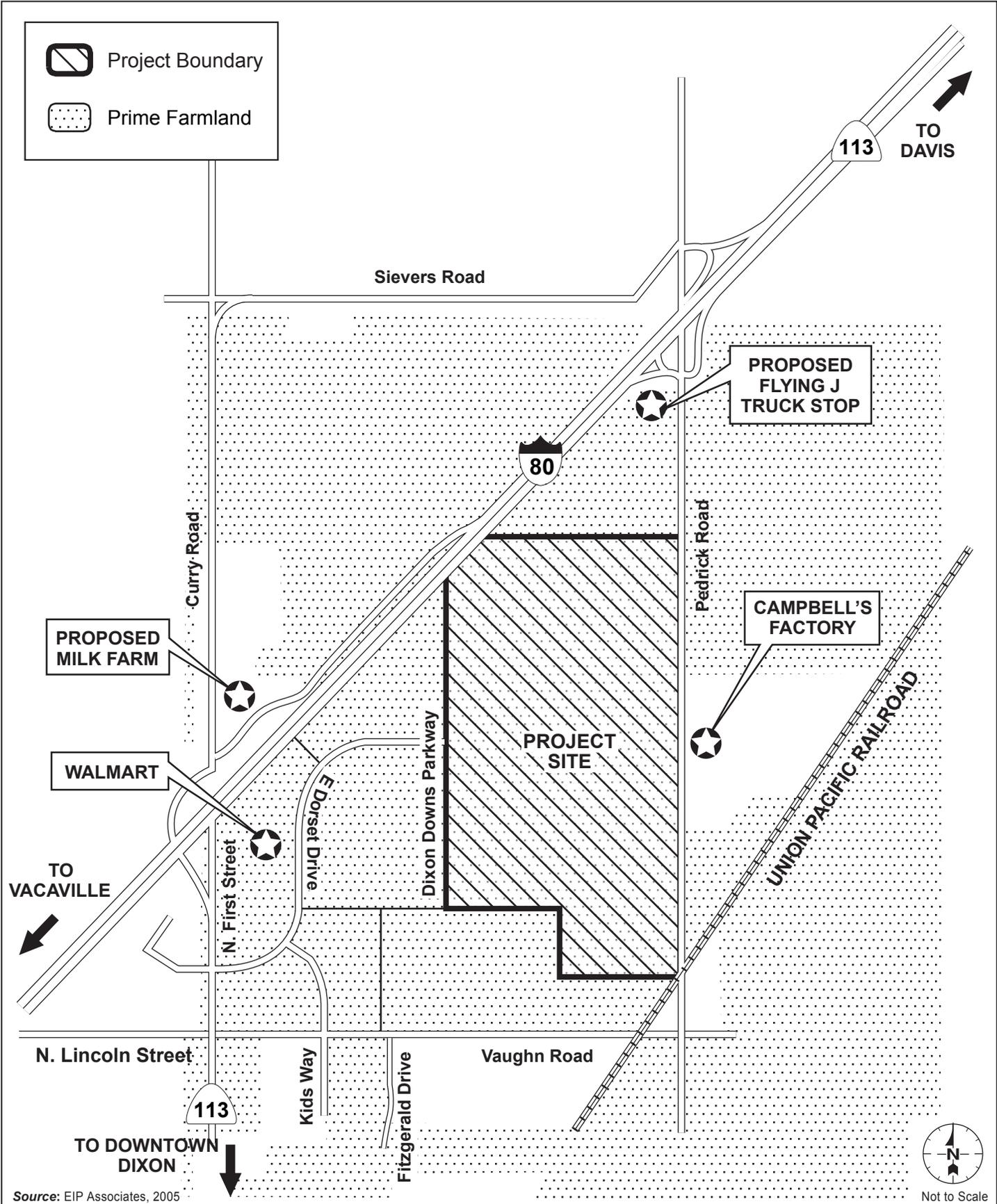
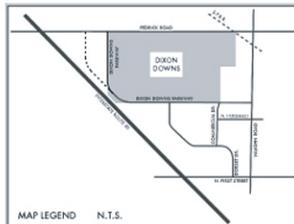
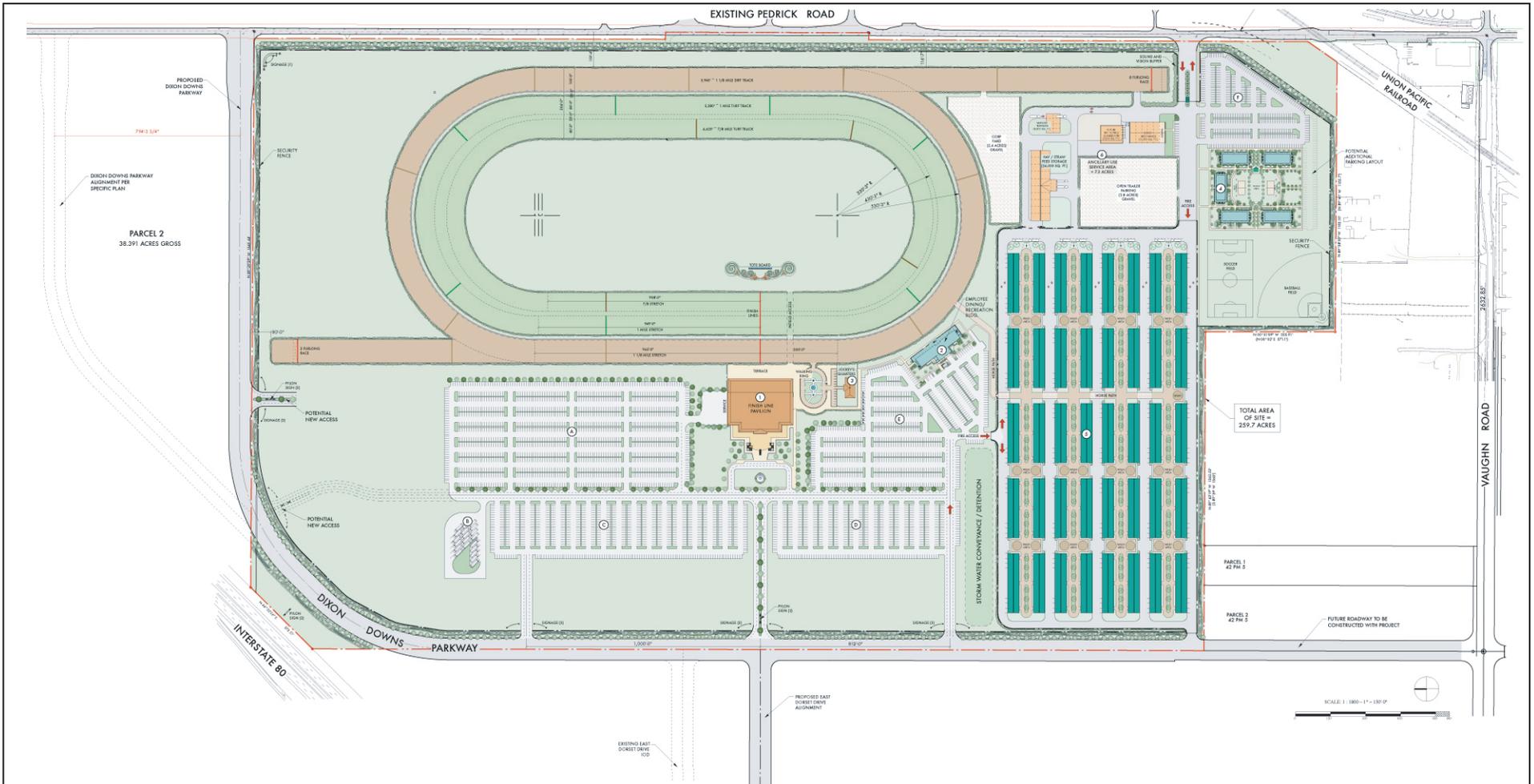


FIGURE 3-3
Project Vicinity

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City of Dixon



Phase One:

On Grade Parking Lots	Total Area (SF)	# of Parking Spaces	Notes
Finish Line Parking: (Serving Finish Line Pavilion, Grandstand, Employee Lounge, Jockey's Quarters)			
A. Parking Lot A	470,160/350	1,390	
B. Parking Lot B (Bus pkg)	49,215	20	+/- 20 total bus parking
C. Parking Lot C	289,900/350	771	
D. Parking Lot D	194,530/350	556	
E. Parking Lot E	322,225/350	920	3,637 total car parking
Backstretch Parking: (Serving Groom's Quarters, Service Area, and Horse Barns)			
F. Parking Lot F	142,360	407	Groom's quarters area
Parking around barns		240	
Open trailer parking	120,735	+/- 180	2.8 acres
Total Parking Spaces		+/- 4,458	

Phase One:

Building	Ground Floor Area/SF	# of Buildings	# of Stories	Height (ft)	Total Area (sf)	Notes
1. Finish Line Pavilion	58,616	1	3	+/- 75	192,372	5,000 guest capacity
Finish Line Grandstand	16,000	-	-	-	16,000	Approx 1,800 guest capacity
2. Employee Dining/Rec Bldg	8,979	1	3	+/- 41	27,430	30 Deluxe groom's quarters
3. Jockey's Quarters	3,000	1	1	+/- 15	3,000	
4. Groom's Quarters	6,478	5	3	+/- 36	97,170	260 dorm rooms (52 units/bldg)
5. Horse Barns	12,454	40 barns	1	+/- 19	498,160	1,440 stalls total (36 stalls/barn) 80 feed, 80 tack, 80 security office, 160 w/c
6. Service Areas (8.0 acres)						
Mechanics Bldg	13,500	1	1	+/- 23	13,500	
Hay/Straw/Feed Bldg	24,000	1	1	+/- 20	24,000	
Manure Transfer Bldg	4,800	1	1	+/- 27	4,800	

Source: Magna Entertainment Corporation, 2004



FIGURE 3-4
Phase 1

10811-00

technology for satellite wagering, live pari-mutuel betting, and a venue for staged events, performances and restaurant facilities. Dixon Downs would also serve as a thoroughbred training facility during the non-racing season to allow owners and trainers to keep their horses in Northern California on a year-around basis. The following description of the specific components of the racetrack complex (which are shown in Table 3-1 and graphically illustrated in Figures 3-4 through 3-12) is based on a preliminary conceptual design which would be refined consistent with the standards and criteria established by the Dixon Downs Development and Design Guidelines (Design Guidelines), prior to future submission for design review by the City.

Racetracks

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 may be landscaped and may include equestrian facilities such as a polo field, temporary seating and concert stage, a jumping ring, and/or a dressage area. In addition, the infield is designed with a slope that could be as steep as 3:1 or as flat as 10:1 to detain storm water flows resulting from major storm events. A detailed description of the detention basin is in Section 4.6, Hydrology and Water Quality.

Finish Line Pavilion Building

A three-story, up to 85 feet in height, approximately 192,372 gross square foot (gsf) multi-purpose Finish Line Pavilion building with capacity for 5,000 patrons (not including employees). In addition, spectator facilities also include an open-air grandstand attached to and east of the Finish Line Pavilion building (see Figure 3-4) with outdoor seating for an additional 1,800 people. The grandstand seating and Pavilion would be centered on the racetrack finish line and would have a combined capacity of 6,800. The multi-purpose Pavilion would also include space for a stage, which would seat approximately 2,000 (included within the 5,000 person guest capacity) for in-door concerts and other productions as well as a restaurant(s), meeting rooms, and conference facilities. The Pavilion structure would incorporate the latest advances in simulcast technologies available. The preliminary Phase 1 design contemplates a three story structure, approximately 75 feet in height. The Dixon Downs Development Standards provide that the Finish Line Pavilion may be up to 85 feet in height, may include a tower element(s) of an additional 50 feet in height, and may have a building floor area of up to 225,000 sf.

Access to the Finish Line Pavilion building would be via a tree-lined entry road with its terminus at a formal landscaped plaza located at the main entrance to the Pavilion building.

Employee Dining and Recreation Building

A three-story, 41-foot tall, approximately 27,430 gsf Employee Dining and Recreation building, which would include a ground floor amenity area incorporating a central kitchen and dining area for visiting grooms, jockeys 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. The Dixon Downs Development Standards provide that the Employee Dining and Recreation building may be up to four stories and 60 feet in height, may include a cupola not to exceed an additional 10 feet in height, and may have a building floor area of up to 35,000 sf.

**Table 3-1
Preliminary Plans for Phase 1**

Land Use	Preliminary Conceptual Design Characteristics			Development Standards
	No. Buildings	No. Stories (Building Height)	Total Floor Area (SF)	
Finish Line Pavilion	1 Building	3 Stories (75'2")	192,372	Maximum building height ¹ -- 85' with uninhabitable tower element(s) not to exceed an additional 50' in height. Maximum building floor area -- 225,000 square feet. Maximum guest capacity -- 5,000 (does not include employees).
Grandstand	N/A	N/A	16,000	Maximum permanent seating capacity -- 1,800.
Employee Dining/ Recreation Bldg.	1 Building	3 Stories (41'4")	27,430	Maximum number of stories -- 4. Maximum building height -- 60' with additional 10' for cupola. Maximum building floor area -- 35,000 square feet. Maximum number of double occupancy one bedroom suites -- 30.
Jockey's Quarters	1 Building	1 Story (15'6")	3,000	Maximum number of stories -- 1. Maximum building height -- 25' with an additional 10' for cupola. Maximum building floor area -- 6,000 square feet.
Groom's Quarters	5 Buildings	3 Stories (36'2")	97,170	Maximum number of stories -- 4. Maximum building height -- 60' with additional 10' for cupola. Maximum total building floor area -- 120,000 square feet. Maximum number of buildings -- 6. Maximum number of double occupancy dorm rooms -- 260.
Horse Barns	40 Barns (36 Stalls/Barn)	1 Story (19'11")	498,160 Under Roof	Maximum number of stories -- 1. Maximum building height -- 25' with an additional 10' for cupola. Maximum total building area under roof -- 550,000 square feet. Maximum number of single occupancy horse stalls -- 1,440.
Service Area				
Mechanics Bldg.	1 Building	1 Story (23'10")	14,015	Maximum number of stories -- 2. Maximum building height -- 35' with an additional 10' for cupola. Maximum building floor area -- 20,000 square feet.

Table 3-1
Preliminary Plans for Phase 1

Land Use	Preliminary Conceptual Design Characteristics			Development Standards
	No. Buildings	No. Stories (Building Height)	Total Floor Area (SF)	
Feed Storage/Building	1 Building	1 Story (20'9")	24,000	Maximum number of stories -- 1. Maximum building height -- 35' with an additional 10' for cupola. Maximum building floor area -- 30,000 square feet.
Future Veterinary Clinic	1 Building	1 Story (19'6")	7,200	Maximum number of stories -- 2. Maximum building height -- 35' with an additional 10' for cupola. Maximum building floor area -- 10,000 square feet.
Manure Transfer Building	1 Building	1 Story (27'7")	4,800	Maximum number of stories -- 1. Maximum building height -- 35' with an additional 10' for cupola. Maximum building floor area -- 7,500 square feet.

Note

¹ Maximum building heights are to be measured from the top of the roofline.

Source: Magna Entertainment Corporation, project applicant, 2004.

Jockey's Quarters

A single-story, 15-foot tall, approximately 3,000 gsf Jockey's Quarters would incorporate a silks room, separate men's and women's locker rooms with changing areas, five resting areas for visiting jockeys and a leisure/dining area. The Dixon Downs Development Standards provide that the Jockey's Quarters shall be 1 story and up to 25 feet in height, may include a cupola not to exceed an additional 10 feet in height, and may have a building floor area of up to 6,000 sf.

Groom's Quarters

Five, three-story Groom's Quarters totaling approximately 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 backstretch² personnel. Each dorm room would have its own bathroom and would be designed for double occupancy. None of these rooms would have kitchen facilities and would be used on a short-term temporary basis to house visiting grooms and other horse support personnel. The Groom's Quarters complex would also include private recreational facilities for the use of visiting backstretch personnel (i.e., softball field and basketball court). The Dixon Downs Development Standards provide that the Groom's Quarters may be up to four stories and 60 feet in height, may include a cupola not to exceed an additional 10 feet in height, and may consist of up to six buildings with a combined total building floor area of up to 120,000 sf.

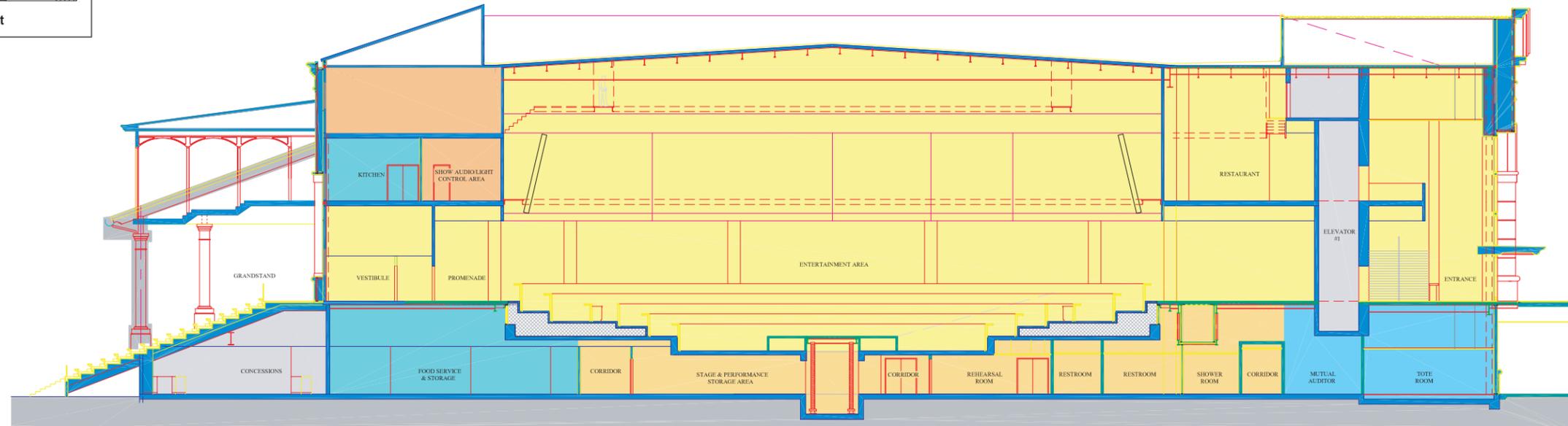
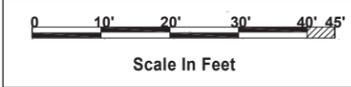
Horse Barns

Forty single-story horse barns, each with 36 stalls. Each barn would have an enclosed floor area and a covered dirt apron resulting in a total barn area under roof of approximately 12,454 gsf, per barn and 498,160 gsf for all 40 barns. The horse barns could accommodate up to a total of 1,440 horses. Each barn would have 2 feed rooms, 2 tack rooms, 1 security office and 4 restroom facilities. The Dixon Downs Development Standards provide that the horse barns shall be one story and no greater than 25 feet in height, may include a cupola not to exceed an additional 10 feet in height, and may have a combined total building area under roof of up to 550,000 sf.

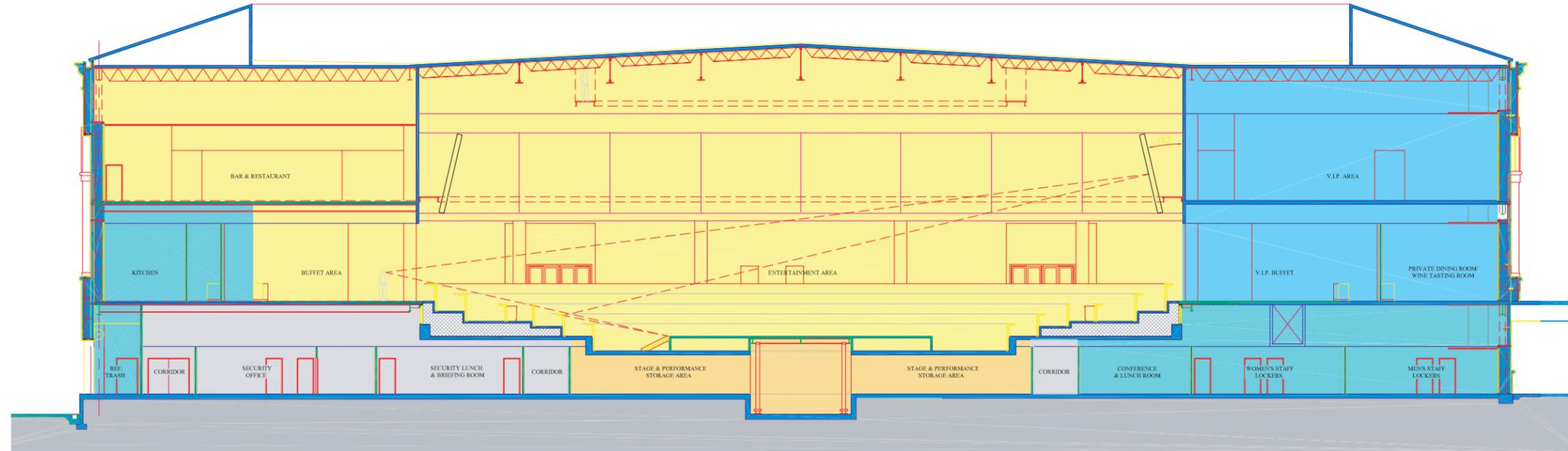
Racetrack Center

The racetrack center also would include an ancillary service area consisting of a single-story, approximately 14,015 gsf Mechanics building; a single story, approximately 24,000 gsf Feed building for hay and straw storage; a single-story, approximately 4,800 sf Manure Transfer building; and a single-story, approximately 7,200 gsf future Veterinary Clinic. The Dixon Downs Development Standards provide that the Mechanics building may be 2 stories and up to 35 feet in height and may have a building floor area of up to 20,000 sf; that the Feed building would be one story and no greater than 35 feet in height and may have a building floor area of up to 30,000 sf; that the Manure Transfer building would be one story and no greater than 35 feet in height and may have a building

2 "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 Groom's quarters, horse barns and service area (mechanics building, feed building, manure transfer building, and future veterinary clinic) the race track, race track infield and other areas directly associated with racing, care of horses and maintenance.



1 AXIAL SECTION



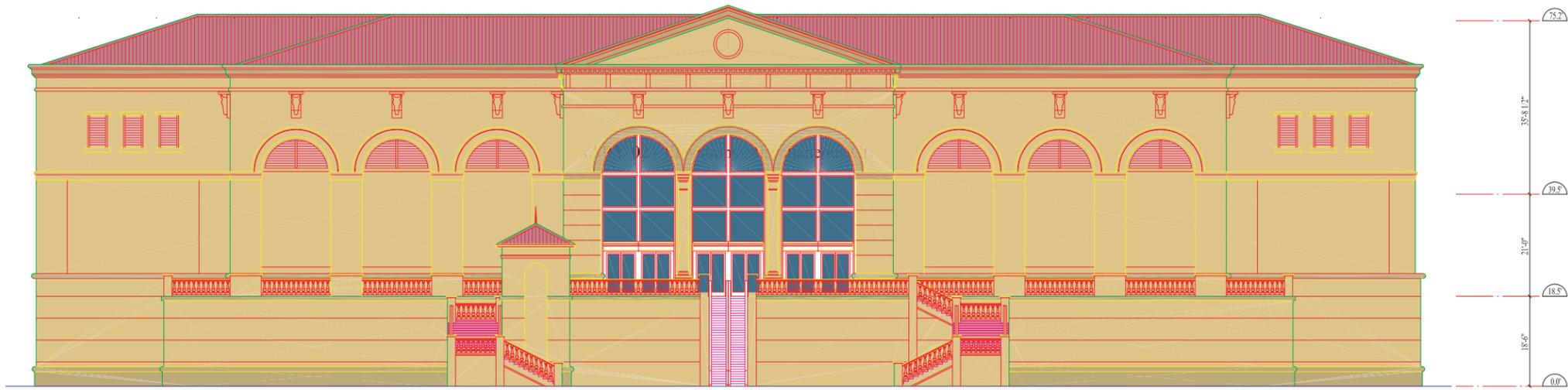
2 LONGITUDINAL ELEVATION

Source: Magna Entertainment Corp.

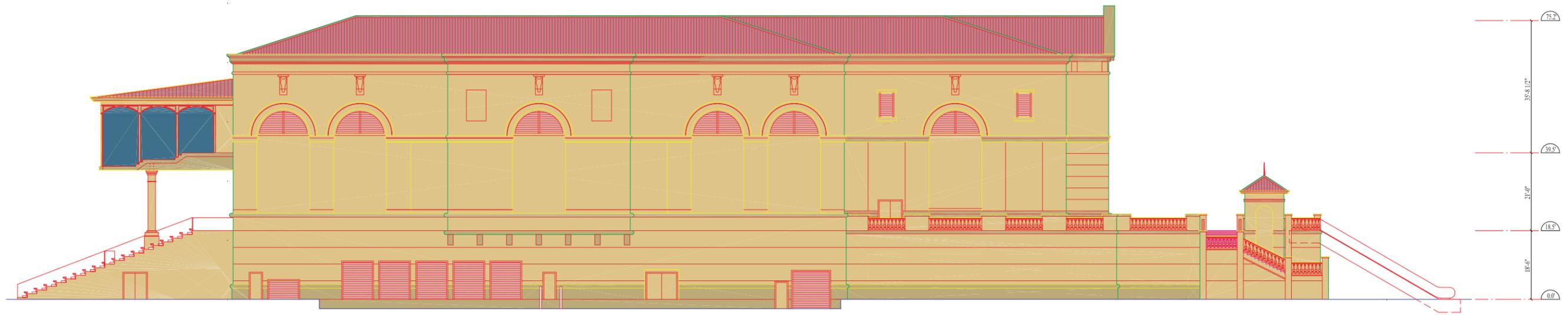


FIGURE 3-5
Pavilion – Building Sections

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① FRONT ELEVATION



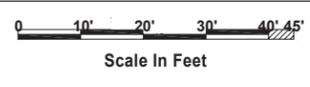
② SIDE ELEVATION

Source: Magna Entertainment Corp.

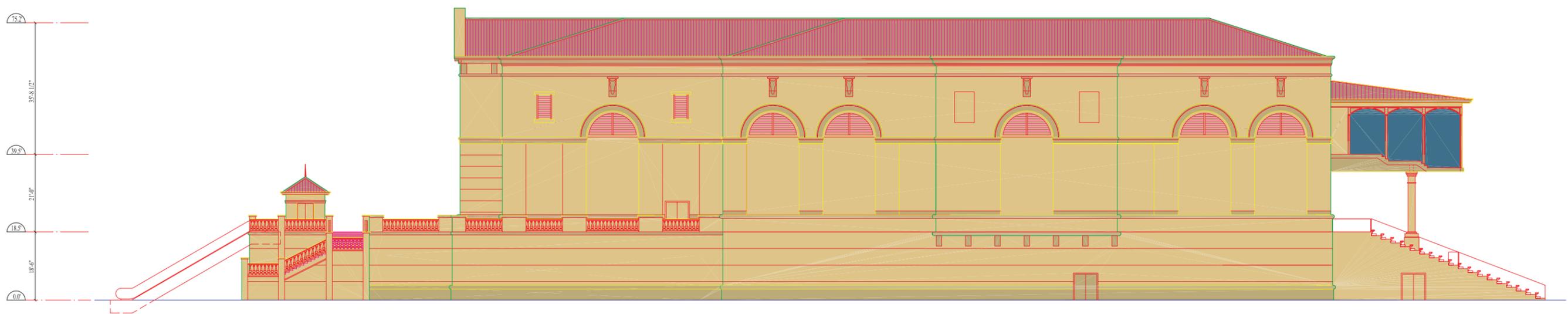


FIGURE 3-6
Pavilion – Elevations

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① TRACKSIDE ELEVATION



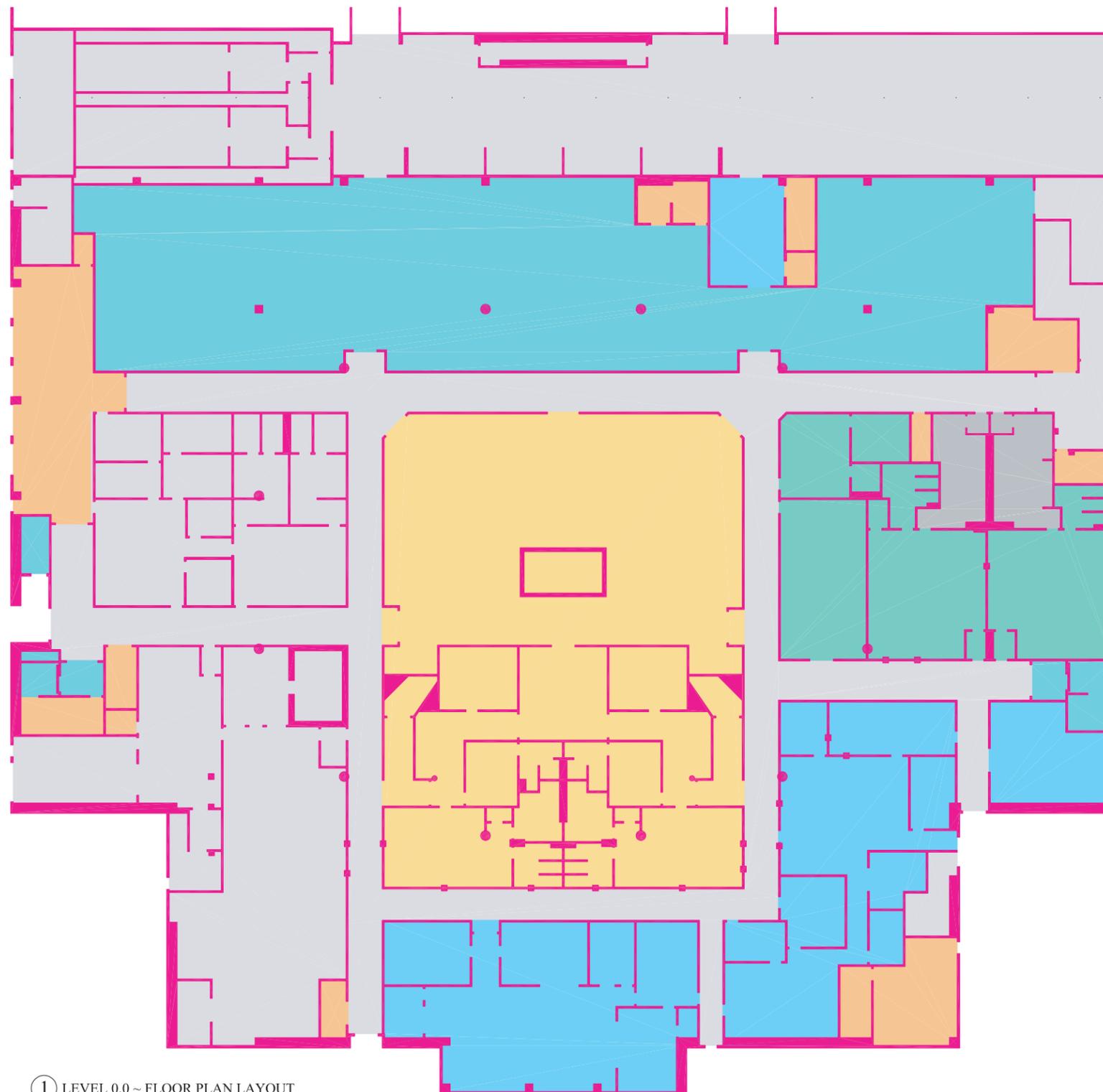
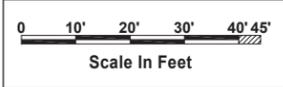
② SIDE ELEVATION

Source: Magna Entertainment Corp.



FIGURE 3-7
Pavilion – Elevations

10811-00



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

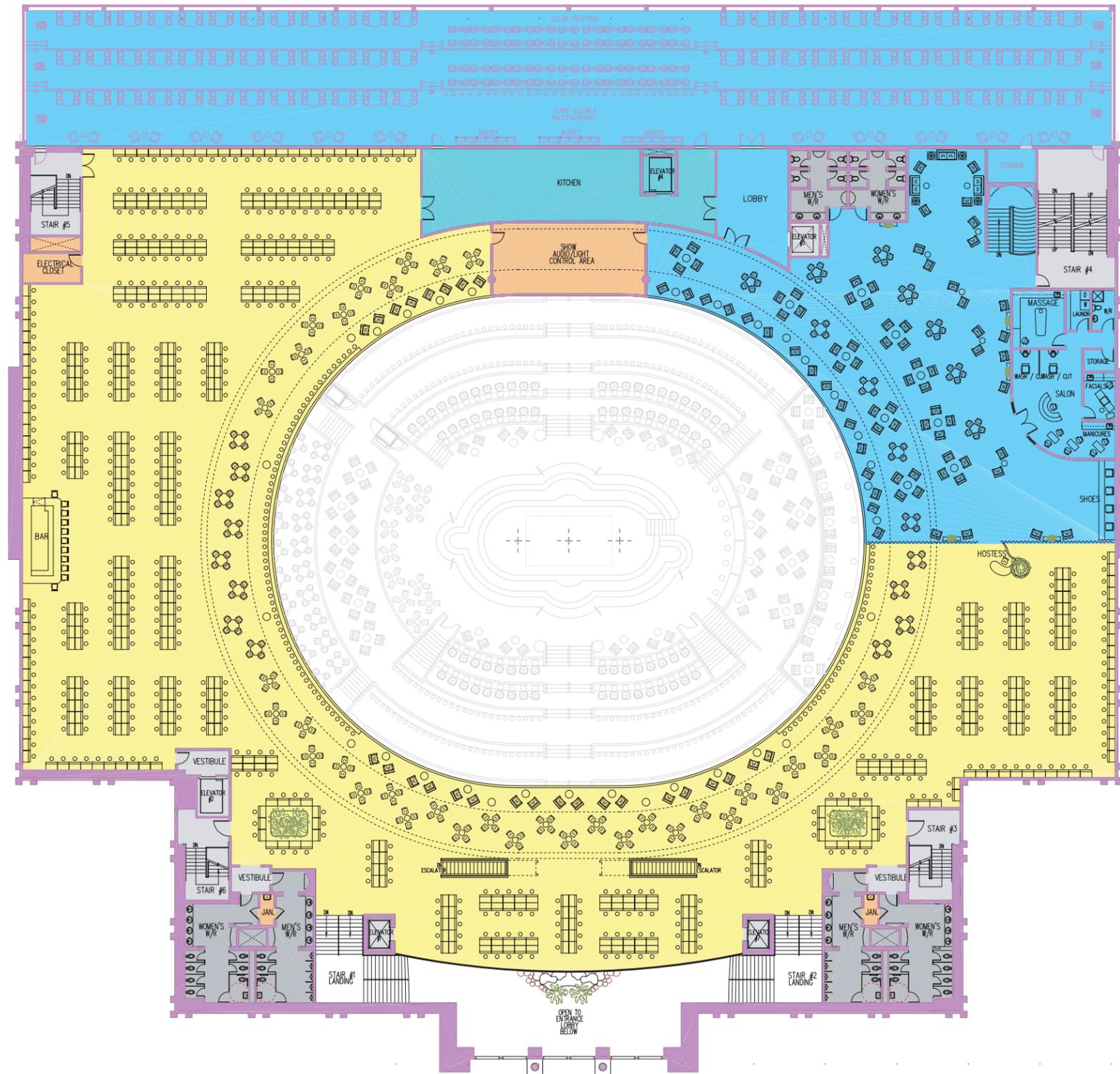
TOTAL FLOOR AREA @ 0'-0"	68,707 sq.ft.
TOTAL FLOOR AREA @ 18'-6"	73,598 sq.ft.
TOTAL FLOOR AREA @ 39'-6"	50,067 sq.ft.
GRAND TOTAL	192,372 sq.ft.
TOTAL STAND-UP MACHINES =	202

Source: Magna Entertainment Corp.



FIGURE 3-8
Pavilion – Ground Level

10811-00



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.
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GRAND TOTAL	192,372 sq.ft.
TOTAL STAND-UP MACHINES =	202

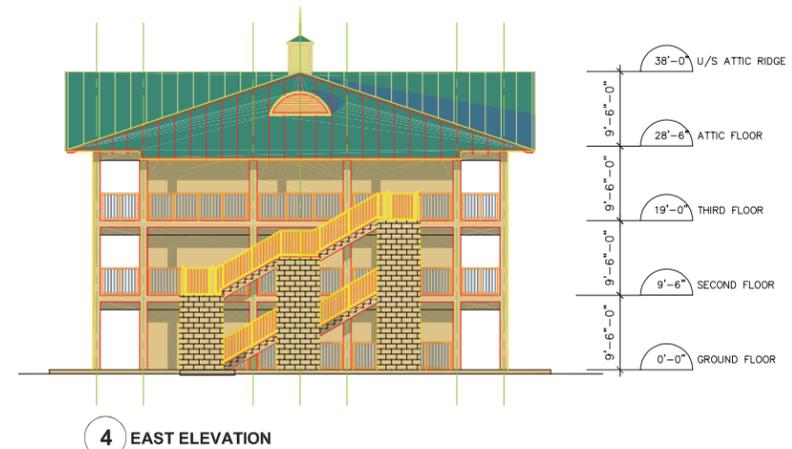
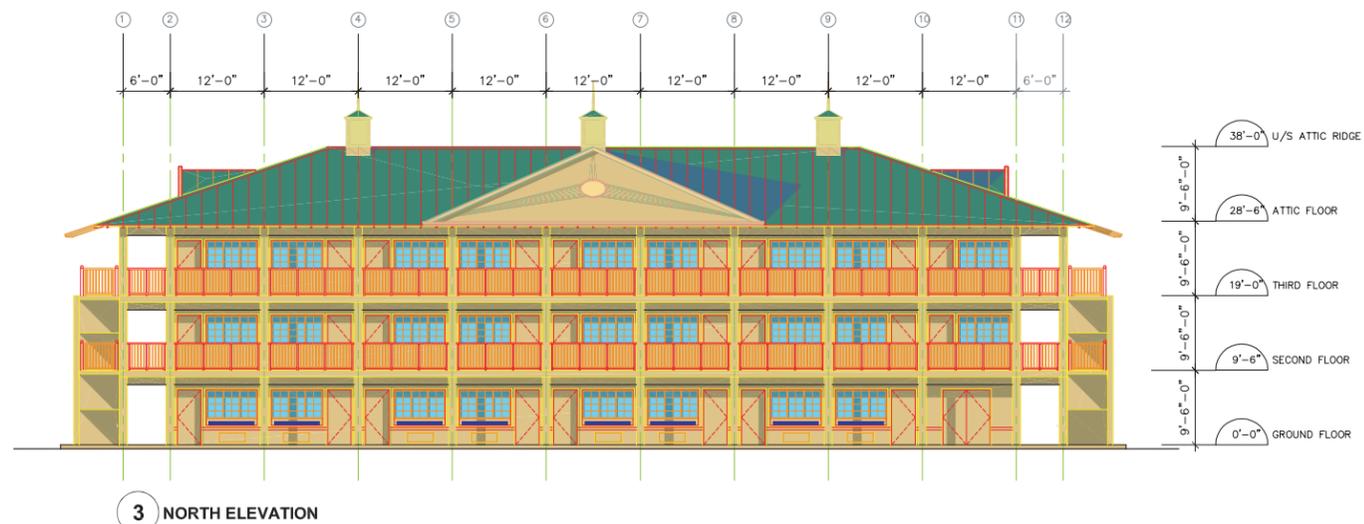
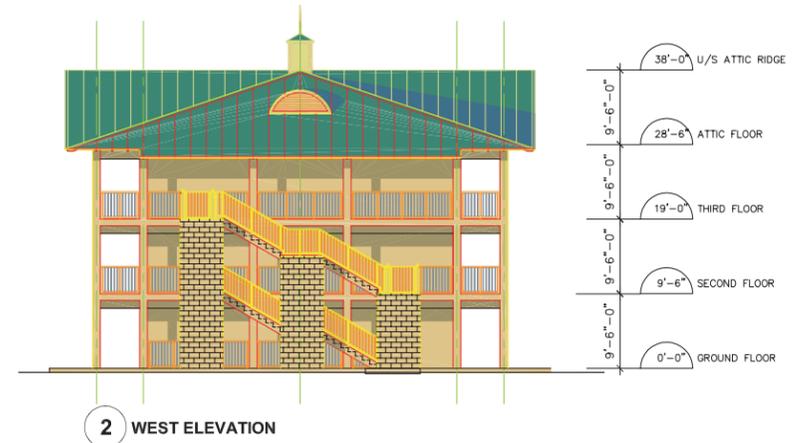
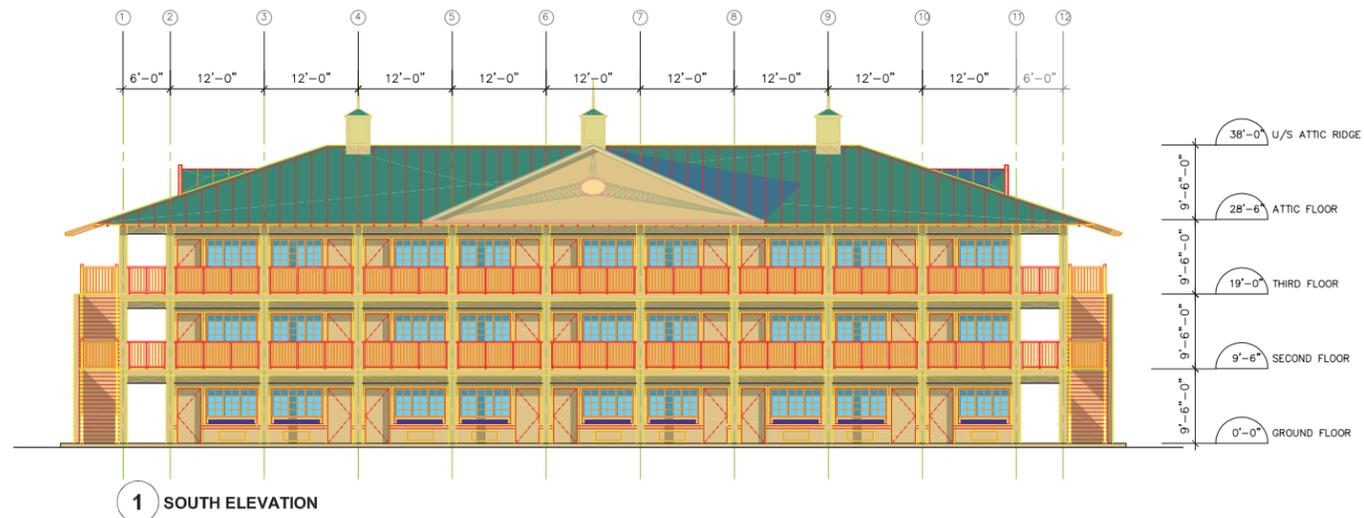
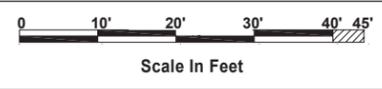
① LEVEL 39.5 ~ FLOOR PLAN LAYOUT

Source: Magna Entertainment Corp.



FIGURE 3-10
Pavilion – Second Level

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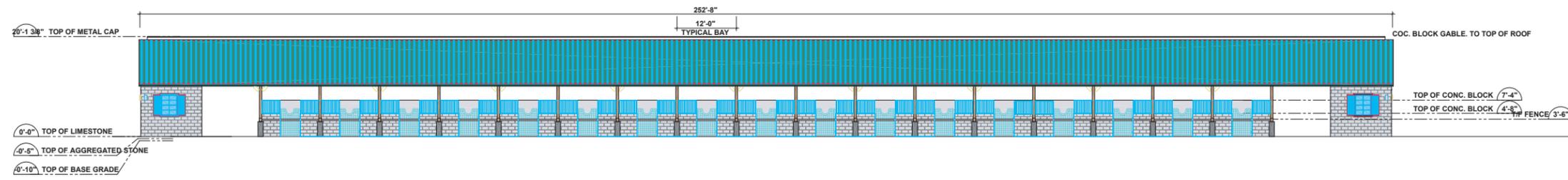
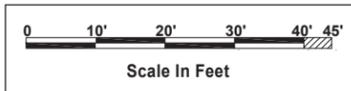


Source: Magna Entertainment Corp.

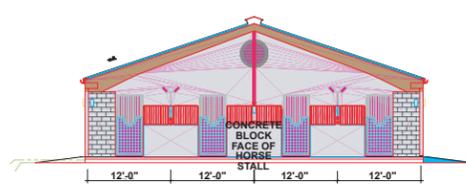


FIGURE 3-11
Dormitory Building – Elevations

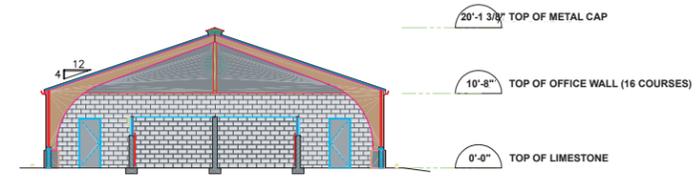
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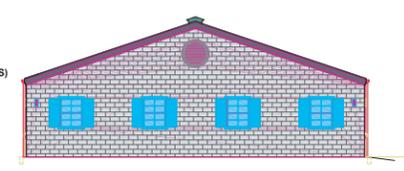
1 SIDE ELEVATION



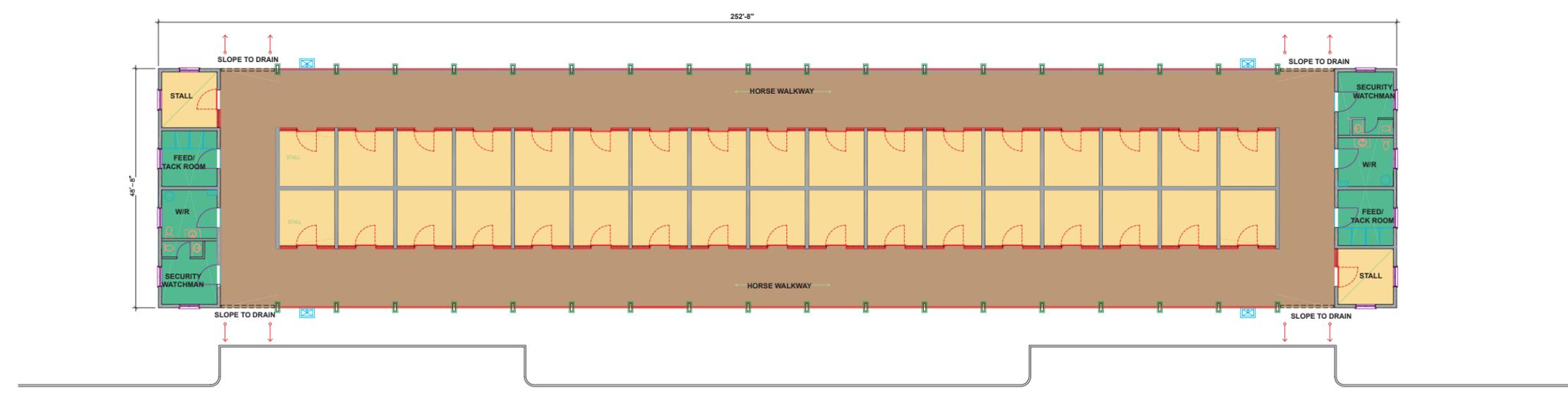
2 SECTION



3 SECTION



4 END ELEVATION



5 PLAN

Source: Magna Entertainment Corp.



FIGURE 3-12
Horse Barns

10811-00

floor area of up to 7,500 sf; and that the Veterinary Clinic may be 2 stories and up to 35 feet in height and may have a building floor area of up to 10,000 sf. All service area structures may also include a cupola not to exceed an additional 10 feet in height.

The Dixon Downs Development Standards provide that a minimum of 3,637 automobile parking spaces and 20 bus parking spaces be provided to serve the Finish Line Facilities. The Dixon Downs Development Standards provide that a total of 647 automobile parking spaces and 180 open trailer parking spaces would be provided in surface lots to serve the Backstretch facilities.

Special and Major Horse and Non-Horse Related Events

The Proposed Project would include horse racing and non-horse racing events involving an attendance of up to 6,800 patrons (capacity of the Finish Line Pavilion and Grandstand combined excluding employees). This is defined as a “Tier 1” event. Non-horse racing events may include, but are not limited to, music concerts (ranging from rock to classical); equestrian events (such as polo, dressage, horse auctions, and ride and tie); athletic events (such as soccer, rugby, bicycle/BMX races, and cyclo-cross); automobile/motorcycle related events (such as autocross, dirt bike races, auto club shows, tractor pulls, auto and RV auctions/shows, ride and drive events, drivers training, and emergency vehicle training); social events (such as homecoming and graduation events, weddings, bar/bat mitzvahs, church gatherings, rallies, and reunions); business events (such as conventions, conferences, retreats, seminars, workshops, and annual meetings); and miscellaneous other events (such as flea markets, farmers’ markets, food shows, cooking events, cirque de soleil events, swap meets, and job fairs).

“Tier 2” events, consisting of events involving an attendance of between 6,800 patrons (capacity of the Finish Line Pavilion and Grandstand combined) and 15,000 patrons, are also proposed. Tier 2 events could include concerts, large horse racing events or other events. Tier 2 events would occur periodically throughout the year. The project applicant has not proposed any particular number of Tier 2 events. However, for the purposes of this EIR and based on the applicant’s experience and observation at other racetracks, it is reasonable to assume it is unlikely there would be more than 10 horse-related Tier 2 events per year and 15 non-horse related Tier 2 events per year. By December 15th of each year, the racetrack operator would notify the City of any Tier 2 events that are expected to be staged at the racetrack during the following calendar year. Additional events could be added during the course of the year, provided the City is notified at least 30 days in advance. The administrative and enforcement authority of the City with respect to Tier 2 events at the project site would be ministerial in nature.

In addition to Tier 1 and Tier 2 events, the Proposed Project would also include “Tier 3” events. A Tier 3 event would have an attendance of between 15,000 up to 50,000 patrons. The project applicant has indicated they do not anticipate more than one Tier 3 event per year. Notice of a Tier 3 event would be provided to the City a minimum of one year in advance. A Tier 3 event would be limited to a special horse racing event such as a Breeders Cup.

Tier 2 and Tier 3 events would be held in the Finish Line Pavilion, Grandstand, and in the surrounding parking areas and/or infield area of the track. Events held in the infield would include emergency access across the track via a 16-foot wide “tram” structure that would include railings and is designed to provide safe passage across the track area. Bleachers, stages, and other facilities could

be temporarily erected in the infield area along with portable restroom facilities and other amenities. Ultimately any event to be held in the infield would require review and approval by the City of Dixon police and fire departments to ensure adequate access is provided in the event of an emergency evacuation. It is anticipated the project applicant would prepare a Master Fire, Safety, and Security Plan that would address emergency evacuation procedures and other public safety and security controls. In addition, the project applicant would also prepare a Major Event Management Plan for Tier 2 and Tier 2 events that would include standards and criteria for public health (i.e., sanitation), parking, traffic management, event access, crowd control, and waste management.

Use of Infield During Large Events

During large events, primarily Tier 3 events, the track infield may be used for visitor entertainment and/or race viewing. The infield guest zone will start a minimum of 20' away from the inside track rail and be accessed across the track and along the finish line as indicated on the site plan drawings.

Infield Access

Patron access to the infield would be achieved through purpose-made 16-foot long trams (complete with railings and suitable tires for turf) which will be placed end to end to form a bridge across the track. The trams allow foot and vehicle traffic to and from the infield area without compaction or other damage to the tracks, minimizing potential safety hazards for horses and their riders. Trams would be placed at the primary infield access location immediately south of the Finish Line Pavilion. The infield access at this location would be expected to fill and empty the infield in a period of about 90 minutes. In addition, trams would be located at up to four (4) other locations around the track for emergency ingress/egress purposes. The trams will be wide enough to empty the entire field within a 45 minute period in an emergency.

The applicant would work with City of Dixon police and fire departments to determine the ideal exit widths. Based on a Time Exit Analysis, the applicant assumes that guests move along level and sloped grades at 300-feet per minute and that 40 people per minute can pass through one exit width (about two-feet for corridors, doorways and gates). During a 15-minute period each exit width would account for the exiting of 600 guests (40 x 15). Assuming a 30,000 guest capacity approximately 100 feet of gate width would be required. As the main movement corridor across the track is 25 feet wide the other four access locations would each need to be at least 18.75 feet wide. If the City or project applicant determines that the travel distance is too far, or wishes to shorten the exiting cycle, additional width could be added to the exits.

During a race day event, the trams would be placed over the track prior to the first race. Immediately prior to and during races, the trams would be removed to allow unencumbered use of the track for racing. Following each race, the tram(s) would be extended over the track to allow ingress/egress of patrons to and from the infield area. Following the last race of the day, the trams would be extended over the track until all patrons and vehicles have exited the infield area.

Infield Services

A minimum of two first-aid tents would provide emergency health services. Ambulances would be located, as required, both on infield and backstretch areas commensurate with the size of crowd. For larger crowds, health stations will be set up in the infield for minor issues which can be solved

on site (i.e. dehydration). The health station equipment will include golf carts with stretchers. Security and Health Safety services would be outsourced as required by the magnitude of the event. Emergency services would be coordinated with the City of Dixon Fire Department, Police Department and local emergency medical providers.

If required, ambulances or fire trucks will be allowed to cross the track at the finish line. Moving across the tracks from the infield, the vehicles connect with the fire route provided along the apron and through the parking lot onto the main arterial road and towards the hospital.

Phase 2 – Commercial Development

It is not expected that Phase 2 of the Proposed Project would be constructed until after Phase 1 is operational. Phase 2 would include a mix of retail and office uses as well as a hotel/conference center. The Phase 2 uses would not exceed a maximum of 1.2 million square feet (msf) of development that includes a mix of retail, office, and hotel/conference uses. Within the Phase 2 development a minimum of 550,000 sf to a maximum of 950,000 sf of retail uses may be developed. Office uses may include development of a maximum of 400,000 sf. The hotel/conference uses are projected to include a 200,000 sf 240 room hotel with 50,000 sf of conference space. Table 3-2 summarizes the proposed land uses included in Phase 2.

Phase 2 is presented as a conceptual design to allow the project applicant flexibility to adapt the design of subsequent sub-phases to meet market demands. For example, if there is a greater demand for retail uses versus office uses, the amount of retail space would increase (not to exceed a maximum sf of 950,000 sf) while the total amount of office use would decrease, providing the total developed building floor area stays within the allowable 1.2 million square feet. The Design Guidelines would include specific design parameters for Phase 2 even though the buildings have not yet been designed. These design parameters include the development standards relative to the maximum height set forth in Table 3-3. All new development associated with Phase 2 would conform to the design parameters defined in the Design Guidelines.

The land uses proposed as part of Phase 2 would be designed to build upon and supplement the destination entertainment theme established in Phase 1 by the racetrack with its multi-purpose Finish Line Pavilion. Phase 2 would consist of an approximately 65-acre “Marketplace” located west of the racetrack (shown in Figure 3-13 as Mixed Use Development Area No. 7.) and an approximately 15-acre “Commerce Center” located north of the racetrack (shown on Figure 3-13 as Mixed Use Development Area No. 7a.). The Marketplace would include retail and hotel/conference uses. Office uses would be permitted in this area, but would be peripheral to the other uses.

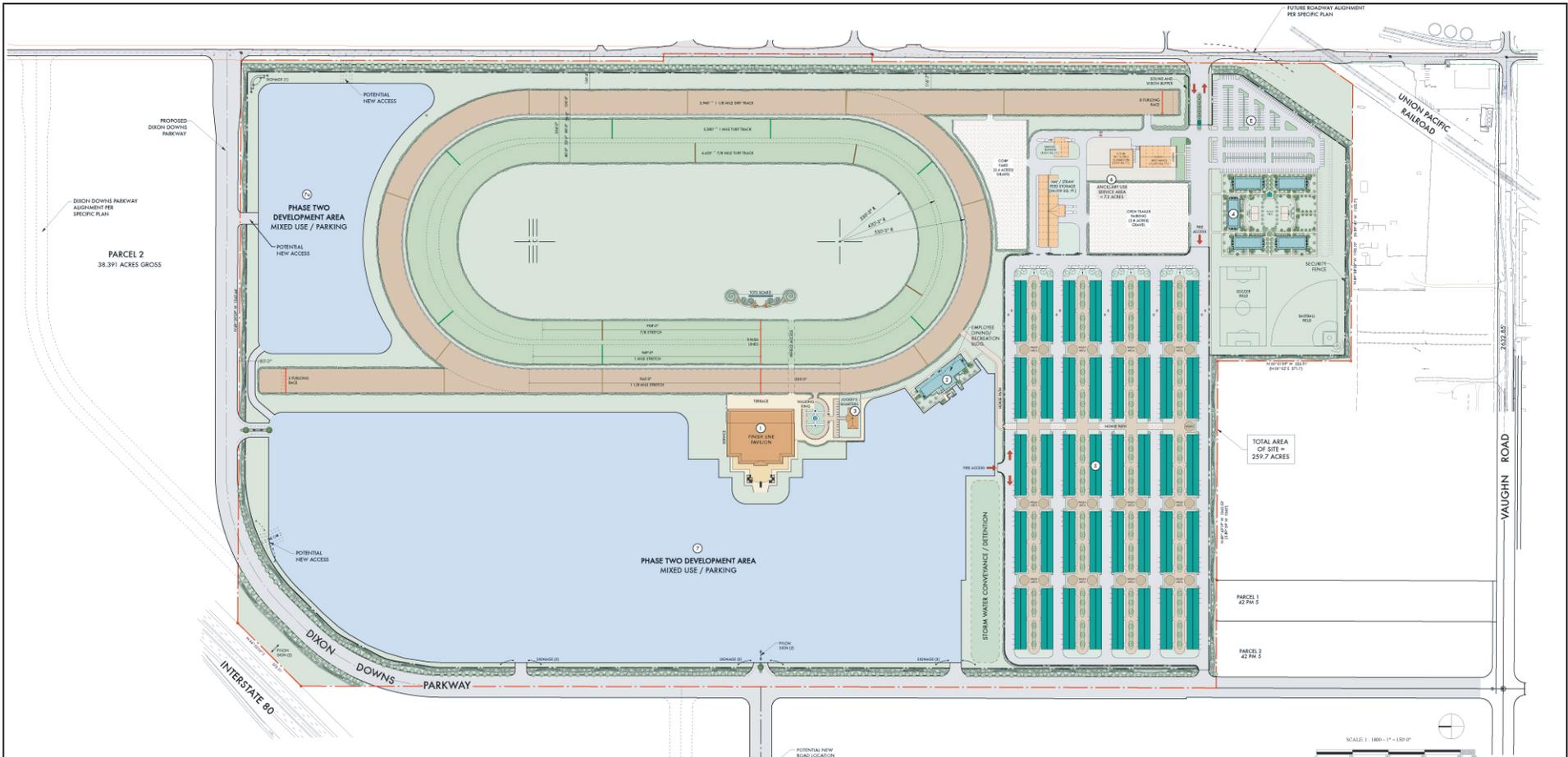
The Marketplace would have as its principal design feature a clustered, mixed-use “Village Core” that would be situated internal to the site in proximity to the Finish Line Pavilion along both sides of the project’s main entry boulevard. Opportunities would also be provided for freestanding stores, movie theaters, office buildings, and smaller inline centers at the project entries and along the Dixon Downs Parkway frontage. The Commerce Center would include office and hotel/conference uses. Retail uses would also be permitted, and may be substituted for office uses as the defining element of the Commerce Center should the retail market support such a shift in emphasis. The Commerce Center is envisioned as a “campus” style development that would incorporate the finish line turn of the racetrack as a design element.

Table 3-2

Conceptual Plans for Phase 2 – Proposed Land Uses

Land Use	Minimum Retail Area (sf)	Total Floor Area Proposed (sf)	Maximum Retail Area (sf)	Notes
Anchor Retail	130,000	330,000	530,000	200,000 sf transfer between retail and office uses depending upon the market demand. This could also include other retail categories as well.
Mini Anchor Retail	70,000	70,000	70,000	
Commercial Retail Units (CRU)	250,000	250,000	250,000	2,500 – 10,000 sf per Unit = Approximately 25 - 100 Units
Theater	70,000	70,000	70,000	Approximately 20 screens – Freestanding and/or above retail
Restaurant	30,000	30,000	30,000	
Subtotal Retail:	550,000	750,000	950,000	
Hotel	200,000	200,000	200,000	Approximately 240 Rooms – Freestanding and/or above Convention Hall
Conference Halls	50,000	50,000	50,000	Freestanding and/or below hotel
Offices	400,000	200,000	0	Freestanding and/or above retail
Total Phase 2	1,200,000	1,200,000	1,200,000	

Source: Magna Entertainment Corporation, Project applicant, November 2004.



Phase One:

Building	Ground Floor Area/SF	# of Buildings	# of Stories	Height (ft)	Total Area (sf)	Notes
1. Finish Line Pavilion	58,616	1	3	+/- 75	192,372	5,000 guest capacity
Finish Line Grandstand	16,000	-	-	-	16,000	Approx 1,800 guest capacity
2. Employee Dining/Rec Bldg	8,979	1	3	+/- 41	27,430	30 Deluxe groom's quarters
3. Jockey's Quarters	3,000	1	1	+/- 15	3,000	
4. Groom's Quarters	6,478	5	3	+/- 36	97,170	260 dorm rooms (52 units/bldg)
5. Horse Barns	12,454	40 barns	1	+/- 19	498,160	1,440 stalls total (36 stalls/barn) 80 feed, 80 tack, 80 security office, 160 w/c
6. Service Areas (8.0 acres)						
Mechanics Bldg	13,500	1	1	+/- 23	13,500	
Hay/Straw/Feed Bldg	24,000	1	1	+/- 20	24,000	
Manure Transfer Bldg	4,800	1	1	+/- 27	4,800	

Phase Two:

Building	Ground Floor Area/SF	# of Buildings	# of Stories	Height (ft)	Total Area (sf)	Notes
Future Vet Clinic	7,200	1	1	+/- 19	7,200	
7. Mixed Use/Parking	2,804,055				2,804,055	
7a. Mixed Use/Parking	590,070				590,070	Approx 1,800 guest capacity

Source: Magna Entertainment Corporation, 2004



FIGURE 3-13
Phase 2

10811-00

Table 3-3

Phase 2 – Proposed Building Heights

Phase 2 Land Uses	Maximum Number Stories (Maximum Building Height)	
Dixon Downs Marketplace		
Village Core	Retail	4 stories (70')
	Hotel/Conference Center	10 stories (130')
	Office	5 stories (70')
	Structured Parking	5 stores (60')
Perimeter Locations	Retail	2 stories (35')
	Hotel/Conference Center	4 stories (60')
	Office	3 stories (45')
	Structured Parking	2 stories (25')
Dixon Downs Commerce Center		
	Retail	2 stories (35')
	Hotel/Conference Center	10 stories (130')
	Office	5 stories (70')
	Structured Parking	3 stories (40')

Source: Magna Entertainment Corporation, project applicant, 2004.

Phase 2 is planned to develop incrementally in subphases based on market response to the prior phases of development. Parking for Phase 2 would be phased 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 Proposed Project would provide a total of 6,873 parking spaces.

Project Components – Development and Design Guidelines and PD Development

The Proposed Project also includes the Dixon Downs Development and Design Guidelines (Design Guidelines) which establish the standards and criteria that govern the design of both Phase 1 and Phase 2 land uses. Preliminary conceptual site and building designs have been prepared for the Phase 1 land uses consistent with the Design Guidelines. These preliminary conceptual plans, together with the Design Guidelines, provide the basis for analyzing the environmental effects of the racetrack and related Phase 1 facilities. It is anticipated that these preliminary conceptual designs would undergo further refinement prior to submittal for design review by the City.

At this time preliminary conceptual site and building designs have not been prepared for Phase 2 land uses.

Development Agreement

A Development Agreement is part of the Proposed Project, and this EIR will constitute the EIR for the Development Agreement. If both the project and the Development Agreement are approved, the Development Agreement would vest the Phase 1 entitlements and the right to develop 1.2 msf of retail, theater, restaurant, hotel, conference center and office uses over the term of the Development

Agreement. For purposes of evaluating the environmental impacts of the vested Phase 2 development program, the project has been defined in terms of the mix of land uses described in Table 3-2 and the development standards and criteria established by the Design Guidelines. The Development Agreement, however, would allow square footage to be transferred between uses without triggering further environmental review provided that the development standards and criteria of the Design Guidelines are met and the mix of uses does not exceed the thresholds quantified in this EIR. This would include traffic demand (in terms of p.m. peak hour trips), water demand (in terms of gallons per day), and sewer demand (in terms of million gallons per day) 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 project addressed in this EIR. As discussed previously, within the development envelope a maximum of 950,000 sf of retail uses or in the alternative, a maximum of 400,000 sf of office uses could be developed if the market trends at that time warranted a different mix of uses than originally proposed. In essence, 200,000 sf of office uses could be transferred and developed as retail uses and 200,000 sf of retail uses could be transferred and developed as office uses. In this fashion, provided the traffic, water, and sewer demands do not exceed those evaluated in the EIR and the development meets the Design Guidelines, it would be an allowable transfer of square footage.

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 the environmental impacts do not exceed what was analyzed in this EIR.

Circulation and Parking

Access to the site would be by way of a landscaped entry road or boulevard, which would access the site from the west and would be considered an extension of the re-alignment of Dorset Drive (Arterial “B” in the NQSP) as shown in Figure 3-4. This tree-lined roadway corridor would be centered on the Finish Line Pavilion and Plaza. It would terminate at the Finish Line Plaza in a T-intersection with an internal secondary road that would carry traffic to Phase 1 surface parking located to the north and south of the entry corridor (as shown in Figure 3-4).

The Proposed Project also proposes to realign two roadways: Dorset Drive and Dixon Downs Parkway (Professional Drive in the NQSP). Dorset Drive would be moved from its present location to an alignment approximately 340 feet to the south in order to line up with the project’s Entry Boulevard and the Finish Line Pavilion. The principal purposes of realigning Dorset Drive would be to provide a more

efficient signalization program at the intersection of Dorset Drive and Dixon Downs Parkway and to create a more direct entry that would make use of the Finish Line Pavilion and Plaza to provide a visual focal point at the terminus of Dorset Drive. In addition, the proposed alignment of Dixon Downs Parkway would be realigned so that the southern edge of Dixon Downs Parkway right-of-way would abut the northern boundary of the project site. The principal purpose of realigning Dixon Downs Parkway would be to avoid the potential auto/truck conflicts that could occur because the Parkway, as currently depicted in the NQSP, serves not only to provide ingress and egress to the project site but could also provide access to the proposed Flying J truck stop, north of the project site.

The proposed circulation plan has been designed to provide direct arterial access between the project site and two freeway interchanges. Pedrick Road, which abuts the project site along the entirety of its eastern

boundary would provide ingress and egress by way of the Pedrick Road interchange with I-80 located approximately 2,500 feet to the north of the site. Alternatively, another access, Dorset Drive (which serves as the main entry to the project site) would connect by way of North 1st Street (Highway 113) to a second I-80 interchange located approximately 2,500 feet from the project's western boundary.

Buses or multiple passenger vehicles would also enter and exit the site by way of the two interchanges discussed above, but would be assigned designated holding/parking areas separate from the parking areas provided for passenger vehicles. It is anticipated a Major Event Traffic Management Plan would be developed by a traffic consultant under contract to the applicant in coordination with the City Engineer in order to minimize inconvenience and maximize safety, efficiency and functionality on I-80 and local roads during large events (Tier 2 or Tier 3 events). The Major Event Traffic Management Plan would include strategies to address large Tier 2 and Tier 3 events (such as live racing or concerts). The Major Event Traffic Management Plan would also include standards and criteria to address public health and safety, parking, traffic management, hours of operation, event access, crowd control, and waste or trash management.

The entrance to the backstretch facilities (including the horse barns, Groom's 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). Visitors and any vendors, supply or delivery vehicles would require a day pass to gain access to this area.

Parking

Preliminary conceptual plans for Phase 1 could accommodate a total of up to approximately 4,484 parking spaces. Construction of the surface parking lots would be phased and would be provided in surface lots at two principal locations. Surface parking totaling approximately 647 spaces would be provided to serve the racetrack's backstretch facilities including the Groom's Quarters, Horse Barns and Service Areas (Mechanics building, Hay/Straw Feed building, Manure Transfer 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 Groom's Quarters (407 spaces) and the Horse Barn/Service Areas (240 spaces) with access off of Pedrick Road. An additional 180 parking spaces designed to accommodate horse trailers would be located adjacent to the Service Area. The majority of the Phase 1 parking (3,637 spaces) would be located around the Finish Line Pavilion Building, as shown in Figure 3-4. The Finish Line parking would also include twenty spaces designated for bus parking.

As Phase 2 land uses are introduced, they would replace those portions of the Phase 1 parking field located adjacent to the entry corridor/secondary roadway 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. The use of parking structures provides an expandable means of addressing Phase 2 parking requirements once surface parking options are at capacity. At build out of Phase 1 and 2, the Proposed Project would include a minimum total of approximately 6,873 spaces.

Event Parking

Parking for a Tier 1 event is anticipated to be accommodated on the project site with development of both Phase 1 and 2. Parking for a Tier 2 event with just Phase 1 is also anticipated to be accommodated within the project site. However, parking for a Tier 2 event with both Phases 1 and 2 would be handled through the Major Event Management Plan. Parking for a Tier 3 event is anticipated to be accommodated through a combination of on-site and off-site parking within the NQSP area or, if necessary, outside the City of Dixon. In the event parking is provided off-site, shuttles would be available to transport people to the project site.

Temporary Parking to Serve the Phase 1 Finish Line Land Uses

Because Phase 1 parking for the Finish Line Pavilion would be located on that portion of the site designated for development of the Phase 2 Dixon Downs Marketplace, a permanent parking plan for the Finish Line Pavilion would not be developed except as a part of the Phase 2 Site Plan. Accordingly, Phase 1 parking for the Finish Line Pavilion would initially be provided in temporary lots to be located in the primary, secondary and overflow areas, as shown on the Phase 1 Conceptual Site Plan.

- The Primary Parking Area -- The primary parking area would be located on both sides of the tree-lined entry road, would be paved, and may include an area designed to accommodate special events requiring the use of open, uninterrupted paved areas such as sports car rallies and other type events.
- The Secondary Parking Area -- The secondary parking area would be located to the north of the primary parking area and would consist of a gravel surface.
- The Overflow Parking Area -- The overflow parking area would be located to the north of the secondary parking area and would consist of unimproved compacted soils planted with native grasses.

Landscaping Requirements for the Phase 1 Temporary Parking Lots

These Phase 1 parking areas would function as temporary facilities until permanent parking replaces them as part of the Phase 2 development program. For this reason, the Phase 1 parking lot landscaping would also be temporary in character and would serve principally to define the edges of the parking areas. The tree plantings necessary to meet the City's 15-year/50 percent shade requirement would be deferred until the Phase 2 Site Plan is prepared and approved and the permanent parking lots are constructed. A Phase 2 Site Plan including a plan to replace the temporary parking for the Finish Line Pavilion with permanent parking would be submitted as one of the required elements of an application for design review for the first permanent structure to be constructed in Phase 2 (other than the Hotel/Conference Center) or within five (5) years of occupancy of the Finish Line Pavilion, whichever occurs first. The Phase 2 Site Plan would include a landscaping program to assure that as the temporary parking serving the Finish Line Pavilion is replaced by permanent parking serving the combined Phase 1 and Phase 2 land uses, the 50 percent shade requirement is met within 15 years following construction of the permanent parking. All temporary parking would have been replaced with permanent parking within ten (10) years following occupancy of the Finish Line Pavilion.

Pedestrian Circulation

The Proposed Project is designed to provide, at a single location, a combination of land uses that would be accessible by pedestrians once on-site. The Village Core and Entry Corridor would include pedestrian promenades and open air gathering areas with outdoor seating and other pedestrian amenities designed to enhance the pedestrian experience. The principal building entries of the Village Core 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 appropriate locations.

Transportation Demand Management

The Proposed Project would incorporate a Transportation Demand Management (TDM) plan that would include measures to reduce single-occupant vehicle use, including increased use of public transit, a shuttle service between the project site and the future downtown rail station, and incentives for employees to use 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 land uses on site, such as temporary 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 project site would be provided by way of Pedrick Road, North 1st Street, Dorset Drive and proposed Dixon Downs Parkway. Pedrick Road is an existing roadway, while Dorset Drive and Dixon Downs Parkway are NQSP roadways (referred to as Arterial B and Professional Drive in the NQSP), which have not yet been built and would need to be constructed to serve the Proposed Project.

Drainage

The Dixon Downs project site is within the City's Watershed D, which drains into the Dixon Resource Conservation District's Tremont 3 Drain. The Tremont 3 Drain discharges into the Reclamation District (RD) 2068 Main Canal, which in turn drains into RD 2068's V-Drain. The V-Drain discharges into Hass Slough and Hass Slough drains into the Sacramento River.

Storm runoff from the NQSP area drains generally in an east-southeasterly direction away from I-80. There are several existing culverts under I-80, which allow drainage from approximately 1,700 acres of agricultural land northwest of I-80 to drain into the NQSP area. A single 36-inch wide by 22-inch high oval culvert crosses under Pedrick Road approximately 2,400 feet north of Vaughn Road and conveys the majority of runoff easterly towards the Union Pacific (UP) railroad tracks in an existing, partially sedimented drainage ditch. The culvert under Pedrick Road lacks adequate capacity for even small (2-year to 3-year) storm events and flood flows routinely overtop Pedrick Road. Flow in the drainage channel continues eastward through an existing 36-inch corrugated metal pipe (CMP) culvert under the UP tracks and into the Tremont 3 Drain system. Two additional culverts under the railroad track convey drainage from between Pedrick Road and the railroad tracks to the Tremont 3 Drain system.

A single 36-inch wide by 22-inch high oval CMP culvert carries runoff from the southern areas of the NQSP, including some drainage from the Proposed Project site, under Vaughn Road. From this culvert runoff enters a drainage ditch that flows to the southwest along the UP railroad tracks for approximately 800 feet. At this location it enters a 36-inch CMP culvert under the railroad tracks. However, the railroad culvert is almost completely plugged with sediment and can convey very little flow. Also, the ditch downstream of the railroad culvert has been filled, so any flow passing through the railroad culvert would sheet flow across the fields east of the railroad and then enter the Tremont 3 Drain system.

The Proposed Project drainage system would be designed 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, an inner track 100 acre-foot detention pond, and other drainage collection and detention measures both above and below ground.

Runoff from areas west of the project site would be conveyed through the project site by a twin 60-inch trunk drain system. Flows would be restricted to the capacity of a single 42-inch drain for the Proposed Project; however, the larger capacity is necessary to convey flows from future development in the NQSP. Stormwater in the trunk storm drain would be conveyed under a raised Pedrick Road (about 3.5 feet increase in elevation) through parallel 48-inch and 27-inch drains. The reduced size is necessary to force detention of water in the interior track detention basin.

The Proposed Project would also consist of a 100 acre-foot storm water detention basin located within the interior of the racetrack. This detention basin would receive all of the runoff from the project site north of the twin 60-inch trunk drain system and flows from the trunk drain system. The detention basin would slowly drain through an 18-inch storm drain to the twin 60-inch drains, just west of Pedrick Road. Stormwater runoff from the Concentrated Animal Feeding Operation (CAFO) portion of the stable area (e.g., uncovered horse walkways), however, would be conveyed through a separate drainage and detention system and discharged into the sewer system.

At the south parcel boundary, the project would include a berm to prevent flood floodwater from flowing off of the project site and onto the property south of Dixon Downs. The berm would include a storm drain with a flap gate that would allow water to flow from the area south of the project site to the trunk drainage system and prevent flow from the trunk drainage system to the area south of Dixon Downs.

An additional storm drain in Pedrick Road, at the intersection of Professional Drive and Pedrick Road, would be installed to collect runoff from the north section of Professional Drive and part of Pedrick Road. This drain would be tied into the downstream end of the twin 60-inch pipes and collect the flood flow from the parcels north of the project site that currently flow to the south and onto the project site.

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 DSMWS wells, two water tanks, and a pump station would also be needed to adequately serve land uses within the NQSP area, including the Proposed Project. In addition, the Proposed Project would include a request to make use of an existing private well on-site or install a new private well for the purpose of providing an alternative source of water for irrigation and horse wash down water. Water from the DSMWS would be used to provide backup. The project also proposes to relocate a well owned

by SID to another location on-site and replace a section of pipeline owned by SID along Professional Drive.

Wastewater

The project site is part of the North First Street Assessment District for “sewer capacity only.” Property owners within the NQSP have been paying an assessment for the use of the Dixon sewer trunk system to provide for conveyance capacity to the sewer facilities. A trunk sewer line is stubbed at Vaughn Road to serve the NQSP area and would need to be extended to the project site. Wastewater from the project site would be treated at the City’s Wastewater Treatment Plant. In addition, as part of the North First Street Assessment District, all development within the NQSP area is required to contribute their fair share to finance the sewer line upsizing south of Vaughn Road and expansion of the treatment plant.

Waste Handling and Removal of Bedding Material

Horse Bedding Materials

The floors of the stable stalls would be covered with an absorptive bedding material typically consisting of straw and wood shavings. When the bedding material is soiled, it would be removed from the stalls, deposited in enclosed containers and moved to an on-site Manure Transfer Station for daily off-site transport to a permitted composting facility, the landfill, or some other disposal site. Jepson Organics, a subsidiary of Norcal Waste Systems, Inc., is a permitted facility located approximately 10 miles south of the City of Dixon which accepts horse waste, which includes horse manure and bedding waste for composting. There are also numerous other facilities that accept horse manure and bedding material including Monterey Mushroom, Royal Oaks Facility, Morgan Hill Facility, and South Valley Mushroom Farm to note a few places. The disposal and/or reuse of this material would be required to comply with all applicable state laws that oversee the disposal of animal waste. Assuming full occupancy of all 1,440 stalls, the off-site transport of bedding materials would require five round trip truck trips per day with on-site pickup to occur after 11:00 am. Delivery of clean bedding materials would be similarly scheduled during off-peak hours. The Dixon Downs Manure Management Plan (Appendix E) details the on-site cleaning and handling procedures, and required daily transfer of waste to approved off-site locations.

Public Safety

Security

It is anticipated that a Master Fire, Safety and Security Plan would be developed by the project applicant in coordination with the City of Dixon. The security plan would address all of the operations of the horse facility, including the security requirements of both routine and special events as well as security requirements for Phase 2. As discussed below, as part of Phase 1, a security staff of approximately 26 people would be employed by the project to ensure adequate security is available for horse racing events, concerts and other special events. 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. It is anticipated security would also be provided for Phase 2 once it is operational.

Emergency Services

The Proposed Project includes 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 would include a fully equipped ambulance. During other times of the year, 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 be included within the Master Fire, Safety and Security Plan to address potential threats posed by catastrophic events. The evacuation of all patrons, employees and up to 1,440 horses would be addressed by this plan.

Operational and Employment Characteristics

Operational Characteristics

The principal use of Phase 1 facilities would be for live horse racing, inter-track simulcast racing and betting, and training of thoroughbred racehorses. It is anticipated the track may be allocated up to 100 live racing dates each year by the California Horse Racing Board (CHRB). The CHRB is responsible for regulating all pari-mutuel wagering and to promote and regulate horse racing and breeding industries in the State of California. In 1933, the State of California adopted a constitutional amendment which created the CHRB. The measure wrote many safeguards into the law and gave complete jurisdiction and supervision over all racing activities to the State of California acting through the board. The horse racing season can be as short as 20 days to as long as approximately 100 days. The Race Dates Committee of the CHRB establishes the racing calendar and the specific race dates for all horse tracks in the State. In northern California no race dates are granted between the months of May through September to avoid competition with the local County fairs and the State Fair. For the Dixon Downs project it is assumed the CHRB would not grant race dates during the months of May through September.

When running live racing, the first race would typically start at approximately 1:00 p.m. Once the results of the last live race are posted (typically around 5:00 p.m.), 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 patrons (excluding employees). An additional 1,800 patrons could be accommodated in the outdoor Finish Line Grandstand. The Finish Line Pavilion would also be designed to host non-race related events such as concerts, stage shows and theater. Typically, these non-race-related events would occur in the evening hours; as a result the Finish Line Pavilion may be open until 12:00 midnight or later on any given day of the week to accommodate non-race-related events. Notwithstanding, these typical timeframes, it is possible that the track could host evening racing which typically starts around 6:00 p.m. and ends around 10:00 p.m.

When the track is being used for training, horse exercise could start as early as approximately 5:00 a.m. Trainers, veterinarians, and other backstretch personnel would arrive at the track during the early

morning hours. Daily exercise would be completed by approximately 10:00 a.m. and the horses would be returned to the stables by 11:00 a.m.

Employment Characteristics

During live racing, approximately 787 full-time employees would be employed as part of Phase 1. 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 and Finish Line Pavilion (303 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 3-4 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 3-4.

- General and Administrative. The General and Administrative Department would be in charge of all service areas including accounting, payroll and benefits, insurance, information technology, and legal issues. 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. The number of employees required to operate this department would be approximately 25 people, including management.
- 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 would also be in charge of traffic movement in and out of the facility and would work 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

Table 3-4

Phase 1 Employment Characteristics

Finish Line Employment	
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
Food Service Department	27
Maintenance Department	55
Subtotal	303
Backstretch Employment	
Trainers	134
Assistant Trainers, Grooms, Hot Walkers and Exercise Walkers	320
Jockey Colony	30
Subtotal	484
	<i>Total Employment</i>
	787

Source: Magna Entertainment Corporation, Project applicant, November 2004.

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. 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. 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. The Simulcast Department 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.

- Food Service. The Finish Line Pavilion would offer both fine dining and more casual on-site food services. The number of employees required to operate food services is approximately 27 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, and the cleaning of the facilities and grounds. 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 40 barns with approximately 1,440 stalls, for the horses that would be running and training at Dixon Downs. The 1,440 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. A total of 30 jockey's would also be included in the backstretch.

Temporary Quarters for Grooms and Trainers

Phase 1 would include temporary dormitory-style quarters for the temporary use of trainers and grooms working at the track. A total of 30 rooms would be available for trainers and 260 rooms would be available for the grooms. Each of the 260 rooms in the Groom's Quarters would be designed for double occupancy and would include a bedroom/living area with a closet and a full bathroom with a shower. Separate dorm rooms would be provided for women and men. None of the rooms would include kitchen facilities. These temporary living quarters would not be designed to house married couples or families nor to provide a permanent long-term housing facility. The grooms typically follow the horses from track to track and would be provided access to these quarters on a temporary basis while they care for the horses that are racing or training at Dixon Downs. Phase 1 of the project would also include a cafeteria designed to provide the grooms and trainers with on-site meal services while they work at the track.

Lighting

Lighting adequate to accommodate after dark events (including, in particular, night racing) is permitted for both the Finish Line Pavilion and the Racetrack.

Off-Site Infrastructure

The Proposed Project would require the construction of some off-site infrastructure, including roadways, located outside of the boundaries of the project site. Off-site infrastructure to be constructed as part of the project includes replacing a section of the Vaughn Pipeline along Professional Drive (Phase 1), adding more lanes to a section of Pedrick Road (Phase 1), constructing numerous traffic signals at nearby intersections (Phases 1 and 2), extending Dorset Drive to the project site (Phase 1), adding lanes to Dixon Downs Parkway (Phase 1), adding more lanes to Sievers Road (Phase 2), and extending Sparling Lane (Phase 2). A discussion of the proposed off-site infrastructure improvements is included in Section 4.10, Traffic and 4.11, Utilities. The potential environmental impacts associated with the construction of these off-site improvements are addressed in the appropriate technical sections of this EIR.

Project Objectives

The following are the objectives of the City of Dixon in considering the Proposed Project and amendments to the NQSP and/or General Plan:

- Provide civic and cultural opportunities for the community and the region;
- Provide local venues for entertainment;
- Increase local shopping opportunities;
- Provide alternative land uses superior to existing land uses;
- Create an opportunity to provide high quality mixed retail/entertainment/office/hotel project in the NQSP to serve community and region;
- Take advantage of I-80 visual accessibility to create a regional landmark destination;
- Provide for economic uses capable of fully paying for infrastructure and public service costs while improving the long term municipal finance situation;
- Create diverse employment opportunities; and
- Create anchor uses which can help attract other significant economic activity to the NQSP area.

The following are the stated project objectives of the project applicant and are not necessarily endorsed by the City of Dixon.

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 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 I-80 and in proximity to two I-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 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 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 stage that can be used for high school or other community-based theatrical productions;

3 Subject to availability.

- (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 locate the project on a site:
 - (a) that has already been designated for development with employment-generating land uses by the Dixon General Plan; and
 - (b) that is located immediately adjacent to the I-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.
 11. 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.
 12. To provide a destination entertainment/dining/retail/hotel/conference venue that would optimize use of the major rail transit improvements planned for the area.
 13. 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 I-80 and rail transportation corridors where regional site access is provided with minimal impact on local roadways.
 14. 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.
 15. To provide at a single location an integrated and complementary combination of amenities and land uses (e.g., entertainment, dining, retail, hotel, conference and office) not otherwise available except on a scattered site basis.
 16. 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.
 17. 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.
 18. To provide a self-mitigating project, whereby mitigation measures are incorporated in the project design so as to minimize the project's environmental impacts.
 19. To create a site plan that concentrates the more intense employment generating land uses (including the 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 I-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 Approvals

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

Rezone

Section 12.15 of the City of Dixon Zoning Ordinance provides for the creation of site specific planned development districts. The Planned Development zoning district authorizes more flexibility in the design and development of projects than would be possible through the strict application of the base zoning districts. The Proposed Project contemplates a rezone for the entire 260± acre project site to Highway Commercial-Professional and Administrative Office-Planned Development (CH-PAO-PD), as shown in Figure 3-14. Implementation of a Planned Development zoning district requires approval of a PD Plan to specify the unique development regulations associated with the Planned Development zone. For the purposes of the Proposed Project, the NQSP (as amended) and the Dixon Downs Development and Design Guidelines constitute the applicable PD Plan.

Amendments to the NQSP

The NQSP, adopted in 1995, establishes a land use and circulation plan, policies and guidelines for development of the 643-acre NQSP area, of which the Proposed Project encompasses a 260-acre portion. To accommodate the Proposed Project, the NQSP will be amended as part of the project entitlements/approvals to include the project as well as to update and revise any outdated background information. The proposed land uses and circulation and infrastructure plans for the remaining 383 acres will not be amended from the 1995 NQSP. In addition, the project is proposing to amend the land use designations within the project site as well as create a new zoning classification. Figure 3-15 identifies the new land use designations proposed as part of the project. A copy of the amended NQSP, as proposed for approval, is available for review at the City of Dixon, 600 East A Street, Dixon, CA.

As proposed by the project applicant, the following amendments would be needed to accommodate the Proposed Project:

Background and Plan Organization – The “Purpose” section is proposed to be revised to remove discussion regarding annexation of the NQSP area to the City of Dixon because this has occurred. Where appropriate, these references will be removed throughout the document and figures updated accordingly. This section is proposed to be updated to indicate that the NQSP was amended in 2005 to incorporate Dixon Downs project (NQSP page 1-1). The “Related Documents” section will be updated to include amending the NQSP EIR discussion to reference this EIR and to include a new sub-section introducing the *Dixon Downs Development and Design Guidelines* and their relationship to the NQSP (NQSP page 1-5). The “Accessibility” sub-section will be updated to reflect the passenger station stop planned for downtown Dixon (NQSP page 1-6). This reference will be updated throughout the document. The “Prominent Visibility” sub-section is proposed to be revised to delete references to I-80 being designated as a ‘scenic roadway’ by the Solano County General Plan (NQSP page 1-5) and the “Topography and Storm Drainage” sub-section is proposed to be revised regarding use of detention basins in the NQSP’s storm drainage system (NQSP page 1-13).

Land Use Element -- A Land Use Goal is proposed to be added to provide for a mixed use entertainment/ commercial/ hotel/ conference center/ office complex within the NQSP. The “Land Use Concept” section will be updated to incorporate a discussion of the Dixon Downs land use plan (NQSP page 2-1). Figure 2-1 will be updated to reflect the land use and circulation system of the NQSP with the Dixon Downs project, while Figure 2-2, Land Use Concept, will be deleted. Figure 2-3, Land Use Map, will be updated to reflect the proposed land uses and Table 2-1, Land Use Summary, will be updated with revised land use acreages (NQSP page 2-6). The “Land Use Classifications” section will be updated to include a new sub-section describing the proposed Entertainment/Commercial/ Office Mixed Use (ECO-MU) land use designation (NQSP page 2-8). Table 2-2, Employment Projections, is proposed to be updated to reflect changes associated with Dixon Downs project (NQSP page 2-10).

Community Form and Design Element – The “Purpose and Objectives” section is proposed to be updated to clarify that a Planned Unit Development (PUD), or equivalent mechanism as provided for by the PD district, will be used for subsequent entitlements and design review within the NQSP. References to “PUD, or equivalent mechanism” will be used throughout the revised NQSP where appropriate to describe future entitlement processes (NQSP page 3-1). Opportunity to vary from the “Land Sculpture” concept (Section 3.2-4) has been provided. Clarification has been added to several sections that additional design detail is required in the PUD, or equivalent mechanism.

Circulation Element -- The “Circulation Objectives” section is proposed to be revised to clarify that traffic levels of service within the NQSP should be consistent with the General Plan, rather than LOS “C” (NQSP page 4-1). Figure 4-1, Plan Area Circulation, will be updated to reflect the current roadway system within the NQSP area and Figure 4-2, Circulation Master Plan, updated to reflect the proposed roadway system with the Dixon Downs project and Figure 4-5, Four Lane Arterial Streets, updated in the context of Dixon Downs project. The “Level of Service” section will be revised to clarify that traffic LOS should be consistent with the City’s General Plan, rather than policies contained in the NQSP and the “Public Transportation” section updated to reflect current bus transit services in Dixon and to recognize the planned rail station in downtown Dixon (NQSP page 4-7).

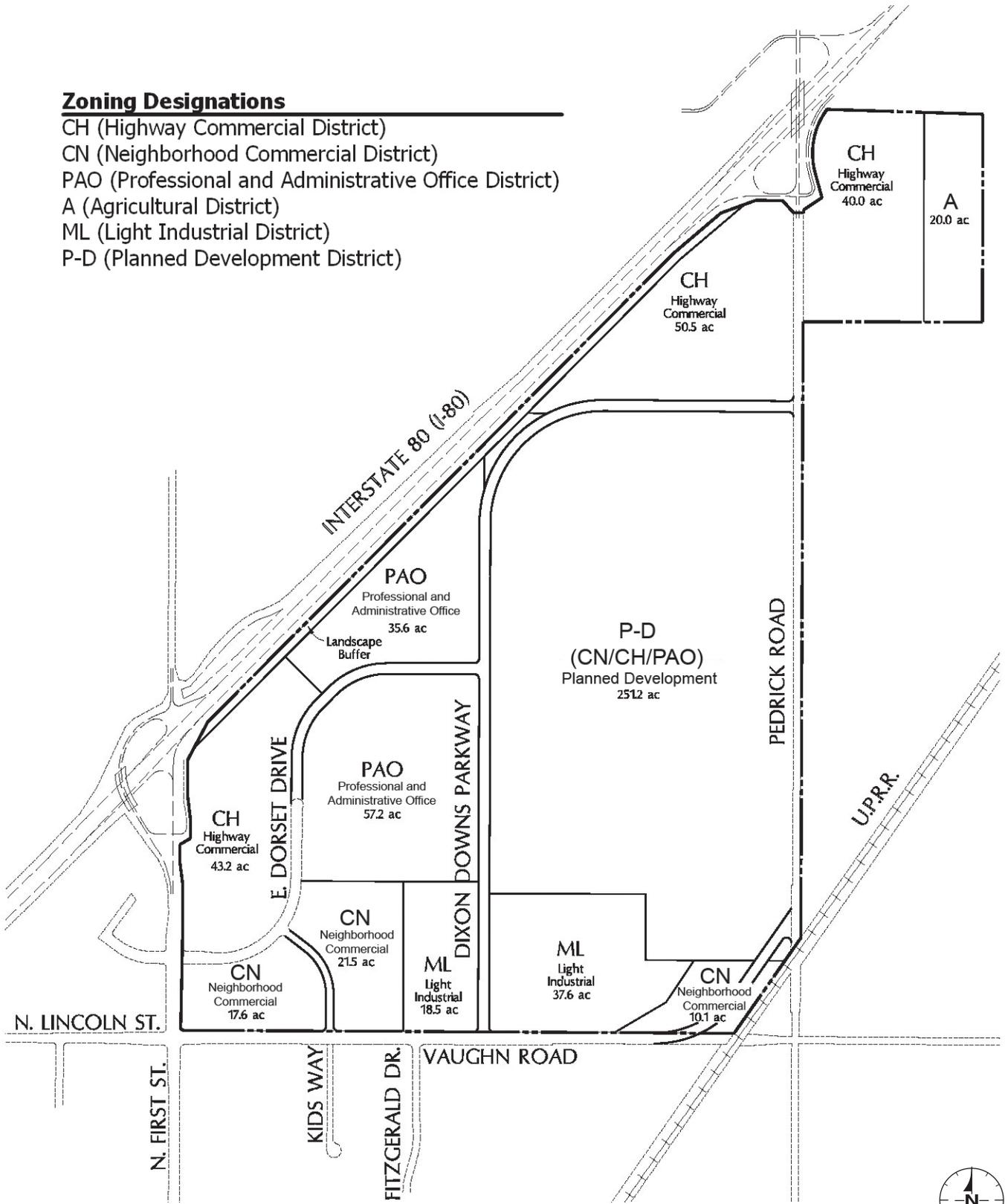
Resource Management Element – The Historic and Cultural Resources section is proposed to be updated to delete references to the Vaughn House and Dudley residence and the Energy Conservation Policy revised to clarify that exceptions to the parking lot tree shading standards can be approved for temporary parking lots.

Public Facilities and Services Element - Figure 6-1, Water Distribution, is proposed to be updated to reflect proposed backbone utilities. Figure 6-2, North First Street Assessment District, will be deleted and Figure 6-3, Wastewater Collection, updated to reflect proposed backbone utilities within the Dixon Downs project area. The “Drainage” section will be updated regarding the use of detention basins for the NQSP’s stormwater drainage system (NQSP page 6-6), and Figure, 6-5, Conceptual Drainage, will be updated along with drainage policies.

Implementation Section – The “Land Use Regulation” section is proposed to be updated to clarify the relationship between the Dixon Downs project (Development & Design Guidelines) with the City’s PD zone district and the PUD review process (NQSP page 7-1). Reference to the mitigation monitoring associated with this EIR has been added (NQSP page 7-2).

Zoning Designations

- CH (Highway Commercial District)
- CN (Neighborhood Commercial District)
- PAO (Professional and Administrative Office District)
- A (Agricultural District)
- ML (Light Industrial District)
- P-D (Planned Development District)



Source: City of Dixon , 2005

Scale: 1" = 1,200'



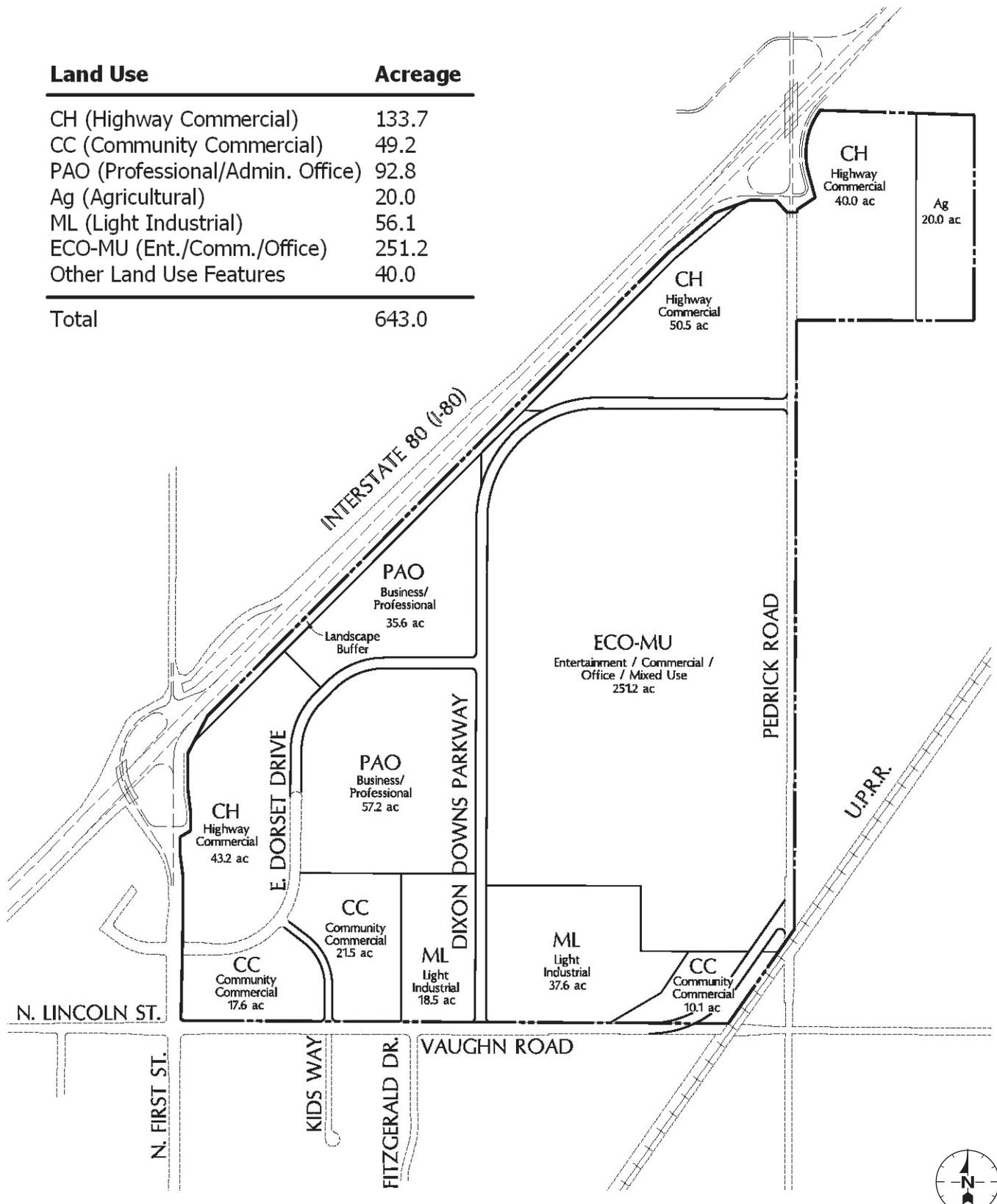
FIGURE 3-14
NQSP Proposed Zoning

10811-00

City of Dixon

Land Use **Acres**

CH (Highway Commercial)	133.7
CC (Community Commercial)	49.2
PAO (Professional/Admin. Office)	92.8
Ag (Agricultural)	20.0
ML (Light Industrial)	56.1
ECO-MU (Ent./Comm./Office)	251.2
Other Land Use Features	40.0
Total	643.0



Source: City of Dixon , 2005

Scale: 1" = 1,200'



FIGURE 3-15
NQSP Proposed Land Use Designations

10811-00

City of Dixon

Amendment to the City of Dixon General Plan

The project applicant has proposed the following amendment to Policy VI.E.1 of the General Plan to allow exceptions to the LOS “C” standard under certain qualifying circumstances. The proposed language is reflected in underlined text as follows:

Policy VI.E.1. - The City shall ensure that Dixon’s existing and proposed street configuration and highway network maintains traffic operations at Level of Service “C” or better, while acknowledging that this objective may be difficult to achieve in those locations where traffic currently operates at Levels of Service below “C” for limited periods of time. Achieving this policy will require a variety of traffic improvements, including:

- Improving existing arterials;
- Construction of arterials and collector streets in newly developing areas; and
- Intersection improvements.

Notwithstanding the above provisions of Policy VI.E.1., where an Environmental Impact Report prepared for a project within an approved Specific Plan area concludes that there are no feasible mitigation measures sufficient to maintain Levels of Service “C” at certain intersections or roadway segments, or where the Planning Commission or City Council reaches this conclusion in findings on the project, the Planning Commission or City Council may adopt a Statement of Overriding Considerations allowing Levels of Service below “C” on a case by case basis in order to balance the community benefits of the project against the adverse affects of the project on traffic operations.

Tentative Subdivision Map

The Proposed Project would also include a tentative subdivision map for the purpose of subdividing the existing five parcels into 16 new parcels, as shown on Figure 3-16. 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.

Development and Design Guidelines

As previously noted, the NQSP (as amended) and the Dixon Downs Development and Design Guidelines constitute the PD Plan for the Proposed Project. The PD Plan describes the intent of the developer with respect to the “overall development scheme” for the property and includes graphics as necessary “to establish the physical scale and characteristics of the development and demonstrate the relationship among its consistent land uses, buildings and structures, public facilities and open space” (§12.17.08). The PD Plan is subject to public review and approval of the Planning Commission.

The Dixon Downs Development and Design Guidelines address the Design Approach, Permitted Uses, Development Standards, Design Guidelines, Phase 2 Entitlements, and Implementation. The environmental analysis of the Proposed Project includes a review of the impacts resulting from implementation of the Development and Design Guidelines.

Development Agreement

The NQSP expressly requires that the specific plan be implemented through a project development agreement prepared and adopted in conjunction with the PD review process. The Proposed 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 Dixon Downs Development and Design Guidelines and other project entitlements in effect at the time the development agreement is executed would not be modified in the future.⁴ The Development Agreement can also provide for project limitations.

Design Review

As described previously, the Proposed Project would be phased with the racetrack/entertainment center and related land uses developed first followed by the commercial development component. If the project is approved by the City Council, the project applicant would file a design review application for the first phase of development.

Project Schedule

If the EIR is certified and the project is approved, it is anticipated that the first phase of project construction would begin in Fall 2007. However, this is only a tentative schedule and is subject to change.⁵

- Begin site preparation and initial construction in Fall 2007 through Spring 2008.
- Building construction to continue from Spring 2008 through Fall 2009.
- Second season of construction to begin Fall 2009 (for Phase 2) and will be on-going depending upon market conditions at that time.

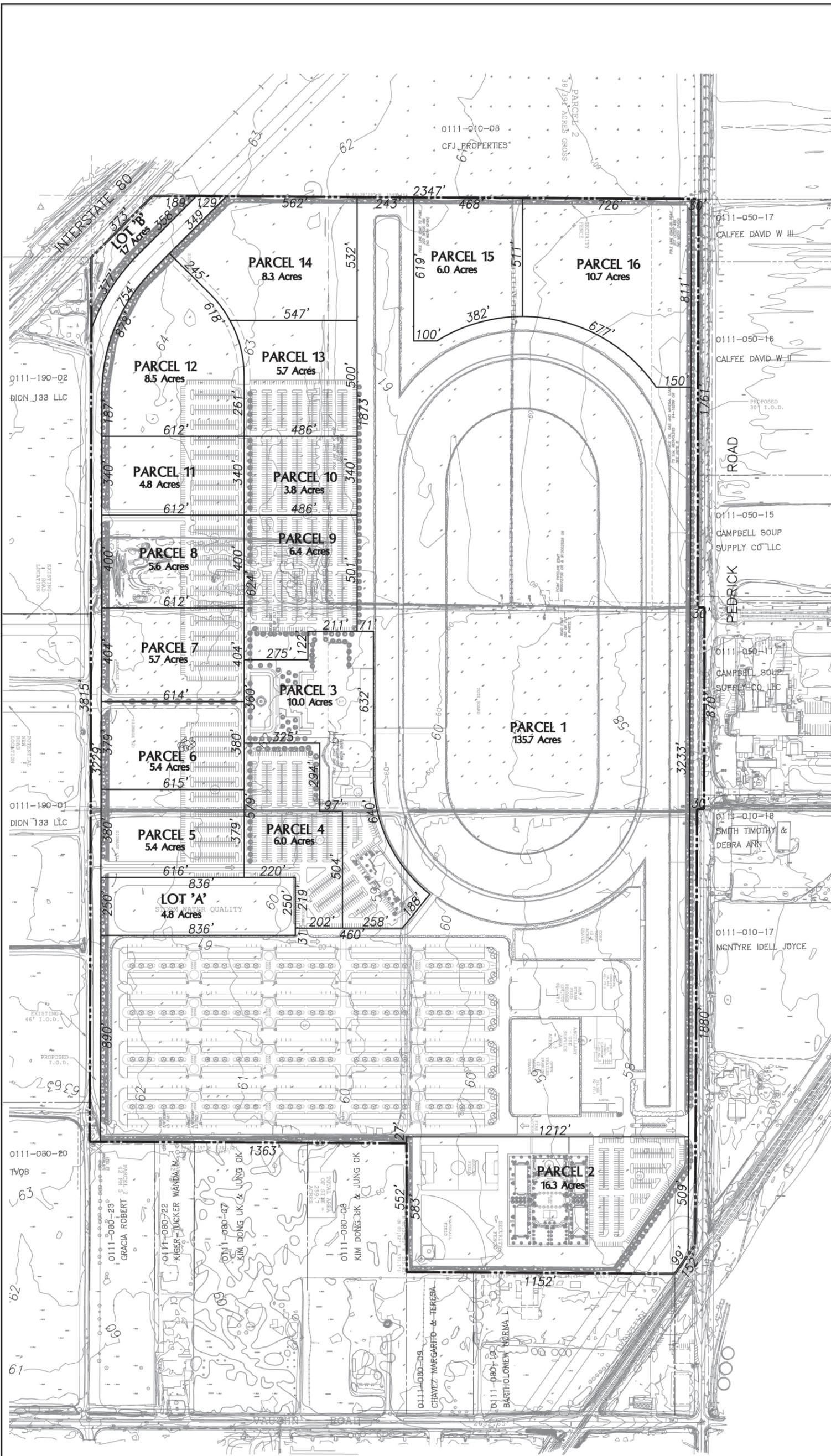
Summary of Required Approvals

City of Dixon

- Environmental Impact Report Certification
- Mitigation Monitoring Program
- General Plan Amendment
- Specific Plan Amendment

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

5 Construction of the project is dependant on a number of factors, including receiving authorization from the CHRB on race dates, final project approval, site plan review, etc.



OWNERS/DEVELOPER
 MAGNA ENTERTAINMENT CORP.
 455 MAGNA DRIVE
 AURORA, ONTARIO L4G 7A9
 TELEPHONE (905) 726-7621

C/O CLEVE LIVINGSTON
 BOYDEN, COOLURIS, LIVINGSTON & SAXE PC
 400 CAPITOL MALL, SUITE 1625
 SACRAMENTO, CALIFORNIA 95814
 TELEPHONE (916) 930-9748

ENGINEER/APPLICANT
 MORTON & PITALO, INC.
 1788 TRIBUTE ROAD
 SUITE 200
 SACRAMENTO, CA 95815
 TELEPHONE (916) 927-2400

EXISTING ZONING
 CN-PD
 ML-PD
 CS-PAO-ML-PD

PROPOSED ZONING
 CH-CN-CS-PAO-A-PD

AREA
 260± AC.

PARCELS
 PARCEL 1 - 16
 LOT A
 LOT B

APN.
 0111-040-010
 0111-040-020
 0111-040-030
 0111-040-040
 0111-080-050

CITY OF DIXON
 STORM DRAINAGE
 SANITARY SEWER
 PARK & RECREATION
 FIRE PROTECTION
 POLICE PROTECTION

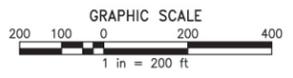
WATER
 DSMWS

GAS & ELECTRIC
 PACIFIC GAS & ELECTRIC

TELEPHONE
 PACIFIC BELL

SCHOOLS
 DIXON UNIFIED
 SCHOOL DISTRICT

NOTE:
 1. THE SOLE PROPERTY OWNER,
 MAGNA ENTERTAINMENT CORP.,
 HEREBY CONSENTS TO THIS PROPOSED
 SUBDIVISION.
 2. THE SUBJECT PROPERTY IS NOT
 IN THE WILLIAMSON ACT.



Source: Morton & Pitalo, Inc.



FIGURE 3-16
Tentative Parcel Map

10811-00

City of Dixon

- Development Agreement
- Rezone to Planned Development (PD Plan will include the Design and Development Guidelines)
- Vesting Tentative Subdivision Map

Responsible Agencies

The EIR prepared for the Proposed Project would be used by Responsible Agencies that may have some approval authority over the 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 (allocates race dates and licenses race meets)
- 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 encroachment permits)
- Dixon-Solano Municipal Water System (provision of potable water)
- Solano Irrigation District (modifications to irrigation infrastructure)
- Solano County Health Department (kitchen and living accommodations inspected and permitted)
- Solano County (road encroachment permits)
- Yolo-Solano Air Pollution Control District (potential future gas stations)