

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

3.1.1 Background and Project Overview

The site at which the Altamont Motorsports Park (AMP) is located opened in 1963 as a half-mile dirt oval. The raceway was paved and reconfigured in 1966 to feature three separate race tracks integrated within the perimeter of the half-mile oval. The site has been in operation since 1963.

Currently, 35 acres of AMP's 83-acre site are developed with a paved racetrack, pit/paddock area, grandstand, and other support facilities. The proposed project includes rezoning the site from the A (Agricultural) District to the PD (Planned Development) District to provide for the continued operation of the facility,¹ with further definition of currently permitted uses and operations, including authorized motorsports activities, and to provide for the installation of a roof over a portion of the existing grandstand, the installation of two caretakers residences, and the installation of freeway signage.

3.1.2 Entitlement History

The County has issued a series of permits for the initial and continuing operation of the site as a raceway since 1963. The most recent project review and permitting action occurred on February 14, 1996, at which time the County approved a Conditional Use Permit (CUP) that allowed the raceway to continue operating, and which also permitted the construction of a grandstand roof and a new sign. That approval was subject to conditions regarding hours and days of operation, noise levels, types of racing, recreational vehicle parking, among others (see **Resolution No. Z-8382 of the Zoning Administrator of Alameda County Adopted at the Hearing of February 14, 1996, Concerning C-5720 in Appendix 3.0,**). The 1996 CUP was approved for a 10-year period.

The former raceway owners and operators submitted an application for renewal of the 1996 CUP on September 15, 2005. On January 21, 2006, a revised application was submitted by the current owners and operators of the raceway, Lakeside Motorsports–Altamont (Lakeside or the project applicant). During that renewal process, County staff determined that the most appropriate way to address many of the issues relating to the raceway and its long-term entitlement would be by seeking a rezoning of the site from A (Agricultural) District to the PD (Planned Development) District. The intent of the rezoning is to provide a forum for the full analysis of all existing and proposed uses at the raceway, and to allow for a complete analysis of all community concerns relating to its operation. The project applicant submitted a

¹ The raceway currently operates under the provisions of a CUP issued by the County in 1996.

separate application on May 18, 2007, seeking approval of the proposed rezoning from A (Agricultural) District to the PD (Planned Development) District- (see **Altamont Motorsports Park Application for Rezoning in Appendix 3.0**).²

A more detailed summary of the various permits and actions concerning the raceway follows:

- As a result of Zoning Enforcement action, in January 16, 1963 CUP, C 1328 and Variance, V 2372, approved the construction and operation of an automobile and motorcycle racetrack and granted legal building site status for said use on a parcel with no frontage on an approved County road subject to 13 conditions.
- June 22, 1966, CUP, C-1643, approved a "Private Recreation Center" to allow an automobile racetrack and "activities such as rodeos and other spectator sports" for a five-year period subject to 13 conditions and terminating on June 22, 1971.
- During the term of the 1966 use permit, an outdoor concert was held on the property. More than hundred thousand spectators attended the free Rolling Stones concert and it became the focus of significant local and national controversy.
- January 10, 1973, CUP, C 2556, approved continued operation of an Outdoor Recreation Facility (racetrack) subject to 11 conditions with permit expiration in five years on January 10, 1978.
- December 11, 1974, CUP, C 2807, approved the modification of eight conditions under C-2807 including: 1) introducing "motorcycle (on the track) racing events" where previously limited to automobile events; 2) allowing occupancy of motorhomes for overnight accommodations for race entrants for one night prior to events; 3) allowing occupancy of a mobile home for a night watchman; and 4) extending the time period beyond the approved expiration date of June 10, 1978. The application was approved subject to 19 conditions and permit expiration was extended until September 11, 1977.
- September 22, 1976, at the request of the Building Official CUP, C 2556 and C 2807, were set for Revocation Hearing due to non-compliance with permit conditions including: 1) continued use of the mobilehome after December 11, 1974 when it became mandatory for the property owner to secure a building permit to construct permanent facilities. The mobilehome was still occupied at the time of revocation hearing and no building permit had been secured. In addition, no landscape screening improvement plan had been submitted nor were any improvements installed as required under the terms of the use permit. Revocation proceedings reaffirmed the original findings provided the permit conditions were modified. Modifications included a time extension for installation of permanent residential facilities to coincide with the permit expiration date (September 11, 1977) and plans to sharecrop barley in those areas not used for racing. Subject to these permit modifications, the revocation proceedings were concluded.

² The CUP application filed on September 15, 2005, and subsequently revised on January 21, 2006, remains on file with the County, pending completion of the rezoning process.

- November 19, 1980, CUP, C 3886, approved weekend operation of an automobile (Sundays only) and motorcycle (Saturday evenings only) raceway for a one-year period from March through December 1981 subject to 22 conditions.
- October 21, 1981, the applicant withdrew CUP, C 4104, to continue operation of an automobile and motorcycle raceway for the 1982 stock car and motorcycle-racing season.
- April 21, 1982, CUP, C 4222, approved one-year operation of an automobile racetrack for up to 6,000 spectators, a mobile home to be occupied by a caretaker, and identification signs exceeding the 24 square feet, for the 1982-racing season, subject to 22 conditions.
- April 20, 1983, CUP, C 4427, approved continued operation of an automobile racetrack from April 10 through October 22, 1983, a mobile home to be occupied by a caretaker, and identification signs in excess of the 24 square foot size limitation, subject to 21 conditions terminating on April 20, 1984.
- October 3, 1985, the Board of Supervisors denied an appeal and upheld the Zoning Administrator's decision to approve CUP, C 4952 an application to continue operation of an automobile racetrack only for up to 6,000 spectators, from March 1 through September 28, 1986, and allow an identification sign in excess of the 24 square foot maximum sign area subject to 22 conditions. The permit was not exercised and expired on October 20, 1986.
- October 5, 1988, the applicant withdrew CUP, C 5523, which was an application to operate a motocross (off-road motorcycle) facility on the property.
- February 9, 1989, on appeal to the Board of Supervisors and prior to the Board hearing, the applicant withdrew his appeal of the Zoning Administrator's decision to deny CUP, C 5552 to operate a motocross facility on the property.
- August 29, 1989, the applicant withdrew CUP, C-5656, an application for a motocross facility with up to 5,000-person capacity.
- September 27, 1989, a Private Street application, P-282, was requested to provide parcel frontage along a County-maintained roadway. Approval of parcel frontage granted the property building site status for a single family dwelling and other permitted and conditionally permitted in the "A" (Agriculture) District.
- November 19, 1989, CUP, C-5720, requested reinstatement of the operation of an automobile racetrack with a 6,000-person spectator capacity, an identification sign in excess of the 24 square foot limitation, and placement of a mobilehome as caretaker's quarters was submitted by Ms. Dorothy Podsakoff and Mr. John R. Williams. The application was amended three months later to request for motocross racing. A Draft EIR was prepared; however, no public hearing took place because the applicant conducted motocross events at the racetrack without authorization by Alameda County. For 15 months (until May 1991) the matter was held in abeyance pending the outcome of actions related to the environmental review process. Continued operations on a limited basis began to be reviewed as a temporary use until resolution of the environmental review process.

- September 17, 1990, Administrative CUP, AC 5811, approved a weekend (two day) anti drug program fund raising, car club swap-meet, and show on the property.
- April 9, 1991, Administrative CUP, AC-5962, approved a one-day, stock-car racing event on April 14, 1991. Action was appealed and a citation was issued to Mr. Les Kynette for continuing to hold the event without a permit.
- April 19, 1991, Administrative CUP, AC-5969, an application for a 60-day temporary permit to allow stockcar racing events was withdrawn by the applicant, Mr. Les Kynette.
- April 23, 1991, Mr. Larry Lacey submitted Administrative CUP, AC-5980, an application to allow stock-car racing events for a period of 60 days beginning April 28, 1991. The Zoning Administrator approved the request for racing events beginning June 16, 1991 (until August 6, 1991). The decision was appealed to the Board by a neighbor. At a special hearing on June 6, 1991, the Board of Supervisors upheld the appeal and denied AC-5980. Citations were issued to Mr. Lacey for holding events on April 28, 1991 and May 19, 1991. June 24, 1991, Superior Court Judge Mark Eaton ordered a Permanent Restraining Order to stop illegal automobile racetrack operations until required CUP are obtained. A Father's Day racing event takes place despite the Board's denial of AC-5980.
- May 14, 1991, Mr. Lacey submitted revisions to CUP, C-5720 that requested motocross racing and stockcar racing with 5,000-person capacity. The County deemed the application to be incomplete and more information was requested before initiating the environmental review process. Scheduled meetings to review the application were postponed by the applicant. Three months later Mr. Bernard Kabage, et al, the new applicant, requested operation of a maximum 6,000-spectator capacity automobile racetrack facility in addition to the other application modifications. Applicant appealed the Planning Director determination that an EIR was required, which on appeal from the Commission went to the Board and was denied on October 22, 1991. Applicant filed a lawsuit to reverse the decision in Alameda County Superior Court (EIR requirement was upheld) but was overturned, on appeal, by the Court of Appeal on November 25, 1992.
- The County's appeal of the Appeals Court action for rehearing to the California Supreme Court was denied on February 10, 1993; therefore, the Appeals Court determination that the August 30, 1991 application was categorically exempt from environmental review under the CEQA Guidelines was upheld (further CEQA discussion below).
- February 9, 1995, on appeal to the Board, CUP, C-5720, approved reestablishing the existing motor vehicle raceway as an outdoor recreational facility, continued use of a temporary mobilehome as a caretaker's quarters, and retention of an identification sign greater than 24 sq. ft. in area subject to 36 conditions; expiration on February 9, 1998.
- February 14, 1996, CUP, C 5720, was modified to allow continued operation of an existing outdoor recreation facility (motor vehicle raceway), and construction of a new grandstand cover and new identification sign greater than 24 square feet subject to 36 conditions; expiration in 10 years.
- November 14, 2005, CUP, C-8471 was submitted to renew the previous CUP. No action was taken, and the application was modified to encompass a rezoning of the parcel.

3.1.3 Project Definition

For the purposes of evaluating the proposed project in accordance with CEQA and the *State CEQA Guidelines*, the “proposed project” identified in this Draft EIR is the project presented in the May 18, 2007 rezoning application on file with the County. This section of the Draft EIR presents information that describes the proposed project at a level of detail that provides the reader with a basic understanding of the project. This project description presents the following relevant information about the proposed project:

- Project objective,
- Project location and site features,
- Existing site development and operation, and
- Project description.

3.2 PROJECT OBJECTIVE

Section 15124 of the *State CEQA Guidelines* outlines the requirement for the development of a project objective as an integral component of the environmental analysis process:

(b) A statement of objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.

The objectives of the AMP Rezoning are:

- To allow for the continued use of the AMP in accordance with all provisions of the 1996 CUP;
- To further define all conditions of the 1996 CUP, including specification of the types of motorsports activities permitted at AMP, in a manner that recognizes the evolving nature of the motorsports industry and allows a variety of racing types, including, but not limited to, stock car, autocross, kart, motorcycle, sports car, open-wheel, and drifting, as well as future, unanticipated motorsports activities;
- To permit the construction of the previously approved grandstand roof over a portion of the existing grandstand;
- To permit the installation of the previously approved installation of two mobile homes for use as caretaker residences;

- To permit an increase in the number of RVs/motor home vehicles that may be parked at the site overnight; and
- To provide signage adequate to alert passersby of the location and schedule of events at AMP, and to provide advertising and public service announcements.

3.3 PROJECT LOCATION AND SITE FEATURES

3.3.1 Project Location

The 83-acre project site is located immediately south of the Interstate 580/Interstate 205 interchange, approximately 10 miles east of the City of Livermore, and approximately 7 miles west of the City of Tracy in the eastern portion of Alameda County (see **Figure 3.0-1, Altamont Motorsports Park Location Map**).

3.3.2 Project Site Features

The project site is irregularly shaped (see **Figure 3.0-2, Altamont Motorsports Park Site Plan**) with a topography characterized by gently rolling hills. Site elevations vary by approximately 100 feet between the lowest and highest areas on the site. Approximately 35 acres of the site are developed with the raceway and associated facilities. Approximately 12 of those 35 acres are developed with the oval race track, which is situated on two plateau areas within a natural bowl. There are a number of other site improvements that support the racing venue that are described later in this section.

The remainder of the project site is characterized by non-native, annual grasses and sparsely vegetated areas, approximately 40 acres of which are used for parking during events. A detention pond is located on the northern portion of the project site. The site contains an easement for the California Department of Transportation (Caltrans) adjoining the Interstate 205 and 580 freeways, as well as a 40-foot-wide Public Utilities Easement (PUE) along the southern boundary of the site that also serves as an access way for a private 20-acre site to the east of the project site.

Access to the site is off of Midway Road, a paved two-lane road, via a paved driveway at the southwest side of the site. Midway Road connects to Interstate 580 via West Grant Line Road on the north and via Patterson Pass Road on the south.

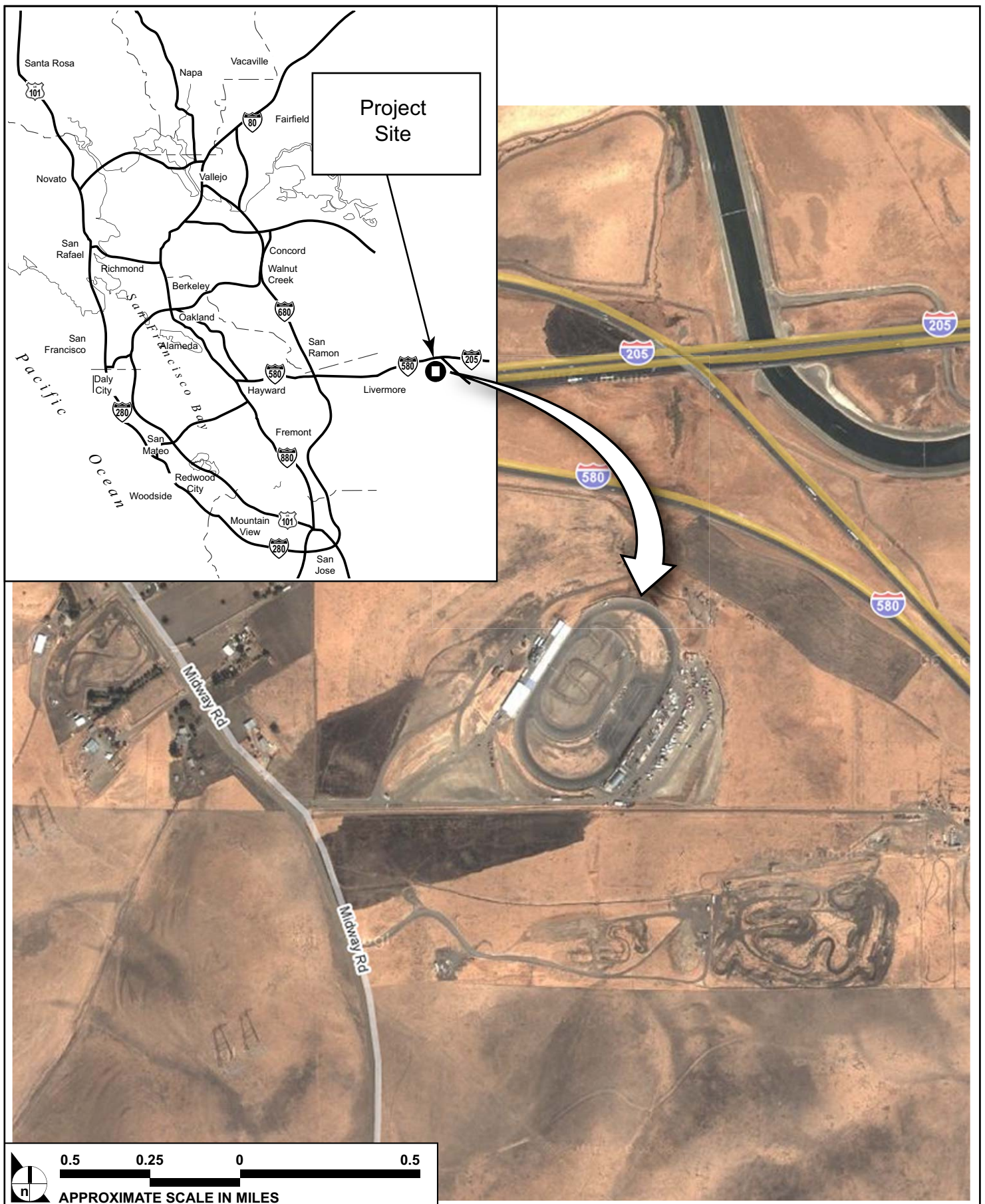


FIGURE 3.0-1

Altamont Motorsports Park Location Map

3.3.3 Adjacent Land Uses, Development, and Characteristics

The site is generally bounded by Interstates 205 and 580 to the north, Interstate 580 to the east, and existing rural residential development to the south and west (see **Figure 3.0-1**). The topography of the general area can be characterized as rolling hills that are vegetated with annual grasses. The open lands in the project area used for cattle grazing and wind energy production.

Immediately to the south of the project site is the closest single rural residence to the racetrack. It was constructed in 2005 and sits on a hilltop on a 57.9 acre site. To the west, along Midway Road and south of Interstates 205 and 580 are approximately 11 rural residences on sites of varying sizes. To the north of Interstates 205 and 580 are approximately 14 rural residences on sites of varying sizes as well.

The California Aqueduct is located to the north and east of the project site (north of Interstates 205 and 580 and east of Interstate 580).

3.4 EXISTING SITE DEVELOPMENT AND OPERATIONS

The proposed rezoning seeks to define all conditions of the 1996 CUP, including specification of the types of motorsports activities permitted at AMP, in a manner that recognizes the evolving nature of the motorsports industry and allows a variety of racing types, including, but not limited to, stockcar, autocross, kart, motorcycle, sports car, open-wheel, and drifting as well as future, unanticipated motorsports activities. The proposed rezoning also seeks approval for the installation of a roof over a portion of the existing grandstand, the installation of two caretaker residences, and the installation of freeway signage.

There are eight existing primary improvements or features at the project site:

- Race track
- Pit/paddock area
- Grandstand, guest services, and race operations
- Parking
- Lighting
- Sound system
- Signage
- Other site features
- Utilities

3.4.1 Race Tracks

There are four race tracks that comprise the AMP (see **Figure 3.0-3, Altamont Motorsports Park Race Tracks**):

- Primary track;
- Paved oval;
- Figure-8 track; and
- Road course.

All of these tracks are contained within the race track area, as shown in **Figure 3.0-3**.

3.4.1.1 Primary Track

The raceway's Primary Track is a half-mile paved oval, the edge of which defines the outer extent of all racing activities. The track's straights are oriented northeast to southwest. The track is ringed by a 3- to 4-foot-tall concrete safety wall on top of which is installed safety fencing that ranges between 6 and 15 feet in height. This track is used by a variety of different race vehicles including, but not limited to stock cars, trucks, and open wheel race cars. Within an approximately 50-foot-wide area around the edge of the track there are associated safety devices, safety catch fencing, racetrack lighting systems, public address and information systems, embedded electronic systems, race team spotting stations, media access areas, track utilities, access ways and other features related to the operation and/or maintenance of the Primary Track.

The Primary Track and the existing approximately 50-foot-wide developed area that extends from the outermost edge of the track is used on a regular basis.

3.4.1.2 Paved Oval

Integrated within the Primary Track is a quarter-mile paved oval, similar in design to the Primary Track, for use by mini-trucks, stock cars, and smaller open-wheel race cars. Because of the shorter track length and tighter turns, race speeds are typically lower than those possible on the Primary Track, making the Paved Oval more suitable to vehicles with smaller engines and/or lower horsepower.

The Paved Oval has been used on a regular basis since 1966.

3.4.1.3 Figure-8 Track

The Figure-8 track utilizes a combination of the Paved Oval and a specially integrated cross-pattern or "X" track design. Figure-8 racing features stock cars, small sedans, and trucks.

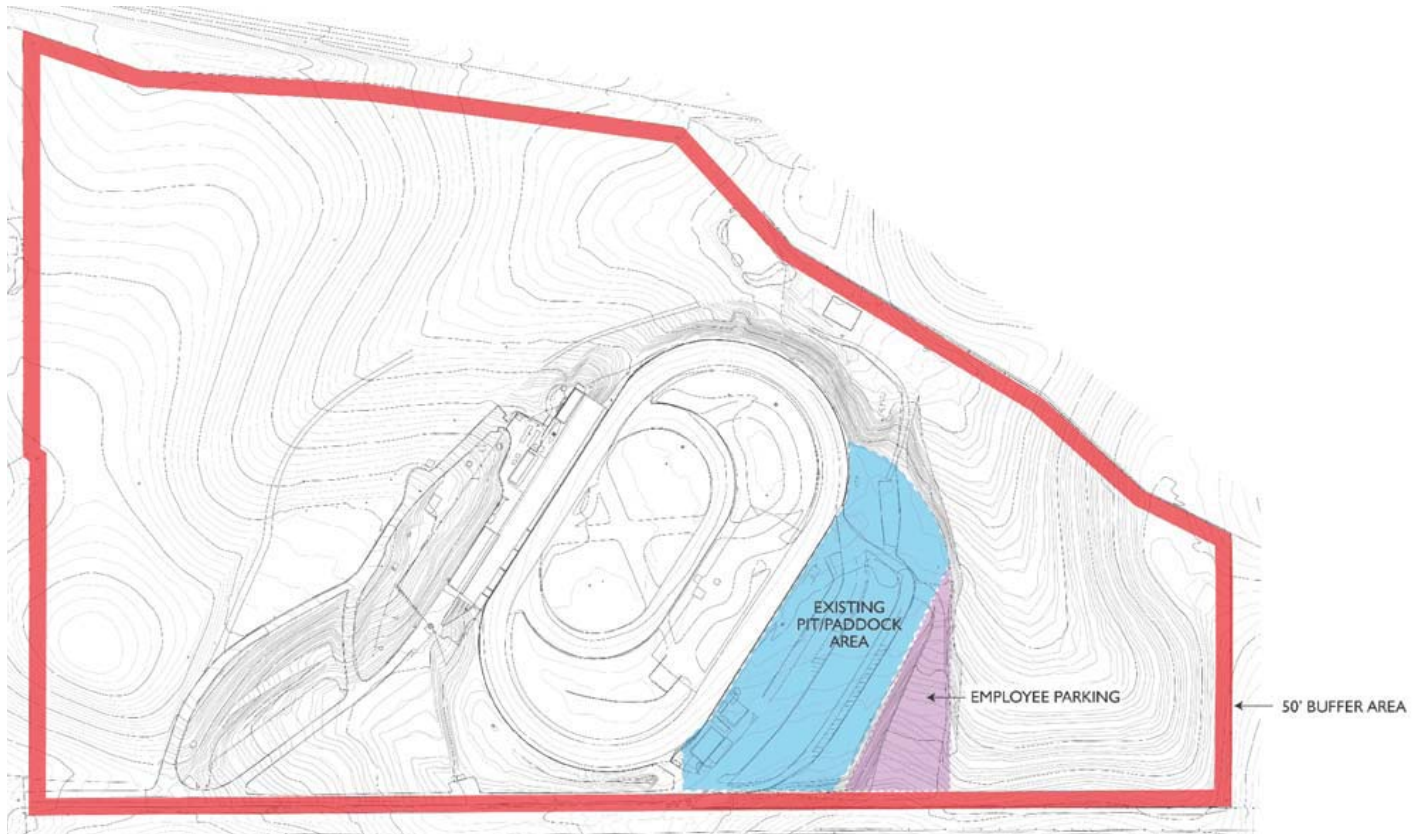


NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE 3.0-3

Altamont Motorsports Park Race Track



NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE 3.0-4

Altamont Motorsports Park Pit / Paddock Area

The Figure-8 track was originally a dirt track from 1968 through 1988. In 1988, Figure-8 racing was discontinued and demolition derby and motocross events were held on the track. The Figure-8 track was paved in 2006.

3.4.1.4 Road Course

Stock car, autocross, enduro, kart, motorcycle, drifting, formula sports car, and open-wheel race vehicles utilize the 1.1-mile Road Course, which offers variable track configurations with both left- and right-hand turns. The Road Course incorporates portions of the Primary Track, the Paved Oval, and the Figure-8 track.

The Road Course currently exists and has been used on a regular basis for at least 10 years.

3.4.2 Pit/Paddock Area

The approximately 9-acre pit/paddock is a paved area immediately southeast of the track (see **Figure 3.0-4, Altamont Motorsports Park Pit/Paddock Area**). Access between the race track and the pit/paddock area is by way of a paved driveway. During scheduled events the pit/paddock area is used by race teams to park, prepare, and as necessary to repair race vehicles. The pit/paddock area is also used by teams as a parking area for race vehicle team transporters, team recreational vehicles, and team hospitality vehicles.

There are several small structures, including an existing 2,000-square foot Quonset hut, located in the pit/paddock area. These structures are used by the raceway and outside vendors for:

- race support shops;
- raceway facilities, maintenance, and warehousing;
- a track operations office;
- a staff lounge;
- a pit-based concession stand; and
- driving schools.

Race support shops include fuel sales, tire sales and service, component and part sales, and safety equipment sales and service for competitors. Fuel sales are provided by an outside vendor that dispenses fuel from stored and secured containers meeting state and federal regulations regarding safety and fire protection. Currently, less than 500 gallons of fuel are stored on site at any given time.

Technical inspection, race communications, and emergency services personnel also operate from the pit/paddock area.

To the east of the pit/paddock area is the employee parking lot, located on an approximately 3-acre raised, flattened berm of fill dirt that was imported to the site in the late 1990s.

3.4.3 Grandstand, Guest Services, and Race Operations

Immediately adjacent to the start-finish straight (northwest side) of the track is the existing grandstand (see **Figure 3.0-5, Altamont Motorsports Park Grandstand and Guest Services Area**) with a seating capacity of 6,800 people. Immediately behind the grandstand are guest services and race operations. Guest services and race operations include:

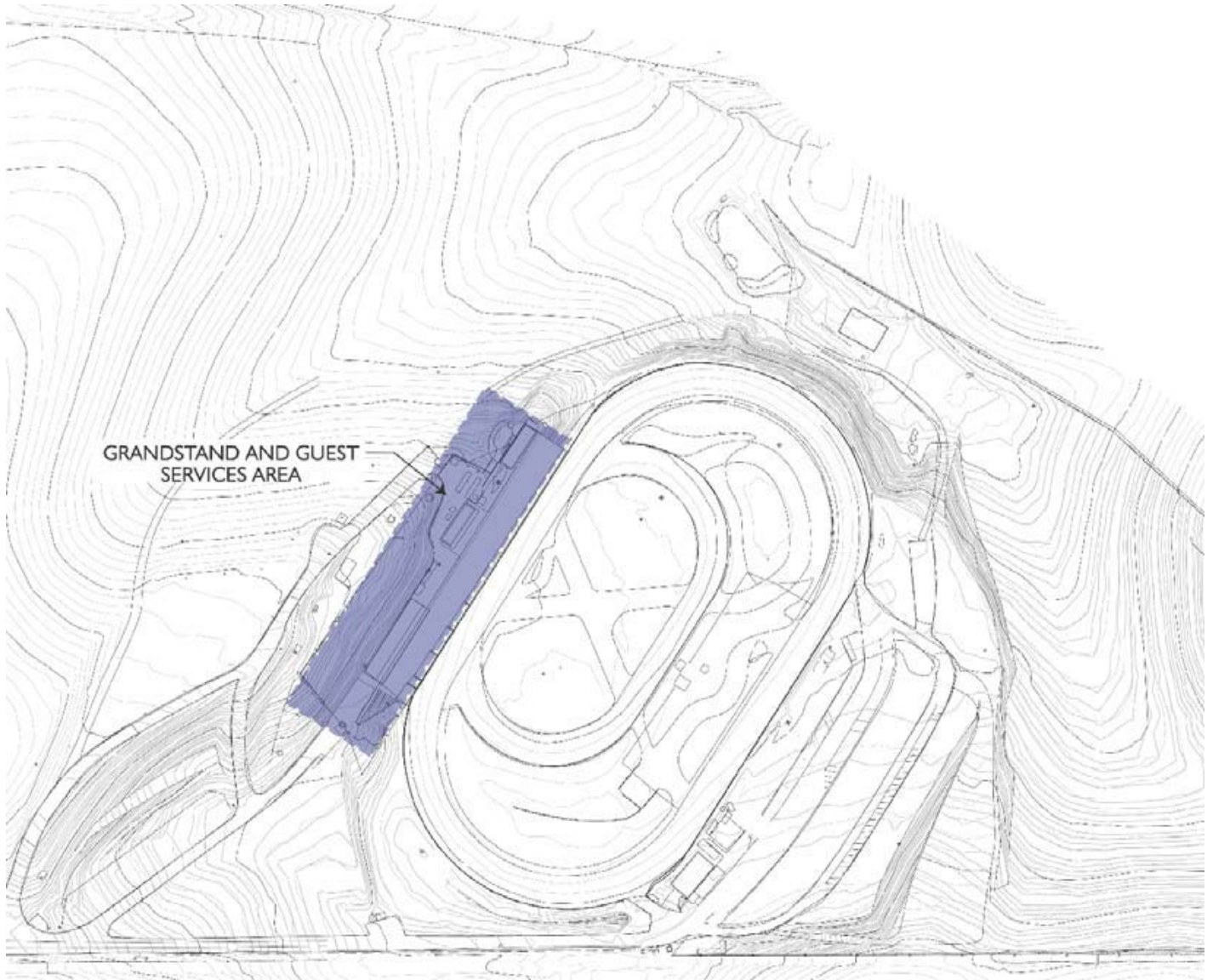
- central restrooms;
- food, beverage, and souvenir concessions;
- ticket booths;
- an emergency and security office;
- a guest relations booth;
- race control offices;
- press-TV media facilities;
- a broadcast and announcers' booth;
- VIP suites;
- AMP management offices;
- AMP pit based track operations offices; and
- two stand-alone, covered pavilions to provide for shade cover.

Most of the guest services and race operations are located within a 3,870-square foot 3-story building behind the grandstand. Also located within the building are a kitchen for food and beverage preparation and sales and the central restrooms.

3.4.4 Parking

The approximately 40-acre parking area is located west and northwest of the track on an unpaved area covered by non-native, annual grasses and sparsely vegetated areas. Based on attendance at events over the last three years, guest parking can be accommodated in an area of approximately 15 acres; however, the additional 25 acres of open grass area can be utilized for parking to accommodate larger events. The area most commonly used for parking is regularly mowed to prevent grass fires ignited by hot exhaust systems. The remaining 25 acres are mowed as required for larger events.

In addition to the primary parking area, there is a separate 80-car accessible parking lot, a 150-car family-services parking lot (stroller accessible), three recreational vehicle parking areas, and a 75-car VIP guest parking area (see **Figure 3.0-6, Altamont Motorsports Park Parking Areas**). These additional parking areas are situated around the northern and western portions of the track.

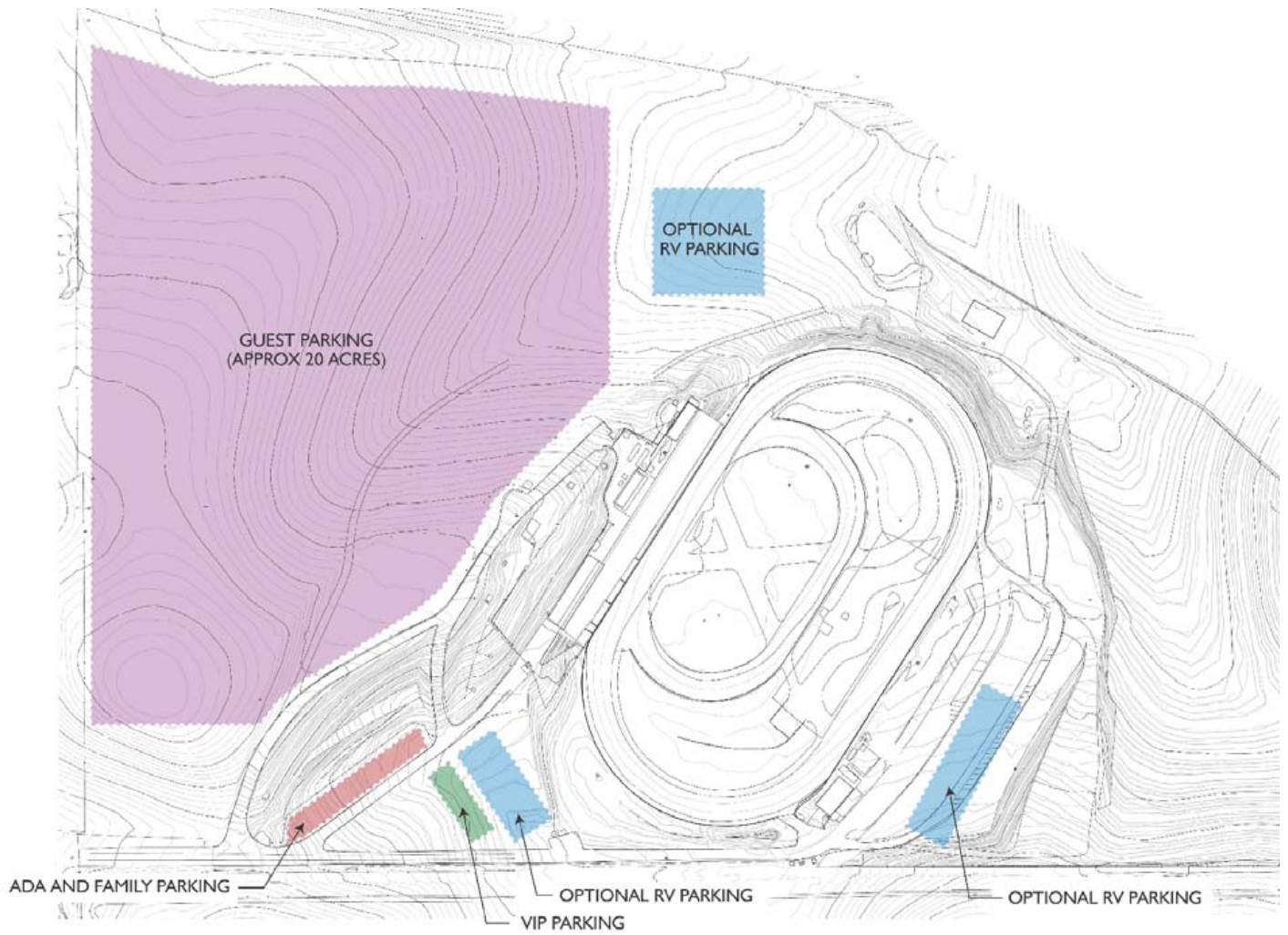


NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE **3.0-5**

Altamont Motorsports Park Grandstand and Guest Services Area



NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE 3.0-6

Altamont Motorsports Park Parking Areas

Along the western boundary of the general parking area there is a 50-foot strip designated as a buffer area between the parking area and adjacent residential properties.

3.4.5 Lighting

The race track is illuminated for night time racing by pole-mounted fixtures installed within the track's infield. The track is illuminated by 1500-watt metal halide fixtures mounted atop seven 50-foot metal poles within the track and four 50-foot metal poles flanking the grandstand.

The grandstand and guest services area has localized path lighting, which continues on all the main pathways. The pit/paddock area has six existing light poles with a mix of 400- and 1000-watt metal halide fixtures mounted on 30-foot wooden poles. Lighting is also provided in the parking area, and includes pole mounted lights similar to those in the pit/paddock area.

3.4.6 Sound System

AMP has a public address system that is designed to provide race and other information, similar to other sporting venues. The system's speakers are focused toward the grandstand. This sound system is used for all events held at the raceway, including races, driving schools, automobile tests, and other activities. The raceway has a second public address system in the pit/paddock area that is used to communicate with the drivers and teams. These sound systems are used to communicate with the raceway's spectators, drivers, officials, crew members, workers, etc., and to provide event information, safety notices, public service announcements, lost and found announcements, etc.

3.4.7 Signage

There are four existing off-site directional signs located at the following locations:

- Grant Line Road off-ramp/Interstate 580 Westbound at Grant Line Road;
- Grant Line Road off-ramp/Interstate 580 Eastbound at Grant Line Road;
- Grant Line Road at Midway Road; and
- Mountain House Parkway at Midway Road.

These signs are 4 feet by 8 feet in size and not illuminated. The bottoms of the signs are no more than 6 feet from the surrounding ground surface.

On-site signage includes a timing and scoring sign that is an electronic, semi-programmable timing, lap counter, and scoreboard. The approximately 20-foot by 30-foot sign, which features a blank "billboard"

backing that is not illuminated, is located at the north end of the track (turns 3 and 4 on the half-mile oval). The sign lighting is coordinated with the event track lighting.

There are 24 trackside promotional billboards, each 8 feet by 20 feet in size, installed on the face of the safety fencing that encircles the track.

There are also a variety of advertising signs and banners located within the spectator (grandstand and guest services) area of the raceway.

3.4.8 Other Site Features

Portable storage (shipping) containers are utilized on site for the storage and/or warehousing of various dry goods, equipment, machinery, maintenance and repair items, and spare parts. Two of these containers are located behind the main building in the grandstand and guest services area. Six additional containers are located in the pit/paddock area. An open storage area located northeast of the pit/paddock area towards the property boundary contains excess emergency lighting systems, excess emergency vehicles, and large facility maintenance and parts (cyclone fencing, fence poles, etc.).

3.4.9 Utilities

3.4.9.1 Water

Untreated potable water used only for flushing toilets is produced from an on-site well, which can be supplemented if necessary by trucked-in supplies. Water for emergency use (fire suppression), limited irrigation, and dust control is produced from another existing on-site well with on-site storage in an above ground tank.

Water for drinking, cooking, cleaning, hand washing and similar consumptive or contact uses is trucked to the site by a vendor and stored on-site in tanks.

3.4.9.2 Wastewater

Wastewater from the kitchen and central restrooms is treated and disposed of via a conventional septic system and leach field. The raceway utilizes self-contained restroom trailers and port-o-lets on an as-needed basis to meet the variable on-site capacity needs. Service for these restrooms is performed by pump and tank trucks. Service is typically performed during business hours on weekdays, when guests are not typically present on site. Emergencies or other conditions occasionally require service on weekends at various hours when the raceway is open.

3.4.9.3 Drainage

The site has been graded to collect and convey stormwater runoff to the detention pond north of the track for percolation and/or for conveyance by a Caltrans drainage system adjacent to and serving Interstates 205 and 580.

3.4.9.4 Propane

On-site propane tanks are used to supply the concession stand with cooking fuel and to fuel water heaters. There is no natural gas service to the site. Propane service is typically performed during business hours on weekdays, when guests are typically not present on site. Emergencies or other conditions occasionally require service on weekends at various hours when the facility is open.

3.4.9.5 Solid Waste

The Tracy Disposal Service currently provides contracted refuse and solid waste removal services to the raceway. Service is typically performed during business hours on weekdays, when guests are typically not present on site. Emergencies or other conditions occasionally require service on weekends at various hours when the facility is open.

3.4.9.6 Electricity and Telephone

Pacific Gas and Electric Company (PG&E) provides electrical service to the site via overhead systems, and AT&T provides telecommunications service.

3.5 EXISTING SITE OPERATIONS

3.5.1 Racing Programs

The 1996 CUP allows for a wide range of motorsports events on the paved tracks, with the exception of drag racing and mud-bog racing. On April 24, 2007, the Board determined that drifting was not allowed under the 1996 permit. The 1996 CUP also allows non-competition events that are incidental to the primary purpose of the facility, including limited live music (concerts), automotive related events, competition and non-competition vehicle testing, and private events and private use.

3.5.2 Capacity

The 1996 CUP established a maximum site capacity of 8,000 people, which includes a maximum of 7,500 spectators.

3.5.3 Historic Operation Levels

Attendance and participant information is available for the 2005–2007 racing seasons, and is presented in **Altamont Motorsports Park 2005–2007 Attendance Levels** in **Appendix 3.0**. Spectator attendance figures provided by the project applicant indicate that for the 2005 to 2007 operating years attendance was below the maximum allowed by the 1996 CUP. The maximum spectator attendance was (rounded) 5,500 people,³ and the minimum attendance (rounded) was 50 people.⁴ The maximum number of on-site employees for any one event was 200.

3.6 PROJECT DESCRIPTION

The project description is a critical element in the preparation of the environmental analysis for this EIR. Section 15278 of the *State CEQA Guidelines* defines “project” as:

The whole of an action, which has potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

The proposed project includes rezoning the site from A (Agricultural) District to the PD (Planned Development) District to provide for the continued operation of the facility, with (1) further definition of permitted uses and operations, (2) the addition of drifting and other potential future racing formats as a specifically permitted form of motorsports, (3) the construction of a roof over a portion of the existing grandstand, (4) the installation of two caretakers’ residences, and (5) the installation of freeway signage (see **Altamont Motorsports Park Application for Rezoning** in **Appendix 3.0**).

The following is excerpted from the rezoning application and serves to describe the whole of the proposed project. To some extent it repeats portions of the preceding discussion of the existing site development and operations, but is important to establish a clear understanding of the whole of the proposed project.

To generally summarize, the net physical and operational changes proposed as part of the project include:

- Construction of a roof over a portion of the grandstand;
- Installation of two mobile/modular homes to be used by security personnel;
- Construction of two freeway signs; and

³ The maximum attendance of 5,500 spectators occurred on Saturday, September 10, 2005 for a monster truck, motocross, and jet powered car event.

⁴ The minimum attendance of 50 spectators occurred on Sunday, July 16, 2006, for a road race program.

- Addition of drifting as a specifically permitted form of motorsports.

3.6.1 Racetracks

The proposed rezoning envisions no alterations to the existing Primary Track, Paved Oval, Figure-8, or Road Course in terms of their physical characteristics or general use.

3.6.2 Pit/Paddock Area

The proposed rezoning envisions no alterations to the existing pit/paddock area in terms of its physical characteristics or general use.

3.6.3 Grandstand, Guest Services, and Race Operations, and Grandstand Roof

The proposed rezoning envisions no alterations to the existing grandstand, guest services, and race operations area or structures in terms of their physical characteristics or general use, except for construction of a roof over a portion of the grandstand. The 1996 CUP provided for construction of a roof over the grandstand, but that roof was not constructed. The purpose of the roof would be to provide shade cover and protection from area winds for spectators seated in the grandstand. The roof would be a steel truss and cable structure and cover a portion of the existing grandstand (see **Figure 3.0-7, Altamont Motorsports Park Proposed Grandstand Roof**). The roof structure would include vapor misters to provide spectator comfort during the hotter summer and early fall months.

3.6.4 Caretakers Residences

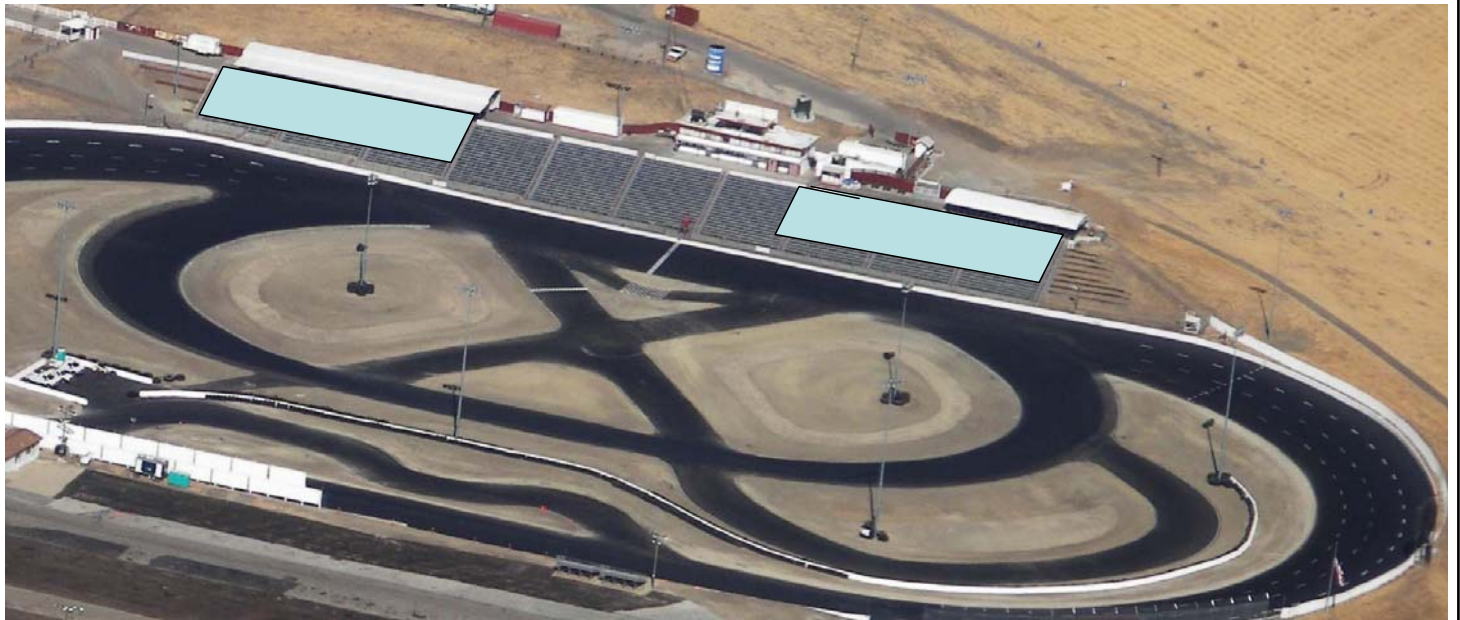
The proposed project includes the installation of two mobile homes (or modular homes) for use as caretakers residences as permitted by the 1996 CUP (but never constructed on site). The two residences would be located adjacent to the site's westerly property line (see **Figure 3.0-8, Altamont Motorsports Park Proposed Caretaker Residence Locations**). The projected size of each of the two residences would be 2,800 square feet. Because the project applicant is not seeking to install the residences at this time, the project applicant has not submitted specific site plans, grading plans, or other details for the residences or any of their supporting features such as parking areas, the location of a domestic water well(s), or septic system(s). Such plans would be submitted to the County at a future date if the proposed rezoning is approved.

3.6.5 Parking

The proposed rezoning envisions no alterations to the existing parking facilities with the exception of the addition of overnight recreational vehicle (RV) and/or motor home parking (overnight RV or motor home

parking to a maximum of 30 is currently permitted only upon approval by the Board of Zoning Adjustments and the Alameda County Department of Environmental Health (ACDEH). The project applicant is seeking approval to permit the overnight parking of RVs and motor homes in association with scheduled race events. As proposed, the overnight parking of RVs and motor homes would be subject to the guidelines outlined below:

- A maximum of 100 RVs and/or motor homes would be allowed to park on site for overnight stays between 9 AM Friday and 10 AM Monday, with the exception that if Monday is a national holiday, then 10 AM Tuesday;
- RVs and/or motor homes would be parked and occupied in only three locations including the pit/paddock area (restricted to competitors and team members only), southeast of the track, and northwest of the track (see **Figure 3.0-9, Altamont Motorsports Park RV and/or Motorhome Parking Locations**);
- The project applicant would provide a written request and application for an annual use and sanitation plan for review and approval by the Alameda County Planning Department and (ACPD);
- RV and/or motor home parking would only be allowed in conjunction with a scheduled event or activity;
- RV and/or motor home generator use would be allowed, provided that no generator noise could exceed 65 dB when measured from a distance of 100 feet in any direction of the generator;
- All RVs and/or motor homes would have to be 100 percent self-contained for water, wastewater, electrical service, and/or propane;
- No dumping of wastewater would be allowed;
- All exterior lights would be required to be turned off and all exterior music would be required to be turned off by 11 PM;
- Small, personal barbeques would be allowed for use only by occupants of RVs and/or motor homes parked within the pit/paddock area only;
- No wood burning barbeques would be allowed;
- Barbeque fuel sources could include charcoal or propane;
- All barbeques would be required to have a cover to prevent flying embers;
- No fire rings or open flames would be allowed; and
- BBQ use in the pit/paddock area could be restricted at any time by the project applicant or Alameda County due to high winds.



NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE **3.0-7**



Altamont Motorsports Park Proposed Grandstand Roof

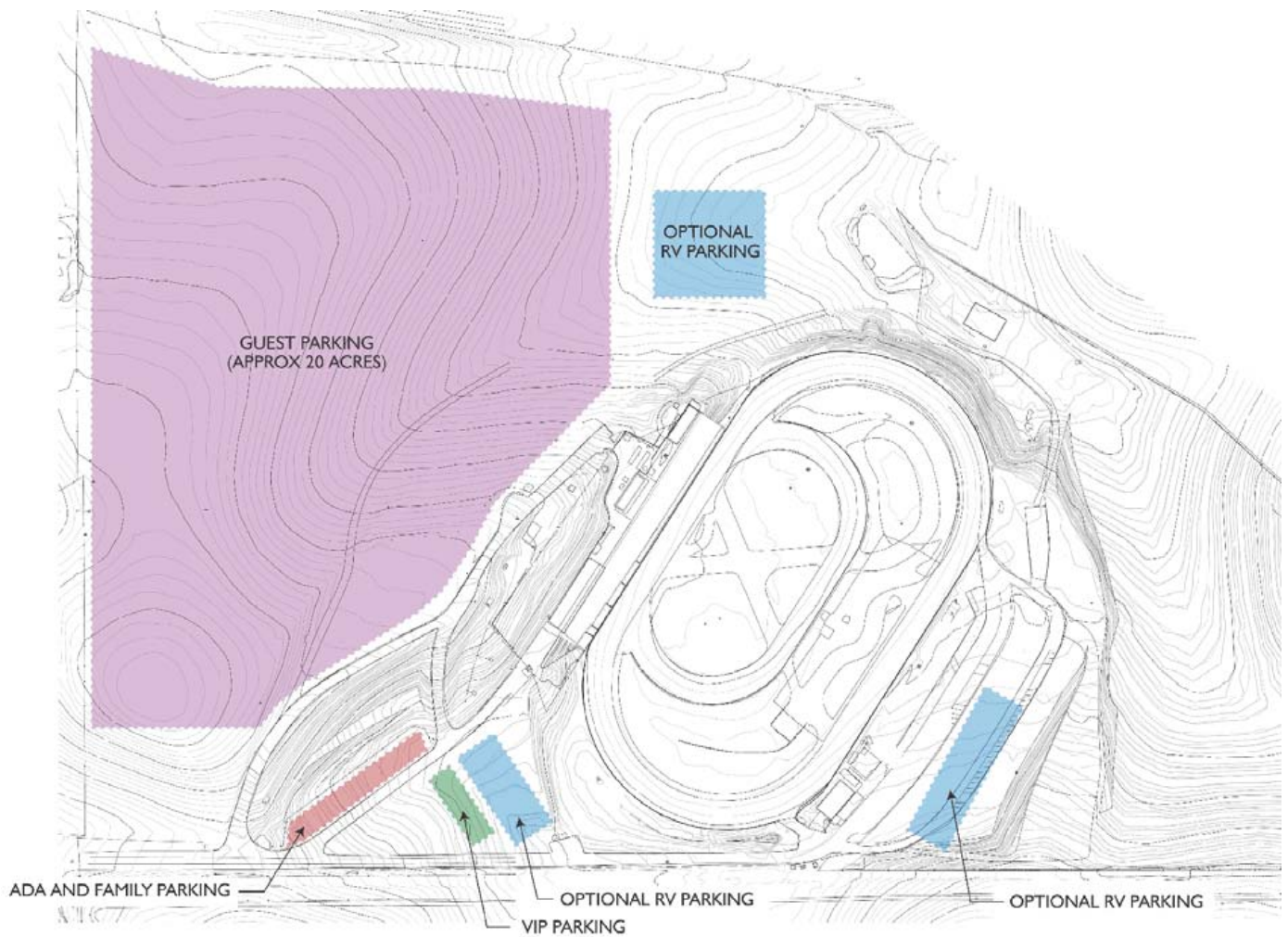


NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE **3.0-8**

Altamont Motorsports Park Proposed Caretaker Residence Locations



NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE 3.0-9

Altamont Motorsports Park RV and/or Motorhome Parking Locations

3.6.6 Lighting

The proposed rezoning envisions no alterations to the physical characteristics or general use of the existing on-site lighting systems.

3.6.7 Sound System

The proposed rezoning envisions no alterations to the existing sound systems in terms of their physical characteristics or general use.

3.6.8 Signage

The proposed rezoning envisions no alterations to the existing signage at the facility, with the exception of the addition of two freeway signs. The 1996 CUP allowed for the installation of one double-face sign along the I-580 frontage with a maximum sign cabinet size of 15 feet high by 30 feet wide, with a maximum height above the horizon when viewed from I-580 of 10 feet, and an estimated total height of 45 feet.

The project applicant is seeking approval to construct two electronic light emitting diode (LED) signs along the site's I-205 and I-580 frontages. One sign is intended to be either a double-faced or two single-faced signs. The sign would have programmable identification, an electronic reader board, and/or other illuminated displays showing the identity of the facility, promotional messages, and commuter and traffic information. The sign cabinet dimensions would be 14 feet tall by 48 feet wide. The height of the top of the sign would be no more than 75 feet above the ground surface at the sign base. Based on a 20-millimeter pixel placement, the digital sign would be specified by the manufacturer to have a NIT rating of 9,768.⁵ The proposed sign would be dimmable to 1 percent of full brightness for nighttime operations. This sign would be designed such that lighting intensity would be automatically diminished by a minimum of 50 percent after 10 PM. This sign is proposed to be situated within 200 feet of the northwestern corner of the property along the northern property boundary (see **Figure 3.0-10, Altamont Motorsports Park Proposed Freeway Signage**) and within 50 feet of the northern property boundary (closest to the freeways).

⁵ A NIT rating is a measurement of direct light

A second LED sign is proposed to be the same dimensions as the first, and include the same type of display specifications and NIT rating. The second sign is proposed to be situated within 1,500 feet of the northwestern corner of the property and the primary LED sign, and within 50 feet of the northern property boundary (see **Figure 3.0-10**). The second sign is proposed to be visible from the newly routed I-580 bypass currently under construction.

3.6.9 Other Site Features

The proposed rezoning envisions no alterations to other site features in terms of their physical characteristics or general use.

3.6.10 Utilities

The proposed rezoning envisions no alterations to the existing system of utilities in terms of their physical characteristics or general use, except for necessary systems to serve the two caretaker residences. The project applicant has not submitted specific site plans, grading plans, or other details for the caretaker residences' utility requirements. Such plans would be submitted to the County at a future date if the proposed rezoning is approved.

3.6.11 Site Operations

One of the key elements of the proposed rezoning is to provide for the continued operation of the facility, with further definition of currently permitted uses and operations (as defined by the 1996 CUP), and to provide for the addition of drifting as a specific form of motorsports, as well as future, unanticipated motorsports activities. The following reflects the project applicant's further definition of permitted uses and operations, based on the 1996 CUP, as outlined in the May 18, 2007, AMP Application for Rezoning Application on May 18, 2007 (see **Altamont Motorsports Park Application for Rezoning** in **Appendix 3.0**).



NOT TO SCALE

SOURCE: Alameda County Planning Department - May 2007

FIGURE **3.0-10**

Altamont Motorsports Park Proposed Freeway Signage

3.6.11.1 Proposed Permitted Uses

3.6.11.1.1 Competition Motorsports Events

Any current, conventional, or historically sanctioned form of motorsports event would be allowed within the Primary Track, Paved Oval, Figure-8, and Road Course, pursuant to all other restrictions and conditions identified herein, with the exception of drag racing and/or mud-bog racing. The following definitions would be maintained:

- A sanctioned form of motorsports is defined as any type, class, or style of competition or motorsports event or automotive/motorcycle exhibition where an entity (corporation, LLC, organization, club, DBA, etc.) has organized the competition or event or exhibition and the entity can provide proof of any two of the following:
 - The entity is an established motorsports promoter and/or sanctioning body which licenses its own competitors and maintains its own competition and/or technical rules and regulations pertaining to its events;
 - The entity maintains liability insurance under its name in the amount of \$1 million or greater per occurrence;
 - The entity maintains a registered membership of greater than 50 members; or
 - The entity has managed and conducted at least two (2) prior competitions or events or exhibitions within the last 24 months; these competitions or events or exhibitions were held at a valid and recognized motorsports facility.
- Any and all bicycle events (BMX or other application) or non-motorized competition or private event uses are exempt from sanctioning requirements and such events may be held under the direction of any organization, including AMP.
- As an exception to the permitted uses, drag racing is defined as a condition where two (2) similarly matched vehicles, based on power-to-weight ratios, compete in a side-by-side, straight-line race to obtain the fastest time within a measured distance and where the winner of the competition obtains a faster time than that of the adjacent competing vehicle.
- As an exception to the permitted uses, mud-bog racing is defined as any event where a vehicle is purposefully engaged in any competing event that involves a fixed course, the entirety or majority of which is comprised of mud or similar water/dirt slurry solution.

3.6.11.1.1.1 Drifting

The above definition of permitted Competition Motorsports Events would specifically allow drifting as one of the allowed forms of motorsports racing. The specific format of a drifting event typically involves two or more race cars on track at a time, during which the cars race through a defined course with tight

turns. Each “run” is scored in terms of time through the course; the style of each car’s run through the course, and other non-time related factors. The most notable style of drifting is the purposeful slipping of the rear drive wheels to slide or drift the car through the tight turns.

3.6.11.1.2 Non-Competition Events

The following Non-Competition Events would be incidental to the primary Competition Motorsports Events at AMP and included as permitted uses:

- Live Music (concerts) and/or recorded music, during and within 24 hours (before or after) of any scheduled Competition Motorsports Event and/or Automotive-Related Event.
- Automotive-Related Events, which are defined as motorcycle/automotive shows; motorcycle/automotive-related shows; motorcycle/automotive and/or motorsports swap meets; and/or other motorcycle/automotive events; or exhibitions within the Primary Track and/or pit/paddock areas.
- Competition Vehicle Testing, which is defined as a driving or driver practice, driving or driver evaluation, vehicle performance test, speed test, component test, vehicle or system evaluation, and/or other engineering tests being performed utilizing a competition vehicle; and, no direct competitive contest with another vehicle is being engaged. Competition Vehicle Testing is a non-spectator event.
- Non-competition Vehicle Testing, which is defined as a driving or driver practice, driving or driver evaluation, vehicle performance test, speed test, component test, vehicle or system evaluation, and/or other engineering tests being performed utilizing a non-competition vehicle; and, no direct competitive contest with another vehicle is being engaged. Non-competition Vehicle Testing is a non-spectator event.
- Private Events and Private Use, which are defined as private competition events or non-competition vehicle tests or exhibitions, television and film use, and/or private motorsports and/or automotive-related events by any entity, club, or organization that may not adhere to a fixed racing season or schedule.

Concerts are anticipated to include events that would be held within one day (+/- 24-hour period) of a scheduled Competition Motorsports Event and/or Automotive Related Event. A concert would only be allowed Friday through Sunday, and on national holidays. Concerts would be staged such that all amplified sound and speaker systems would be oriented towards either the grandstand or northeastern portions of the property, and away from all existing residential development near or adjacent to the facility (generally identified as being in the southern and southwestern direction of the property when viewed from the center of the Primary Track).

Depending on the type of musical event and/or supporting motorsports event scheduled to take place, it could occur such that either the music source or the audience is located in the grandstand, within the

infield of the Primary Track, or within the pit/paddock area. Other restrictions pertaining to concerts would include the following:

- Days/times allowed for concerts
 - Fridays – 6 PM through 11 PM
 - Saturdays, Sundays, national holidays – 11 AM through 11 PM
- Live concerts would utilize event-specific amplification and speaker system.
- Public address announcements and recorded music would utilize resident and fixed AMP sound systems.
- Concert types would include all contemporary types of music, including but not limited to Classical, Jazz/R&B, Rock/Hip-hop/Rap, and Country/Western/Folk/Bluegrass.

3.6.11.1.3 Racing Season: Competition and Spectator-approved Events

AMP would hold all spectator-based Competition Motorsports Events generally between March 1 and November 30 of any given year. The annual season opening event may or may not occur on March 1; likewise, the annual season closing event may or may not occur on November 30. The types of events occurring during the season would include Non-Feature, Feature, and Major Feature events.

3.6.11.1.3.1 Non-Feature Events

Non-Feature Events would typically occur 20 to 25 weekends per year. Such events would primarily attract spectators within a 35-mile radius, with generally up to 4,000 guests per event (primarily Saturday evening), depending upon the mix and schedule of the event.

3.6.11.1.3.2 Feature Events

Feature events would typically occur 10 to 15 weekends per year and would be in addition to the Non-Feature Event weekends. Feature events would generally attract spectators from up to 100 miles away, with attendance generally ranging from 4,000 to 6,000 guests.

3.6.11.1.3.3 Major-Feature Events

Major-Feature events would typically occur 5 to 10 weekends per year and would be in addition to the Non-Feature and Feature weekends. Major-Feature events would typically attract spectators from up to 200 miles away, with attendance generally ranging from 6,000 to the maximum allowable 7,500 guests.

3.6.11.1.4 Non-Competition and Non-Spectator Events

In addition to weekend Competition Motorsports Events, AMP would continue to feature Non-Competition Events and non-spectator events, such as mid-week practice sessions, private events, private use, private practice, and semi-private track rental programs, as well as advanced high-performance driving schools, competition driving schools, and media and commercial filming.

While AMP's annual spectator-based event operating period (March 1 through November 30) defines the spectator-based racing season, some motorsports entities do not adhere to any "typical" racing season, as defined by AMP or other motorsports organizations; therefore, other Non-Competition Events and/or non-spectator events could be held year round within the pit/paddock area and/or within the confines of the Primary Track, depending on availability of any specific venue, area, or track. During the off-season, it is estimated that AMP may draw from 5 to 500 individuals associated with any specific Non-Competition Event and/or non-spectator event per weekend day. During any non-spectator event, all individuals on site must be affiliated with a competitor, competition team, sponsor, promoter, or by some other directly associated means to the event.

3.6.11.1.4.1 Hours of Operation and Typical Weekly Schedule of Operations

The hours of operation would be:

- Monday – 9 AM–5 PM
- Tuesday – 9 AM–5 PM
- Wednesday – 9 AM–10 PM (with extended curfew, if required, to 11 PM)
- Thursday – 9 AM–10 PM (with extended curfew, if required, to 11 PM)
- Friday – 9 AM–10 PM (with extended curfew, if required, to 11 PM)
- Saturday – 9 AM–10 PM (with extended curfew, if required, to 11 PM)
- Sunday – 9 AM–10 PM (with extended curfew, if required, to 11 PM)

The following is an anticipated standard weekly schedule of annual operations for AMP. The project applicant has provided this information to illustrate the more common operations of the facility, and is subject to adjustment.

Monday:

- *Daytime:* AMP-affiliated driving schools; private, semi-private, and team track rentals (9 AM–5 PM)
- *Evening:* No activities or events

Tuesday:

- *Daytime:* AMP-affiliated driving schools; private, semi-private, and team track rentals (9 AM–5 PM)
- *Evening:* No activities or events

Wednesday:

- *Daytime:* AMP-affiliated driving schools; private, semi-private, and team track rentals (9 AM–2 PM)
- *Evening:* Competition vehicle testing (2 PM–9 PM)

Thursday:

- *Daytime:* AMP-affiliated driving schools; private, semi-private, and team track rentals (9 AM–2 PM)
- *Evening:* Competition vehicle testing (2 PM–9 PM)

Friday:

- AMP-affiliated driving schools; private, semi-private, and team track rentals; competition vehicle testing and/or Competition Motorsports Events and/or Non-Competition Events (9 AM–11 PM)

Saturday, Sunday, and National Holidays:

- AMP-affiliated driving schools; private, semi-private, and team track rentals; competition vehicle testing and/or Competition Motorsports Events and/or Non-Competition Events (9 AM–11 PM)

3.6.11.2 Capacity

The proposed rezoning envisions no alterations to the capacity limitations established by the 1996 CUP. Based on the 1996 CUP, the maximum allowable occupancy is 8,000 persons. This includes all spectators (guests), competitors, teams and crew members, employees, service providers, and vendors. The following is the anticipated spectator attendance based on the various types of events.

- Standard Concert Event (Weekend) – up to 3,000
- Non-Feature Racing Event (Weekend) – up to 4,000
- Feature Concert Event (Weekend) – up to 6,500

- Feature Racing Event (weekend) – up to 6,000
- Major Feature Racing Event (Weekend) – up to 7,500

3.6.11.2.1 Additional Operational Parameters and Restrictions

The following operation parameters would be followed:

- A Competition Motorsports Event would only occur on Friday, Saturday, or Sunday or on any national holiday of a given week within the specified operating hours.
- Non-Competition Events would occur on any day within the approved operating hours of the facility, provided that no more than three Non-Competition Events may occur during any given week within the specified operating hours.
- A week is defined as 12:01 AM Monday through 12:00 PM Sunday.
- Notification would be provided to the ACPD and the Alameda County Sheriff's Department a minimum of two weeks in advance of all events at the facility, describing the event type, hours, and expected attendance.
- Some events may extend past 10 PM Wednesday through Sunday, as a result of required operations, emergencies, or unplanned operational delays; however, an 11 PM curfew would be maintained whereby all on-track racing activities would cease.
- No race car or competition vehicle would be permitted to start its engine after 11 PM or before 8 AM. No vehicles would be allowed on any race track prior to 9 AM.
- Under no circumstance would noise levels exceed 65 dB at any property line after 12 PM or before 7 AM.

- All Primary Track lights would be turned off within 30 minutes of the termination of the final scheduled event or activity. Grandstand lights would be turned off within 60 minutes of the termination of the final scheduled event or activity, provided that all guests had left the grandstand area and that it was safe to do so. Pit/paddock area, pedestrian walkway, and/or parking lot lights would be turned off within 2 hours of the termination of the final scheduled event or activity, provided that all competitors and/or guests had left these area(s) and that it was safe to do so. All other lighting would not be required for the safe egress of spectators or staff, or the safe shut down of on-going operations would be turned off within 2 hours of the termination of the final scheduled event or activity.
- All concert music and/or recorded music and/or use of the public address system would cease within 30 minutes following termination of the final scheduled motorsports event unless a concert or following event was specifically scheduled to follow the motorsports event or other activity; however, under no circumstances would live or pre-recorded music extend later than 11 PM.
- There would be no motorcycle or other vehicle riding outside of the Primary Track, parking, and/or pit areas except for facility maintenance vehicles and equipment performing their normal maintenance duties on site.

3.7 PERMITS AND APPROVALS

The proposal would rezone the project site from the A (Agricultural) District to the PD (Planned Development) District. The PD zoning would regulate all development, design and operational details and requirements of the project.

3.7.1 Rezoning

Implementation of the proposed project would require approval of a rezoning of the project site from A (Agricultural) District to the PD (Planned Development) District.”

3.7.2 Design Review

Installation of the two freeway signs would require, in addition to the rezoning, approval of Design Review by the Alameda County Planning Director.

3.7.3 Building and Similar Permits

Installation of any of the physical improvements outlined for the proposed project, such as the grandstand roof, caretaker residences and supporting facilities, and freeway signs will require subsequent permit approvals from the County. Any off-site road or safety improvements will require approval of the Public Works Agency.

3.7.4 Other Permits and Approvals

No other permits or approvals by other agencies have been identified that would be required in conjunction with the proposed project at this time.