

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.1 INTRODUCTION

This section provides more detailed information on the project's existing conditions relative to each topic addressed in this section of the Draft Environmental Impact Report (Draft EIR), its impact potential, and pertinent mitigation measures. The existing Environmental Setting of each subsection defines the environmental conditions that currently exist on and near the project site; the existing Regulatory Environment defines the applicable regulatory framework applicable to the site; while project impacts, discussed in the Environmental Analysis subsections present a discussion of potential effects on the environment.

An impact is defined as the project's effect on the existing environment. Wherever a project impact is identified as being significant, mitigation measures are recommended that would eliminate or reduce the level of impact. The range of technical topics addressed in this Draft EIR was defined by Alameda County (ALCO) based on its preliminary assessment of the project and supplemented by comments received in response to the Notice of Preparation (NOP) (see **Appendix 1.0, Notice of Preparation**). The purpose of this section of the EIR is to inform readers of the type and magnitude of the project's environmental impacts and how such impacts would affect the existing environment.

Documents referred to, referenced, or cited are incorporated by reference and are available for review at the Alameda County Planning Department (ACPD), 224 W. Winton Avenue, Room 111, Hayward, California 94544.

4.2 BASELINE FOR ENVIRONMENTAL ANALYSIS

The proposed project is focused on rezoning the site from the A (Agricultural) District to the PD (Planned Development) District. The intent of the proposed rezoning is to provide for the continued operation of the facility, 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.

The proposed project does not propose any changes to the provisions of the 1996 conditional use permit (CUP) (see **Appendix 3.0, Resolution No. Z-8382 of the Zoning Administrator of Alameda County Adopted at the Hearing of February 14, 1996, Concerning C-5720**) except as noted in **Section 3.0, Project Description**. The project objectives are as follows:

- To allow for the continued use of the Altamont Motorsports Park (AMP) in accordance with all provisions of the 1996 conditional use permit (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 recreational vehicles (RV)/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.

One of the primary factors affecting impacts of the proposed project is site attendance. The 1996 CUP established a maximum site capacity of 8,000 people, which includes all spectators (maximum of 7,500), drivers, crew members, employees, service providers, and vendors. However, the maximum permitted site capacity has not been achieved in recent history, if ever.

A review of attendance and participant information for the 2005–2007 racing seasons (see **Appendix 3.0, Altamont Motorsports Park 2005–2007 Attendance Levels**) indicates that the greatest spectator attendance recorded during the period was 5,500 people, which occurred on Saturday, September 10, 2005, for a monster truck, motocross, and jet powered car event. On that same day, there were 500 people in the pit/paddock area, and 150 employees and service providers on site, for a total of 6,150 people.

In reviewing the wide and varying range of attendance levels at the raceway over the 2005–2007 racing seasons, the county determined that the highest one-day attendance level was the appropriate level to use as the baseline for analysis in this Draft EIR. That determination translates to a difference for analytical purposes of 1,850 total people between the baseline and the requested 8,000-person one-day limit for the facility. For purposes of analysis in this Draft EIR it was assumed that those 1,850 people were all spectators, which represents a net increase in spectators over the 5,500 baseline of 33.6 percent.

The County could have used the existing 1996 CUP total one-day site population of 8,000 people as the baseline for purposes of the environmental analysis. However, since that site population has not been achieved over the last three racing seasons, the County conservatively chose the highest actual attendance as the baseline for environmental analysis.

The baseline for analysis in this Draft EIR with respect to the grandstand roof and caretaker residences, both of which were approved as part of the 1996 CUP, will be the existing site conditions because since the 1996 approval environmental conditions on the project site and in the project area have changed, warranting a current environmental analysis.