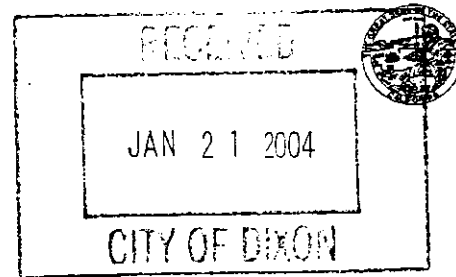

Appendix B

Comments on NOP/IS

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

January 16, 2003



Marshall Drack
City of Dixon
600 East A Street
Dixon, CA 95620-3697

RE: SCH# 2004012001 - Dixon Downs Horse Racetrack and Commercial Development Center

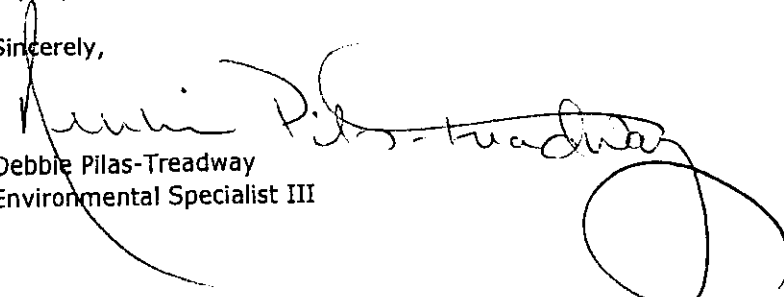
Dear Mr. Drack:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

1. Contact the appropriate Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 653-4038.

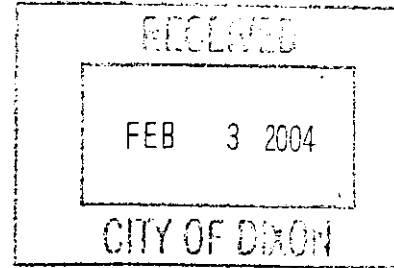
Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

CC: State Clearinghouse



DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA



January 30, 2004

DIVISION OF
LAND RESOURCE
PROTECTION

■ ■ ■

801 K STREET
SACRAMENTO
CALIFORNIA
95814

PHONE
916/324-0850

FAX
916/327-3430

INTERNET
consrv.ca.gov

■ ■ ■

ARNOLD
SCHWARZENEGGER
GOVERNOR

VIA FACSIMILE (707) 678-0960

Mr. Marshall Drack
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for Dixon Downs Horse Racetrack and Commercial Development Center **SCH# 2004012001**

Dear Mr. Drack:

The Department of Conservation's Division of Land Resource Protection (Division) has reviewed the NOP for the Dixon Downs Horse Racetrack and Commercial Development Center. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following recommendations for the DEIR with respect to the project's potential impacts on agricultural land.

Agricultural Setting of the Project

The DEIR should describe the project setting in terms of the actual and potential agricultural productivity of the land. For example, the document should utilize the Division's most current Solano County Important Farmland Map which defines farmland according to soil attributes and land use. We recommend that portions of this map showing the project region be included in the DEIR. The DEIR should also include information on the following.

- Current and past agricultural use of the project area. Include data on the types of crops grown, and crop yields and farmgate sales values.
- To help describe the full agricultural resource value of the soils on the site, we recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. State and Federal agencies such as the UC Cooperative Extension Service and USDA are sources of economic multipliers.

Project Impacts on Agricultural Land

- Type, amount, and location of farmland conversion resulting directly and indirectly (growth-inducement) from project implementation.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, etc.
Incremental project impacts leading to cumulatively considerable impacts on agricultural land. This would include impacts from the proposed project as well as impacts from past, current and probable future projects.
- Impacts on agricultural resources may also be quantified and qualified by use of established thresholds of significance (California Code of Regulations Section 15064.7). The Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available from the Division at the contact listed below.

Also, the Division's 1990 Department publication cited above, *The Impacts of Farmland Conversion in California*, contains a good discussion of the kinds of physical, social and economic impacts that can occur as a result of farmland conversion.

Williamson Act Lands

A project is deemed to be of statewide, regional or area-wide significance if it will result in cancellation of a Williamson Act contract for a parcel of 100 or more acres [California Code of Regulations Section 15206(b)(3)]. If lands under Williamson Act contract exist on or adjacent to the project area, the Department recommends that the following information be provided in the DEIR:

- A map detailing the location of agricultural preserves and contracted land within each preserve. The DEIR should also tabulate the number of Williamson Act acres, according to land type (e.g., prime or non-prime agricultural land), which could be impacted directly or indirectly by the project.
- The DEIR should discuss the impacts that termination of Williamson Act contracts would have on nearby properties also under contract; i.e., growth-inducing impacts.
- An agricultural preserve is a zone authorized by the Williamson Act, and established by the local government, to designate land qualified to be placed under the Act's 10-year contracts. Preserves are also intended to create a setting

Mr. Marshall Drack
January 30, 2004
Page 3 of 4

for contract-protected lands that is conducive to continuing agricultural use. Therefore, the uses of agricultural preserve land must be restricted by zoning or other means so as not to be incompatible with the agricultural use of contracted land within the preserve (Government Code Section 51230). Therefore, the DEIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the project.

Mitigation Measures and Alternatives

Feasible alternatives to the project's location or configuration that would lessen or avoid farmland conversion impacts should be considered in the DEIR. Similarly, while the direct conversion of agricultural land is often deemed to be an unavoidable impact by California Environmental Quality Act (CEQA) analyses, mitigation measures must nevertheless be considered. The Division has compiled an annotated listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the phone number listed below.

One of the tools described in the report is the purchase of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land, as well as for the mitigation of growth inducing and cumulative impacts on agricultural land. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation under CEQA. The Cities of Livermore, Woodland and Sacramento are examples within the region that use agricultural land conservation easements as agricultural land conversion mitigation.

Mitigation using conservation easements can be implemented by at least two alternative approaches: the outright purchase of conservation easements tied to the project, or via the donation of mitigation fees to a local, regional or statewide organization or agency, including land trusts and conservancies, whose purpose includes the purchase, holding and maintenance of agricultural conservation easements. Whatever the approach, the conversion of agricultural land should be deemed an impact of at least regional significance and the search for mitigation lands conducted regionally, and not limited strictly to lands within Solano County.

Information about conservation easements is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.conservation.ca.gov/DLRP/>

Mr. Marshall Drack
January 30, 2004
Page 4 of 4

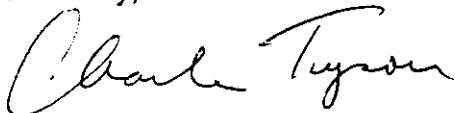
Of course, the use of conservation easements is only one form of mitigation that should be considered. The following mitigation measures could also be considered:

- Protecting nearby farmland from *premature* conversion through the use of less than permanent long-term restrictions on use such as 20-year Farmland Security Zone contracts (Government Code Section 51296) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).
- Establishing buffers such as setbacks, berms, greenbelts, and open space areas to separate farmland from incompatible urban uses.
- Investing in the commercial viability of the remaining agricultural land in the project area through a mitigation bank which invests in agricultural infrastructure, water supplies and marketing.

The Department believes that the most effective approach to farmland conservation and impact mitigation is one that is integrated with general plan policies. For example, the measures suggested above could be most effectively applied as part of a comprehensive agricultural land conservation element in the City of Dixon's general plan. Mitigation policies could then be applied systematically toward larger goals of sustaining an agricultural land resource base and economy. Within the context of a general plan mitigation strategy, other measures could be considered, such as the use of transfer of development credits, mitigation banking, and economic incentives for continuing agricultural uses.

Thank you for the opportunity to comment on the NOP. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact the Division at 801 K Street, MS 13-71, Sacramento, California 95814; or, phone (916) 324-0850.

Sincerely,



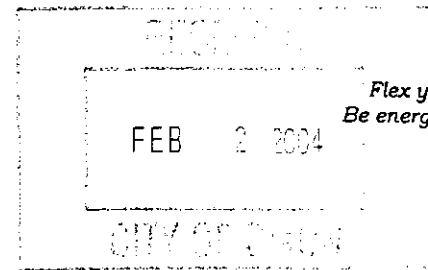
Dennis J. O'Bryant
Acting Assistant Director

cc: Dixon RCD
1170 North Lincoln #110
Dixon, CA 95620

Solano Land Trust
Attn: Jim Ball
P. O. Box 115
Fairfield, CA 94533

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



January 30, 2004

SOL080340
SOL-80-42.67
SCH 2004012001

Mr. Marshall Drack
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Dear Mr. Drack:

Dixon Downs Horse Racetrack and Commercial Development Center -- Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the Notice of Preparation for the Dixon Downs Horse Racetrack and Commercial Development Center draft Environmental Impact Report and have the following comments to offer:

Traffic Impact Analysis

Please include the information detailed below in the Traffic Impact Analysis to ensure that project-related impacts to Interstate 80 and State Highway 113 are thoroughly assessed. We encourage the City of Dixon to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Department's "Guide for the Preparation of Traffic Impact Studies" at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, 3) cumulative, and 4) cumulative plus project for the intersections and roadway segments in the project area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

Hydrology

The Department's Hydraulics unit will need to review project drainage plans. Please provide calculations showing projected runoff totals, any documentation regarding the City's Master Drainage plan, and identification of impacts, if any, to state drainage facilities.

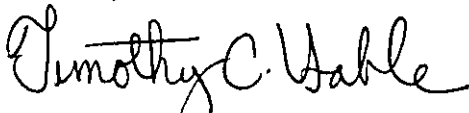
We look forward to reviewing the traffic impact analysis, drainage plans, and draft Environmental Impact Report for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Lisa Carboni, Office of Transit and Community Planning.

Encroachment in State Right of Way

An encroachment permit will be required for any work or traffic control within the State right-of-way (ROW). To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Sean Nozzari, Office of Permits.

Should you have any questions regarding this letter, please call Lisa Carboni of my staff at (510) 622-5491.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan (State Clearinghouse)



California Regional Water Quality Control Board

Central Valley Region

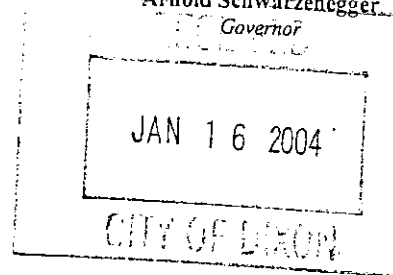


Terry Tamminen
Secretary for
Environmental
Protection

Robert Schneider, Chair

11020 Sun Center Drive, Suite 200, Rancho Cordova, California 95670-6114
(916) 464-3291 • Fax (916) 464-4800
<http://www.swrcb.ca.gov/rwqcb5>

Arnold Schwarzenegger
Governor



13 January 2004

Marshall Drack
City of Dixon
Community Development Department
600 East A Street
Dixon, CA. 95620

SUBJECT: STATE CLEARING HOUSE #2004-012-001; NOTICE OF PREPARATION AND INITIAL STUDY FOR THE DIXON DOWNS HORSE RACETRACK AND COMMERCIAL DEVELOPMENT PROJECT, DIXON, SOLANO COUNTY

On 31 December 2003, Regional Board staff received from the City of Dixon a Notice of Preparation and Initial Study for the Dixon Downs Horse Racetrack and Commercial Development Project (State Clearing House #2004-012-001). The proposed project will include commercial development and a horse racetrack on approximately 260 acres. The City of Dixon will receive wastewater as part of the North First Street Assessment District for "sewer capacity". A trunk sewer line will need to be extended from Vaughn Road to the project site. The horse racetrack will house up to 1,656 horses in 46 barns.

Regional Board staff concurs with the potentially significant impacts that have been established in Section 8 a) through f) on the Initial Study checklist regarding Hydrology and Water Quality. However, the No Impact designations of g) through j) are improper prior to review of FEMA floodmap information.

If the project is approved, the project proponent should be aware that the proposed project will meet the federal definition of a Large Concentrated Animal Feeding Operation (CAFO) pursuant to Section 122.23 (b) (4) of Title 40 Code of Federal Regulations (CFR). Pursuant to Section 122.23 (d) (1) of Title 40 CFR, all owners or operators of CAFO's must seek coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Also, pursuant to Section 13260 of the California Water Code (CWC), any person discharging waste or proposing to discharge waste that could affect the quality of the waters of the state is required to submit a Report of Waste Discharge (ROWD) to the Regional Board. The ROWD will serve as the discharger's application for an NPDES permit and waste discharge requirements (WDR's) from the Regional Board. The ROWD must include the following:

- (a) All information required in Section 122.21 (i) (1) of Title 40 CFR;
- (b) Completed Form 200;
- (c) Appropriate filing fee;
- (d) Copies of any Conditional Use Permits issued by the City of Dixon;
- (e) Drawing showing final facility design
- (f) Final drawing showing waste management system which are not restricted to, but may include, wastewater ponds, wastewater distribution system, and tail water recovery system;
- (g) If applicable, plans and designs for pond construction, including mitigation measures that will be implemented during construction if permeable zones are encountered, and a post construction report which includes certification by a registered engineer or certified engineering geologist that the ponds meet the minimum design criteria as specified in Title 27 of the California Code of Regulations and that their design criteria or additional design criteria will protect ground water quality;

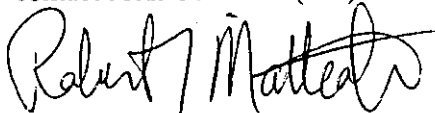
- (h) A Hydrogeologic Evaluation plan that must address at a minimum:
 - (1) Uppermost groundwater zone identification, including depth, flow direction, gradient;
 - (2) Groundwater monitoring for existing supply wells and monitoring wells: type (baseline and routine), frequency, and compounds;
- (i) Drawings or FEMA Flood Zone Maps showing the 25-year 24-hour and 100-year 24-hour flood zones on the entire facility and adjacent farm lands;
- (j) Final Irrigation Nutrient Management Plan (see enclosed Fact Sheet No. 4);

A completed Form 200, the filing fee, and the additional information must be submitted to the Regional Board within 30 days of the project being approved and at least 180 days prior to the startup of operations. Regional Board staff will review the submitted information to determine if the application is complete. Once the submittal is deemed complete, staff will prepare requirements for consideration by the Regional Board.

Be further advised that the discharge of manure or wastewater from the proposed facilities prior to adoption of (WDR's) would be a violation of Section 13264 of the California Water Code. In addition, the Regional Board cannot adopt requirements until the California Environmental Quality Act (CEQA) is satisfied.

In addition, the Federal Clean Water Act requires that all construction activities that disturb more than one acre be covered under a Construction Storm Water Permit. A Notice of Intent to comply with the General Construction Storm Water Permit must also be submitted to the Regional Board within 30 days of the project being approved.

The Regional Board looks forward to working with the City of Dixon and commenting on the Environmental Impact Report when it is released for public comment. If you have any questions regarding this letter, please contact John Collins at (916) 464-4653.



ROBERT J. MATTEOLI
Senior Engineer

Enclosures: Section 122.21 (i) (1) of Title 40 CFR, Form 200, Filing Fee Schedule, Fact Sheet 4, and Construction Storm Water Notice of Intent

cc: w/o Enclosure(s)

Cleve Livingston, Boyden, Cooluris, Livingston & Saxe, Sacramento, California
Matt Walsh, Solano County Department of Environmental Management
State Clearing House, Sacramento, California

Cleve Livingston
Boyden, Cooluris, Livingston & Saxe
400 Capitol Mall, Ste. 1625
Sacramento, CA. 95814

Solano Count Department of Environmental Management
Attn: Matt Walsh
470 Chadbourne Road, Ste. 200
Fairfield, CA. 94534

State of California
State Clearing House and Planning Unit
1400 Tenth Street, P.O. Box 3044
Sacramento, CA. 95812-3044

RECEIVED

MAR 19 2004

EIP Associates

Charlie A. Jones Jr., P.E.
Director of Transportation

Telephone (707) 421-6060

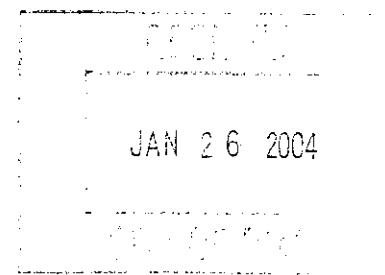
Fax (707) 429-2894

SOLANO COUNTY
TRANSPORTATION DEPARTMENT

333 Sunset Avenue, Suite 230
Suisun City, California 94585



January 21, 2004



Mr. Marshall Drack, Economic Development Director
City of Dixon
600 East A Street
Dixon, CA 95620

RE: Dixon Downs Horse Racetrack and Commercial Development Center

Dear Mr. Drack:

The Solano County Transportation Department has reviewed the Notice of Preparation and Initial Study (NOP/IS) for the Dixon Downs Horse Racetrack and Commercial Development Center (Dixon Downs Project) prepared by EIP Associates, dated December 22, 2003. The proposed project is located within the Northeast Quadrant Specific Plan area of the City of Dixon and will be constructed in two phases. The first phase will include the main horse racing facilities and the second phase will include the adjoining commercial facilities. The proposed project at build-out will accommodate approximately 6,227 vehicles in the parking lots and have approximately 1.6 million square feet of improved facilities.

The Flying J Travel Plaza Truck Stop appears to be resurfacing as a project in the area. It is our understanding that the truck stop will be located on the east side of Pedrick Road near the intersection with Sparling Lane. We are concerned with the cumulative effect of both of these projects on the Interstate 80 freeway interchange and the connecting county roads. The impact of these projects on adjoining freeway interchanges to the north and south of Pedrick Road should also be studied as part of the traffic study for the racetrack project.

Pedrick Road, Vaughn Road and a new westerly road connecting the two roads will provide access to the Dixon Downs Project. The adjoining frontage of the roads are within the limits of the City of Dixon, but the Solano County portions of Pedrick and Vaughn Roads will be impacted by the project. As we have mentioned in earlier correspondence on the Northeast Quadrant Specific Plan we are very concerned with the traffic impact and storm water impact this project will have on the unincorporated area of the county.

The Dixon Downs Project will have a direct impact on traffic volumes on Pedrick, Vaughn, Sievers Roads and Sparling Lane. The traffic study for the EIR should determine the average daily traffic on these roads before and after the project. The county road system in the area should be fully studied to determine whether the project will increase traffic on Currey Road, Pitt School Road and other county roads that feed into Pedrick and Vaughn Roads. The study should also include an inventory of existing conditions on the county roads that will be affected by the project, including pavement width and structural section.

When reviewing the county roads, the report should look at the adequacy of the roads to support the proposed traffic from a safety viewpoint (with reference in particular to the pavement and shoulder width), as well as from a structural capacity viewpoint (with reference to the existing pavement structural section and condition). Measures should be recommended to mitigate the level of service, safety and structural capacity impacts of the project on the roads. Estimates of the costs to implement those measures should be developed, and a funding mechanism identified by which the development will pay for the cost of mitigating the project impact.

Existing drainage patterns are inadequate to accommodate run-off. Increased run-off into the unincorporated areas is therefore unacceptable. Additional drainage from the proposed project will only compound an existing deficient condition. The EIR should address the existing conditions and recommend mitigation for the increased run-off.

The NOP/IS lists Solano County as an approving agency for road encroachment permits. The adjoining roads to the project are within the jurisdiction of the City of Dixon and they are responsible for any encroachment permits within the city. The County will be the approving agency for any off-site work that is completed within our jurisdiction.

Thank you for considering our comments. If you have any questions feel free to call Gary Crawford of my staff at 707 421-6069.

Sincerely,

Charlie A Jones Jr

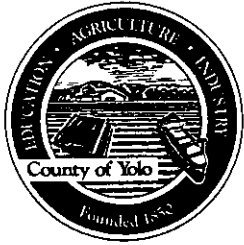
Charlie A. Jones Jr.
Director of Transportation

cc: Ron Glas, Environmental Management

H:\users\gary\DixonDownsA.ltr

Post-it® Fax Note	7671	Date	3/22	# of pages	▶
To	<i>DOVE</i>	From	<i>M. Sundt</i>		
Co./Dept.		Co.	<i>EIP</i>		
Phone #		Phone #			
Fax #		Fax #			

Post-it® Fax Note	7671	Date	3/22	# of pages	▶
To	<i>John Gard</i>	From	<i>M. Sundt</i>		
Co./Dept.		Co.	<i>EIP</i>		
Phone #		Phone #			
Fax #		Fax #			



County of Yolo

625 Court Street, Room 204

Woodland, California 95695

(530) 666-8195

FAX (530) 666-8193

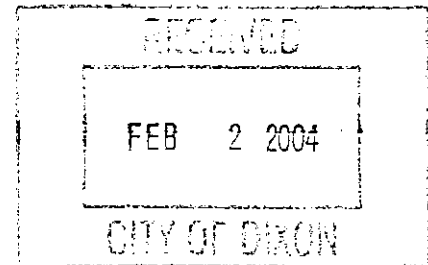
www.yolocounty.org

BOARD OF SUPERVISORS

First District - Mike McGowan
Second District - Helen M. Thomson
Third District - Frank Sieferman, Jr.
Fourth District - Dave Rosenberg
Fifth District - Lynnel Pollock
County Administrator - Victor Singh
Clerk of the Board - Patty Crittenden

January 27, 2004

Attn: Marshall Drack, Economic Development Director
City of Dixon, City Hall
600 East A Street
Dixon, CA. 95620



Re: Notice of Preparation (NOP) for the Proposed Dixon Downs Racetrack and Commercial Development Center

Dear Mr. Drack,

The purpose of this letter is to respond to the Notice of Preparation dated December 22, 2003, regarding the above referenced project. The Dixon Downs Racetrack Center would be located west of Pedrick Road (County Road 98) and south of Interstate 80, in the City of Dixon, approximately three miles south of the Yolo County line. The project would encompass 260 acres and would be carried out over a 20-year term. First phase build-out would require 760 employees, with another 2,510 employees expected with Phase 2. The project is estimated to result in an additional 6,500 indirect jobs.

The deadline for comments is listed as February 2, 2004. Based on the information provided within the NOP, the County has a number of concerns, as follows:

Housing: The project is expected to result in nearly 10,000 direct and in-direct jobs, as well as 7,000 construction-related jobs. The Notice of Preparation indicates that employees and their families would be housed throughout the region. Yolo County's median home sale prices are comparable to or somewhat lower than Solano County averages. As such it is reasonable to assume that a substantial portion of the work force required for this project may reside in Yolo County, particularly in the communities of Madison and Esparto. The EIR should evaluate the potential impact of housing demand on Yolo County and provide appropriate mitigation to offset the cost of providing services to this new population, as well as to offset any growth-inducing impacts.

Transportation: The project would be located on Pedrick Road (County Road 98) and would make extensive use of the interchange with Interstate 80. Estimated traffic levels resulting from the project were not provided in the Notice of Preparation. However, with 3,300 new employees, upwards of 6,800 patrons, and the need for daily deliveries of hay/alfalfa and removal of animal waste, the number of daily vehicle trips could be in the tens of thousands. A

Proposed Dixon Downs Racetrack
January 27, 2004
Page 2

significant portion of commuters from Madison/Esparto and hay/alfalfa deliveries from fields in southern Yolo County would likely use County Road 98 (Pedrick Road) as an alternative to Highway 113/Interstate 80. Substantial numbers of Woodland residents also regularly use County Road 98/Pedrick Road in their commutes and business deliveries to Solano County and the Bay Area. The EIR should evaluate the potential impacts of traffic on Road 98 within Yolo County and provide appropriate mitigation to ensure that Levels of Service and safety designs do not exceed approved thresholds.

Air Quality: As mentioned above, the project could result in significant amounts of new vehicular trips daily, thereby impacting regional air quality. The Yolo-Solano Air Quality Management District is currently in non-attainment for ozone. The additional emissions generated by traffic resulting from this project could significantly exacerbate health problems and existing ozone levels within the district, as well as limit the ability of other jurisdictions in the region to permit new businesses and/or business expansions. The EIR should evaluate the effect of the project and provide appropriate mitigation to offset impacts to air quality.

Casino: An initiative is currently being circulated that would mandate Indian Tribes to renegotiate their compacts with the state within 90 days of passage. If the Indians don't agree to pay 25 percent of their net revenues to the state, then racetracks and card clubs would be allowed to have slot machines. If the Dixon Downs Racetrack Center is anticipating casino-type facilities in the future, should this initiative qualify and be passed by the voters, the EIR should reflect the additional environmental impacts resulting from any casino facilities and include them in the cumulative analysis.

Conclusion:

The Board of Supervisors looks forward to discussing the proposed project with the City of Dixon and working together to develop strategies for mutually resolving issues of concern. If you have any questions about the items addressed in this letter, please contact David Morrison, Assistant Planning and Public Works Director, by e-mail at david.morrison@yolocounty.org or by phone at (530) 666-8041. Thank you for the opportunity to review this environmental document.

Sincerely,



Mike McGowan, Chairman
Yolo County Board of Supervisors

cc: Warren Salmons, Dixon City Manager
Vic Singh, County Administrative Officer
David Morrison, County Assistant Planning and Public Works Director



January 29, 2004

Marshall Drack
Economic Development Director
City of Dixon, City Hall
600 East A Street
Dixon CA 95620-3697

RE: Comments on Dixon Downs Initial Study

Dear Mr. Drack:

The City of Davis appreciates the opportunity to review the Initial Study prepared for the Dixon Downs Racetrack and Commercial Development Center. Because of its proximity to the City of Davis and its neighborhoods, the project may have significant impacts on our jurisdiction. The project is likely to have cumulative and regional impacts in addition to the impacts on the immediate area. Specific comments are arranged in order of the Initial Study, followed by comments on cumulative impacts.

Aesthetics

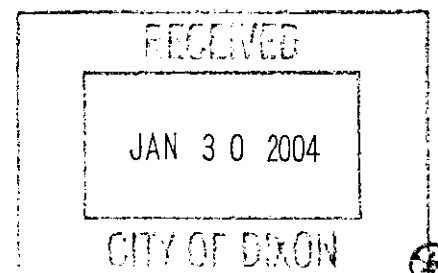
The EIR should address lighting impacts of the proposal. We assume that some portion of the facility will utilize stadium-type lighting. Impacts of this type of lighting on the regional dark sky and, whether it will be a distraction for drivers on Highway 80 traffic, should be considered in the EIR.

Agriculture

The EIR should consider the irreversible impact of loss of agricultural land. Some form of permanent mitigation should be considered, such as the City of Davis's 2:1 ratio of land given permanent protections to land converted. The City of Davis is highly interested in cooperating with the City of Dixon and the University of California, Davis, in pursuing mitigation at the Kidwell Interchange.

Air Quality

The analysis should include an assessment of air quality impacts caused by traffic on roads within Yolo County, including I-80 to the Yolo Causeway and Pedrick Road north of Interstate 80 to Woodland.



Noise

The EIR should address whether noise from the project will be audible from Davis, especially considering the possibility of open south-facing second-story windows on summer evenings.

The analysis should include an assessment of noise impacts caused by traffic on roads within Yolo County, including I-80 to the Yolo Causeway and Pedrick Road north of Interstate 80 to Woodland.

Population and Housing

The analysis should differentiate between traveling, temporary, and permanent employees and assess whether housing supply and amenities in Dixon will meet employee housing needs. The analysis should estimate the magnitude and type of employees who are likely to seek residency in Davis because of amenities, quality of life, or personal reasons. The EIR should address the pressure caused by 3,270 project employees (plus 6,500 indirect jobs) for approving additional housing in Davis or other nearby agricultural areas.

Public Services

The EIR is proposed to address the impacts on the Dixon school system from the increase in jobs. The EIR should analyze the number of employees likely to seek residency in Davis and the impacts on the Davis Joint Unified School District.

The City of Davis would be on call for mutual aid response to emergencies at the project site. The EIR should address the likelihood of such assistance being necessary, and the cost and service impacts on the City of Davis.

Traffic

The analysis should include an assessment of traffic impacts on roads within Yolo County, including I-80 to the Yolo Causeway and Pedrick Road north of Interstate 80 to Woodland. This should include the potential for horse trailers traveling to and from the racetrack and University facilities and destinations, and employees and visitors to the project. Interchanges to be analyzed should include I-80/Old Davis Road, I-80/Central Davis, and I-80/Mace Boulevard.

The EIR should analyze the potential conflicts between vehicles and bicycles arising from project-related traffic, particularly on Pedrick Road to Woodland, which is highly traveled and has minimal shoulders. The EIR should also analyze the potential impacts of the project on the safety of the newly-completed Davis-Dixon Bikeway.

*City of Davis
Comments on Dixon Downs Initial Study
January 29, 2004*

Cumulative Impacts

The EIR should address potential cumulative growth-inducing impacts from the project, considering the employment proposed to be generated from the UC Davis LRDP, continued development on business park land in Davis and Woodland, and development on other commercial properties in Dixon. These new jobs will create pressure for additional residential development and the necessary public services to serve new residents.

Thank you for the opportunity to comment on the Initial Study for the project. If you have any questions, please feel free to contact me or Community Development Administrator Katherine Hess at (530) 757-5610.

Sincerely,

A handwritten signature in cursive script that reads "Bill Emlen". The signature is written in black ink and has a long, sweeping flourish extending to the right.

Bill Emlen
Community Development Director

DIRECTORS

ROBERT HANSEN
PRESIDENT - DIV. #5

GUIDO E. COLLA
VICE PRESIDENT - DIV. #4

ROBERT S. CURREY
DIV. #1

BOB BISHOP
DIV. #2

GLEN GRANT
DIV. #3

February 2, 2004

Marshall Drack
City of Dixon, City Hall
600 East A Street
Dixon, CA 95620



OFFICERS

ROBERT L. ISAAC
SECRETARY / MANAGER

JOSEPH B. SUMMERS
DISTRICT ENGINEER

MINASIAN, SPRUANCE, BABER,
MEITH, SOARES & SEXTON
ATTORNEYS

STEPHEN J. CARBONARO
TREASURER

Subject: *Notice of Preparation (NOP) for Dixon Downs Horse Racetrack and Commercial Development Center*

Dear Marshall:

We are in receipt of the NOP and Initial Study for Dixon Downs Horse Racetrack and Commercial Development Center prepared for the City of Dixon by EIP Associates, dated December 29, 2003. It was received by the District on December 31, 2003. The subject property is located within the Solano Irrigation District boundary, and is therefore subject to the Rules and Regulations, assessments, and charges of the District. The property is located south of I-80 and west of Pedrick Road, Dixon. The following should be addressed and included in an EIR.

1. The District has a deepwell, DW-8, located on the subject property. Said deepwell adds additional capacity to downstream users as well as serving the property in the area of the deepwell. The well will have to be relocated, at the developer's expense, or arrangements made for capacity increases to the Vaughn Pipeline system. The deepwell also adds to the District's conjunctive use program as required by contract with the United States Bureau of Reclamation (USBR).
2. The District's Vaughn Pipeline is located in a 20 ft. easement on the easterly boundary of the property owned by AKT. The pipeline is 42" monolithic concrete (CIPP) pipe with some areas lined with techite pipe. The Vaughn Pipeline is located within a future public right-of-way and must be relocated into 42" rubber gasket reinforced concrete pipe (and located within public right-of-way) when development occurs. Timing of the relocation of the Vaughn pipeline will depend upon phasing and construction of the development within the Northeast Quadrant area. The relocation of the Vaughn Pipeline will be at the developer's expense. The existing easement will have to be quitclaimed to the developer, and a new Grant of Easement in favor of the District recorded.

C:\Documents\SID-Frank\WordDocs\DSMW\Commercial\Dixon Downs\Response NOP_Dixon Downs.doc

3. Since the subject property will be developed and served by DSMWS, a standard Irrevocable Waiver of Raw Water Service Agreement must be signed and recorded by the landowner.
4. Per the District's Rules and Regulations and by California law, the District must place its certificate on the parcel map and sign the parcel map. The standard parcel map fee of \$250 is due at the signing of the Parcel Map.
5. Electronic AutoCAD files are required upon the completion of each phase of work showing "as-builts" for electronic archiving.
6. A District standard Relocation and Protection of Facilities Agreement must be signed by the developer. A fee of \$50 is required. If the developer proposes to change the standard agreement, then a fee of \$300 is required and all legal and staff time will be billed to the developer.
7. The Developer must sign a development work order. The work order is the mechanism to which all fees, staff time, legal time, inspection, materials testing, etc. associated with District facilities will be charged for reimbursement from the developer.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact me at (707) 448-6847 ext. 59 or by email at pfuchslin@sidwater.org

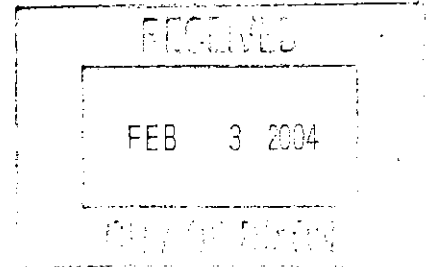
Sincerely,


Paul Fuchslin, P.E.
Assistant Engineer



February 2, 2004

Mr. Marshall Drack
City of Dixon
Economic Development Director
600 East A Street
Dixon, CA 95620



Subject: Dixon Downs Notice of Preparation Comments for the Draft EIR

Dear Mr. Drack,

As proposed in the development plan, the Dixon Downs' CEQA document will tier from the Northeast Quadrant Specific Plan (NQSP) EIR. We believe the air quality section may be incorporated by reference, provided that some part of the information is updated. Below includes District's recommendations where the information should be corrected or updated.

NQSP EIR

- For PM-10, the U.S. EPA identifies the District's air quality as unclassified, not as non-attainment as stated in the NQSP EIR.
- Current information about the District's federal responsibilities should include the following. The District is included in the Sacramento Regional Ozone Nonattainment Area as delineated by the U.S. EPA. The District in cooperation with the other air districts within the federal severe non-attainment area have committed through the State Implementation Plan (SIP) to achieving "attainment" of the ozone standard by 2005. In order to reach attainment by the prescribed date, the SIP requires that emissions of reactive organic gases (ROG) and oxides of Nitrogen (NOx), precursors to the formation of ozone, must be substantially reduced.
- The correct spelling is "Schultz Eddy" not "Schuyltz Eddy" as read in the NQSP EIR.
- Ground level ozone formation commonly begins in May not April as read in the NQSP EIR.
- Please update the percent of source contribution to total emission inventory and update the information in Table 4.4.2, Air Pollutant Summary.
- Sacramento Valley Air Basin has been in attainment for Carbon Monoxide (CO) since 1999.
- The District's Thresholds of Significance includes qualitative and quantitative terms. Projects are considered significant if anticipated emissions exceed or contribute substantially to an existing or projected exceedance of an ambient air quality standard or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations or toxic air contaminants. An exceedance of California Ambient Air Quality Standards (CAAQS) can occur during construction and operation. A project or project phase is considered significant if:
 - 1) The project's contribution exceeds the CAAQS; or
 - 2) The project's contribution plus the background level exceeds the CAAQS, and

- a) A sensitive receptor is located within a quarter-mile of the project, or
 - b) The project's contribution exceeds five percent of the CAAQS, or
 - c) The project's contribution exceeds 82 pounds per day (ppd) of Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx), and 150 ppd of Respirable Particulate Matter (PM-10) which is based, in part, on emissions offset thresholds that apply to new or modified stationary emissions sources under District's Rule 3.4, New Source Review.
- 3) Carcinogenic or air toxic contaminant emissions exceed or contribute to an exceedance of the District's action level for cancer (ten increase cases per one million persons).

All sources of emissions should be identified and considered with current emission factors for emission forecasting. Urbemis 2002 is the most recent model available to determine project potential emissions. Daily emissions should be estimated as pounds per day for each activity associated with the construction and operation of the proposed project. Any emission reductions that will result from existing rules or ordinances should be deducted from the project's daily emissions total and included in the project's emissions baseline. The District does not consider compliance with its rules and regulations or other governmental regulations as CEQA mitigation. Once quantification of emissions is completed, the results should be conveyed to the reader in concise and easily understandable manner. A practical format for documenting the project's impact is a table of estimated project emissions, effectiveness of mitigation measures, and net total project impact for the proposed project. The EIR should compare total project emissions both before and after the application of mitigation measures to the existing localized significance thresholds.

Please include information about the proposed Waste Handling and Removal of Bedding Material for growing mushrooms such as its success and practice used elsewhere, and include proposed backup mitigation strategies should this proposal fail.

NQSP EIR Mitigation Measures

We ask that the required NQSP EIR mitigation measures be strictly enforced. Below includes new information, mitigation measures or strategies for your consideration while preparing the air quality section for this project.

Mitigation Measure AQ-K requires that the construction activities should use new technologies to control ozone precursor emissions, as they become available and feasible. We ask that the applicant determine the feasibility of deploying new technologies such as reformulated fuels, emulsified fuels, catalyst and filtration technologies, cleaner engine repowers, and new alternative-fueled trucks, among others which are available to date.

As an additional possible construction measure, stipulate that the prime contractor ensure emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one-hour. The Air District and other qualified officials may conduct periodic site inspections to determine compliance. In the case where any equipment found to exceed the opacity requirement, it would require immediate repair. This measure proposes emission reductions from controlling visible emissions from diesel-powered equipment and particulate matter emission control measures.

Note that a number of District Rules and Regulations may apply to project activities including, but not limited to:

- Any open burning which requires approval and issuance of a burn permit from the Air District and shall be performed in accordance with District Rule 2.8, Open Burning, General.
- Architectural coatings and solvents used at the project shall be compliant with District Rule 2.14, Architectural Coatings.
- Cutback and emulsified asphalt application shall be conducted in accordance with District Rule 2.28, Cutback and Emulsified Asphalt Paving Materials.
- In the event that demolition, renovation or removal of asbestos-containing materials is involved, District Rule 9.8 and 9.9 require Air District consultation and permit prior to commencing demolition or renovation work.
- Portable equipment must meet either air district or statewide registration or permitting standards (District Rules 3.1, 3.2 and 3.3 where applicable or H&S 41753.2(b)).
- Finally, be advised that all stationary backup generators, and mobile equipment, other than vehicles and internal combustion engines less than 50 horsepower, emitting air pollutants controlled under district rules and regulations require an Authority to Construct (ATC) and Permit to Operate from the District. We recommend that the project proponent apply for an ATC prior to purchasing equipment or installing devices or processes to ensure compliance with applicable Rules and Regulations.

Mitigation Measures AQ-M, -N, and -O of the NQSP EIR propose employee trip reduction strategies. The District recommends that the Lead Agency communicate with Solano Commuter Information to coordinate funding strategies for such services and incentives and include siting of such facilities in the plan for environmental/design review.

Mitigation Measure AQ-Q requires support facilities to encourage pedestrian and bicycle as viable alternative modes of transportation. We suggest the Lead Agency coordinate with Solano County regarding implementation of the proposed bike facility along Pedrick Road between Vaughn Avenue and Tremont Road and show such facility for environmental/design review. In addition, we request that pedestrian facilities and access or bicycle facilities/parking/storage proposed on-site as well as any off-site connections be shown for environmental/design review.

Heat Island Effect

Ozone is formed by the chemical reaction of hydrocarbons and nitrous oxides in the presence of sunlight (ultraviolet radiation). The ozone chemical reaction speeds up under higher temperature conditions. Studies have show lower temperatures in areas with smaller impermeable surfaces, heat reflecting surfaces and shading trees. Below includes some mitigating concepts for reducing heat island effects for your consideration.

- Propose 10% less paved parking lot surfaces than required by City regulations. It appears that the project's Phase I proposes more than 70% surface parking than the City requires. Please explain the basis for this.
- If not already required by City ordinance, consider 50 percent of paved parking lot surfaces be shaded with tree canopies within 15 years of the building permit being issued and require one tree per four parking spaces (i.e., Cities of Davis and Redding Ordinances). Pursue

innovative construction methods that would provide parking lot trees with a larger rooting area without compromising the structural integrity of the paved surfaces, smaller parking pods. Proper placement of trees and shrubs near a building can cool the soil around the building and prevent direct solar radiation from entering the building through windows and from heating external building structures.

- Improving reflectivity of a building reduces the amount of solar heat it absorbs. Higher temperatures increase the demand for air conditioning. The EPA's Energy Star roofing program and the Department of Energy promote reflective roofs and provide information about reflective roofing products at the following website: <http://www.energystar.gov/products/>
- Reflective pavements such as portland cement concrete offer improved perceived safety at nighttime, and greater durability and high solar reflectivity, which contribute to long term maintenance advantages and cooler pavements.

Below includes possible additional feasible measures that reduce emissions from area sources.

- Install external electrical outlets around the property to promote and support the use of electrical landscape maintenance equipment. Landscape maintenance contractors using electric equipment should be favored in the contract award process.
- Partnership with the energy provider to incorporate conservation and energy efficient technologies into the development to conserve energy or produce energy. For example, consider using energy efficient lighting or installing a photovoltaic system.

Ten - Acre Park Site

We are concerned about the siting of the ten-acre public park at Dixon Downs. Our concern is the park's relative convenience for the Dixon residents, which are identified as the benefactors of enhance recreational opportunities. The environmental document should evaluate the park's location with respect to the following factors: convenience for school age children, neighborhoods, and location of existing parks and consistency with City's Park and Recreation Master Plan.

Thank you for the opportunity to submit our comments for your consideration. If you require additional information, please call me at (530) 757-3677.

Best regards,



Daniel P. O'Brien
Associate Air Quality Planner

cc: Larry Greene, Executive Director



February 2, 2004

Marshall Drack
City of Dixon, City Hall
600 East A Street
Dixon, CA 95620

Subject: *Notice of Preparation (NOP) for Dixon Downs Horse Racetrack and Commercial Development Center*

Dear Marshall:

We are in receipt of the NOP and Initial Study for Dixon Downs Horse Racetrack and Commercial Development Center prepared for the City of Dixon by EIP Associates, dated December 29, 2003. It was received by the District on December 31, 2003. The property is located south of I-80 and west of Pedrick Road, Dixon. The subject property is located within the DSMWS service boundary. The water system requirements applicable to the Northeast Quadrant development area have been established by DSMWS in the Master Plan for the Water Supply and Delivery System Through Buildout, dated January, 2000. As stated in the Water Master Plan on pages 8 and 9:

The Water Master Plan proposes implementation of capital facility portions of the water supply elements of the General Plan, the Southpark Planned Development, the Southwest Dixon Specific Plan, and the Northeast Quadrant Specific Plan, as modified by subsequent planning by developers and DSMWS. Environmental concerns about expansion of the water system will be addressed in the environmental reviews prepared for development of these areas. In addition, the North Central Solano County Groundwater Resources Report addresses the long term availability of groundwater resources for the City of Dixon and other areas overlying the groundwater basin.

At such time as DSMWS approves the construction of capital projects described in this Water Master Plan, environmental review will be performed on the specific project and alternatives, including no action. Environmental effects of new water supply facilities and distribution systems constructed by developers will be analyzed by environmental assessments for the proposed development projects, where cumulative impacts will be considered at each stage.

DSMWS has also adopted rules, regulations and standard specifications and details that apply to the development. An Environmental Review should address the items stated above, as well as the following subjects, which may affect DSMWS.

1. The Water Master Plan calls for a well, tank, and booster facility and pipeline infrastructure. The construction of the facilities will be at the expense of development in the Northeast Quadrant. An additional well must be constructed upon sufficient buildout and demand in the Northeast Quadrant. Additional facilities may be necessary if demand due to zoning changes within the Northeast Quadrant exceed the available capacity of the constructed water supply facilities. The required fire flow capacity is being discussed with the Dixon Fire Department. Modifications to the DSMWS System to accommodate the necessary capacity, including those affecting the Northeast Quadrant, will be determined during these discussions.
2. All developers of the Northeast quadrant must cooperate on the location and installation of water supply facilities.
3. Potable water pipeline routes shall be chosen carefully and will be subject to approval by the DSMWS Engineer. Locating potable water pipelines through or adjacent to horse and livestock stalls, manure spoil areas, etc., shall be mitigated to include protection from contamination if there should ever be a leak in the main (e.g. cross connection control).
4. The EIR must address the well, tank, and booster facility and the well facility, with regards to: site location, traffic, noise, light, site drainage and flushing, sewer, etc. Additional comments regarding the proposed well, tank, and booster facility will follow and be addressed through the City's development team.
5. Plans and specifications for the water system construction shall be submitted for review and approval to the District on behalf of DSMWS. The DSMWS plan review fees apply and are due upon submittal of the maps or plans for review. Sizing of pipelines will be verified by the DSMWS engineer at the expense of the developer.
6. The water distribution system will be installed at the developer's expense. All construction shall conform to the DSMWS rules, regulations and standards. All water system construction will be inspected by DSMWS at the developer's expense, the cost of which is not included in the DSMWS connection fees.
7. Per DSMWS Cross Connection Control Resolution No. 9552, all types of commercial buildings and landscape irrigation services are required to include an approved backflow prevention assembly, at the developer's expense. The desired location, service size and flow-rate for the backflow prevention assembly must be submitted for approval. Based on the proposed commercial use, a Reduced Pressure Principle (RPP) Assembly will be required on each of the domestic water services.

NOTE: Prior to the installation of any backflow prevention assembly between the public water system and the owner's facility, the owner or contractor shall make application and receive approval from the DSMWS Engineer or his designated agent. Application forms are available from the City of Dixon Building Department.

8. Per DSMWS Cross Connection Control Resolution No. 9552, fire protection systems are required to include an approved backflow prevention assembly, at the developer's expense. The desired location, service size and flow-rate for the fire protection system must be submitted for approval. Based on the proposed commercial use, a Double Check-Detector Check (DCDC) Assembly will be required on each of the fire protection systems.

NOTE: Prior to the installation of any backflow prevention assembly between the public water system and the owner's facility, the owner or contractor shall make application and receive approval from the DSMWS Engineer or his designated agent. Application forms are available from the City of Dixon Building Department.

9. DSMWS has been advised that salinity of the City's wastewater stream may require desalination of water sources or other modifications to the potable water system. The City of Dixon is the best source of information on this issue.
10. Please note that a Water Supply Assessment, as required by the water code, is being prepared for the Northeast Quadrant and will be made available upon approval by the City Council and District Board.
11. Electronic AutoCAD files are required upon the completion of each phase of work showing "as-builts" for electronic archiving.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact me at (707) 448-6847 ext. 59 or by email at pfuchslin@sidwater.org

Sincerely,


Paul Fuchslin, P.E.
Assistant Engineer

UNIVERSITY OF CALIFORNIA, DAVIS

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

JOHN A. MEYER
Vice ChancellorOFFICE OF RESOURCE MANAGEMENT AND PLANNING
ONE SHIELDS AVENUE
DAVIS, CALIFORNIA 95616-8678

February 4, 2004

MARSHALL DRACK
Economic Development Director
City of Dixon, City Hall
600 East A Street
Dixon, CA 95620-3697

FEB 9 2004

RE: Dixon Downs Horse Racetrack and Commercial Development Center

Dear Marshall:

Thank you for the opportunity to comment on the Initial Study for the Dixon Downs Horse Racetrack and Commercial Development Center. UC Davis would like to receive all future notices regarding the proposed project and would like copies of any draft or final environmental impact reports prepared for the project. Please send all future correspondence to the following address:

Vice Chancellor John Meyer
Office of Resource of Management and Planning
University of California
1 Shields Avenue
Davis, CA 95616

Of particular interest to UC Davis are the potential transportation impacts, transportation related air quality and noise impacts and potential mitigation measures of the proposed project. The Initial Study identifies that the Environmental Impact Report (EIR) will address these items in detail. However, the Initial Study is unclear on the scope of the proposed project and unclear on the scope of the proposed environmental analysis.

The project description indicates that a goal of the project is to provide a self-mitigating project whereby the project's environmental impacts are minimized by incorporating mitigation measures into the project design. Accordingly, the project description provided on page 25 of the Initial Study indicates that improvements would be required to Pedrick Road to serve the large increase in expected traffic but the Initial Study does not indicate whether or to what extent improvements are proposed for the Pedrick Road/I-80 interchange. Figure 1 of the Initial Study does not indicate whether the Pedrick Road interchange is part

Director Drack
February 4, 2004
Page 2

of the proposed project site and no indication is provided as to the extent of off-site traffic and noise analysis that will occur as part of the EIR.

As well as evaluating impacts to the roadway and intersection capacity and safety for motor vehicles in the affected area, the project may have impacts to pedestrian and bicycle safety. Through construction, Phase 1, and Phase 2 of the proposed project, the EIR should evaluate pedestrian and bicycle facilities on and off of the project site for adequacy. Roadways in Yolo and Solano counties provide recreational bicycle facilities and bicycle access between cities that are important to UC Davis.

Open space buffers along the I-80 corridor are an issue of regional importance as evidenced by the land use and planning goals of UC Davis and the communities of Davis, Dixon, Vacaville, and Fairfield. Potential EIR impact areas include aesthetics, land use, and impacts related to agricultural resources and the continued viability of agricultural operations in the vicinity of the proposed project. The EIR should examine these issues carefully in order to evaluate the context and intensity of potential environmental impacts that could result from the proposed project. Land use alternatives and, if necessary, mitigation measures should be fully evaluated in the EIR in order to avoid or lessen any environmental impacts of the proposed project.

Thank you for the opportunity to comment on the proposed Initial Study.

Sincerely,



John Meyer
Vice Chancellor
Resource Management & Planning

/rjw

c: Assistant Vice Chancellor Dickinson
City of Dixon Manager Warren Salmons

RENE M. PORCHE

1260 Lathford Lane Apt. #20
Dixon, California 95620-3908
(707) 678-3617
rmporche@yahoo.com

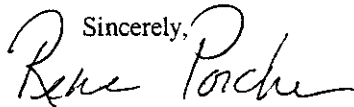
March 17, 2003

Warren Salmons
Dixon City Manager
600 East A Street
Dixon, California 95620

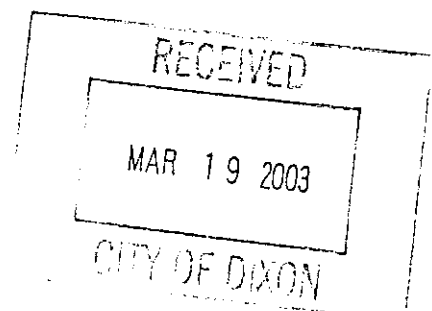
Dear Mr. Salmons,

I am writing you this letter with deep concern over the possible building of the Dixon Downs racetrack. I am concerned that a structure such as this might have a negative impact on the environment of this area. I believe it will take away land that is used by local wild life, I also believe the extra cars that will come to the area will add to highway congestion and air pollution. The quality of life in Dixon has always been remarkable, I just would not want to loose that due to urban sprawl.

Sincerely,



Rene Porche



Sierra Club Yolano Group
P.O. Box 2220
Davis, CA. 95617-2220

MMS/MSK
FYI
WS

June 20, 2003

Dixon City Manager
City of Dixon
600 East A Street
Dixon, CA. 95620


Dear Sir:

The Yolano Group Sierra Club is very interested in the Dixon race track and retail/entertainment development proposed by Magna Entertainment. There are significant environmental issues associated with a project of this magnitude and type. We would like to be informed of all actions taken in the future regarding this facility. This includes notice of all meetings, including council meetings, with city and other officials regarding the facility and notice of and information on how to obtain all documents generated as this proposal moves through the planning and CEQA process. Such a facility affects the entire region, especially surrounding cities, not just Dixon, and the Yolano Group Sierra Club would like to be involved in the process as this proposal moves forward.

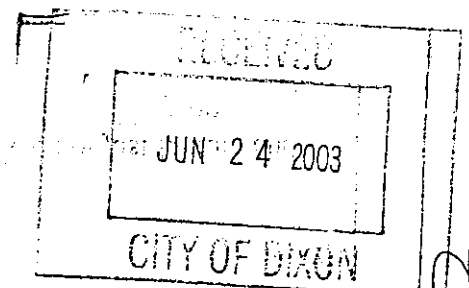
I am co-chair of the Yolano Group along with Jean Jackman. At a retreat recently held by our Management Board, I was appointed to follow this issue for the group. If there are any questions, please contact me at 530-756-6856 or pnieberg@dcn.davis.ca.us. Please send notice of meetings and other information to me directly: Pam Nieberg, 3010 Loyola Drive, Davis, CA. 95616 or vial email.

Thank you for your cooperation.

Sincerely,



Pamela S. Nieberg
Co-chair, Yolano Group Sierra Club



January 18, 2004

City of Dixon
Marilyn Ponton, AICP
Senior Planner
600 East A Street
Dixon, CA 95620

Dear Mrs. Ponton,

I am reading the Notice of Preparation and Initial Study for the Dixon Downs Horse Racetrack and Commercial Development Center this morning. This very exciting project appears to offer our city a variety of excellent opportunities. As you know, I tend to focus on landscape issues. I noticed several places in the parking lots on the Master Plan for Phase 1 and 2 that do not have planters for trees. I realize that the city only requires 30% shade coverage, but I would like to encourage Dixon Downs to take that extra step to provide 40% shade as is done in all of our neighboring cities. Forty-percent shade coverage can easily be accomplished with minor adjustments to the layout of the parking lot.

Trees not only reduce temperatures in paved areas, but are also important in opening soil for storm water runoff to recharge our water supply as well as an important element for keeping our environment healthy.

A 40% shade coverage could easily be attained by converting standard 19' long parking stalls to 16' compact parking stalls where stalls that are not adjacent to landscape strips. Areas of concern are as follows:

1. West side of Theatre (#8)
2. West side of Restaurant & Mini Anchor Retail (#7 & 7a)

From personal experience, I know that these issues are more easily worked out at the earliest time possible, rather than towards the very end of the design process.

Many soils found in our area contain high levels of clay causing poor drainage. If the soils on the project site are heavy clay, detention ponds with irrigated turf will result in having soggy bottoms. Maintenance crews mowing the area with riding lawn mowers create ruts in the lawn. If this is how the proposed detention pond going to be designed, I would like to make a suggestion. Placing a deep trench down the center of the pond and filling it with gravel will drain irrigation water away from the bottom of the pond. A top layer of mixed-sized cobble rock is then applied to create a dry-creek look. This should keep the turf areas void of ruts, level and more user friendly. I am enclosing photos of a park I designed and installed by the company I work for in Woodland for your consideration.

Please forward this information to the appropriate parties. Also, feel free to contact me if there are any questions.

Sincerely,

Diane Hefner

Diane Hefner
Planning Commissioner
City of Dixon
dihefner@netzero.net
707-678-8995

January 28, 2004



Mr. Warren Salmons, City Manager
City of Dixon
600 A Street
Dixon, CA. 95620

Dear Mr. Salmons:

The purpose of this letter is to provide comments in response to the Draft Environmental Impact Report regarding the Dixon Downs project pursuant to the environmental review process. I am writing as the General Manager and Chief Executive Officer of the California Exposition and State Fair to express our concerns with the proposed project and its potential adverse impact on the California State Fair. We are submitting this letter in accordance with the 30-day review period; however, we reserve the right to submit further comments during subsequent stages of the process should new information and/or analysis come to our attention.

As you know, the project site is currently in agricultural production, and it has been for many years. In general the conversion of agricultural land, in particular prime farmland, to urban uses is problematic from a socioeconomic and agricultural perspective. The California State Fair and other State District Agricultural Association fairs in the vicinity of the Dixon Downs project are likely to suffer serious adverse impacts on the agribusiness of the entities and the possible loss of land use that is currently dedicated to public purposes and agricultural related interests. It is our contention that potential conflicts between the Dixon Downs project and neighboring agricultural and related agribusiness uses must be analyzed and evaluated. We request that these concerns be addressed in the review process.

The California Exposition and State Fair is the premier horse racing and training facility in the Sacramento area and a new state-of-the-art privately owned horse racing and training facility in the marketplace may obviate the need for Cal Expo to continue to operate its existing plant, thereby, altering the use of approximately 95 acres of land in the Sacramento/Dixon market. This phenomenon could be multiplied if similar effects are felt by other affected agribusinesses in the region.

The California Exposition and State Fair, as the name implies, puts on the annual State Fair to reflect the diversity of the people of California in a wholesome environment that creates a unique experience and showcases California's agricultural, industry, trends and traditions. The loss of additional farmland in the immediate vicinity is just one more step in eroding the longstanding position of agriculture as the State's number one industry and threatening the economic viability of the State Fair and other similar venues.

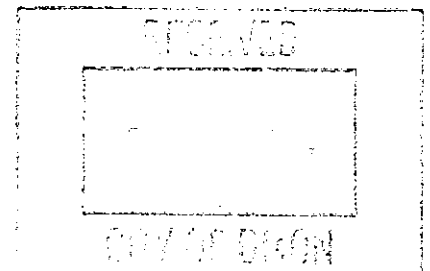
The California Exposition and State Fair requests that the foregoing potential impacts and similar impacts on other agricultural fairs be thoroughly evaluated before the Dixon Downs project goes forward. As always, we welcome the opportunity to sit down with the proponents to work out a common understanding about what needs to be done to address our concerns. Thank you for your consideration of this request.

Sincerely,
CALIFORNIA EXPOSITION & STATE FAIR

Norbert J. Bartosik
General Manager/CEO

NJB:lvc

cc Cal Expo Board of Directors
Norm Towne
Kim Myrman, CDFA
Chris Korby, CARF
Steve Chambers, WFA



CALIFORNIA EXPOSITION & STATE FAIR

ADAMS BROADWELL JOSEPH & CARDOZO

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OF COUNSEL
THOMAS R. ADAMS
ANN BROADWELL

January 30, 2004

Via Facsimile and Via U.S. Mail

Marshall Drack
Economic Development Director
City of Dixon
600 East A Street
Dixon, CA 95620-3697
(707) 678-0960

Janice Beaman
City Clerk
City of Dixon
600 East A Street
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(707) 678-1489

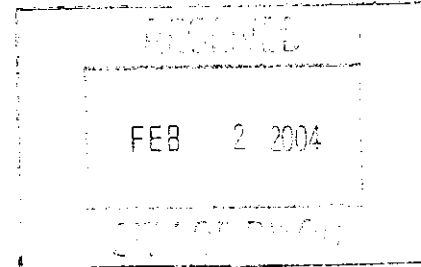
Re: Notice of Preparation – Dixon Downs Horse Racetrack
and Commercial Development Center

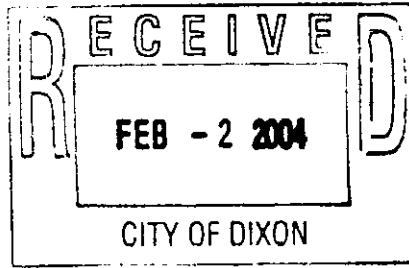
Dear Marshall Drack and Janice Beaman:

We are writing on behalf of the Sheet Metal Workers Union Local 104, the International Brotherhood of Electrical Workers Local 180, and the Plumbers & Steamfitters Union Local 343 to request mailed notice of the availability of the draft environmental impact report ("EIR"), prepared pursuant to the California Environmental Quality Act, for the Dixon Downs Horse Racetrack and Commercial Development Center ("Project") in the City of Dixon, as well as a copy of the draft EIR when it is made available for public review.

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Section 21092.2 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

1512a-002





Robert F. Zane
Group Director-
Real Estate Operations
856-968-4411 856-968-2894 Fax
robert_zane@campbellsoup.com

February 2, 2004

Marshall Drack
Economic Development Director
City of Dixon
600 East A Street
Dixon, CA 95620-3697

Re: Notice of Preparation and Initial Study for the Dixon Downs
Horse Racetrack and Commercial Development Project

Dear Mr. Drack:

These comments concern the Notice of Preparation and Initial Study ("NOP") for the Dixon Downs Horse Racetrack and Commercial Development Project (the "Project") filed on December 29, 2003. These comments are submitted on behalf of Campbell Soup Supply Company, LLC ("Campbell Soup"), an affiliate of the Campbell Soup Company.

Campbell Soup owns approximately 53 acres of property fronting on Pedrick Road directly east of the Project site. This property is improved with an active food processing facility of approximately 50,000 square feet, supporting out-buildings, an energy center, three productive water wells, and extensive parking space. Additionally, Campbell Soup owns approximately 145 acres of property east of the Union Pacific Rail line, and has licensed water discharge rights to approximately 550 acres further to the east and southeast. Campbell's principal operation in Dixon is the processing of fresh tomatoes into diced tomatoes and tomato paste. During peak summer months (July-October) the Company employs approximately 250 persons and receives approximately 300 truck deliveries (600 vehicle trips) per day.

Section I of this letter addresses issues which are of particular concern to Campbell Soup. We have discussed these issues during public consideration of the Project and the proposed Flying J Project. Section II addresses particular elements of the NOP.

- I. We have identified several areas of concern which we believe will require careful study in the pending environmental impact report ("EIR"), and which may require incorporation of substantial mitigation measures as conditions to eventual approval of the Project. These include:
- A. Traffic;
 - B. Drainage;
 - C. Ground water usage; and
 - D. Cumulative impacts of the proposed Flying J Truck Stop.

- A. Traffic. It is our understanding that a full traffic study will be conducted for the Project, and that the data collected and an analysis of that data will be incorporated into the Draft EIR. We want to make sure that the traffic study recognizes that during Campbell Soup's operating season, a substantial proportion (more than 90%) of the current vehicle trips on Pedrick Road, and through the I-80 interchange which serves Pedrick Road, consist of full-size tractor-trailers. Given the current circulation plans for the Project, we believe that many of the new trips on Pedrick Road and through the I-80 interchange are likely to be horse trailers and commercial vehicles serving the Project facilities. It is important to note that truck movements through the interchange and along Pedrick Road are significantly slower and result in significantly greater congestion than would a similar number of auto trips. As noted below in our discussion of cumulative impacts, the tractor-trailer trips likely to constitute the bulk of trips generated by the Flying J project would almost certainly exacerbate such congestion.

In light of the above, the traffic analysis should consider the potential mitigation which could be achieved through improvements to the I-80 interchange as well as to Pedrick Road. The traffic analysis should also evaluate the Project's potential to cause I-80 exit back-ups and/or additional congestion on I-80 itself. Further, the study should consider the indirect impact on Pedrick Road likely to stem from diversions from North First Street, as that street will receive substantial Project-related traffic.

- B. Drainage. Under present conditions, portions of Campbell Soup's property are subject to flooding during periods of heavy rain. We were pleased to note that the Project's drainage system "...is intended to ensure that post-development runoff rates are no higher than pre-development levels" (NOP at p. 26); and that the track infield "...may be designed to detain storm water flows..." (NOP at p. 9). We believe that this mitigation standard and this mitigation measure should be incorporated into the Project design through the Project review and approval process.
- C. Ground Water Usage. As noted above, Campbell Soup has three wells immediately adjacent to its processing facility on the Pedrick Road property. Two of these wells are deep, highly productive wells which support our food processing operations. The third provides domestic water for the plant. Plans for installation of wells to serve the Project should be carefully evaluated in the EIR to assure that they do not adversely affect the volume or quality of water available from nearby existing wells, including the Campbell Soup wells. Further, Project operations which may generate nitrates or which could otherwise adversely affect ground water quality must be carefully regulated and monitored.
- D. Cumulative Impacts. As noted briefly above, given the concentrated truck usage of Pedrick Road and the I-80 interchange (especially in summer and early fall months), it is particularly important that the cumulative impact of the Flying J Project, the possible re-designation of Route 113, and likely traffic diversion to Pedrick Road due to Project-related auto traffic impacts on First Street be carefully studied. Given the potential for backups onto I-80 and for a cumulative general increase of traffic on I-80, we would hope to see a traffic study that is geographically broad in scope. We are very concerned that increased congestion through the I-80 interchange and on Pedrick Road could

compromise Campbell Soup's truck delivery schedules and severely impact its operations.

We know that the City is aware of the need to protect agricultural land and agricultural operations from the impacts of development. We note that the ability of farmers to get their products to processing facilities in a timely and efficient manner is important to the viability of farms and other agricultural-related businesses.

II. Our preliminary comments and questions specifically related to the NOP include:

- A. Project Objectives;
- B. Project Description, Phase I;
- C. Project Description, Phase II;
- D. Circulation and Parking, Transportation/Traffic;
- E. Circulation and Parking;
- F. Parking;
- G. Pedestrian Circulation/Transportation Demand Management;
- H. Infrastructure and Utility Improvements;
- I. Drainage/Hydrology and Water Quality
- J. Water;
- K. Operational and Employment Characteristics
- L. Housing for Grooms and Trainers;
- M. Specific Plan Amendment; and
- N. Noise.

A. Project Objectives (Part II, p.6) One of the principal objectives of the applicant is to provide a venue that will optimize use of the "major rail transit improvements planned for the area." It is not clear if this refers to the "shuttle service between the Proposed Project site and the future downtown rail station" referred to on page 25 (Transportation Demand Management subsection), or to other rail transit improvements planned to service the NQSP area. Nor is there any indication whether any environmental review has been completed with respect to those planned transit improvements. In addition to more clearly identifying any major rail transit improvements which are planned for the area, the EIR should also clearly identify the timing of those improvements, status of approvals and associated environmental impacts.

B. Project Description; Phase I (starting at p. 9) As noted above, the Project Description states that the infield of the racetrack "may" be designed to detain storm water flows. The EIR should address not only impacts of these infield detention areas, but also the impacts from the Project on the surrounding areas if the infield detention areas are not included as part of the design of the racetrack complex. Campbell Soup is specifically concerned about storm water runoff and general drainage across our property, and extending to the east. We would expect to have an analysis of how runoff from the Project site might impact the open space areas that are currently used by Campbell Soup for discharge of water resulting from Campbell's operations at the Dixon plant.

The Project Description for the Finish Line Pavilion (p. 9) refers to planned construction of an 1,800-seat open-air grandstand and capacity for approximately 5,000 race day patrons within the enclosed Pavilion structure. There is also reference to a theater in the Pavilion that would seat approximately 2,000, and a restaurant of unspecified size. It is not clear what uses or elements the Pavilion structure is intended to include. Are the theatre and restaurant elements included within the 5,000 patron capacity identified for the Pavilion, or are these additional elements? The EIR should clearly identify the elements of the proposed Project, including the specific uses and capacities to be included within each of the elements. Further, the EIR must address the timing of events at the complex, including the potential for overlap of uses, and the impact that these events will have on the surrounding area. Campbell Soup is specifically concerned with the impact that will result from major events that will occur during Campbell Soup's peak operating season (July through October).

The NOP indicates that the racetrack complex is intended to include a future 7,200 gross square foot Veterinary Clinic (p. 21). The EIR should clearly identify the proposed timing of this future use, together with any associated impacts, including temporary construction-related impacts if these improvements are constructed at a time that does not coincide with the Phase 1 or Phase 2 construction. The timing of all construction-related activities are of concern to Campbell Soup, especially those activities to be conducted during Campbell Soup's peak operating season.

The NOP mentions a 10± acre public park site to be dedicated to the City (p. 21; see also, Public Services, item d, p. 70; Recreation, item a, p. 71). There is no information as to the timing of development of the park site or the types of improvements that may be developed at this site, and impacts that may be associated with this proposed park, including use, maintenance and traffic issues. These issues should be addressed in the EIR.

- C. Project Description; Phase 2 (starting at p. 21) The Project Description indicates that while Phase 1 of the proposed Project would be the subject of a detailed site plan, the Phase 2 development program has been presented in a conceptual design format to allow flexibility to adapt the design of subsequent sub-phases to market demands. It would appear from this description that the Phase 2 portion of the proposed Project, given its design format, is included and would be analyzed in the EIR on a program level, as opposed to a project-specific level of analysis. However, the last paragraph of the Phase 2 project description states that "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," indicating the intent to analyze this phase of the Project at a project-specific level, while still allowing flexibility to move the uses within the Project site. While the EIR may include a project specific analysis with respect to the Phase 2 portion of the proposed Project as it is currently proposed, it should be made clear that at the time a design review application is submitted for Phase 2, additional environmental review may be required if there is new information not previously available; if there are additional impacts associated with the Phase 2 project that were not analyzed under the original EIR; or if there is any increase in the severity of previously identified impacts.

- D. Circulation and Parking; Transportation/Traffic (starting at pp. 23, 72) The NOP refers to "arterial" access between the site and the two freeway interchanges. However, there is no clear indication of how these arterial and local roadways will be designed, and where the connections and intersections of these roadways will occur. For example, the NOP does not clearly identify the distance between the I-80/Pedrick Road interchange and the point where the arterial road referred to in the circulation plan will connect with Pedrick Road. There is also no indication of the proposed roadway location and design from the Proposed Project site to the I-80 / North First Street interchange. The EIR must clearly identify the proposed roadway system and traffic circulation plan, including all proposed roadway and circulation improvements, and the timing of those improvements. To expand upon Campbell Soup's general traffic concerns noted in I.A. above, we ask that the EIR consider, in detail:
- The impact of additional traffic on the existing I-80/Pedrick Road interchange. This should include an analysis that not only deals with vehicle counts, but also takes into account (i) the additional truck traffic and vehicles pulling horse trailers resulting from the proposed Project that will be utilizing this interchange and traveling along Pedrick Road to the entrance at the southeast corner of the Project site; (ii) the heavy tractor-trailer traffic that currently utilizes this interchange, and the Flying J Truck Stop proposed for the southwest corner of this interchange; (iii) the heavy truck traffic that utilizes Pedrick Road from the interchange south to the Campbell Soup plant across from the Project site, especially during Campbell Soup's peak operating season; and (iv) additional construction-related vehicular traffic and heavy-duty equipment traffic during the construction period, especially activities that may occur during Campbell Soup's peak operating season.
 - The impact of additional vehicular traffic on the I-80/North First Street interchange on the existing I-80/Pedrick Road interchange and the connector roadways from this interchange to the Project Site.
 - The impact that may result from designing only one major access point to the Project site (from the proposed arterial road), which will result in traffic from both directions utilizing this one main entrance. The EIR should evaluate alternatives for daily traffic patterns, as well as peak periods when traffic may tend to back up on area roadways and at the I-80 interchanges both prior to and following events.
- E. Circulation and Parking. There are various references throughout the NOP to improvements to local roads, but there is no specific information as to what improvements would be constructed or where they will be located. The EIR and the traffic circulation plan must clearly identify not only the new streets and roads to be constructed in connection with the proposed Project, but also the modifications to the existing roads. Specifically, the EIR should address the widening of Pedrick Road. This should include not only traffic circulation and construction related impacts, but also location of the specific improvements (including necessary property acquisition and related impacts), utility relocations, and timing of improvements, particularly impacts associated with activities occurring during Campbell Soup's peak operating season.

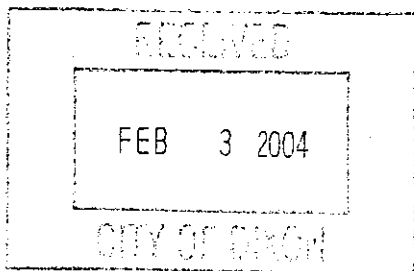
- F. Parking (p. 24) The text of the NOP (p. 25) indicates the Dixon Zoning Ordinance ("DZO") requires a total of 1,012 parking spaces for Phase 1 and 2. However, on page 73, it indicates that 1,012 parking spaces are required under the DZO for Phase 1, and an additional 3,132 parking spaces are required for Phase 2, for a total of 4,144 spaces for the Project. The Project, as proposed, will include 6,227 spaces. There is no explanation as to why the additional spaces will be included. Further, this excess of parking spaces would appear to encourage single occupant vehicle travels to the Project site, and may induce future development of additional uses both on and adjacent to the site. The EIR should address these issues.
- G. Pedestrian Circulation/Transportation Demand Management (p. 25) The NOP indicates that the Project is designed to provide, at a single location, a combination of land uses that would be accessible by pedestrians once patrons and workers are on site. The NOP also indicates that the Transportation Demand Management ("TDM") program would include a range of measures designed to increase the use of public transit such as the provision of shuttle service between the Proposed Project site and future downtown rail station, and incentives to employees to use public transportation to get to work. As the Project is intended to be a destination entertainment / recreational complex, the EIR and TDM should also include additional measures designed to encourage patrons of the Project (both regional patrons, as well as those residing within Dixon) to utilize public transportation to get to the Project site. In addition, once the Phase 2 elements have been constructed, shuttle service should be included to move patrons and workers around the Project site to make it more convenient for patrons to utilize all of the amenities to be incorporated in the Proposed Project. The amount of traffic to and from the Project site is a concern for Campbell Soup, particularly during Campbell Soup's peak operating season.
- H. Infrastructure and Utility Improvements (p. 25) The NOP refers to "Arterial B" and "Professional Drive" to be constructed to serve the Proposed Project. Additional information must be provided to indicate the location of these specific roadways.
- I. Drainage / Hydrology and Water Quality (p. 26, 57, 75) As noted above, the NOP states that the infield of the racetrack "may" be designed to detain storm water flows. The discussion on page 26 of the NOP appears to suggest that if the detention ponds are not located in the infield area of the racetrack area, then they will be included elsewhere on-site. However, there is also a reference to "off-site drainage collection, detention and distribution measures." In addition, on page 57, the discussion under Hydrology and Water Quality indicates that the Proposed Project would "construct an on-site drainage system that would manage all on-site runoff," and page 75 indicates "new infrastructure, including collection and detention facilities, on- and off-site would be constructed." The EIR should clearly identify the intended location of the detention ponds and other drainage and water runoff facilities, as well as alternative locations for these facilities if the detention ponds are not located within the infield area. All on-site and off-site improvements should be identified, including their location. Campbell Soup is specifically concerned about storm water runoff and general drainage across our property, and extending to the east.

- J. Water (p. 26, 59) The NOP indicates that potable water will be provided to the Project site through the Dixon-Solano Municipal Water System, with utility services to be extended from Vaughn Road. The water is derived from Lake Berryessa, but there is also reference to "future wells" proposed for the area. The EIR should discuss not only the impact of the Proposed Project on the DSMWS, but also the extent and timing of the extension of improvements to the Project site, and construction related impacts in extending these utility lines. In addition, the EIR should address the impacts that will result when the future wells are added to service the NQSP area. As noted above, Campbell Soup is particularly concerned with the impact such wells would have on the water table and other wells currently located in the vicinity, including the three wells currently located and in use on the Campbell Soup site.
- K. Operational and Employment Characteristics (starting at p. 27) The NOP includes a discussion of operational and employment characteristics associated with Phase 1, but does not address Phase 2. The EIR will need to address not only the characteristics and impacts from Phase 1, but also the retail, commercial and other uses proposed as part of Phase 2. In addition, Table 3 identifies 30 employees in the "Jockey Colony" under the "Backstretch Employment" area, but the text of the NOP (p. 30) does not address this employment group.
- L. Housing for Grooms and Trainers (p. 30) The NOP indicates the Phase 1 facility would include 30 temporary single-occupancy housing rooms for the 134 trainers, and 260 temporary double-occupancy housing rooms for 320 grooms and other assistants. The EIR should include a discussion as to how this mix of trainers/grooms housing units was determined, including general occupancy habits of these groups, in order to enable a full understanding of the impact on area hotels, housing and other resources.
- M. Specific Plan Amendment (starting at p. 32) Item 3, Circulation Element (p. 33) refers to "Professional Drive" and Mistler Road", but it is not clear where these roadways are located. The EIR should provide specific information on locations, including maps, for all of the roadways, including both on-site and off-site roadways, and the relationship and connections with other existing or proposed area roadways. (Also see references to "Mistler trucking operations" and the "Mistler property" on p. 39; and "Mistler Trucking/Mistler Farm operations" under Hazards and Hazardous Materials on p. 54.)
- N. Noise (p. 64) The discussion under items a-d refers to evaluation in the EIR of construction and operational noise effects from the Project. In addition, the EIR should also evaluate the potential impacts to the horses to be housed on the Project site and to the scheduled events at the Project site from noise from surrounding uses, such as noise created by steam venting from the Campbell Soup energy center.

We appreciate the opportunity to comment on the NOP.

Very truly yours,

Steven J. Hough for Robert F. Zane
Robert F. Zane



KAHN, SOARES & CONWAY, LLP

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STANLEY O. VAN VLECK
E-Mail: svanvleck@kscsacramento.com

February 2, 2004

Via Telefax & Regular Mail

Marshall Drack
Economic Development Director
CITY OF DIXON
City Hall
600 East A Street
Dixon, California 95620-3697

Re: Dixon Downs Racetrack and Commercial Development Center;
Comments to Notice of Preparation for Draft Environmental Impact Report;
-Our File No. S6002.00

Dear Mr. Drack:

This law firm represents the California Authority of Racing Fairs ("CARF"). CARF has serious concerns regarding the development of the Dixon Downs Racetrack and Commercial Development Center ("Project") and intends to closely monitor the Project. When necessary, CARF intends to actively participate in hearings before the City of Dixon and other governmental agencies regarding the necessary entitlements required for the Project.

CARF believes that the Notice of Preparation for the Environmental Impact Report ("NOP") is insufficient because it does not address significant socioeconomic effects of the Project that will result in a physical change in the environment. The NOP states that the Project will consist of a phased, mixed use development that includes a state-of-the-art thoroughbred horseracing and training facility, retail businesses, and a hotel/conference center and offices. The NOP provides that the Project, even though located within the City of Dixon, will serve a regional population. Therefore, the NOP envisions that the Project will draw populations from many areas outside of the City of Dixon, including the cities of Vacaville, Davis, Sacramento, and other local jurisdictions. The NOP also states that the Project will enhance job creation on a regional basis.

There are currently 5 fair racetracks within 75 miles of the Project which will be directly affected by the Project. This effect will take numerous forms, including persons traveling from these

February 2, 2004

Page 2

other racetrack locations to the City of Dixon to participate in the activities and services provided by the Project. Additionally, there may be similar types of commercial and retail businesses and facilities located in surrounding jurisdictions, including Vacaville, Davis and the greater Sacramento area. These facilities could also be dramatically affected by the operations of this Project and the types of services being provided by the Project.

A project of this magnitude, which provides these numerous recreational, commercial and retail services, including, without limitation, a hotel and conference site, will certainly result in physical changes in environment such as changes in traffic patterns within the City of Dixon and the surrounding area and the influx of a much larger population to the City of Dixon. This increase in population will be both permanent from the standpoint of persons who wish to work at the Project and may wish to reside in the City of Dixon and also persons who live outside the City of Dixon who will travel to their jobs on a daily basis.

The extent of retail and commercial services provided by the Project may result in a migration of business from downtown Dixon and other jurisdictions to the Project site. This may result in an increase in business vacancies in these areas which could result in blight in these areas and loss of jobs. CARF believes that the socioeconomic effects that will result from the Project could certainly have other possible physical changes in the environment. Because of these and other potential physical changes in the environment, it is necessary that the Environmental Impact Report specifically and carefully review all of the potential socioeconomic effects of the Project.

CARF respectfully requests that the NOP be modified to include in the list of environmental effects with potential significant impact, the socioeconomic effects of the environment and the potential physical changes in the environment resulting from such socioeconomic effects.

Should you have any questions regarding the statements set forth in this letter or wish to discuss this matter further, please do not hesitate to contact the undersigned.

Sincerely,

KAHN, SOARES & CONWAY, LLP

Stanley O. Van Vleck
Stanley O. Van Vleck

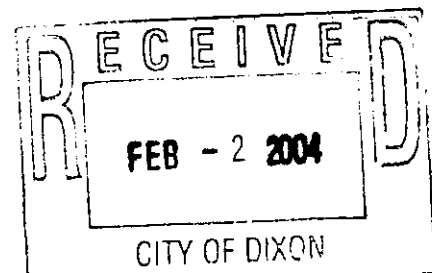
cc: Christopher Korby, California Authority of Racing Fairs

Attn: Marshall Drack

Regarding the Magna Entertainment Corporation NOP February 2, 2004

1. There is no indication of renewable electrical energy sources for the site. They need to be included.
2. The complex will be a huge drain on our power grid
3. The park site has no natural access for city use. It is in a commercial-industrial area. There are no bike paths or other safe access from any housing areas.
4. Since Dixon Downs is intended to serve as a global gambling site 365 days a year with an emphasis on alcohol consumption, the proposed park site would better be an emergency response base with fire and ambulance service to the wrecks on Pedrick Road and I-80.
5. There should be a primary sewage treatment plant on the Magna site to process the waste produced by its anticipated 5000 "guests" per day. This is almost the size the city of Dixon was 18 years ago. The tax payers of Dixon must not bear the brunt of their sewage treatment load on our insubstantial current system.
6. The parking should be in one or more multi-level parking structures. This would reduce the heat sink of the proposed massive asphalt surface. It would also limit the contamination runoff from a huge asphalt surface. The security would be much easier to manage in a structure.
7. There should be an all-weather canopy over the grandstand. Our summer heat can be deadly in direct sun. Drenching rain is no better in the winter.
8. There is no clear bus route to the site. The Dixon citizens should not have to pay for it. Where is the bus parking?
9. Magna should be making a substantial contribution to the Dixon multimodal center. The city needs to be clear how people would move to and from a bus station or train station.
10. Magna should commit to paying a substantial share of air quality fines imposed on Solano County.
11. There was no veterinary service indicated in phase 1. There needs to be a drug testing laboratory and veterinarian present to monitor doping of horses and jockeys.
12. Since the air and water pollution impacts on the Dixon area will be major, Magna should provide or support a local hospital with cardiac care, asthma treatment, drug addiction services and trauma center and cancer treatment center. We have no adequate services in town to mitigate the social impact of the gambling center.
13. There should be a requirement for substantial tree plantings [past purely ornamental] to attempt some site mitigation of air quality degradation.
14. There should be a clear protocol for animal waste management. If the proposed retention ponds are in city limits, Magna must be held accountable for mosquito abatement and other liabilities of disease vectoring which may result.
15. If the water use by Magna degrades the city wells or crashes our water table, the city needs a legally binding contract to have Magna replace such wells and water distribution systems at their expense and in a timely way. This is pure health and safety for our citizens.
16. There should be guarantees that Pedrick Road, Sparling Road and Vaughn Road remain safe for bicycle travel.

M. A. Montague
P. O. Box 764
Dixon, CA 95620





Sent to fax (707) 678-0960

February 2, 2004

Mr. Marshall Drack
City of Dixon
600 East A Street
Dixon CA 95620-3697

**Re: Comment to Notice of Preparation (NOP)
Dixon Downs Horse Racetrack & Commercial Development Center**

Dear Mr. Drack:

In connection with the proposed project referenced above and the NOP issued by the City, we offer the following comment:

- -As part of the EIR, please analyze the economic impact of the proposed project on existing racetrack operations in Solano County and surrounding areas.

Thank you for your inclusion of the above in the EIR analysis for the Dixon Downs project.

Very truly yours,

Joe Barkett
General Manager
Solano County Fair Association

