DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

AUTO CLUB SPEEDWAY
REVISED NOISE STANDARDS

COUNTY OF SAN BERNARDINO

SCH 2008081077

JULY 2009

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

AUTO CLUB SPEEDWAY
REVISED NOISE STANDARDS

COUNTY OF SAN BERNARDINO

SCH 2008081077

Lead Agency:

County of San Bernardino
Land Use Services Department
Advance Planning Division
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182
Doug T. Feremenga, Ph.D., Senior Planner
(909) 387-4147

JULY 2009

TABLE OF CONTENTS

SECTION **PAGE**

SECTION **PAGE**

APPENDICES

LIST OF FIGURES

PAGE

LIST OF TABLES PAGE

SECTION 1.0: INTRODUCTION

1.1 OVERVIEW

The California Environmental Quality Act (CEQA of 1970 - Public Resources Code, Section 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (California Code of Regulations, Title 14, Section 15000 et seq.), and County of San Bernardino CEQA Guidelines require that the environmental consequences of projects, activities, and programs be analyzed and disclosed prior to approval or implementation of the proposal.

According to the CEQA Guidelines, an Environmental Impact Report (EIR) is the public document used "to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid possible environmental damage."

This Subsequent Environmental Impact Report (SEIR) has been prepared to analyze the potential environmental impacts associated with the proposed revision to the noise standards in the Planned Development[1] (PD) for the Auto Club Speedway (formerly the California Speedway/California Speedway Event Center). The California Speedway started operations in 1997, became the California Speedway Event Center in 2003, and was renamed the Auto Club Speedway in 2008. For the remainder of this SEIR, the Auto Club Speedway will be referred to as the "Speedway."

The Speedway occupies approximately 570 acres at 9300 Cherry Avenue, within an unincorporated area of San Bernardino County (County) and the City of Fontana's Sphere of Influence. The facility is located east of Etiwanda Avenue, immediately south of the Metrolink railroad tracks, west of Cherry Avenue, and north of San Bernardino Avenue. The surrounding area is unincorporated County land. The City of Fontana is located to the north, east and south and the cities of Ontario and Rancho Cucamonga are west of the site. The project site is located approximately 1.5 miles north of the San Bernardino Freeway (I-10) and two (2) miles east of the Ontario (I-15) Freeway.

The Speedway is a racing event center with a capacity of 110,000 persons and is developed with a two (2)-mile, D-shaped, oval track, with the pit, viewing suites, access ways, and associated facilities in the center. A grandstand with 93,880 seats is located south of the oval. A midway with restaurants, entertainment, and display facilities are located south of the grandstand. The facility also has a motorcycle track, drag strip, and exterior cart track. In addition to grandstand seating, there are 6,000 permanent seats and 1,500 temporary bleacher seats in the infield road course and 1,500 temporary bleacher seats by the drag strip. Surface parking lots for 36,866 vehicles are located at the center of the track and around the periphery of the site. Primary access is via Cherry Avenue, San Bernardino Avenue, and Napa Street.

The project applicant is proposing to modify the adopted Speedway Planned Development noise standards and make revisions to the allowable maximum noise level from Speedway operations. Currently, noise levels up to 85 decibels (dB) are allowed at the nearest noise-sensitive receptor (which is a single-family residence located approximately 570 feet from the Speedway). The revised noise standard would allow a maximum noise level of 100 dB at 550 feet from the edge of the Speedway property, and

[1] The San Bernardino General Plan defines Planned Development as a large, integrated development consisting of residential, commercial or industrial uses, or a mixture of these uses and associated ancillary uses and structures; that is situated on one or more contiguous parcels or noncontiguous parcels separated solely by a road or other right of way or easement; and that is planned and developed as a unified project within a single development operation or series of development operations in compliance with a detailed comprehensive development plan.

would include removal of intermediate L-level standards and include a procedure for measuring and reporting Speedway noise levels.

The proposed noise standard is considered a "project"[2] as defined by Section 21065 of the California Environmental Quality Act (CEQA) and Section 15378 of the CEQA Guidelines. Section 15051 of the CEQA Guidelines defines the *Lead Agency* as "the public agency with the greatest responsibility for supervising or approving the project as a whole". The County has the primary responsibility for the review and approval of the proposed noise standard for the Speedway. Thus, the County is serving as the Lead Agency and is responsible for completing the environmental review and clearance of the proposal, pursuant to Section 21067 of CEQA and Section 15040 of the CEQA Guidelines.

This SEIR will serve as an informational document to be used by decision makers, public agencies, and the general public in weighing the environmental consequences of the proposed noise standard. It is Subsequent to the EIR for the California Speedway (SCH 94082080), which evaluated the environmental impacts associated with the construction and operation of the California Speedway.

1.2 PURPOSE OF THE SUBSEQUENT EIR

1.2.1 Previous Environmental Review

An EIR (SCH 94082080) was certified by the San Bernardino County Board of Supervisors on May 2, 1995, for the construction and operation of the California Speedway. The EIR analyzed the impacts associated with Speedway construction and operations and identified significant adverse impacts to earth resources, traffic, air quality, noise, public safety, cultural resources, utilities, and hazardous waste. Mitigation measures were provided for incorporation into the project; however, traffic, air quality, and noise impacts were expected to remain significant and unavoidable even after mitigation. (The 1995 Final EIR is available for public review at the County of San Bernardino, Land Use Services Department, 385 North Arrowhead Avenue, First Floor, San Bernardino, California 92415-0182.)

The Speedway started operations in 1997 and a number of revisions to the site plan and facility operations were proposed and approved by the County in 1997, 2001 and 2003 (Revisions 1, 2 and 3). In 2004, an Initial Study and Addendum to the EIR were prepared prior to approval of facility revisions related to the operating hours of the Speedway, definition of uses at the event center, installation of additional lighting, and ancillary events (Revision 4). Several revisions to the site plan and facility were subsequently approved in 2004, 2005, 2006 and 2007 (Revisions 5, 6, 7 and 8). While a temporary use permit was in place for relocation of the drag strip, an Initial Study and Mitigated Negative Declaration was processed for the permanent relocation of the drag strip. This revision (Revision 9) was approved in 2007. An appeal of the drag strip relocation was denied in 2008.

The proposed noise standard would replace the noise standard applicable to the Speedway, as established in the original PD adopted in 1995 and applied to the Speedway Event Center under Revision 4 to the PD.

[2] § 21065 of the CEQA statutes defines a project as: an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:
(a) An activity directly undertaken by any public agency.
(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

The previous EIR for the Speedway, the Addendum for revisions to the Speedway, and the Initial Study and Mitigated Negative Declaration for the relocation of the drag strip did not address impacts related to the proposed noise standard. Potential impacts related to this current proposal have not been subject to environmental analysis.

According to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, a Subsequent EIR is required when one of the following conditions is met: "(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; and/or (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

Section 15163 of the CEQA Guidelines states that the Lead Agency may choose to prepare a supplement to an EIR, rather than a subsequent EIR, if (a) any of the conditions described in Section 15162 would require the preparation of a Subsequent EIR, and (b) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The proposed noise standard for the Speedway may have the potential for substantially more severe noise impacts than were analyzed in the 1995 Final EIR. Thus, in accordance with Section 15162 of the CEQA Guidelines, preparation of a Supplemental EIR was determined necessary by the County of San Bernardino (Lead Agency) for proposed revisions to the Speedway noise standards. A Notice of Preparation (NOP) of an EIR was circulated on August 15, 2008, to solicit comments from other agencies and the public on the scope and content of the Supplemental EIR. The NOP was also published in the Fontana Herald News on August 22, 2008, to inform the public and provide opportunities for comments and input. The 30-day public review period extended from August 20 to September 19, 2008. After completion of the public review process for the NOP, the County decided to prepare a Subsequent EIR, rather than a Supplemental EIR.

For the purpose of analysis in this document, baseline conditions are defined as those occurring on-site at the time the NOP was distributed in August 2008. Impacts are based on project-related changes to baseline conditions. However, because this Subsequent EIR tiers off the 1995 EIR for the California Speedway, a summary of the analyses prepared for the noise discussion in the previous EIR is provided in Section 4.2 of this document. Where information in the previous document is relevant to discussions therein, it is incorporated into the environmental impact analysis. Mitigation measures in the previous EIR that are applicable to the project and that would reduce project-specific impacts to below a level of significance are also identified.

While this SEIR has been prepared with consultant support, the analysis and findings in this document have been independently reviewed by the County and reflect the County's conclusions, as required by Section 15084 of the CEQA Guidelines.

1.2.2 Authority and Intended Uses of the Subsequent EIR

The County of San Bernardino Land Use Services Department prepared an Initial Study to review the potential environmental impacts of the proposed revision to the PD noise standard and to determine if use of a previously prepared EIR would be appropriate for this project. Based on the preliminary analysis, the County identified the potential of the proposed noise standard to result in substantially more severe noise impacts than were analyzed in the 1995 Final EIR. Thus, the County made the decision to prepare a Subsequent EIR to analyze the impacts specifically arising from the revised noise standard.

The purpose of this SEIR is to inform the County, trustee and responsible agencies, decision-makers, and the general public of the environmental effects anticipated assuming the proposed revisions to the Speedway noise standard is approved and implemented. This SEIR is an informational document prepared pursuant to CEQA, State CEQA Guidelines and the County's CEQA Guidelines. The SEIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts that may occur with the proposal. The SEIR also identifies mitigation measures that would be effective in reducing or avoiding any identified significant adverse impacts. In addition, feasible alternatives to the proposal are discussed and the potential environmental impacts are compared to that of the proposal, to provide a basis for consideration by decision-makers.

1.2.3 Agencies Having Jurisdiction

State law requires that all EIRs be reviewed by trustee and responsible agencies. A '*Trustee Agency*' is defined in Section 15386 of the CEQA Guidelines as "a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California." Per Section 15381 of the CEQA Guidelines, "the term '*Responsible Agency*' includes all public agencies, other than the Lead Agency, which have discretionary approval power over the project."

The County is acting as the Lead Agency for the proposed project. The SEIR would be used by the County Planning Commission in developing a recommendation to the County Board of Supervisors and by the Board for the approval of the proposed noise standard.

While the project site is located within the Redevelopment Project Area for the San Sevaine Redevelopment Plan (also known as the Speedway Redevelopment Plan), the proposal does not require any approval, funding, or permit from the San Bernardino County Redevelopment Agency.

No other permits are needed from other agencies.

1.2.4 Notice of Preparation and Public Scoping

Through an Initial Study, the County of San Bernardino initially determined that a Supplemental EIR is required for the proposed noise standard for the Auto Club Speedway. Based on this determination, the County complied with Section 15082 of the CEQA Guidelines by issuing a Notice of Preparation (NOP) of a Draft EIR. The NOP was distributed on August 15, 2008, and published in the Fontana Herald News on August 22, 2008. It was also posted on the County's website. The NOP indicated that a Supplemental EIR would be prepared for the proposal, and the County was seeking public comments on issues to be addressed in the EIR. The Initial Study is provided in Appendix A. Appendix B contains the NOP and Appendix C provides a list of agencies and individuals that received a copy of the NOP. The NOP review/comment period extended for 30 days after receipt of the NOP and ended on September 19, 2008. At the conclusion of the NOP review process, the County decided to prepare a Subsequent EIR, rather than a Supplemental EIR. Comments received on the NOP were used to refine the focus and scope of issues addressed in the Subsequent EIR. The responses received on the NOP are summarized in the Executive Summary, and the actual letters are included in Appendix D of this SEIR.

1.2.5 Availability of the Draft Subsequent EIR

After completion of the Draft SEIR, a Notice of Completion was published in the San Bernardino County Sun on July 9, 2009 and mailed out to inform the public and interested and affected agencies that the

Draft SEIR was available for review and comment. In addition, the Draft SEIR was distributed directly to affected public agencies and to interested individuals and organizations for review and comment. The Draft SEIR and all related technical studies have been made available for review at the County of San Bernardino Land Use Services Department at the following address:

County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, First Floor
San Bernardino, California 92415-0182
Doug T. Feremenga, Ph.D., AICP
Senior Planner
(909) 387-4147

The Draft SEIR and Appendices to the Draft SEIR are also available for review at the following location:

Fontana Lewis Library and Technology Center
8437 Sierra Avenue
Fontana, California 92335
(909) 574-4500
Hours:
Monday to Thursday: 10am - 9pm
Friday: 10am - 6pm
Saturday: 10am - 6pm
Sunday: 12pm - 5pm

The Draft SEIR and associated Appendices are also available for review on the County Land Use Services Department web page at www.sbcounty.gov/landuseservices by clicking on "Public Notices-Projects" at the left-hand side.

Agencies, organizations, and interested individuals have been invited to comment on the information presented in the Draft Subsequent EIR during a 45-day public review period, from July 9 to August 24, 2009. Specifically, comments addressing the scope and adequacy of the environmental analysis contained in the Subsequent EIR are solicited. Respondents are asked to provide or identify additional environmental information which is germane to the proposal and the facility, but which they feel may not have been addressed in the analysis.

Comments should be sent by mail to Doug Feremenga, AICP, Senior Planner, County of San Bernardino Land Use Services Department, 385 N. Arrowhead Avenue, First Floor, San Bernardino, California 92415-0182. Mr. Feremenga can also be reached by phone at (909) 387-4147; by fax at (909) 387-3223; or by e-mail at dferemenga@lusd.sbcounty.gov.

Following the public review period, responses to all substantive comments will be prepared and compiled into the Final SEIR. Responses will be sent to agencies and individuals that provide comments. The comments and responses will also be compiled into Section 11.0, *Response to Comments*, of the Final Subsequent EIR. In addition, revisions to the Draft SEIR, based on the comments and responses, and other changes to the Draft SEIR will be provided as redlines in the Final SEIR.

The Final SEIR will then be considered by the San Bernardino County Planning Commission and the County Board of Supervisors for certification, prior to any discretionary action or decision on the proposed revision to the Auto Club Speedway PD noise standard.

1.2.6 Incorporation by Reference

As permitted by Section 15150 of the CEQA Guidelines, this SEIR has referenced the EIR for the California Speedway (SCH No. 94082080), the Addendum to the Final EIR for the California Speedway, and the Mitigated Negative Declaration (MND) for the drag strip relocation. The previous EIR, Addendum, MND, and related documents in the County record are available for review at the San Bernardino County Land Use Services Department. Information from the documents, which have been incorporated by reference into this SEIR, has been briefly summarized in the respective section(s) and the relationship between the incorporated part of the referenced document and this SEIR has been described.

Several technical studies and published reports are also used as references for this SEIR. The documents and other sources which have been used in the preparation of this SEIR are identified in appropriate sections and listed in Section 11.0, *List of References*. In accordance with Section 15150(b) of the State CEQA Guidelines, locations where the public may obtain and review these referenced documents and other sources used in the preparation of the SEIR are also identified in Section 11.0.

1.3 METHODOLOGY

The environmental analysis contained in Section 4.0 of this SEIR has been developed to address issues determined to be associated with the proposed project and concerns raised in response to the NOP. The environmental impact analysis seeks to determine the significance of potential impacts and to present appropriate mitigation. To facilitate the analysis, a format was developed to analyze each environmental issue thoroughly. This format is presented below, with a brief discussion of the information included under each heading/topic.

1.3.1 Environmental Setting

This introductory section describes the existing noise conditions in the project area. In accordance with Section 15125 of the State CEQA Guidelines, both the existing local and regional settings are discussed as they exist prior to implementation of the proposed noise standard and when the NOP was circulated for public review (August 20, 2008). This section provides the baseline conditions with which environmental changes created by the proposal would be compared and analyzed.

Since this is a SEIR, the environmental setting discusses the current conditions at the project site and the project area, and provides an update to the baseline conditions identified in the 1995 California Speedway EIR.

1.3.2 Threshold of Significance

Section 15126.2 of the CEQA Guidelines requires that an EIR "identify and focus on the significant environmental effects of the proposed project". "Effects" and "impacts" mean the same under CEQA and are used interchangeably within this SEIR. A "significant effect" or "significant impact" on the environment means "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (Section 15382 of the CEQA Guidelines).

In determining whether an impact is "significant", Section 15064.7 of the CEQA Guidelines encourages each public agency to develop and publish thresholds of significance to use in determining the significance of an environmental impact. These thresholds may consist of identifiable quantitative, qualitative or performance level criteria, of which non-compliance would mean the effect or impact would

be determined to be significant and compliance with the thresholds would mean the effect normally would be determined to be less than significant.

The County has not adopted separate thresholds of significance; thus, the significance criteria used in the analysis in Section 4.0, *Environmental Impact Analysis*, of this SEIR are adapted from the environmental concerns outlined in the Environmental Checklist provided as Appendix G of the CEQA Guidelines. In addition, County policies and standards are used as thresholds of significance. Also, accepted technical and scientific data are used to determine if an impact would be considered significant. An effort has been made to avoid overly subjective significance criteria, which are not based on specific CEQA policies, and to instead, use generally accepted thresholds upon which significance can be determined. These significance criteria are identified and have been applied in analyzing the potential effects of the proposal.

1.3.3 Environmental Impacts

The analysis of environmental impacts presented in the SEIR identifies specific project-related direct and indirect, short-term and long-term, and unavoidable impacts of the proposed revision to the PD noise standards.

As described above, the significance criteria provide the basis for distinguishing between impacts which are determined to be significant (i.e., impact exceeds the threshold of significance) and those which are considered less than significant. The existing environmental setting (i.e., existing conditions) at the time of NOP publication is used as the basis for documenting the nature and extent of changes to the environment or the environmental impacts anticipated to result from the proposed noise standard.

In assessing the impacts of the proposal and the various CEQA alternatives, the County has conducted the following analysis:

> "Potential effects" of the proposal are identified. Initially, these potential effects are identified on a cursory level. No determination is made that they truly are "significant", "adverse", or "substantial". This process merely identifies issues of concern and impacts which, on a cursory level, may seem possible or may occur with the proposal. "Potential effects" include those which have been identified in the preliminary analysis for the proposal, as well as those raised by the public, the County, and other public agencies during the NOP review process.

With respect to each potential effect, further analysis has been conducted in the SEIR to determine if, in fact:

- The proposal causes the identified "effect"; and
- The effect produces a substantial, or potentially substantial change in the physical conditions within the area affected by the proposal (i.e., "significant"); and
- The changed conditions are "adverse".

Where the investigation of a potential effect concludes that the effect is too speculative or subjective for evaluation, that conclusion is noted and the discussion of that effect is ended.

Where the investigation demonstrates that a potential effect does or may (without undue speculation) occur, but is beneficial, that conclusion is noted. Where the investigation demonstrates that a potential effect is not significant or not adverse, that conclusion is noted.

Where the impact analysis demonstrates that a potential effect does or may (without undue speculation) occur and is found to have a substantial or potentially substantial **and** adverse impact on existing physical conditions within the area affected by the proposal, that conclusion is noted.

1.3.4 Previous Analysis

As noted, the environmental setting when the NOP was circulated for public review in August 2008, is used as the baseline for determining changes in the environment that would occur with the proposed noise standard. The proposed noise standard would replace the standard currently in effect for the Auto Club Speedway.

An EIR was certified for the California Speedway (SCH No. 94082080) in 1995. An Initial Study and Addendum were prepared for revisions to the Speedway in 2003. An Initial Study and Mitigated Negative Declaration (MND) were prepared in 2007 for relocation of the drag strip. (The Initial Study was subsequently revised as part of an appeal in 2008.) The previous EIR, Addendum, and MND identified potential impacts associated with construction and operation of the Auto Club Speedway (as revised), along with mitigation measures necessary to reduce the potentially significant adverse impacts of the facility. The proposed noise standard would apply to Speedway operations; thus, the impacts of Speedway operations have been generally addressed in previous documentation. As part of the analysis in this SEIR, it is necessary to determine which impacts of the proposal were previously analyzed and which mitigation measures would be applicable to the project. This discussion is provided in the noise analysis section of this SEIR. Since no physical improvements or other operational changes are proposed that may affect other environmental issue areas or change impacts that have been analyzed in the previous EIR and subsequent environmental documents, the mitigation measures in these documents remain valid.

As clarification, the baseline conditions which are used to determine the impacts of the project are identified as current (August 2008 or later) conditions (i.e., ongoing Speedway operations). However, under this section, the analysis in the previous EIR utilized baseline conditions in 1994-1995, when the Speedway was not yet constructed or in use. Thus, the discussion under this subsection assumes that on-site conditions are the same as when the previous EIR was prepared. This comparison is made primarily to thoroughly document new environmental impacts that were not identified in the previous EIR and discuss applicable mitigation measures that could be implemented to reduce the level of impact associated with the proposal.

A summary of the impacts discussed in the EIR for the California Speedway is provided and project impacts are compared to those identified in the previous EIR. Whether impacts are similar or different is so noted. Where significant adverse impacts are similar, applicable mitigation measures in the previous EIR are identified for incorporation or implementation as part of the proposal.

1.3.5 Mitigation Measures

When impacts are determined to be significant and adverse, a discussion of mitigation measures is provided, which includes the following:

- Mitigation measures which would avoid or minimize the significant effects and/or reduce them to less than significant levels; and
- Additional mitigation measures in the previous EIR, Addendum, and MND which are applicable to the proposal.

Where feasible mitigation measures are not identified which can reduce the significant effects to less than significant levels, the significant effect is identified as one which would result in "significant unavoidable adverse impact".

1.3.6 Unavoidable Significant Adverse Impacts

Unavoidable significant adverse impacts are those effects that either cannot be mitigated or remain significant after mitigation. The level of significance of the identified impacts after mitigation is identified in this section of the SEIR.

To approve a project with significant unavoidable impacts, the Lead Agency must adopt a Statement of Overriding Considerations. The CEQA Guidelines Section 15093(a) allows the adoption of such a statement, if the Lead Agency finds that it has reviewed the EIR; has balanced the benefits of the project against its significant effects; and has concluded that the benefits of the project outweigh the unavoidable adverse environmental effects, and thus, the adverse environmental effects may be considered "acceptable".

1.4 SCOPE AND FORMAT OF THE SUBSEQUENT EIR

1.4.1 Scope of Subsequent EIR

As indicated earlier, an NOP was prepared for the proposed revision to the noise standard and the document circulated to all identified affected and interested agencies and individuals to solicit their comments on the scope and analysis to be included in the Subsequent EIR for the proposal. Based on the comments received in response to the NOP and the preliminary analysis in the Initial Study for the proposal, the County has determined that the SEIR for the proposed project should address potential impacts related to Noise. The proposal was determined to have less than significant or no impact to other environmental issues; thus, the following issues are not analyzed in the SEIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.4.2 Format of Subsequent EIR

The proposed noise standard for the Speedway and the analyses of its potential environmental impacts are presented in this SEIR through the following sections:

- **Executive Summary**. An overview of the SEIR, a description of the proposed noise standard and a summary of impacts and mitigation measure are provided in this section. This section includes a summary of each section of the SEIR and reflects the outline of the entire SEIR. This section also includes areas of controversy and/or issues to be resolved based on NOP comments.

- **Section 1.0: Introduction.** The purpose of the SEIR and a discussion of the public review process are provided in this section. This section also includes the methodology for the environmental analysis and the scope and format of the SEIR.

- **Section 2.0: Environmental Setting.** This section provides a description of the Speedway project site and the environment in the vicinity of the project site, as well as a discussion of the existing conditions at the project site. The background and history of the facility and applicable plans and policies are also discussed.

- **Section 3.0: Project Description.** This section describes the proposed noise standard, including the associated physical and operational characteristics of the proposal as provided by the applicant. The objectives of the proposal and the discretionary actions needed to approve the proposal are also identified in this section.

- **Section 4.0: Environmental Analysis**. This section analyzes potential impacts associated with the proposed noise standard, including changes in operations and activities at the Auto Club Speedway resulting from implementation of the proposed noise standard. The existing environmental setting, thresholds of significance, potential environmental impacts, a comparison of the impact analyses in the previous EIR, and mitigation measures are discussed in this section. Unavoidable significant adverse impacts after mitigation are also identified.

- **Section 5.0: Significant Irreversible Environmental Changes and Unavaoidable Adverse Impacts**. This section describes the potentially significant irreversible environmental changes that may occur with the proposed noise standard. Unavoidable adverse impacts that cannot be mitigated to less than significant levels after mitigation are also identified, based on the analysis completed in Section 4.0.

- **Section 6.0: Cumulative Impacts.** This section describes a list of past, present, and reasonably anticipated future development projects in the surrounding area, which may potentially contribute to significant cumulative impacts associated with the proposed noise standard. The impacts of these related projects and the proposal are analyzed in this section of the SEIR.

- **Section 7.0: Growth-Inducing Impacts.** This section describes the proposal's potential for fostering growth in the adjacent areas, as associated with the proposed noise standard that would be applicable to the Speedway.

- **Section 8.0: Impacts Found to be Either Not Significant or Less than Significant.** This section provides a summary of the impacts of the proposal, which were found to be either not significant or less than significant in the Initial Study for the project.

- **Section 9.0: Alternatives to the Project**. Alternative scenarios, which may occur on the site and result in a reduction or avoidance of potentially significant impacts, were developed as alternatives to the proposed noise standard and are described in this section. The No Project Alternative and Alternative sites where the proposal may be feasibly implemented are also discussed. The impacts of these alternatives are evaluated and compared to the impacts of the proposal.

- **Section 10.0: Mitigation Monitoring Program**. This section contains the mitigation monitoring and reporting program for the proposal and lists the mitigation measure, along with the responsible party, time frame for implementation, and monitoring party for the measure.

- **Section 11.0:** Reference materials, along with the agencies and individuals contacted and consulted in the course of the SEIR's preparation, are listed in this section. Persons and agencies responsible for the preparation of the SEIR are also identified.

The SEIR also includes appendices that contain the Initial Study (Appendix A), NOP (Appendix B), NOP mailing list (Appendix C), Responses to the NOP (Appendix D), and the Technical Noise Analysis prepared for the revised noise standard (Appendix E).

SECTION 2.0: ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project involves a proposed revision to the Auto Club Speedway (Speedway) PD noise standard. The Speedway is an auto racing facility located on a 570-acre site in the unincorporated area of the County of San Bernardino (County). The Speedway is located at 9300 Cherry Avenue, north of the San Bernardino (I-10) Freeway, east of the Ontario (I-15) Freeway, and within the Sphere of Influence of the City of Fontana. The site is located east of the Etiwanda-San Sevaine Channel, immediately south of the Metrolink railroad tracks, just west of Cherry Avenue, and north of San Bernardino Avenue.

2.1.1 Regional Setting

The County of San Bernardino, which covers approximately 22,000 square miles, is the largest county in the contiguous United States and consists of 24 incorporated cities. As of January 2008, the County was home to approximately 2.06 million residents, making it the fifth most populated county in California. Population growth of approximately 20.6 percent is estimated to have occurred in the County between 1990 and 2000, with a 1990 population of 1,418,380 persons and a 2000 population of 1,710,139 persons.

The unincorporated County area where the Speedway is located is bounded by the City of Fontana to the north, east, and south, and the cities of Rancho Cucamonga and Ontario to the west. The unincorporated area's boundary is generally defined by the San Bernardino (I-10) Freeway on the south, the Ontario (I-15) Freeway on the west, Foothill Boulevard on the north and Citrus Avenue on the east. The Etiwanda-San Sevaine Flood Control Channel runs from north to south along the western section of this area, with Etiwanda Creek running north-south east of Etiwanda Avenue.

This unincorporated area is relatively flat, with a slight slope to the south and southwest. This area was historically developed with heavy industrial uses, including the Kaiser Steel Mill (in 1942) and the BNSF railroad tracks, surrounded by low-density residential areas. Newer light industrial and warehouse uses have been developed in the area, including the Speedway in 1997.

The County area to the north of the Speedway is developed with outdoor storage yards, auto shops, warehouses, various industrial uses, scattered residences, and some vacant land. The area east of Cherry Avenue is developed with office and industrial uses, with some vacant land, several schools, and a number of single-family residences (mainly east of Redwood Avenue). South of the Speedway are California Steel Industries, warehouses and various industrial uses. The area west of the Speedway includes drainage channels, a recycling facility, warehouses, transmission lines, power generation station, detention centers, and some vacant land.

Figure 2-1, *Regional Map*, provides the regional location of the Speedway.

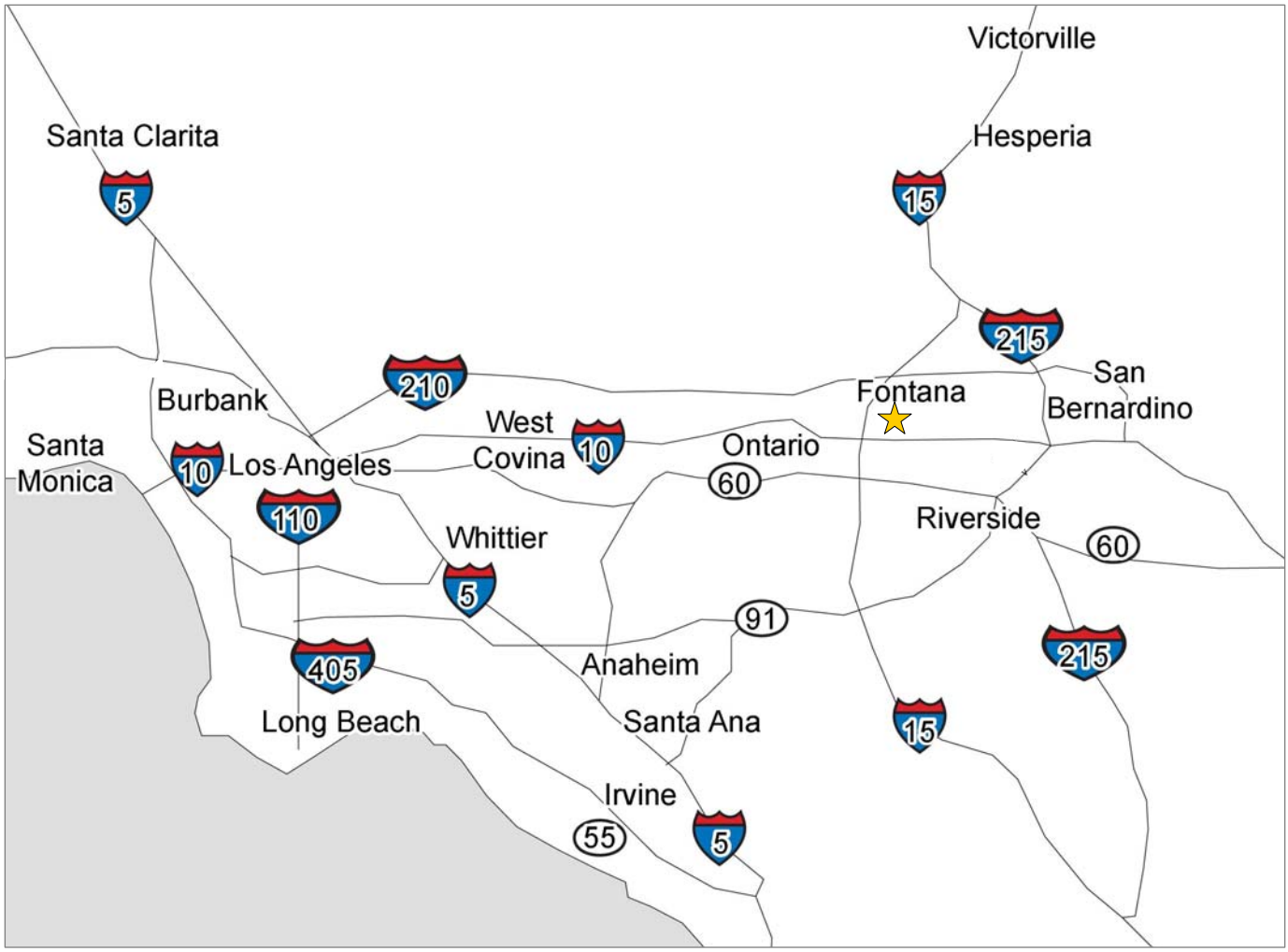


Figure 2-1
Regional Map

The California Department of Finance population estimates for the County of Bernardino are provided in Table 2-1, *Population Growth*.

TABLE 2-1
POPULATION GROWTH

Year	San Bernardino County	Annual Growth	Unincorporated Area	Annual Growth
1970	682,233		297,786	
1980	895,016	3.1%	324,818	0.9%
1990	1,396,600	5.6%	323,500	-0.04%
2000	1,710,139	2.2%	292,857	-1.0%
2001	1,746,732	2.1%	290,180	-0.9%
2002	1,792,367	2.6%	294,778	1.6%
2003	1,839,885	2.7%	299,577	1.6%
2004	1,893,154	2.9%	300,637	0.4%
2005	1,945,242	2.8%	305,351	1.6%
2006	1,990,967	2.4%	308,455	1.0%
2007	2,026,325	1.8%	295,407	-4.2%
2008	2,055,766	1.5%	298,013	0.9%
Source: California Department of Finance, 2008				

As shown, approximately 298,013 residents or 14.5 percent of the County's total population lived within the unincorporated areas.

From 1990 to 2000, the number of housing units in the County rose from 542,332 units to 601,369 units, an 11-percent increase. The January 2008 housing stock of the County is estimated at 685,642 dwelling units, with a vacancy rate of approximately 11.61 percent. Annual housing stock growth has been approximately 1.75 percent since the year 2000.

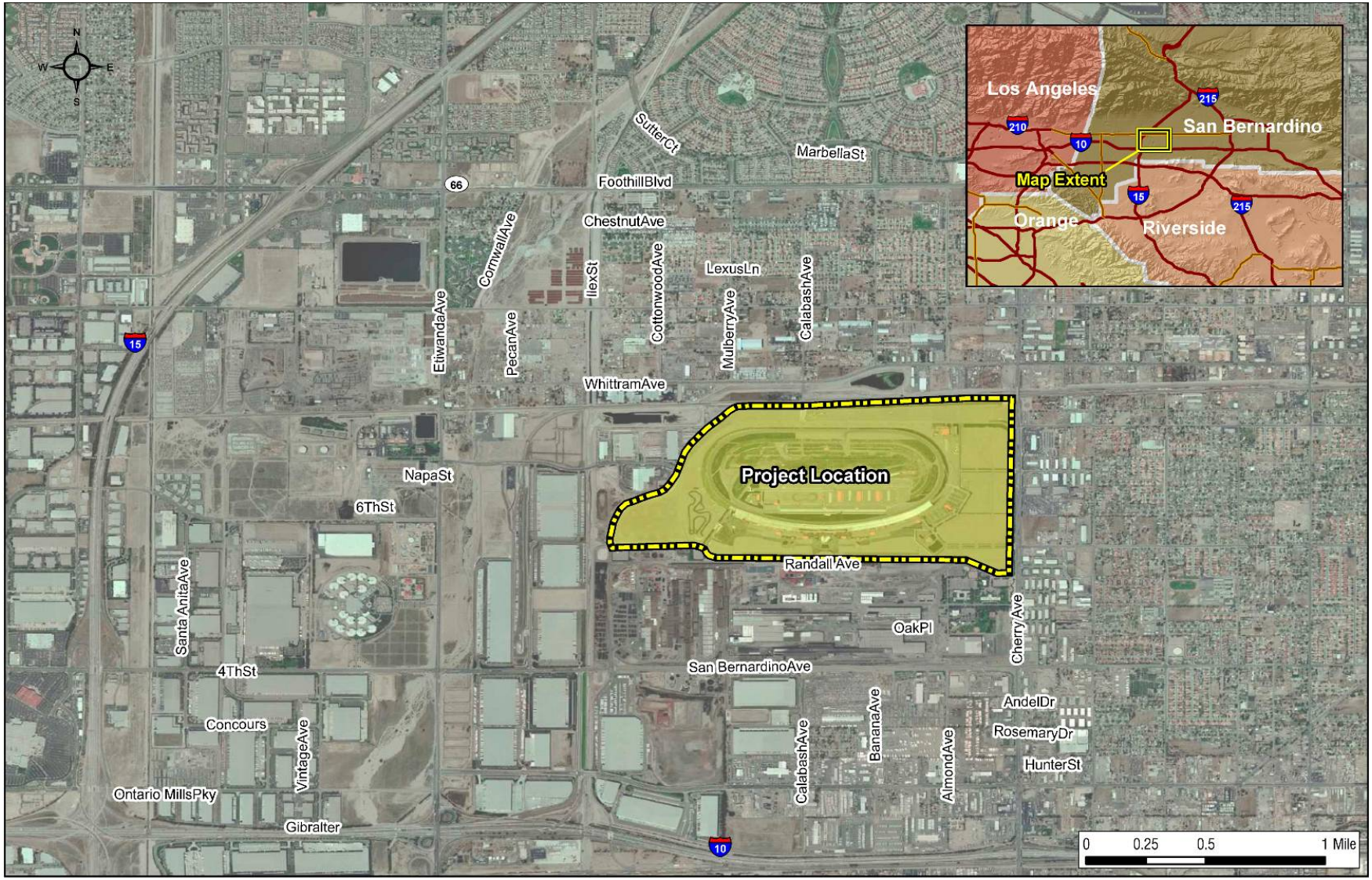
As of January 2009, the County had a labor force of approximately 882,100 people, of which 781,100 people were employed. This translates to an unemployment rate of 11.5 percent.

2.1.2 Site Location

The Auto Club Speedway is located approximately 1.5 miles north of the San Bernardino (I-10) Freeway and two (2) miles east of the Ontario (I-15) Freeway. The project site is located in an unincorporated area at the southwestern section of the County of San Bernardino, within the Sphere of Influence of the City of Fontana.

The 570-acre project site is bounded by Cherry Avenue on the east, the BNSF railroad tracks to the north, the West Valley Materials Recovery Facility (MRF) and the Etiwanda-San Sevaine Flood Control Channel to the west, and California Steel Industries on San Bernardino Avenue to the south. Figure 2-2, *Vicinity Map*, shows the project site in relation to the surrounding area.

Primary access to the Speedway is provided by Cherry Avenue, a north-south six (6)-lane roadway along the eastern boundary of the site. Access points are available at Randall Avenue, Rancho Vista Drive, and Merrill Avenue off Cherry Avenue; Calabash Avenue from the north; Napa Street from the west; and via a driveway running north along the east side of the Etiwanda-San Sevaine Flood Control Channel from San Bernardino Avenue. San Bernardino Avenue is a 4-lane arterial roadway running in an east-west direction south of the site (becoming 4th Street farther west) parallel with I-10 Freeway.



Source: HDR Engineering, 2009.

Figure 2-2
Vicinity Map

2.1.3 Existing Site Conditions and Land Uses

The Speedway occupies approximately 570 acres of land developed with a two (2)-mile, D-shaped, oval track, with the pit, viewing suites, access ways, and associated facilities in the center. A grandstand with 93,880 seats is located south of the oval. A midway with restaurants and entertainment and display facilities are located south of the grandstand. The infield road course includes 4,500 permanent bleachers and 1,500 temporary bleachers with a pedestrian bridge and giant screen. The facility also has a motorcycle track, drag strip with 1,500 seats in a temporary grandstand, and an exterior cart track. Surface parking lots for 36,866 vehicles are located at the center of the track and along the periphery of the site. The overall capacity of the Speedway is currently 110,000 persons based on available parking. Access gates are located off Cherry Avenue, Napa Street, and San Bernardino Avenue. Figure 2-3, *Aerial Photograph*, provides an aerial view of the Speedway facilities.

The Speedway hosts a number of racing events throughout the year, as well as exhibits, performances, concerts, road course events, and other ancillary events. In addition to events using the main racetrack, events are also held on the interior American Motorcyclist Association (AMA) motorcycle track, an exterior cart track, and a National Hot Rod Association (NHRA) drag strip. Attendance at the facility is based on allowable parking and includes an estimated 9,000 people who travel to the site via Metrolink (through chartered trains and a special stop at the Speedway).

The facility is authorized to operate from 7 AM to 11 PM every day, 365 days a year. Table 2-2, *Annual Operating Hours*, shows the total number of hours the Speedway is in operation. The Speedway is not typically used for racing during weekdays. The exception is associated with professional NASCAR events and ongoing testing and trial runs, which occur during two (2) weekdays per year. The daily weekday use would be no more than 50 hours of annual noise production.

TABLE 2-2
ANNUAL OPERATING HOURS

Track	Weekdays	Weekends	Total
Oval	468	1,404	1,872
Drag Strip	200	735	935

Source: Gordon Bricken & Associates, 2007a.

Weekend racing is dedicated to professional and club events. Even then, the racing is not continuous. The actual hours of noise production are based on the time of the actual runs. Table 2-3, *Weekend Operations (Oval and Drag Strip)*, summarizes typical weekend operations at both the oval and drag strip.

TABLE 2-3
WEEKEND OPERATIONS (OVAL AND DRAG STRIP)

Car Type	Runs/Day	Time (seconds)/Run	Daily Hours	Annual Hours
Alcohol Dragsters	32	6	0.05	5.5
Gas Dragsters	240	15	1.00	104.0
Club Racers	n/a	n/a	4.00	416.0
Professional Event	n/a	n/a	4.00	24.0

The annual hours are based on 104 days except for professional events, which are held six (6) days per year.
Source: Gordon Bricken & Associates, 2007a

Source: HDR, 2009

Figure 2-3
Aerial Photograph

As shown, the actual racing hours are less than the Speedway operating time (7 AM to 11 PM). Also, when the oval and drag strip operations overlap on the weekends, the actual hours of noise production are focused on use of the oval track.

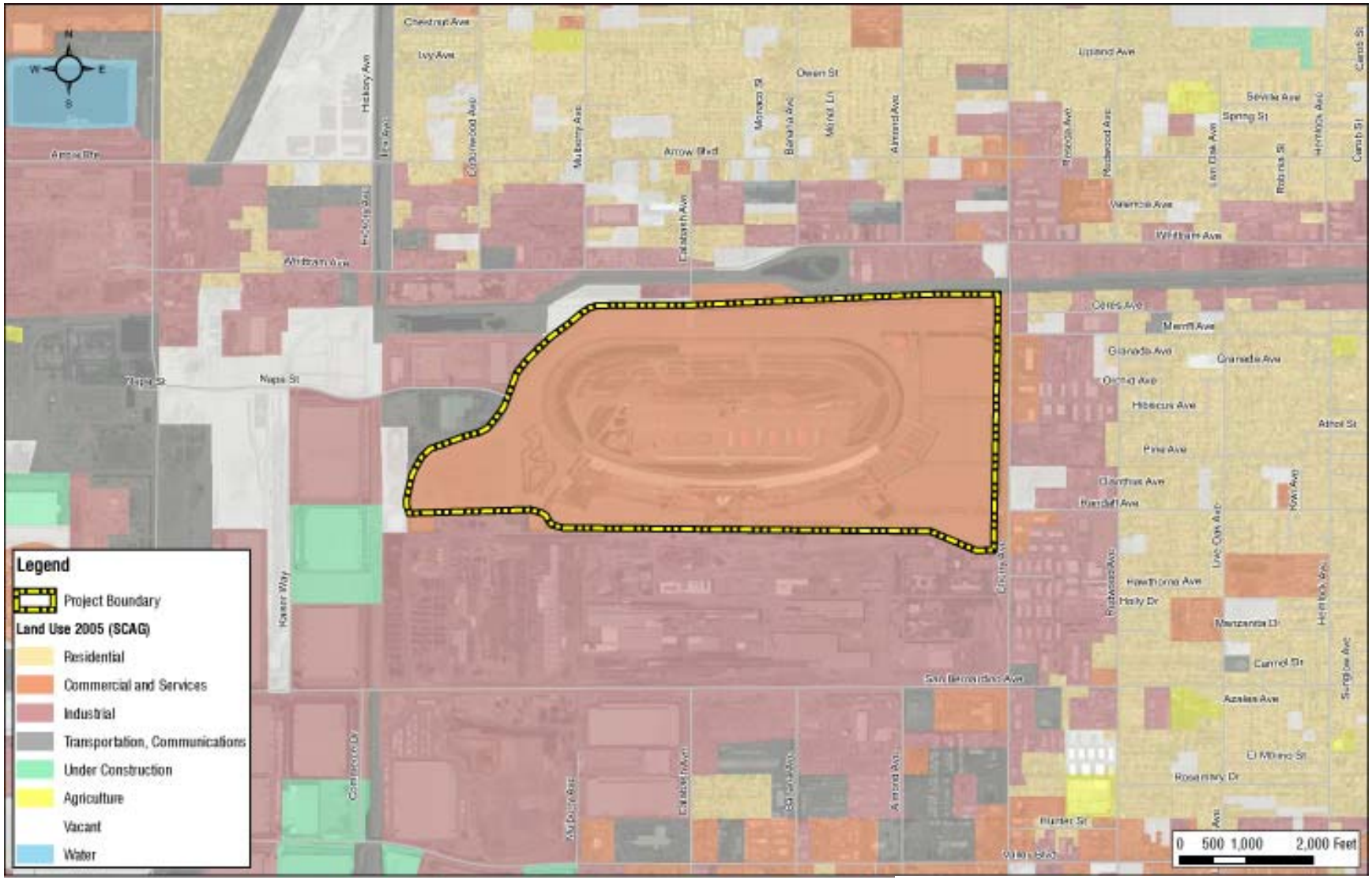
Noise from the Speedway includes traffic noise from vehicles traveling on surrounding roadways and operational noise. However, the major noise sources are races at the oval and the drag strip. Noise from the Speedway site is not continuous, and is usually minimal since racing noise only occurs during events. The actual hours of noise production are considerably less than the allowable hours of operation. Noise generated by weekday facility operation is estimated to be no more than 50 hours annually; weekend operation generates noise during approximately 549.5 hours annually.

Aside from Speedway operations, ambient noise levels near the Speedway are generated by railroad activity along the northern side of the Speedway; traffic noise from nearby streets; stationary noise from nearby commercial and industrial operations; and other non-Speedway related-events. In 1995, these noise sources generated noise levels exceeding a maximum (Lmax) of 90 A-weighted decibels (dBA) at a location 550 feet from the Speedway property line, prior to the construction and operation of the Speedway. After construction of the Speedway, as monitored in 2006, these sources also generated noise levels in excess of 110 dBA Lmax without operation of the Speedway at various locations, including those located 550 feet and more from the Speedway property line. As will be discussed further in Section 4.2, noise monitoring results from 2006 and 2007 reported that maximum noise levels at the Speedway oval ranged from 72 to 85 dBA and from 54 dBA to 100 dBA at the drag strip, depending on the type of drag vehicle run (Gordon Bricken & Associates, October 2008).

2.1.4 Surrounding Land Uses

The Speedway is located adjacent to industrial and commercial land uses, including California Steel Industries (CSI), West Valley Material Recovery Facility (WVMRF), and warehouse uses within the Kaiser Commerce Center Specific Plan (KCCSP). The CSI facilities, formerly part of the Kaiser Steel operation, are located to the south. West of the speedway is the WVMRF and the Kaiser Commerce Center Specific Plan area. Properties to the north, beyond the railroad are generally industrial in nature. A Metrolink station is located adjacent to the Speedway at the railroad tracks. Farther to the north, between Whittram Avenue and Arrow Route, is a mixture of residential and industrial uses within the County and the City of Fontana. Many of the residential lots in this area are deep and contain light industrial or repair-related uses associated with the residences. The nearest residence to the Speedway PD is, pursuant to the County Development Code, considered to be a legal, non-conforming use, and is located within a Community Industrial Zone northeast of the intersection of Whittram Avenue and Calabash Avenue, approximately 570 feet north of the Speedway PD property line. The closest residences located in areas zoned for residential uses are located approximately 1,500 feet east of the Speedway PD east of Redwood Avenue.

The Fontana Unified School District serves the site and areas to the north, east, and south. Schools near the Speedway include Almond Elementary School to the north (0.75 mile), Redwood Elementary School to the northeast (0.25 mile), Beech Avenue Elementary School to the east (1.0 mile), Live Oak Elementary School to the east (0.25 mile), and Sequoia Middle School to the east (0.8 mile). The Etiwanda School District and the Chaffey Joint Union High School District serve the areas west of the Speedway. There are no schools within the study area west of the site. Figure 2-4, *Existing Land Uses*, identifies the land uses surrounding the Speedway.



Source: HDR, 2009

Figure 2-4
Existing Land Uses

N

2.2 PROJECT BACKGROUND

The California Speedway Planned Development was approved by the San Bernardino County Board of Supervisors on May 2, 1995, following certification of the EIR (SCH 94082080) for the Speedway. The Planned Development (PD) established a master plan for a motor sports oriented events center with a maximum capacity of 107,000 persons (subsequently expanded to 110,000 persons) and a total grandstand seating capacity of 93,880 persons (which was also subsequently expanded). A 50-acre business park was also proposed, along with a Metrolink station. The business park was not developed, and that area has been used as part of the Speedway's parking area. The PD established development and operational standards for the Speedway. The County noise standard was also revised specifically for the PD to allow slightly higher noise levels associated with Speedway use and set a maximum noise level of 85 dBA measured at the nearest residential use. The 1995 Final EIR for the Speedway PD identified potentially significant unavoidable adverse impacts to air quality, traffic, and noise.

The PD Final Development Plan included a two (2)-mile tri-oval race track with grandstand seating for 67,880 people, infield facilities with a pit area, infield suites, auxiliary garages, fuel island, training road course, gate houses, ticket offices, VIP suites, administration office building, maintenance building, two helistops, race control tower, scoring pylons, internal billboards, kitchen/commissary facility, first aid stations, retail midway, gift shops, restrooms, concessions, parking for grandstand seating, VIP/press, employees and recreation vehicles, and paved access from Cherry, Whittram, and Etiwanda Avenues. The first race was held on June 22, 1997, with approximately 80,000 people in attendance.

On November 12, 1997, the County approved an expansion of the grandstand seating from 67,880 to 71,000 seats, relocation of the VIP helistop, and construction of a scoring pylon adjacent to the pit row, a fuel station, and various other support structures.

On December 18, 1997, the County approved an expansion of the grandstand seating from 71,000 to 87,000 seats, of which only 86,790 seats were constructed. A number of revisions to the Speedway's PD permit have been approved and implemented since then. These include:

Revision 1 (Added Seats) – This revision added 5,875 seats to increase grandstand seating from 86,790 to 92,665 seats and added a new elevator tower, restroom buildings, and concession building. It also converted temporary Parking Lot Nos. 4, 5, and 6 into permanent parking lots and established a new off-site overflow grass parking lot/community soccer fields for a total parking capacity of 36,866 spaces. The planned retail business park was eliminated from future plans with this revision. An additional 1,215 seats were also proposed for a maximum patron occupancy of 93,880 seats. This revision was approved on March 13, 2001.

Revision 2 (NHRA Drag Strip) – This revision expanded operations to include NHRA-sponsored drag racing (street legal cars) on a drag strip located in the Speedway's south Parking Lot No. 1 and a temporary grandstand of 1,500 seats. This revision was approved on May 22, 2001.

Revision 3 (Infield Road Course) – This revision expanded infield road course operations to install 4,500 permanent bleacher seats and 1,500 temporary bleacher seats with a pedestrian bridge and giant screen. The existing infield road course was to include training, testing, and competition events. This revision was approved on March 14, 2003.

Revision 4 (Time, Lights, Sound Attenuation, Parking) – This revision renamed the facility the California Speedway Event Center, extended event operations to 11 PM, and established standards for ancillary

(smaller) events. The Final Development Plan (FDP) was revised to allow temporary and permanent lighting for the area of the drag strip, a temporary Metrolink station, a sound attenuation wall at the east side of the drag strip[1], and modified the parking allocation table. An Initial Study and Addendum were prepared as part of this revision and the revision was approved on April 24, 2003.

Revision 5 (5 COWS) – This revision allowed five temporary Cellular On Wheel (COW) locations and hookups to provide additional wireless coverage during major events. This revision was approved on April 12, 2004.

Revision 6 (Light Show) – This revision allowed a computerized lighting array to provide a light show on the water tower. This revision was approved on August 9, 2005.

Revision 7 to Site Plan (Signs) – This revision allowed 4 additional advertising structures, for a total 26 advertising structures located in the infield. This revision was approved on May 9, 2006.

Revision 8 (Midway Expansion). This revision expanded the concession area to create a Fan Zone, with restaurants, ticket booths, an additional pedestrian bridge, escalators, cash room, shade structures, entertainment areas, and a parking area for disabled visitors. This revision was approved on July 24, 2006.

Revision 9 (Temporary Use Permit to Relocate Dragstrip) – The County Code Enforcement approved a Temporary Use Permit (TUP) to allow the interim use of the relocated drag strip to the north side of the facility and noise monitoring of various vehicles on this track to calculate allowable noise per vehicle type. The drag strip was relocated from Parking Lot No. 1 to Parking Lot Nos. 6 and 8. Noise monitoring was conducted for different vehicle types at the drag strip. This revision was approved on June 23, 2006. An annual extension was approved on June 22, 2007.

Revision 9 (Relocated Dragstrip) – This revision allowed the permanent relocation and operation of the drag strip to Parking Lot Nos. 6 and 8. No alcohol, nitromethane, jet, or rocket powered classes of vehicles are allowed to operate unless additional documentation demonstrating compliance with the established Speedway noise standards is submitted to and approved by the County. An Initial Study in support of a Mitigtated Negative Declaration was prepared for this revision. The revision was approved by the County Planning Commission on July 6, 2007. An appeal to the decision led to a revised Initial Study, and the appeal was denied by the Board of Supervisors in December 2008.

Revision 10 (Cellular Antennas on JumboTron) – This revision allowed the attachment of cellular antennas to the JumboTron screen, with a supporting wireless equipment shelter. This revision was approved on July 6, 2007.

The Speedway is proposing a modification to the noise standard in the PD as Revision 11. The intent of this SEIR is to evaluate potential environmental impacts of the proposed modification.

2.3 APPLICABLE PLANS AND POLICIES

A number of plans and policies adopted by the County of San Bernardino regulate development on the project site. These are discussed below.

[1] Two 40-foot sea land containers were placed at the south side drag strip location to provide noise attenuation.

2.3.1 San Bernardino County General Plan

As required by State Planning and Zoning Law, the County of San Bernardino has developed *"a comprehensive, long-term . . . plan for the physical development of the . . . county or city… "* (Section 65300 of the California Government Code). The San Bernardino County General Plan contains goals and policies for the development and conservation of land within the unincorporated areas of the County. The General Plan contains eight (8) elements, addressing the various issues that affect development and the quality of life in the County:

- The Land Use Element discusses the ultimate development pattern in the County by identifying the allowable land uses and the maximum intensity/density of development. The Land Use Element serves as the guide to the County's future development, as provided in the Land Use Map.

- The Circulation and Infrastructure Element lays the groundwork and promotes the development of a multi-modal transportation system and infrastructure capacity to meet the needs of the community. It includes a Circulation Map that shows the designation of major streets and roads under County jurisdiction.

- The Housing Element promotes the development of a variety of housing to meet the needs of all economic segments in the community. It identifies housing resources and needs, as well as goals and programs to meet existing and future housing needs.

- The Conservation Element addresses the conservation, development, and utilization of natural resources in the County. These resources include biological resources, cultural resources, paleontological resources, air quality, water, soils/farmlands, mineral resources, and energy.

- The Open Space Element provides a guide for the protection and preservation of open space, recreation, and scenic areas, while accommodating future growth within the County.

- The Noise Element analyzes the existing and future noise environment in the County and identifies ways to limit the exposure of the community to excessive noise levels.

- The Safety Element seeks to reduce the potential for death, injury, property damage, and economic and social dislocation resulting from fires, floods, earthquakes, landslides, and other hazards. The Element identifies existing health and safety hazards and provides goals and programs to eliminate or reduce these hazards.

- The Economic Development Element serves as a guide for maintaining and enhancing the economic character of the community, while providing for a stable annual budget. Policies include ways to focus resources on retaining local business, attracting new industries, supporting the tax base, and sustaining the County's ability to provide public services for current and future residents.

The County has a combined Land Use Zoning Districts Map, which designates land in proximity to the Speedway site as Regional Industrial, Specific Plan, Special Development, Community Industrial, Multiple Residential, Single Residential, General Commercial, Service Commercial, and Neighborhood

Commercial. The Speedway site is designated Special Development. Figure 2-5, *Land Use Zoning Designations*, illustrates land use designations in the project area.

Review of the San Bernardino County General Plan shows that the project site is within an unincorporated area of the Valley Region of the County. This unincorporated area is within the San Sevaine Redevelopment Project Area. The Hazard Overlays shows flood hazard areas along the Etiwanda-San Sevaine Channel and Etiwanda Creek but not within the site. The site is also outside the Airport Safety Review Area 3 for the Ontario Airport.

Cherry Avenue and San Bernardino Avenue are designated as Major Divided Highways; Etiwanda Avenue is a Major Highway; and Whittram Avenue is designated as a Secondary Highway.

2.3.2 San Bernardino County Development Code

As noted, the project site is designated a Special Development (SD) district in the San Bernardino County Land Use Zoning Districts Map. This designation allows a mix of land uses regulated through special development standards outlined in a Planned Development (PD) permit. The Speedway has been approved under a PD specifying that the purpose of the site is to accommodate a major motor sports facility and event center. This is intended to enhance San Bernardino County's emerging entertainment/hospitality economy and increase local employment opportunities.

Zoning designations for adjacent lands include Community Industrial (IC), Regional Industrial (IR), and SD. According to the County's Development Code, the IC land use zoning district provides areas for light industrial uses such as light manufacturing uses, wholesale and warehouse services, contractor and construction services, transportation services, agricultural support services, incidental commercial, accessory residential uses, and similar and compatible uses. The IR land use zoning district provides areas for heavy industrial uses that have the potential to generate severe negative impacts, incidental commercial uses, agricultural support services, salvage operations, and similar and compatible uses.

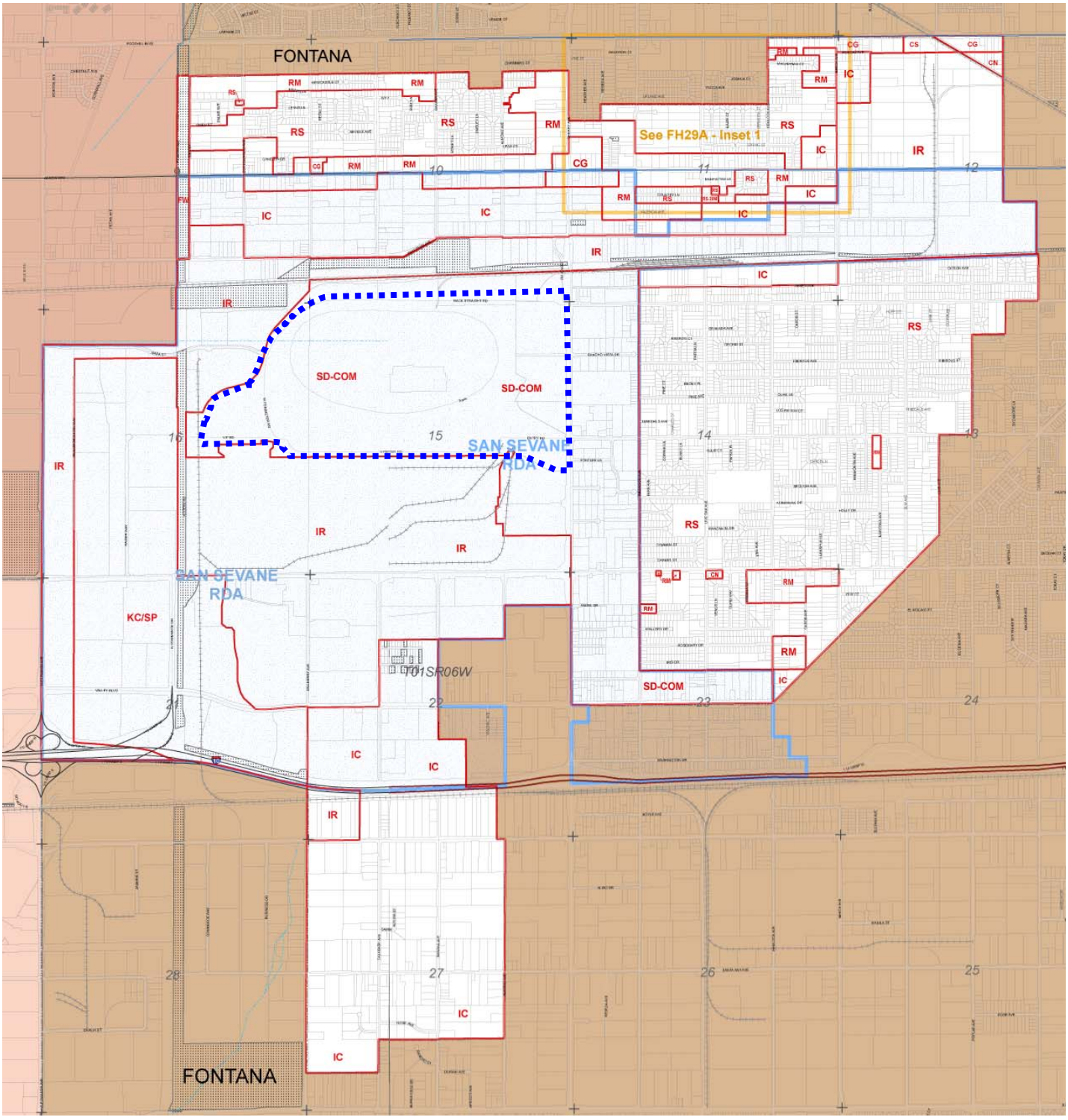
2.3.3 San Sevaine Redevelopment Plan

The Speedway and the surrounding area are within the San Sevaine Redevelopment Project Area, as administered by the San Bernardino County Redevelopment Agency. The San Sevaine Redevelopment Plan was adopted on December 19, 1995, and covers the unincorporated island in the western portion of the County surrounded by the cities of Ontario, Rancho Cucamonga, and Fontana. The Redevelopment Project Area originally contained approximately 2,835 acres.

An amendment in October 2004 added 1,154 acres to the Project Area, and a second amendment in August 2005 excluded approximately 565 acres of land south of the I-10 Freeway. The current San Sevaine Redevelopment Project Area includes the entire unincorporated area and covers approximately 3,424 acres. Figure 2-6, *San Sevaine Redevelopment Project Area*, shows the boundaries of the San Sevaine Redevelopment Plan.

The San Sevaine Redevelopment Plan incorporates a variety of goals, objectives, and policies, including the following:

- Elimination of blight;
- Preservation of the unique cultural and historical qualities of the Project Area;
- Facilitation and recapture of industrial growth and commercial sales activity; and
- Encouragement of business park, industrial, research and development, and office types of uses.



Source: County of San Bernardino

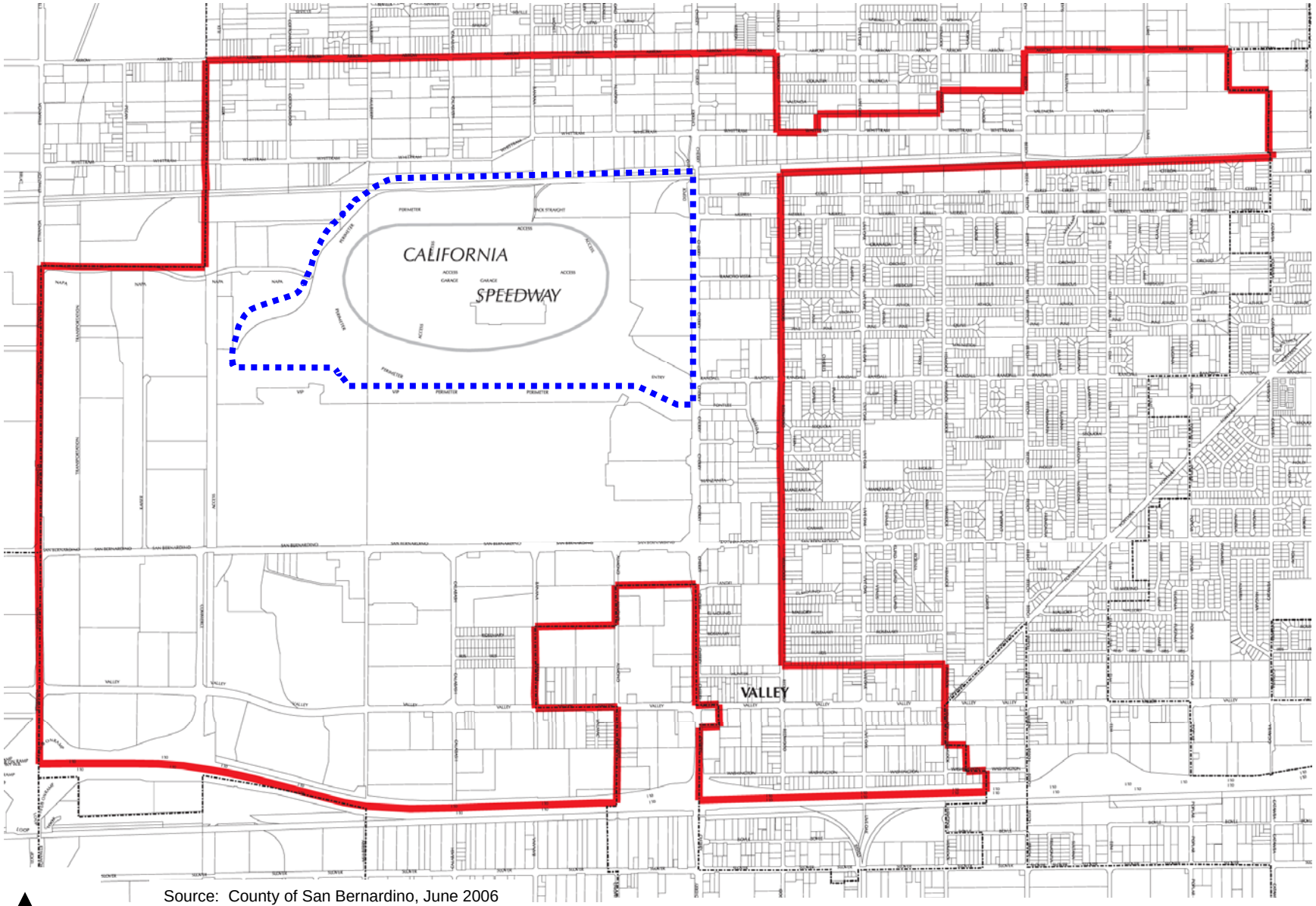
Land Use Zoning Districts

AG – Agriculture
CG – General Commercial
CH – Highway Commercial
CN – Neighborhood Commercial
CO – Office Commercial
CR – Rural Commercial
CS – Service Commercial
FW – Floodway
IC – Community Industrial
IN – Institutional
IR – Regional Industrial
OS – Open Space
RC – Resource Conservation
RL – Rural Living
RM – Multiple Residential
RS – Single Residential
SD – Special Development
SP – Specific Plan

N

SCALE: NTS

Figure 2-5
Land Use Zoning Districts



Source: County of San Bernardino, June 2006

N

SCALE: NTS

Figure 2-6
San Sevaine Redevelopment Project Area

The San Sevaine Redevelopment Project Area is also referred to as the Speedway Redevelopment Project Area. The Redevelopment Plan defers to the County General Plan and Development Code for the regulation of land uses within the Redevelopment Project Area, including the project site.

2.3.4 Specific Plans

The project site is not located within a Specific Plan area. The nearest Specific Plan area is the Kaiser Commerce Center Specific Plan, which covers approximately 468 acres on both sides of Kaiser Way and along Commerce Drive and Valley Boulevard, south of San Bernardino Avenue. This Specific Plan does not regulate development on the Speedway.

2.3.5 Regional Plans

In addition to the County's land use and planning regulations that pertain to the Speedway, a number of regional plans regulate development in the County of San Bernardino. These include the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan (RCP), Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan (RTP); the San Bernardino Associated Governments' (SANBAG) San Bernardino County Congestion Management Program (CMP) and Comprehensive Transportation Plan (CTP); the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); and the Regional Water Quality Control Board's (RWQCB) Water Quality Control Plan for the Santa Ana River.

The Speedway PD has been developed to comply with the pertinent provisions of these plans. However, these regional plans do not directly regulate noise levels at the Speedway and implementation of these regional plans would not be directly affected by the revised noise standard.

SECTION 3.0: PROJECT DESCRIPTION

The Auto Club Speedway (Speedway) is proposing a revision to the noise standard in its Planned Development (PD). Figure 3-1, *Project Location*, shows the regional location and project site.

3.1 OBJECTIVES OF THE PROJECT

The main objectives of the proposed revision to the Speedway PD noise standards are:

- To provide for health-based noise standards for Speedway operations that will permit exhibitions, performances (including concerts), and racing with a full range of NASCAR, Indy car, and drag racing vehicles in a manner consistent with protecting public health; and

- To provide for an easily enforceable and consistent method of noise measurement to ensure consistent, reliable, and documented application of the standard (e.g., a protocol for measurement and reporting of field measurement).

3.2 PROJECT CHARACTERISTICS

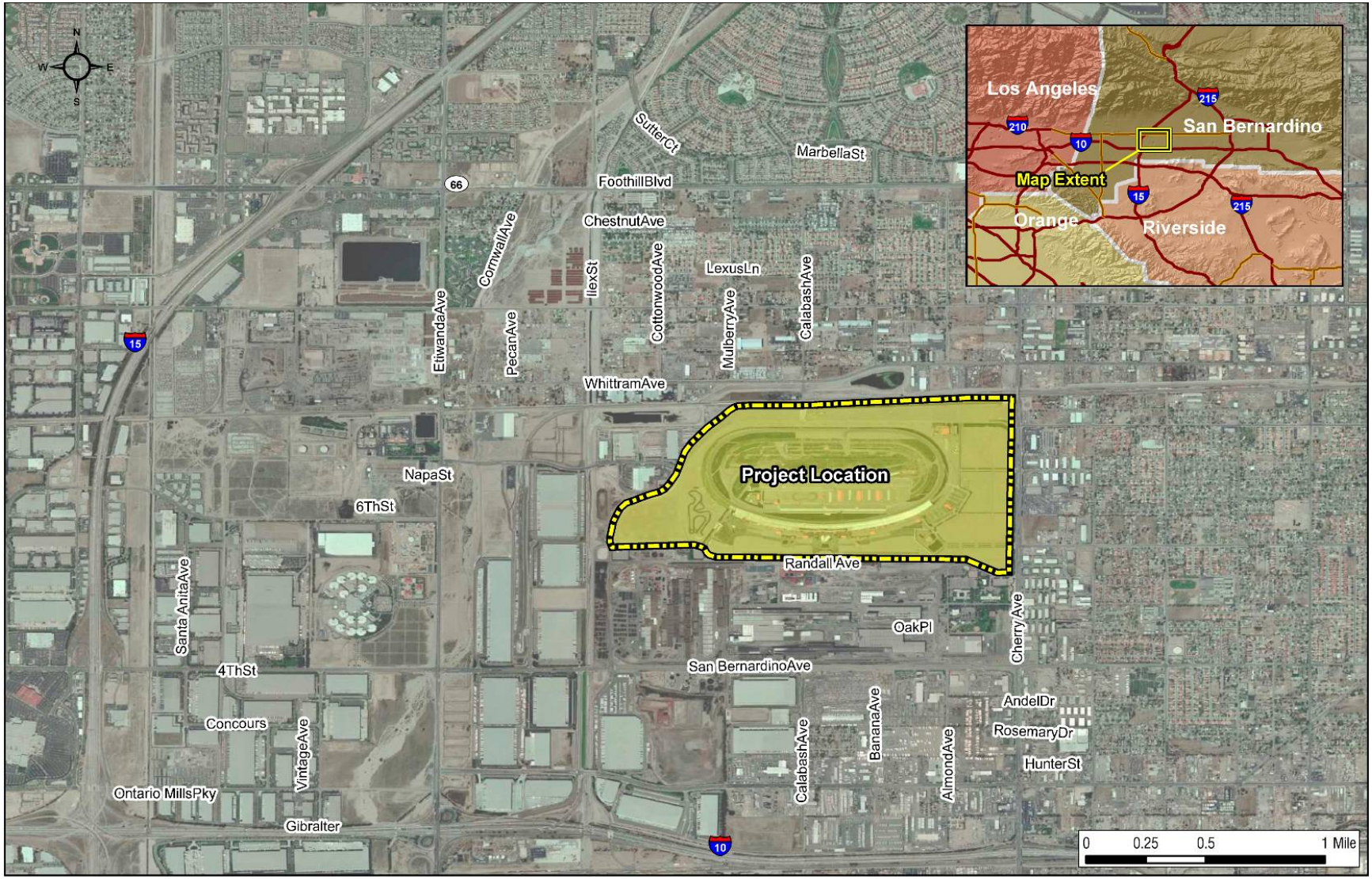
The current noise standard for the Speedway PD is different than the County-wide noise standard. Both are summarized in Table 3-1, *Existing County and Speedway PD Noise Standards*.

TABLE 3-1
EXISTING COUNTY AND SPEEDWAY PD NOISE STANDARDS

Affected Land Use (Receiving Noise)	County Code §83.01.080 Noise Standard (L_{eq})	Speedway PD Noise Standard (L_{eq})
Residential/Churches/Schools	55 dBA (7:00 a.m. - 10:00 p.m.) 45 dBA (10:00 p.m. - 7:00 a.m.)	65 dBA (7:00 a.m. - 11:00 p.m.) 45 dBA (11:00 p.m. - 7:00 a.m.)
Exterior from mobile source	Up to 65 dBA any time	
Professional Services	55 dBA anytime	65 dBA anytime
Commercial Exterior from mobile source	60 dBA anytime Up to 65 dBA any time	65 dBA anytime
Industrial	70 dBA anytime	70 dBA anytime
Source: 2007 County Development Code (Amended January 15, 2009) The California Speedway PD, approved by the County Board of Supervisors on May 2, 1995		

The County Development Code and the Speedway PD do not allow a facility to operate or allow any source of sound on property owned, leased, occupied, or otherwise controlled by the facility, which causes the noise level, when measured on any other property to exceed the following:

- The noise standard for the receiving land use as specified above for a cumulative period of more than 30 minutes in any hour.
- The noise standard plus five (5) dBA for a cumulative period of more than 15 minutes in any hour.
- The noise standard plus ten (10) dBA for a cumulative period of more than five (5) minutes in any hour.
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.
- The noise standard plus 20 dBA for any period of time.



Source: HDR Engineering, 2009.

Figure 3-1
Project Location

Because the current noise standard for the Speedway PD includes four (4) combinations of duration and sound in any one (1)-hour period, it is difficult to measure due to the frequency of ambient noise events (i.e., trains, trucks, etc.). Thus, there is no reliable way to separate the noise contributions of the Speedway from ambient conditions. As a result, the current PD noise standard is difficult to apply and enforce. Thus, the Speedway is proposing a modification to the current PD noise standard.

Review of the United States Environmental Protection Agency's (EPA) noise standards has shown that the EPA has promulgated criteria recommending an average noise level to protect a community from hearing loss, as a function of the duration of exposure during each year for a 40-year period. EPA's recommended average annual noise level to protect the community from hearing loss is 71.4 dBA Leq.

The formula for intermittent sounds is the Equivalent Continuous Noise Level expressed as Leq(h) = 71.4 – 10 * log (h/8760), where *h* is the annual hours of exposure. When adjusted to reflect eight (8) hours of operation, where the variables are the combination of duration and level, this formula results in an annualized daily average of 76 dBA Leq as the threshold for hearing loss. This standard is the minimum of the surveyed Occupational Health and Safety Administration (OSHA) and the Industrial Performance standards, and is similar to the Lday/night (Ldn) standard. The Ldn is a 24-hour average noise level with a 10 dBA penalty added between 10:00 PM and 7:00 AM. The EPA criteria was applied to the Speedway's hours of operation to determine the allowable annual average and the corresponding Lmax limit that could serve as the health-based noise standard for the Speedway PD.

As indicated earlier, noise from the Speedway is not continuous, and occurs primarily during scheduled events. Table 3-2, *Speedway Weekend Operations*, lists the typical annual weekend conditions assuming 104 days of operation and six (6) professional events per year, with overlapping use of the oval and drag strip.

TABLE 3-2
SPEEDWAY WEEKEND OPERATIONS (OVAL AND DRAG STRIP)

Car Type	Runs/Day	Time (seconds)/Run	Daily Hours	Annual Hours*
Alcohol Dragsters	32	6	0.05	5.5
Gas Dragsters	240	15	1.00	104.0
Club Racers	n/a	n/a	4.00	416.0
Professional Events	n/a	n/a	4.00	24.0
			Total	549.5

*The annual hours are based on 104 days except for professional events, which are held six (6) days per year.
Source: Gordon Bricken & Associates, 2007a.

When applying the Speedway's operating hours referenced above to the EPA equation, the allowable annual average noise level is 84 dBA Leq. (It should be noted that the annual average level (84 dBA Leq) is based on the relationship between the hourly maximum value and the hourly average value of the four (4) main types of vehicle operations (alcohol dragster, gas dragster, club racer and professional events). The sum of all the cars is 84 dBA Leq for a total of 549.5 hours of operation. Thus, if each hour of noise generated by Speedway operation had an 84 dBA Leq, the annual average level would be 71.4 dBA Leq, which is the EPA's recommended average annual noise level to protect the community from hearing loss

Based on noise monitoring at the Speedway property line, the 84 dBA Leq is met as long as a maximum level of 100 dBA is not exceeded. Therefore, if 100 dBA Lmax is set as the standard, then the EPA health-based criteria would be met, which is the most stringent of the standards surveyed. By limiting noise to the level recommended by EPA, workers and residents exposed to sound generated by the Speedway at 550 feet or beyond would not be expected to experience hearing loss.

Relatively high noise levels within the project area make it difficult to measure ambient noise independently of noise from the Speedway. A standard for only the maximum level can be reliably measured. Thus, a new noise standard for Speedway operations is proposed to be 100 dBA Lmax, at 550 feet from the property line of the Speedway. This standard would apply to all permitted activities covered in the Speedway PD, including racing in the oval and drag strip, speaker amplification, and crowd noise. The current intermediate L-level noise standards (L_{50}, L_{25}, L_8, and L_2) would be eliminated.

This proposed noise standard would factor the ambient noise levels from nearby commercial and industrial uses in the area, while still protecting public health and safety. The proposed noise standard is also designed to protect sensitive receptors, as it meets EPA noise criteria for hearing loss and requires monitoring at a set distance of 550 feet from the Speedway (20 feet south of the nearest residence) to monitor compliance.

Physical Characteristics
The proposed noise standard does not require any physical changes to the structures, infrastructure or other improvements at the Speedway. The Speedway will maintain the existing structures, paved and landscaped areas, amenities and facilities at the site, including the number of seats, parking spaces, and access gates. As a regulatory change, the revision of the Speedway PD noise standards would have no physical manifestation or change to the site or the facility.

Operational Characteristics
The proposed standard would apply to all permitted Speedway operations, including the oval, motorcycle track, and drag strip. The Speedway will continue to operate 365 days a year, with events ending by 11:00 PM. No major changes to the operations of the Speedway are expected with the new noise standard. However, the revised noise standard may allow a wider range of vehicles to operate at the drag strip, if the Speedway demonstrated that these additional vehicle classes or types could meet the new standard.

When Revision 9 to the Speedway's PD authorized the relocation of the drag strip to the north side of the race track, a limitation was placed on vehicle types unless it could be demonstrated that they would meet current Speedway noise standards. The condition states that no alcohol, nitromethane, jet, or rocket powered classes of vehicles are allowed to run unless additional documentation indicating compliance with current Speedway noise standards is submitted to and approved by the County. Under the current noise standards, only gas-powered vehicles are permitted to race at the drag strip.

Modifying the noise standard from 85 dB Lmax to a higher 100 dB Lmax could permit the operation of additional classes of drag cars, assuming compliance with the new standard could be demonstrated. Therefore, different drag vehicle classes (generating higher noise levels) may be able to utilize the drag strip if the proposed noise standard is approved. This is considered an indirect impact of the proposal, and analyzed in Section 4.0, *Environmental Impact Analysis*, of this SEIR.

The proposed noise standard would only apply to the Speedway PD. Adjacent uses would continue to be held to the noise regulations in the County Development Code.

3.3 DISCRETIONARY ACTIONS

A discretionary action is a decision taken by a government agency that calls for the exercise of judgment in deciding whether to approve or deny a project. For the proposed revision to the Speedway PD noise

standards, the government agency with discretionary approval authority is the County of San Bernardino. The following discretionary approval would be required:

- Board of Supervisors' approval of revised noise standard for the Speedway, as an amendment to the Speedway PD.

SECTION 4.0: ENVIRONMENTAL IMPACT ANALYSIS

4.1 INTRODUCTION

This section analyzes the potential environmental impacts associated with the proposed noise standard for the Auto Club Speedway. The proposal involves a change from the noise standards established for the Speedway PD (with a current maximum allowable noise level of 85 dB at the nearest noise-sensitive receptor) to a proposed maximum allowable noise level of 100 dB at 550 feet from the Speedway perimeter. Based on the preliminary analysis in the Initial Study prepared for the proposal and on comments received on the NOP, the environmental analysis in this SEIR focuses on Noise. No environmental changes are expected on the following environmental issues and these issues would not be evaluated in the SEIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The analysis of Noise impacts describes existing conditions on the project site and in the surrounding area and identifies the potential changes to existing conditions or environmental impacts that may result from implementation of the proposed noise standard. Potential impacts are then compared to the impacts identified in the EIR for the California Speedway (SCH 94082080). Relevant mitigation measures in the previous EIR are identified and additional mitigation measures are provided for any potentially significant adverse impacts.

To facilitate the environmental analysis, a format was developed to analyze environmental impacts thoroughly. This format is presented below, with a brief discussion of the information included under each subheading.

- ***Environmental Setting*** - This section describes the existing physical and regulatory conditions related to Noise. In accordance with Section 15125, *Environmental Setting*, of the State CEQA Guidelines, both the local and regional settings are discussed as they exist prior to implementation of the proposed noise standard and during the NOP publication (August 2008).

- ***Threshold of Significance*** - The threshold of significance identifies criteria used in determining whether an impact is considered significant and is adapted from the environmental concerns outlined in the Environmental Checklist provided as Appendix G to the CEQA Guidelines. In addition, County policies and standards are used as thresholds of significance. Accepted technical and scientific data are also used to determine if an impact would be considered

significant, since "….an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting" (CEQA Guidelines Section 15064 [b]). Principally, "… a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" would constitute a significant impact, per Section 15382 of the CEQA Guidelines.

- ***Environmental Impacts*** - This section of the SEIR identifies and describes the short-term and long-term environmental impacts, direct and indirect impacts, both adverse and beneficial, which would result from the proposed noise standard. Potential impacts are analyzed in accordance with Section 15126, *Consideration and Discussion of Environmental Impacts*, of the State CEQA Guidelines. The analysis is structured by identifying the potential impact issue (with the corresponding threshold statement/question), followed by the analysis and a conclusion of impact significance. In the analysis, the proposal's potential impacts are compared to the threshold of significance criteria to determine if they exceed the thresholds; and thus, are considered significant and adverse. Impacts, which are considered significant and adverse, are identified as such at the end of the analysis. Per the CEQA Guidelines Section 15145, if, after thorough investigation, a particular impact is too speculative for evaluation, that conclusion is noted. Cumulative impacts are discussed separately in Section 6.0, and growth-inducing impacts are discussed in Section 7.0 of this EIR.

- ***Previous Analysis*** – Potential impacts of the proposed noise standard are compared to the impacts identified in the previous EIR for the Speedway to determine if the impacts are the same and to identify the applicable mitigation measures that have been previously developed for these impacts. As a Subsequent EIR, a discussion of the environmental impacts analyzed in the EIR for the California Speedway is provided, as they relate to the proposed noise standard and the Speedway operations. This provides a comparison of the impacts of the proposed noise standard with those anticipated at the site and analyzed in the previous EIR and to identify mitigation measures in the previous EIR that would be applicable to the proposal. It should be noted that the baseline conditions in this discussion are derived from the EIR for the California Speedway. Thus, they reflect existing conditions in 1994-1995 when the previous EIR was under preparation. Summaries of the Addendum to the EIR (2003) and the Initial Study in support of the Mitigated Negative Declaration (2008) for the relocated drag strip are also provided.

  Mitigation Measures - Where a potential significant and adverse environmental effect has been identified in the environmental analysis, mitigation measures have been included in this section of the document. These measures are designed to "…. *minimize significant adverse impacts … for each significant environmental effect identified in the EIR"*, as prescribed in Section 15126 of the State CEQA Guidelines. Where impacts have been identified and called out in the analysis (i.e., *Impact 4.2.1*), the mitigation measures that would reduce this impact have been numbered similarly (i.e., *Mitigation Measure 4.2.1*).

  In addition, mitigation measures in the previous EIR, Addendum, and MND that are applicable to the revised noise standard and would reduce the proposal's specific significant adverse impacts are identified.

- ***Unavoidable Significant Adverse Impacts*** – Unavoidable significant adverse impacts are impacts that, either, cannot be mitigated or remain significant even after mitigation. The level of

significance of any potentially significant adverse impact, after the implementation of the mitigation measures, is identified in this section the SEIR. To approve a project with significant unavoidable impacts, the Lead Agency must adopt a Statement of Overriding Considerations. Section 15093(a) of the CEQA Guidelines states that in adopting a Statement of Overriding Considerations, the Lead Agency must find that it has reviewed the impacts of the project; has balanced the benefits of the project against its significant effects; and has concluded that the benefits of the project outweigh the unavoidable adverse environmental effects; and thus, the adverse environmental effects may be considered "acceptable".

4.2 NOISE

The discussion in this section is based in part on a Technical Noise Analysis, dated May 2009, prepared by Gordon Bricken and Associates. The purpose of the Technical Noise Analysis is to characterize the noise environment in the project area and to determine potential impacts related to proposed revisions to the Speedway PD noise standards. The findings of the analysis are summarized below. The complete report is provided in Appendix E of this SEIR.

4.2.1 Environmental Setting

Acoustical Definitions

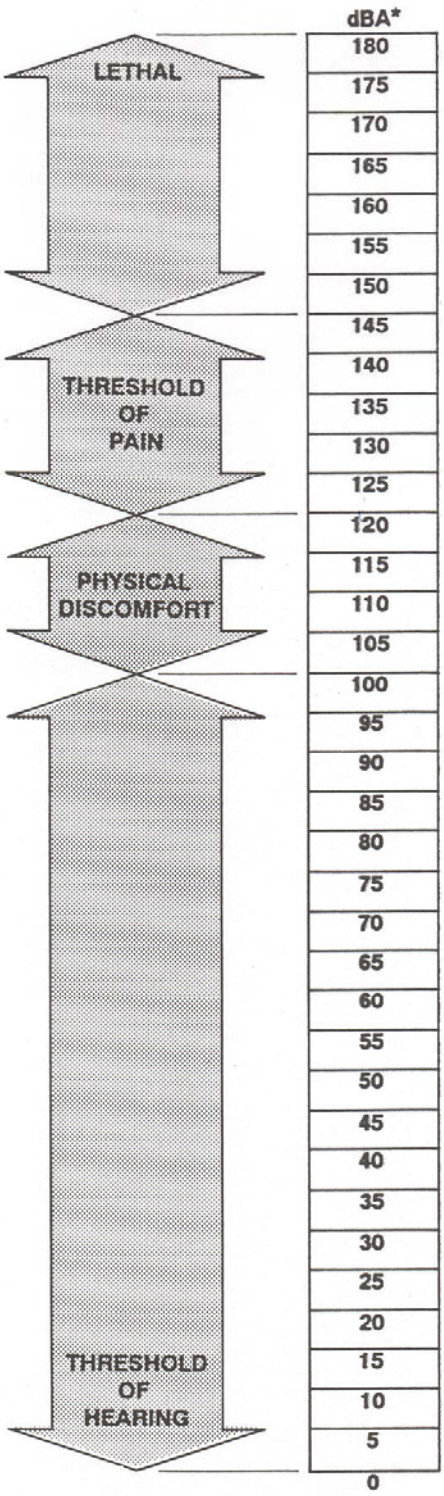
The unit of sound pressure compared to the faintest sound detectable by a keen human ear is called a decibel (dB). Because sound or noise can vary in intensity by over one million times within the range of human hearing, sound levels are expressed on a logarithmic scale, in which a change of 10 dB reflects a 10-fold increase in sound energy. This scale keeps sound intensity numbers at convenient and manageable levels.

In evaluating human response to noise, response to varying frequency or pitch is also considered. The human ear is more sensitive to sounds in the middle frequency range and is less sensitive to lower- and higher-pitched sounds. The "A" weighting scale is used to account for this sensitivity. Thus, most community noise standards are expressed in decibels on the "A"-weighted scale, abbreviated dBA, with 0 dBA set roughly at the threshold of human hearing. Representative noise sources and sound levels are shown in Figure 4.2-1, *Acoustical Scale.*

Although the A-weighted sound level may adequately indicate ambient noise levels at any one time, community noise levels vary continuously. Community noise includes a mix of sounds from various sources that create relatively steady background noise. This type of noise is defined by a single descriptor called the Leq (or equivalent continuous noise level). Leq is the average A-weighted sound level during a measured time interval. It is the 'equivalent' constant sound level that would have to be produced by a given source that is equal to the average of the fluctuating noise levels measured.

The community noise environment varies constantly over the 24-hour day. Since people are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise measurement to calculate the Community Noise Equivalent Level (CNEL). The CNEL is essentially a 24-hour Leq with a 5-dB penalty during the evening hours from 7 PM to 10 PM, and a 10-dB penalty during the nighttime hours from 10 PM to 7 AM. The Day-Night Noise Level, denoted as Ldn, is a similar measure, but includes a penalty for noise between 10 PM and 7 AM only.

Another tool utilized to measure noise involves a statistical noise level, denoted by Lx. This measurement refers to the sound level exceeded over a specified period of time, where "x" is the percentage of time exceeded. For example, L_{50} refers to the noise level exceeded 50% of the time, or 30 minutes per hour. The term L_8 refers to the noise level exceeded 8% of the time, or 5 minutes per hour. The Lmax is the maximum noise level measured over the monitoring period while the Lmin refers to the minimum noise level measured over a given monitoring interval.



*The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

Figure 4.2-1
Acoustical Scale

Noise Standards

In recognition of the unique operating environment necessary to conduct a motor sports events venue, the Speedway PD established noise standards specifically for events conducted at the Speedway. These standards are in lieu of the general County-wide standards established by the San Bernardino County Development Code. Table 4.2-1 compares the Speedway's noise standards with those established by the County Development Code for more traditional industrial and commercial uses.

TABLE 4.2-1
EXISTING COUNTY AND SPEEDWAY NOISE PERFORMANCE STANDARDS

Affected Land Use (Receiving Noise)	County Code §83.01.080 Noise Level	Speedway PD Noise Level
Residential/Churches/Schools Exterior from mobile source	55 dBA (7:00 am - 10:00 pm) 45 dBA (10:00 pm - 7:00 am) Up to 65 dBA any time	65 dBA (7:00 am - 11:00 pm) 45 dBA (11:00 pm - 7:00 am)
Professional Services	55 dBA anytime	65 dBA anytime
Commercial Exterior from mobile source	60 dBA anytime Up to 65 dBA any time	65 dBA anytime
Industrial	70 dBA anytime	70 dBA anytime
Source: 2007 County Development Code (Amended January 15, 2009) The California Speedway PD, approved by the County Board of Supervisors on May 2, 1995		

According to the Speedway PD, the Speedway shall not operate or allow to be operated any source of sound on property owned, leased, occupied, or otherwise controlled by the Speedway which causes the noise level, when measured on any other property, to exceed the following:

- The noise standard for that receiving land use as specified in the above Table 4.2-1 for a cumulative period of more than 30 minutes in any hour.
- The noise standard plus five (5) dBA for a cumulative period of more than 15 minutes in any hour.
- The noise standard plus ten (10) dBA for a cumulative period of more than five (5) minutes in any hour.
- The noise standard plus 15 dBA for a cumulative period of more than one (1) minute in any hour.
- The noise standard plus 20 dBA for any period of time.

The noise limits allowed under the PD standard are shown in Table 4.2-2, *Speedway Daytime Noise Limits.*

TABLE 4.2-2
SPEEDWAY DAYTIME NOISE LIMITS

Duration	Symbol	Land Use		
		Residential	Commercial	Industrial
30 minutes	L_{50}	65	65	70
15 minutes	L_{25}	70	70	75
5 minutes	L_{8}	75	75	80
1 minute	L_{2}	80	80	85
Anytime	Lmax	85	85	90
Daytime= 7:00 AM to 11:00 PM Duration based on one hour Source: Gordon Bricken and Associates, 2009				

Based on these criteria, the two primary measurements used to determine compliance are the L_{50} (duration of 30 minutes) and the Lmax (maximum noise level) taken at residential locations. To comply with the current PD noise standards, the Speedway cannot exceed an L_{50} of 65 dBA or Lmax of 85 dBA at a residential location. It is noted that in practice and in the monitoring results displayed below, L values are the sum of short term measurements taken when the ambient noise environment did not contaminate the readings. They can be taken as a representative of what one might expect, but technically were not intended as compliance verification. Only the maximum (Lmax) readings could be used for that purpose.

Vibration Standards
Section 83.01.090 of the County Development Code regulates vibration by not allowing any ground vibration that can be felt without the aid of instruments at or beyond the lot line or vibrations that produce a particle velocity greater than or equal to two-tenths (0.2) inches per second, when measured at or beyond the lot line. Exemptions to this standard include motor vehicles not under the control of the land use and temporary construction, maintenance, repair, or demolition activities between 7 AM and 7 PM (excluding Sundays and Federal holidays).

Existing Noise Levels
Existing ambient noise levels throughout much of the project area are generated by vehicles operating on adjacent roadways, commercial and industrial activities, and trains operating on the Metrolink tracks.

As part of the 1995 California Speedway Final EIR, a series of noise measurements were taken in 1994 prior to the start of Speedway operations. As shown in Table 4.2-3, *Short-Term Noise Measurement Data (1994)*, the short-term L_{50} measured noise levels ranged from 48 to 69 dBA, with maximum levels ranging from 61 to 65 dBA. As shown in Table 4.2-4, *Long-Term Noise Measurement Data (1994),* the sound levels at the two (2) long-term measurement locations had an L_{50} of 49 dBA and 46 dBA and an Lmax from ambient noise of 85 dBA and 90 dBA. It should be noted that the Lmax of 90 dBA exceeded the current Speedway PD noise standards, which limits noise to 85 dBA Lmax.

Noise levels in the project area, without Speedway operations, were measured in 2006 at three (3) locations on three (3) separate days. Noise measurements are shown in Table 4.2-5, *Ambient Noise Levels (Without Speedway Operations)*. As shown, the L_{50} (i.e., noise levels exceeded 50 percent of the time) ranged from 48 to 58 dBA and the Lmax ranged from 65 to 116 dBA. The readings show that the L_{50} noise levels met the current PD noise standard; however, the Lmax exceeded the standard.

The nearest airport, Ontario International Airport, is located approximately three (3) miles southwest of the Speedway. The 65-dB CNEL airport noise contours do not extend into the project site, although aircraft overflights are sometimes audible at the site. Train operations on the Metrolink railroad tracks north of the site also generate noise in the project area.

Existing Noise Levels Generated by Operations at the Oval

Noise levels were also measured at 14 locations on February 26, 2006, during a Speedway event (Nextel Cup Race). The monitoring locations and data are shown in Table 4.2-6, *Noise Levels during Speedway Event (NASCAR Nextel Cup Race)*. Data show that the L_{50} ranged from 62 to 82 dBA and the Lmax ranged from 65 to 85 dBA. The L_{50} noise levels appear to exceed the current PD noise standard but cannot be adequately confirmed due to significant ambient interference. The Lmax is consistent with the current PD regulations.

TABLE 4.2-3
SHORT-TERM NOISE MEASUREMENT DATA (1994)

Location	Measurement Period				Dominant Traffic Noise Source(s)	Approximate Distance From Source(s)	Exposure Circumstances	Sound Level Statistics (dBA)			
	Date	Day of Week	Start time	Dura-tion				Leq	Lmin	L_{50}	Lmax
Single-family at Whittram near Calabash	07/24/94	Sunday	16:55	15 min	Whittram	85’	Minimal Sunday traffic	51	NM	NM	68
Single-family at Randall near Cherry	07/22/94	Friday	15:25	15 min	Cherry	215’	Unobstructed exposure	64	54	62	73
Single-family at 14718 Redwood near Merrill	07/22/94	Friday	11:17	15 min	Merrill/ Cherry	110’/ 1,400’	Partial obstruction from house	53	46	50	67
Single-family at 14718 Redwood near Merrill	07/24/94	Sunday	13:26	15 min	Merrill/ Cherry	110’/ 1,400’	Partial obstruction from house	51	44	48	61
Multi-family at 14701 Cambria near Redwood	07/24/94	Sunday	11:01	15 min	Redwood	50’	Intervening wood fence	54	43	48	71
Single-family at 9911 Calabash near San Bernardino	07/22/94	Sunday	17:23	15 min	Calabash	45’	Some noise from San Bernard.	60	52	56	78
Single-family at 12949 Whittram near Etiwanda	07/22/94	Sunday	14:13	15 min	Etiwanda/ Whittram	280’/70’	Depressed roadway (Whittram)	59	51	56	71
Single-family at 12949 Whittram near Etiwanda	07/24/94	Friday	14:11	15 min	Etiwanda/ Whittram	280’/70’	Depressed roadway (Whittram)	52	48	51	64
Single-family at “Village of Heritage” along Foothill	07/22/94	Sunday	16:08	15 min	Foothill	130’	2nd story exposed above wall	67	45	**66**	76
Multi-family at 8415 Victoria Woods Apt., near Arrow	07/24/94	Sunday	16:18	15 min	Arrow/ Etiwanda	200’/250’	Some attenuation from wall	51	46	50	62
Church @ 12704 Foothill, near l-15	07/24/94	Sunday	15:11	15 min	Foothill	65’	Unobstructed exposure	72	62	**69**	85

Source: Final EIR for California Speedway. Prepared for the County of San Bernardino by EIP Associates. 1995.

Notes: If Speedway PD noise standards for residential receptors were applied to ambient conditions, the allowable limits would be an L_{50} of 65 dBA and Lmax of 85 dBA. Noise levels that would exceed the Speedway’s current PD standard are shown in bold.

TABLE 4.2-4
LONG-TERM NOISE MEASUREMENT DATA (1994)

Location	Measurement Period				Dominant Traffic Noise Source(s)	Approximate Distance From Source(s)	Exposure Circum-stances	Sound Level Statistics (dBA)			
	Date	Day of Week	Start time	Dura-tion				Ldn	Lmin	L_{50}	Lmax
Single-family at Whittram near Calabash	07/22/94	Fri	00:00	24 hrs	Whittram	100’	Many heavy trucks, train	63	31	49	85
Single-family at Whittram near Calabash	07/23-24/94	Sat-Sun	17:00	24 hrs	Whittram	100’	Fewer trucks, minimal rail activity	59	31	46	**90**

Source: Final EIR for California Speedway. Prepared for the County of San Bernardino by EIP Associates 1995.

Notes: If Speedway PD noise standards for residential receptors were applied to ambient conditions, the allowable limits would be an L_{50} of 65 dBA and Lmax of 85 dBA. Noise levels that would exceed the Speedway’s current PD standard are shown in bold.

TABLE 4.2-5
AMBIENT NOISE LEVELS (WITHOUT SPEEDWAY OPERATIONS)

Location	Date	L_{50}	Lmax
250 feet north of the centerline of Whittram Avenue between Banana Avenue and Calabash Avenue	2/17	49-58	65-**105**
	2/18	49-55	72-**87**
	2/19	50-54	77-**111**
90 feet south of the centerline of Arrow Highway and 75 feet west of the centerline of Mulberry Avenue	2/17	49-56	65-**116**
	2/18	48-54	67-**90**
	2/19	51-53	73-**114**
30 feet north of the centerline of Ceres Avenue in-line with Live Oak Avenue	2/17	51-57	79-**104**
	2/18	55-60	77-**90**
	2/19	51-52	73-**109**

Source: Gordon Bricken and Associates, 2009

Notes: If Speedway PD noise standards for residential receptors were applied to ambient conditions, the allowable limits would be an L_{50} of 65 dBA and Lmax of 85 dBA. Noise levels that would exceed the Speedway's current PD standard are shown in bold.

TABLE 4.2-6
NOISE LEVELS DURING SPEEDWAY EVENT (NASCAR NEXTEL CUP RACE)

Location	L_{50}	Lmax
North side of Whittram Avenue between Calabash Avenue and Banana Avenue	**75**	85
West side of Mulberry Avenue between Arrow Route and Whittram Avenue	**67**	73
West side of Calabash Avenue between Arrow Route and Whittram Avenue	**76**	83
West side of Almond Avenue between Arrow Route and Whittram Avenue	**67**	72
Northwest corner of Whittram Avenue and Cottonwood Avenue	64	76
Northeast corner of Whittram Avenue and Mulberry Avenue	**77**	85
Northwest corner of Whittram Avenue and Calabash Avenue	**78**	81
Northeast corner of Banana Avenue and Whittram Avenue	**82**	85
Northwest corner of Almond Avenue and Whittram Avenue	**76**	79
East side of Cottonwood Avenue between Arrow Route and Whittram Avenue	63	66
West side of Banana Avenue between Arrow Route and Whittram Avenue	**73**	77
Northwest corner of Live Oak Avenue and Ceres Avenue	**73**	74
West side of Live Oak Avenue at Pine Avenue	62	65
West side of Redwood Avenue at Pine Avenue	**68**	80

Source: Gordon Bricken and Associates, 2009

Notes: Current Speedway PD noise standards for residential receptors limit noise levels to an L_{50} of 65 dBA and Lmax of 85 dBA.

Existing Noise Levels Generated by Operations at the Drag Strip

Noise measurements were also conducted at three (3) locations north of the drag strip during drag strip events on August 19, September 16 and September 28, 2006, and March 24, 2007 (only Lmax levels were recorded for March 24). Table 4.2-7, *Noise Levels with Drag Strip Operations* shows the L_{50} ranged from 52 to 58 dBA and the Lmax ranged from 72 to 81 dBA on August 19. The L_{50} ranged from 53 to 58 dBA and the Lmax ranged from 76 to 85 dBA on September 16. The L_{50} ranged from 54 to 64 dBA and the Lmax ranged from 87 to 90 dBA on September 28. The Lmax ranged from 54 to 93 dBA on March 24, 2007. The 85 dBA standard was exceeded 4.7 percent of the time.

TABLE 4.2-7
NOISE LEVELS WITH DRAG STRIP OPERATIONS

Location	Date	Lmax
100 feet north of Whittram Avenue and 750 feet from drag strip	August 19 September 16 September 28 March 24	81 85 **87** 73-**93**
1,360 feet north of drag strip near Calabash Avenue	August 19 September 16 September 28 March 24	72 76 **87** 54-75
2,000 feet north of the drag strip near Banana Avenue	August 19 September 16 September 28 March 24	75 80 **90** 54-77

Notes: Current Speedway PD noise standards for residential receptors limit noise levels to an L_{50} of 65 dBA and Lmax of 85 dBA
Source: Gordon Bricken and Associates, March 2009

The data show that the L_{50} noise levels met the current Speedway PD noise standard but the Lmax exceeded the current PD regulations during the September 28, 2006 and March 24, 2007 events. On September 28, 2006, the maximum noise levels were not associated with the drag strip but were generated by local traffic and other noise sources in the area. On March 24, gas-powered and other fuel-powered drag cars were run at the drag strip. The standard of 85 dBA Lmax was exceeded due to the other fuel-powered cars.

Revision 9 to the Speedway PD authorized relocation of the drag strip to the north side of the race track. However, no alcohol, nitromethane, jet, or rocket powered classes of vehicles are allowed to run unless additional documentation indicating compliance with current Speedway noise standards is submitted to and approved by the County. Some non-gasoline powered vehicles were run on the drag strip in March, April and May 2007, to test the noise levels resulting from operation of these cars.

Nitromethane powered fuel cars were run and their noise measured at 750 feet from the drag strip, north of Whittram Avenue, on April 21, 2007. The readings showed Lmax values for a three (3)-hour period ranging from 65 to 100 dBA, with 85 dBA standard exceeded 24.7 percent of the time.

Alcohol and nitromethane powered fuel cars were run and their noise measured at 750 feet from the drag strip, north of Whittram Avenue, on May 5, 2007. The event included alcohol funny cars, alcohol dragsters and A-Fuel Dragsters (an unsupercharged nitromethane fuel car). The readings showed Lmax values for a six (6)-hour period ranged from 68 to 95 dBA, with the 85-dBA standard exceeded 27.2 percent of the time.

Noise-Sensitive Land Uses

Residences, schools, convalescent facilities, hospitals, libraries, places of worship, and similar uses are considered noise-sensitive primarily because a quiet environment is necessary for the intended use of these facilities. Commercial and industrial uses generally are not considered noise sensitive because they are not intended for sleeping or resting. Most land uses in the project vicinity are commercial and industrial uses; and thus, are not considered noise sensitive.

The nearest residence to the Speedway is, pursuant to the County Development Code, considered to be a legal, non-conforming use, and is located within a Community Industrial Zone northeast of the intersection of Whittram Avenue and Calabash Avenue, approximately 570 feet north of the Speedway property line. Other residences are located north of the Metrolink tracks along Whittram Avenue. Other nearby residences are located approximately 1,500 feet east of the Speedway along the east side of Redwood Avenue. Live Oak Elementary is located approximately 0.25 mile east of the Speedway. Redwood Elementary School is located approximately 0.25 mile northeast of the Speedway. Sequoia Middle School is located 0.8 mile east of the Speedway. Adjacent land uses are shown in Figure 2-4, *Existing Land Uses*.

4.2.2 Thresholds of Significance

As adapted from Appendix G of the CEQA Guidelines, project impacts from noise are considered significant if any of the following occur:

- Exposure of persons to or generation of nuisance levels of noise in excess of the levels found by the Board of Supervisors to be acceptable as the result of operations within the Speedway Event Center and enumerated in the following table:

SPEEDWAY DAYTIME NOISE LIMITS				
Duration	**Symbol**	**Land Use**		
		Residential	**Commercial**	**Industrial**
30 minutes	L_{50}	65	65	70
15 minutes	L_{25}	70	70	75
5 minutes	L_{8}	75	75	80
1 minute	L_{2}	80	80	85
Anytime	Lmax	85	85	90
Daytime= 7:00 AM to 11:00 PM Duration based on one hour Source: The California Speedway PD, approved by the County Board of Supervisors on May 2, 1995				

- A generation of noise in excess of the EPA health-based standard that could result in adverse health effects within noise sensitive land uses. The EPA health-based standard limits noise to an annual average level of 71.4 dBA Leq, which translates to 100 dBA Lmax.

- Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels;

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport to public use airport, would the project expose people residing or working in the project area to excessive noise levels?; or

- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise level?

4.2.3 Environmental Impacts

The proposed project would replace the existing noise standard for the Speedway presented in Table 4.2-2, *Speedway Daytime Noise Limits*, with a proposed standard of 100 dBA Lmax at 550 feet from the Speedway property line. While no physical or programmatic changes to Speedway operations are

proposed, and noise levels from operations of the race track oval will remain substantially the same, the higher noise standard could allow the Speedway to accommodate other racing vehicle classes at the drag strip as long as they comply with the revised noise standard. This would be an indirect impact under CEQA and is discussed below.

Violation of Nuisance Based Noise Standards *(Exposure of persons to or generation of nuisance levels of noise in excess of the levels found by the Board of Supervisors to be acceptable as the result of operations within the Speedway Event Center enumerated in Table 4.2-2)*

Impacts Related to Oval Operations

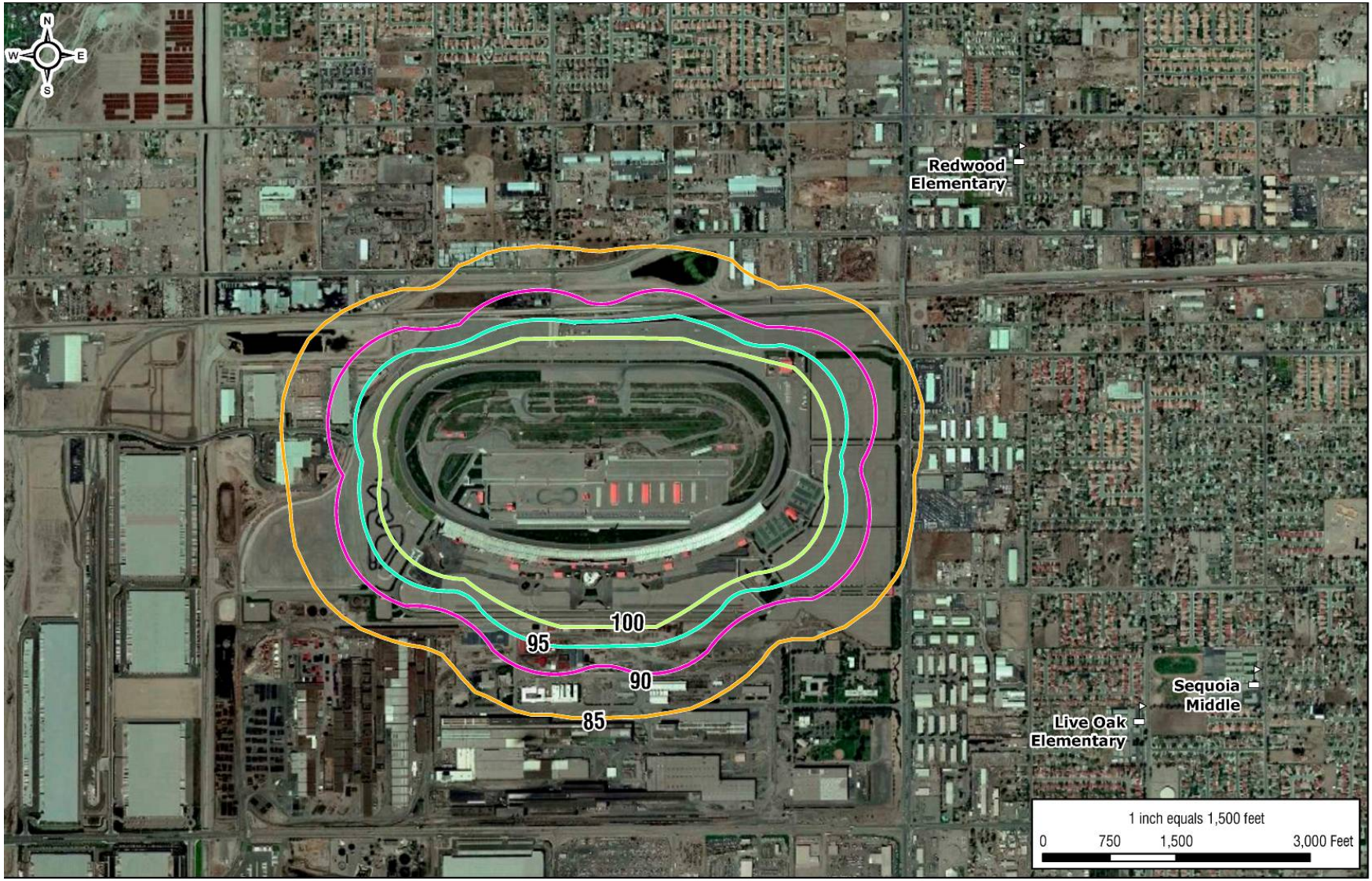
As shown in Table 4.2-6, noise generated by events at the oval appear to exceed the existing Speedway PD noise L_{50} standard of 65 dBA at residential uses, but this cannot be adequately confirmed due to ambient noise level interference. As indicated by the monitoring reports (Appendix E), it is very difficult to accurately measure Speedway-generated L_{50} noise levels due to the frequency and intensity of ambient noise conditions. The oval is currently in compliance with the other intermediate L-level requirements (e.g., L_{25}, L_8, and L_2) and with the 85 dBA Lmax standard.

Figure 4.2-2, *Noise Contours – Oval Track Nextel Cup Event*, and Figure 4.2-3, *Noise Contours – Oval Track SCCA Event* depict noise contours for the oval during two (2) events. As shown, during both the Nextel Cup Event and the Sports Car Club of America (SCCA) event, the 85-dBA noise contours do not extend to adjacent residential uses. Both figures show the location of the three nearby schools, Redwood Elementary, Live Oak Elementary and Sequoia Middle School to be well beyond the 85-dBA noise contours for the oval. The proposed noise standard revisions would remove the intermediate L-level limitations including the L_{50} and would increase the Lmax to 100 dBA. The revised noise standards would not impact operations at the oval. No additional races or types of vehicles would occur at the oval as a result of the proposed revisions. Therefore, the oval would not generate additional noise than it does currently under existing conditions. By removing the intermediate L-level standards, the oval would demonstrate compliance with the revised Speedway PD noise standards. Increasing the Lmax to 100 dBA would have no impact on the oval. Therefore, the revised noise standards would have a less than significant impact in terms of the generation of nuisance levels of noise at the Speedway oval.

Impacts Related to Drag Strip Operations

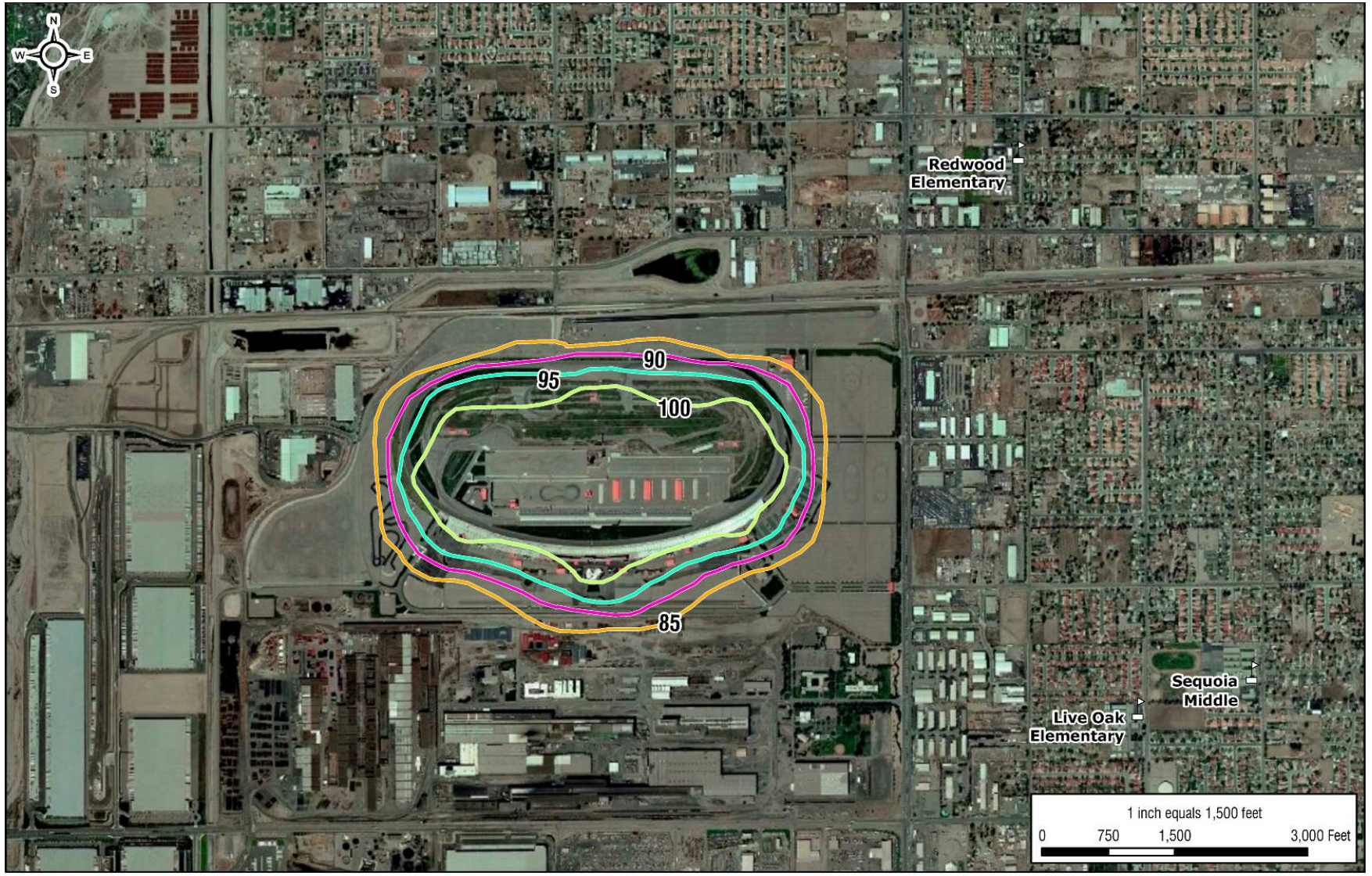
According to the monitoring results, noise currently generated at the drag strip is consistent with each of the existing Speedway PD intermediate L-level standards. However, as shown in Table 4.2-7, when non gasoline-powered vehicles were run during testing, the drag strip exceeded the current Speedway PD noise standard of 85 dBA Lmax. The proposed noise standard would remove the intermediate L-level limitations and increase the Lmax to 100 dBA. Because the drag strip is already in compliance with the L-level limitations, removing the L-level limitations would have no impact on noise generated by the drag strip. However, increasing the Lmax to 100 dBA could allow additional types of drag vehicles that could meet the proposed 100 dB Lmax, but not current standards, to race on the drag strip.

With the change to the Lmax standard, other race vehicles that could meet the proposed (but not the current) standard, could use the drag strip. Vehicles that use a drag strip are classified by engine displacement and fuel type. The National Hot Rod Association (NHRA) defines 13 competition classes. In addition, there are as many as 81 separate designations within some classes, based on combinations of weight, year of origin, displacement of the engine, transmission and several other factors. Even so, the classes tend to produce fairly uniform sound levels and are not subdivided further than the 13 classes.



Source: Gordon Bricken & Associates, 2009.

Figure 4.2-2
Noise Contours – Oval Track Nextel Event



Source: Gordon Bricken & Associates, 2009.

Figure 4.2-3
Noise Contours – Oval Track SCCA Event

Seven of the classes are variations on stock cars and run mostly in "bracket racing" (a handicapping system that allows fast and slow cars to compete equally on a course). The broad definitions of NHRA classes are listed in Table 4.2-8, *NHRA Vehicle Class Definitions*.

TABLE 4.2-8
NHRA VEHICLE CLASS DEFINITIONS

Vehicle Type	Definition
Top Fuel Dragster	Nitro-methane fueled, supercharged, rear engine, open wheel rail dragsters. Capable of 300-plus miles per hour (MPH) and elapsed times of 4.5 to 5 seconds in a quarter mile.
Top Fuel Funny Car	Nitro-methane fueled, supercharged, front engine, full-bodied dragsters. Capable of about 300-plus MPH and elapsed times just about five (5) seconds in a quarter mile.
A-Fuel Dragster	Nitro-methane fueled, normally aspirated, rear engine, open wheel rail dragsters. Capable of 300-plus MPH and elapsed times of 4.5 to 5 seconds in a quarter mile.
Top Alcohol Dragster	Alcohol fueled, supercharged, rear engine, open wheel dragsters. Capable of about 250 MPH and elapsed times just under six (6) seconds in a quarter mile.
Top Alcohol Funny Car	Alcohol fueled, supercharged, front engine, full-bodied dragsters. Capable of about 250 MPH and elapsed times just under six (6) seconds in a quarter mile.
Pro-stock Eliminator	Tube frame, gas powered, full-bodied cars. Capable of 200 MPH and elapsed times just under seven (7) seconds in a quarter mile.
Pro-Stock Bike	Especially prepared production based motorcycle. Capable of about 180 MPH and an elapsed time of 7.5 seconds in quarter mile.
Competition Eliminator	This is the broadest of the stock classes. Officials set the index (or handicap) and the first car across finish line wins. Any gas powered dragster or production based car can compete. Typical speeds are 140 to 220 MPH with elapsed times in the 7 to 8 second range.
Super Comp	Gas powered dragster and production based car variations running a fixed index of 8.9 seconds. Fifty-six sub-classes. Speeds range from 140 to 200 MPH. Elapsed times range from 7 to 9 seconds.
Super Gas	Gas powered production based car variations running an index of 9.9 seconds. Typical speeds are around 140 MPH. Typical elapsed times are about nine (9) seconds.
Stock Eliminator	Reserved for 1960 or newer, gas powered, factory production based cars running dial-in indexes set by the driver. Typical indexes are 12 to 13 seconds. Typical speeds are 90 to 120 MPH. There are 80 subclasses in this category.
Super Stock Eliminator	Reserved for foreign and domestic factory production based cars. Gas powered, production based car variations running dial-in indexes are 10 to 11 seconds. Speeds range from 100 to 140 MPH in a quarter mile. There are 80 subclasses in this category.
Super Street	Gas powered, production based car variations running an index of 10.9 seconds. Typical speeds are around 130 MPH. Typical elapsed times are about 10 seconds.
Junior Dragsters	Small tube frame dragster configurations rear-engined with Briggs and Statton engines. Basically a class for youngsters under 16.
Source: Gordon Bricken and Associates, 2009	

In addition to NHRA official classes, a myriad of specialty classes and names, which are regional in nature and sometimes unique to a track, may be established as specialty names for gas-powered stock cars. It is anticipated that the primary vehicle types that could race at the Speedway drag strip under the proposed standard would include A-Fuel Dragsters, alcohol fuel cars, gas-powered non-street legal cars, and gas-powered street legal cars. Many street legal cars are placed on trailers and are not driven to the track on public roads. The street legal designation generally means that the cars are equipped with

bumpers, head and tail lights, and mufflers. However, some cars that are street legal become non-street legal by removing equipment for the runs.

With some exceptions, almost all cars in all classes can run without mufflers and a large number of them do so. Muffled cars vary in output as a function of the muffler design.

The time history of a drag race follows a very routine configuration. There are usually two cars to a run. Each car is permitted a brief and short trial start (called a "burn-out") prior to the actual race. Each burn-out is normally around two seconds in duration, although the two burnouts can occur simultaneously. The actual run will vary with the class of car. Gas-powered stock cars run anywhere from nine (9) to 17 seconds in a quarter mile. Alcohol-powered vehicles run from six to seven seconds in a quarter mile. Nitro-methane fuel powered vehicles run in under a six second range.

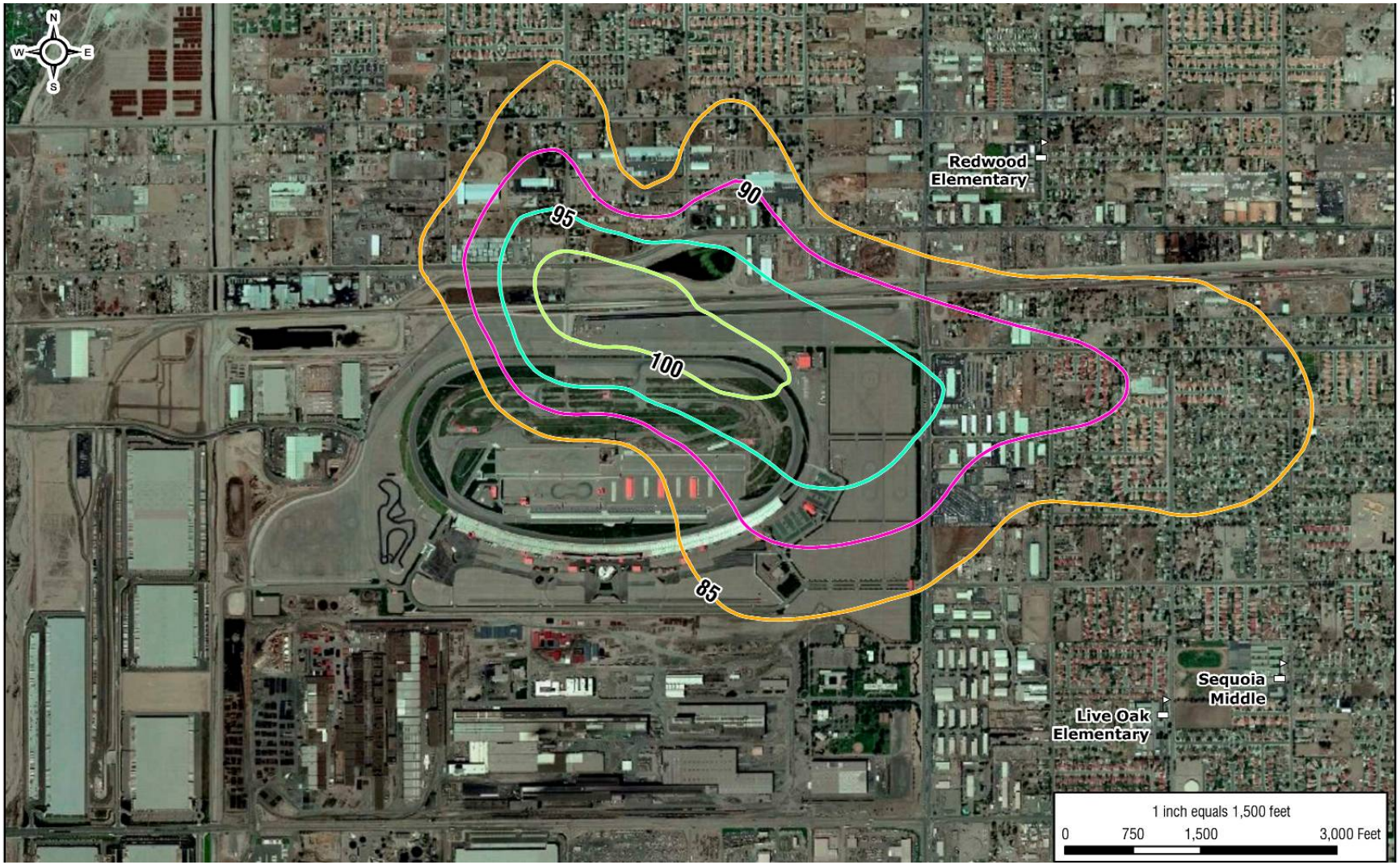
While the runs are of short duration, the rate of flow of cars varies. Stock cars are lined up behind the starting line in a queue. Each pair can be positioned at the starting line immediately after the pair ahead leaves the starting line. Typical local drag strip events run cars at 30-second intervals. Professional stock cars cycle at about one (1)-minute intervals. Alcohol and fuel cars will cycle at two (2)-minute intervals. The longer intervals are mainly due to safety considerations.

Measurements taken at tracks across the country and those specifically taken at the Auto Club Speedway drag strip in the past three years demonstrate that the professional fuel classes will exhibit small noticeable differences in the sound level. Stock classes, especially street legal cars, can exhibit large differences in sound level because of the differences in engine displacements and level of modifications. Therefore, there is no single number that applies to any class of car especially away from the track. However, noise contours were prepared for a representative sample of types of vehicles that could be operated at the drag strip: gas powered street legal cars, gas powered non-street legal cars, alcohol fuel cars, and A-Fuel Dragsters (Figures 4.2-4 through 4.2-7).

The noise levels for all vehicle types are based on the highest recorded level at the reference point, which is 550 feet north of the track's northern boundary. The noise contours are based on the source noise levels as produced at the starting line. The contours take into account the shielding provided by the embankments, the Speedway oval, and the existing building configuration/distribution north of the drag strip. (The pattern of building distribution only provides a general reduction. Specific locations in the area north of the track may have higher noise reductions than are depicted by the contours.)

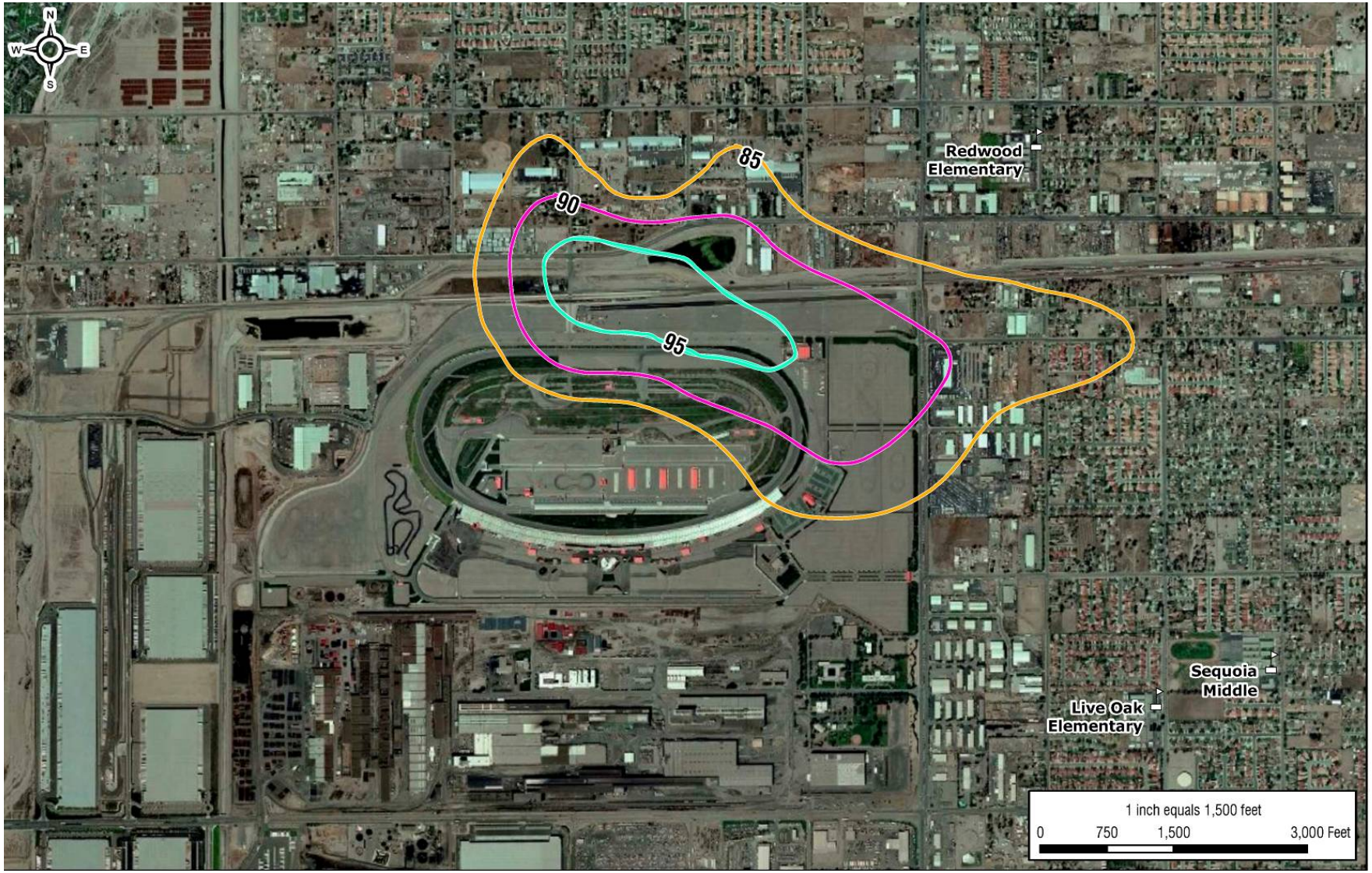
As shown, at the intersection of Whittram Avenue and Calabash Avenue (approximately 550 feet from the drag strip starting line), the maximum noise levels would be 100 dBA from the A-Fuel Dragster, 95 dBA from the Alcohol Fuel car, 90 dBA from the Gas Powered non-street legal car, and 85 dBA from the Street Legal cars. These figures also show that Redwood Elementary, Live Oak Elementary and Sequoia Middle schools are all beyond the 85-dBA noise contours even when one of the loudest types of drag vehicles that could generate maximum noise levels up to 100 dBA, is run at the drag strip.

With additional vehicle types, noise generated by the drag strip under the proposed noise standards would be in excess of the nuisance levels currently found by the Board of Supervisors to be acceptable. A person's reaction to new noise is subjective and usually based on its comparison to the existing environment to which the person has adapted. Also, at relatively low noise levels, noise increases are not as disruptive as increases at higher noise levels. The proposed change from 85 dBA to 100 dBA as the allowable maximum would lead to an increase in perceived loudness.



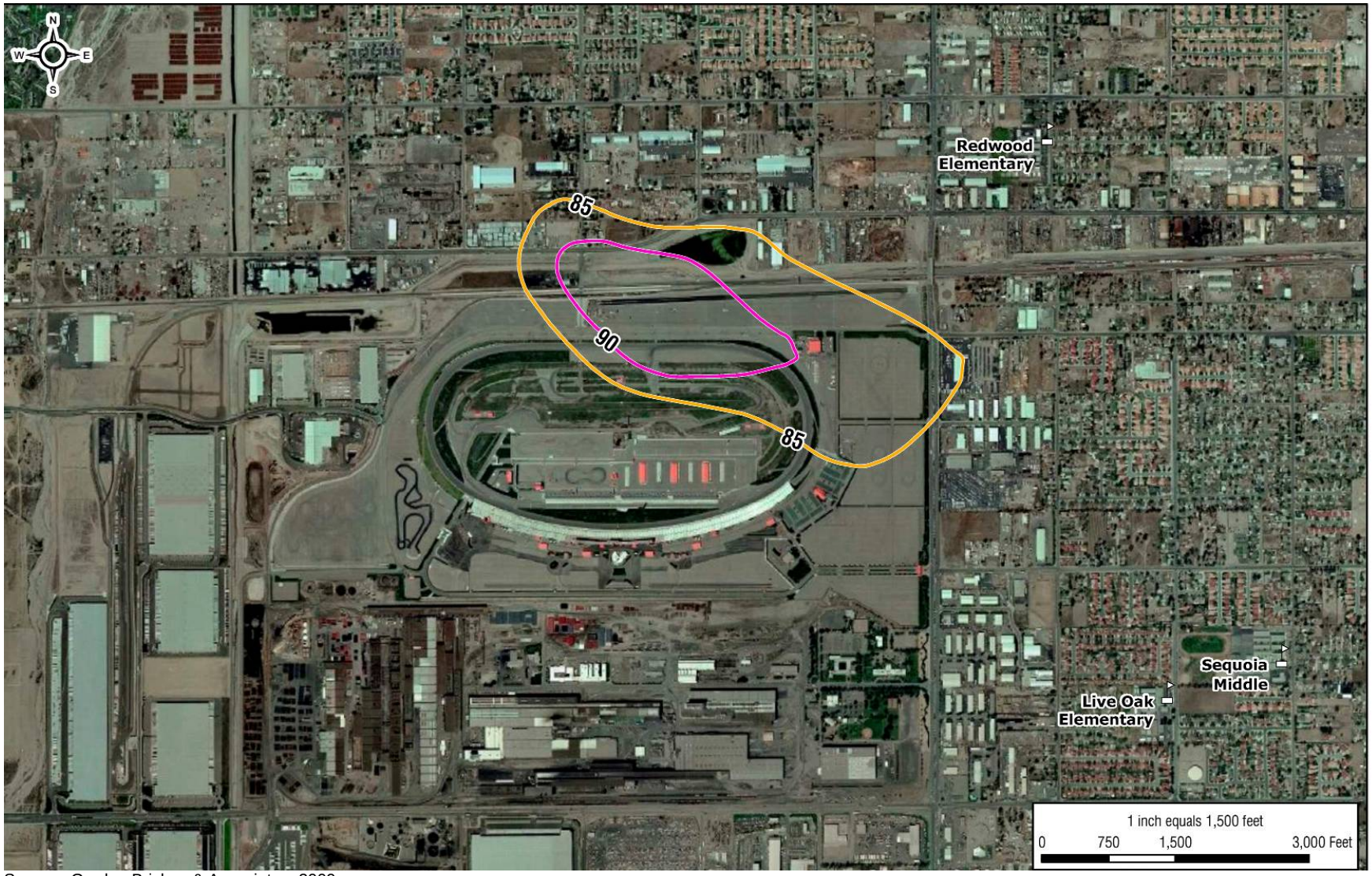
Source: Gordon Bricken & Associates, 2009.

Figure 4.2-4
A-Dragster Lmax Noise Contours



Source: Gordon Bricken & Associates, 2009.

Figure 4.2-5
Alcohol Fuel Car Lmax Noise Contours



Source: Gordon Bricken & Associates, 2009.

Figure 4.2-6
Gas Powered Car Lmax Noise Contours

Source: Gordon Bricken & Associates, 2009.

Figure 4.2-7
Street Legal Car Lmax Noise Contour

The number of people highly annoyed by a noise source increases fairly monotonically with loudness. By increasing the maximum loudness, the percentage of noise-stressed residents near the Speedway would likely increase. Any sound regarded as "intense" (defined as 90 dB or higher for pure tones and 75 dB for wide spectrum noise) will become "highly annoying" to the average person, if it is sufficiently prolonged.

It is important to note that due to the nature of operations at the drag strip, even when non-gasoline powered vehicles were tested at the drag strip, the noise was not continuous, but rather occurred in short bursts when the vehicle took off from the starting line. Additionally, for events that included non-gasoline powered vehicles, less than one percent of the runs reached the maximum noise levels of 100 dBA Lmax. According to the noise measurements summarized above, during 1,348 drag strip runs taken over the six (6) monitoring days, 77 percent of the runs measured below 85 dBA. (Exhibit 2 of Appendix 2 of the Gordon Bricken & Associates December 2007 Measurement Results California Speedway report - Appendix E).

Because the proposed standard would allow for noise in excess of the levels currently determined to be an acceptable level of nuisance noise by the County Board of Supervisors, a significant impact is identified for this issue area.

Impact 4.2-1: The proposed noise standard for the Speedway PD would allow an increase in noise levels beyond levels currently determined to be an acceptable level of nuisance by the County Board of Supervisors.

Violation of Health Based Noise Standards *(A generation of noise in excess of the EPA health-based standard that could result in adverse health effects within noise sensitive land uses. The EPA health-based standard limits noise to an annual average level of 71.4 dBA Leq, which translates to 100 dBA Lmax.)*

As discussed in Section 3.0 *Project Description,* the proposed standard of 100 dBA Lmax has been designed to meet the EPA's health-based criteria for protecting a community from hearing loss. EPA's recommended average annual noise level to protect the community from hearing loss is 71.4 dBA Leq.

When applied to the Speedway's hours of operations, the allowable annual average noise level is 84 dBA Leq. Thus, if each hour of noise generated by Speedway operation had an 84 dBA Leq, the annual average level would be 71.4 dBA Leq. Based on noise monitoring at the Speedway property line, this annual average is met as long as a maximum level of 100 dBA is not exceeded. By limiting noise to 100 dBA Lmax, the workers and residents exposed to sound generated by the Speedway at 550 feet or beyond would not be expected to experience hearing loss. No significant adverse impact is expected.

Impacts Related to Oval Operations

Previous monitoring results and noise contours of the oval have shown that the oval does not produce noise levels in excess of the current PD noise standard of 85 dBA Lmax. The proposed revision to the Speedway PD noise standards would have no impact on operations at the oval. No additional races or types of vehicles would occur at the oval as a result of the proposed revisions to the noise standards. Therefore, the oval would not generate noise in addition to noise created under existing conditions. As a result, operations at the oval would not result in a generation of noise in excess of the EPA health-based standard of 100 dBA Lmax and less than significant adverse health effects would occur to noise sensitive land uses.

Impacts Related to Drag Strip Operations

The proposed Speedway PD noise standard could allow additional vehicle types to run on the drag strip if such vehicles would meet the new standard of 100 dBA Lmax, which is the EPA health-based limit for protecting the community from hearing loss. Noise monitoring conducted during testing of non-gasoline powered vehicles and the noise contours for these types of vehicles (Figure 4.2-4 and Figure 4.2-5) demonstrate that the drag strip would be able to meet the revised standard with these vehicles. Furthermore, if non-gasoline powered vehicles with the potential to reach 100 dBA Lmax were permitted to run at the drag strip, the actual amount of noise reaching 100 dBA would be less than one (1) hour per day (Personal Communication, Gordon Bricken, May 4, 2009). Because the maximum allowable noise limit would be set at 100 dBA Lmax, operations at the drag strip would not result in the generation of noise in excess of the EPA health-based standard and less than significant adverse health effects would occur to noise sensitive land uses.

Groundbourne Noise and Vibration *(Would the project cause exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?)*

Groundbourne vibration is a compression wave induced into the surface by some type of force. The force can be mechanical, such as a hammer strike, or it can be produced by a pressure wave from a high intensity sound source. As the compression wave expands from the source, it loses energy as a function of distance, soil content, and obstructions in the path. When the wave reaches a structure, it induces a vibration. Vibration may range from rattling of windows to ground motion at adjacent properties that can damage structures. The threshold of perception varies with the frequency of vibration, ranging from -68 dB at one hertz to -50 at 100 hertz.

Impacts Related to Oval Operations

The proposed revision to the Speedway noise standards would not result in operational changes to the oval. Therefore, the proposed standards would lead to less than significant groundbourne vibration or noise levels at the oval.

Impacts Related to Drag Strip Operations

A vibration analysis was completed by Gordon Bricken & Associates to determine the potential for groundbourne vibration effects, resulting from a dragster vehicle that would meet the proposed noise standards at 550 feet from the drag strip. Assuming a worst case scenario in terms of amplification of nearby structures, the vibration level 550 feet from the drag strip would be -84 dB. This is 16 dB below the range of perception (-68 to -100 dB). Therefore, potential vibration impacts that are likely to be induced by Speedway operations at the nearest building are less than the threshold of perception. A change in vehicle types on the drag strip will not result in substantial changes to groundbourne noise or vibration. Thus, the Speedway would not contribute to groundbourne vibration generated by trains on the adjacent Metrolink tracks. Impacts would be less than significant.

Aircraft Operations *(For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?)*

The Speedway is located approximately 3 miles (more than two miles) from the Los Angeles Ontario International Airport and is outside the airport's 65-dBA CNEL noise contour. The revised noise standard for the Auto Club Speedway would not apply to aircraft noise and would not lead to or increase the exposure of people in the area to noise associated with aircraft and airport operations. No significant adverse impacts relating to noise from aircraft operations are expected with the revised noise standard.

4.2.4 Previous Analysis

To the extent applicable, this Subsequent EIR tiers off previous environmental documents relating to the Speedway. As outlined in Section 1.2.1, *Previous Environmental Review*, previous analyses include an EIR for the California Speedway (SCH 94082080, certified in 1995), an Initial Study for the Addendum to the 1995 EIR in 2003, and an Initial Study for a Mitigated Negative Declaration for the relocated drag strip in 2007 (revised in 2008). A summary of the environmental documents is provided below, with the applicability of the analysis and mitigation measures to the proposed revisions to the PD noise standard identified in *italics*.

EIR for the California Speedway

The previously-certified EIR for the California Speedway analyzed the potential environmental impacts of construction and operation of the Speedway and identified significant adverse impacts on earth resources, traffic, air quality, noise, public safety, cultural resources, utilities, and hazardous waste. Mitigation measures were provided for incorporation into the project, but impacts on traffic, air quality, and noise were expected to remain significant and unavoidable even after mitigation. Existing noise levels in the project area at times exceeded the County's noise standards (L_{50} and Lmax) for residential uses. Noise from planned Speedway operations was also projected to exceed the County's standards, and accordingly, the Board of Supervisors adopted a Statement of Overriding Considerations.

A summary of the noise analysis in the previous EIR is provided below.

An acoustical scale (Figure 4.2-8) was provided and the EIR stated that noise effects can be classified into 3 categories:

- Subjective effects of annoyance, nuisance and dissatisfaction
- Interference with activities such as speech, sleep and learning
- Physiological effects such as startling and hearing loss

These noise effects remain the same.

Noise sources and sensitive receptors in the project area were identified and included trains, vehicular traffic, aircraft, and stationary industrial noise as noise sources and residences, schools and a church as sensitive receptors.

The noise sources and sensitive receptors in the project area remain the same at this date (2009) as they did in 1995.

The EIR provided monitoring results for the existing noise environment at the site and surrounding area, as well as noise levels at the Michigan International Speedway. The measured noise levels at noise sensitive land uses in the project area, prior to construction and operation of the Speedway, had maximum noise levels (Lmax) ranging from 61 to 85 dBA during 15-minute measurements on Fridays and Sundays, with 24-hour Lmax measurement readings of 85 to 90 dBA.

TABLE 4.6-2
TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND IN INDUSTRY

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		Pain Threshold
Jet Takeoff (200')	120		
	110	Rock Music Concert	
Pile Driver (50')	100		Very Loud
Ambulance Siren (100')			
	90	Boiler Room	
Freight Cars (50')		Printing Press Plant	
Pneumatic Drill (50')	80	Kitchen with Garbage Disposal Running	
Vacuum Cleaner (10')	70		Moderately Loud
Department Store	60	Data Processing Center	
Light Traffic (100')	50	Private Business Office	
Large Transformer (200')	40		Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		

Source: *Handbook of Noise Measurement*, Arnold P. G. Peterson and Ervin E. Gross, Jr., 1963.

Figure 4.2-8
Speedway EIR Acoustical Scale

The existing noise environment at the site has changed since the Speedway started operations and as surrounding land uses and traffic volumes have changed. This information is no longer valid for the ambient noise environment.

Existing federal, state and county noise regulations were summarized, which remain in effect at this time.

The EIR stated the proposed California Speedway will cause significant noise impacts associated with earth moving and construction activities at the site. Noise levels from various construction equipment were provided. Adverse impacts from construction activities were identified and mitigation measures for these impacts included the following:

- Construction activities within 1,000 feet of the northerly and easterly boundaries of the project site shall be limited to 7 AM to 7 PM on weekdays and prohibited on weekends in order to minimize disruption at nearby homes. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.

- During construction, contractors shall be required to employ the quietest available equipment or to muffle/control construction noise. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.

- During construction, contractors shall use temporary noise barriers/shields to limit noise impacts on residential homes where jackhammers and other construction equipment will be used within 200 feet of a residential dwelling. The project proponent shall incorporate this requirement in all construction contracts. Prior to issuance of building permits, the project proponent shall provide the Planning Department with evidence that the contract reflects this requirement.

Impacts were expected to remain significant even after mitigation.

The revised noise standard will not involve any ground disturbance or construction activities. Thus, mitigation measures for construction are not applicable to the proposed noise standard.

The EIR stated that the proposed Speedway would generate noise from auto-racing and the event-related traffic. Noise will be generated by activities at the racetrack itself, traffic noise, and railroad noise resulting from the requirement that train operators blow their whistles as they approach the site entrance opposite Calabash Avenue and Whittram Avenue.

The EIR stated that observations during the site survey indicate that numerous scattered homes are within 2,800 and 4,400 feet of the planned raceway and are generally located to the north, along Whittram and Calabash Avenues and to the east of the site and of Cherry Avenue. Houses within 2,800 and 4,400 feet of the planned raceway will be exposed to significant L_{50} noise levels above 55 dBA. The track banking, safety walls, and grandstands would reduce noise from the Speedway but noise levels were expected to exceed County standards for residential uses located north and east of the site. The EIR stated that no mitigation measures (sound walls, lower track elevation, residential relocation and retrofitting) were found to be both feasible and effective at reducing noise levels to below a level of less-than-significant. Impacts were expected to remain significant and unavoidable.

The current Speedway PD noise standards are higher than the County standards and address the exceedance of County standards by existing Speedway operations. However, the proposed noise standard would be higher than both the County standards and the current Speedway PD noise standards. The previous analysis is generally applicable to the proposal, since residential uses and other noise sensitive receptors would continue to be exposed to noise levels in excess of the adopted standards.

The EIR discussed cumulative noise impacts and stated the Speedway operations would add stationary, traffic, train horn, and helicopter noise to the existing environment. Homes near Calabash and Whittram Avenues would experience noise increases of 3 dBA. This impact was considered significant and unavoidable.

This previous analysis is generally applicable to the proposal, since residential uses north of the Speedway would experience increases in ambient noise levels and periodic noise increases under the revised noise standard.

Addendum to the EIR for the California Speedway
An Addendum to the EIR for the California Speedway Planned Development was prepared to address substantive revisions to the approved Development Plan. These revisions included the following:

- Extension of operating hours from 7 AM to 11 PM, with some premier racing events starting at 4 PM and with planned race duration of 3 hours
- Clarifying and defining the use of the Speedway site for ancillary events throughout the year
- Installation of lighting around racetracks and within parking areas
- Construction of a 150-foot long, 10-foot high sound wall to mitigate noise from the drag strip.

Other previously-approved revisions that were not included in the previous EIR and analyzed in the Initial Study Addendum included:

- Deletion of the Speedway Business Park from the speedway project site
- Construction of a road course(s) using portions of the track and the infield
- Construction of a drag strip in the south parking area
- Installation of a permanent set of bleachers with 4,500 seats within the infield area
- Use of a temporary set of bleachers with 1,500 seats at the road course and the drag strip
- Construction of a pedestrian bridge over road course track
- Installation of "jumbotron" projection screen in the infield area

An Initial Study was prepared to support the Addendum and indicated that noise impacts resulting from the staging of drag race events, daytime premier events, concerts, and ancillary events would not be substantially more severe than was analyzed in the EIR for the California Speedway, as the deletion of the business park component would be accompanied by decreases in environmental impacts, including traffic and air quality impacts, that would be offset by impacts generated by the ancillary events.

It was determined that noise from the drag strip would exceed the existing noise standards for the Speedway during nighttime events, unless mitigation was provided. Residences located east of the Speedway could be exposed to noise levels exceeding the nighttime standard of 65 dBA. A 10-foot high noise wall was to be constructed on the east side of the drag strip and was included as part of the project

description to reduce noise impacts from the drag strip. It is noted that in place of a wall, two 40-foot sea land containers were placed at the drag strip location to provide noise attenuation.

Noise from daytime concerts was determined to be barely audible. Nighttime race events would be perceived as louder, since noise impacts would occur approximately three (3) hours later due to the change in operating hours. The Initial Study determined that noise from nighttime premiere events at the California Speedway could be more significant than the noise impacts analyzed in the previous EIR.

It was determined that implementation of the mitigation measures in the previous EIR would still be necessary. These include compliance with County standards for exterior lighting, modified air quality mitigation, cultural resource mitigation, geology mitigation, hazardous waste mitigation, noise mitigation, public service mitigation, modified traffic mitigation, and utilities mitigation.

The Addendum stated that cumulative noise impacts resulting from implementation of the proposed project would be no greater than those identified in the Final EIR for the staging of ancillary events, drag racing, concerts, and road course events.

> *While the Auto Club Speedway operations would have the same impacts as those addressed in the Addendum and supporting Initial Study, the proposed noise standard would not have the same impacts on noise as the revisions analyzed in the Addendum. For one, the analysis was based on the currently adopted PD noise standards, which are proposed for revision. Also, the analysis of the impacts of the drag strip was for one located at the southern side of the Speedway, and has since been relocated to the north side. Thus, the Addendum and supporting Initial Study do not provide analysis or mitigation that is applicable to the proposed noise standard.*

Mitigated Negative Declaration for the Relocated Drag strip

The Initial Study for the drag strip relocation analyzed the potential environmental impacts related to moving the drag strip from the south side of the Speedway to a permanent location at the northeast side of the Speedway and the addition of cellular antenna array to the Jumbotron. The proposed northeastern drag strip had been allowed to operate for one year, subject to a Temporary Use Permit that was issued on June 23, 2006. The Initial Study evaluated the permanent location and operation of the temporary drag strip. The Initial Study determined that although the permanent drag strip would have a significant adverse effect on the environment, the impact would not be different than those analyzed in the previous EIR for the Speedway. Construction impacts would not be significant after the implementation of mitigation measures. These mitigation measures included:

- Construction Dust Control Plan
- Painting Restrictions
- Air Quality Construction Mitigation
- Uncovered Cultural Resources

A Mitigated Negative Declaration (MND) was adopted for the relocated drag strip.

> *While the Mitigated Negative Declaration and supporting Initial Study addressed impacts related to the drag strip, the proposed noise standard would not have the same impacts on noise as the existing drag strip. The proposed revisions to the currently adopted PD noise standards would allow drag strip events to change, by specifically allowing race vehicle classes that are not currently allowed. The use of non-gasoline powered vehicles on the drag strip would result in higher noise levels than those generated by gas-powered vehicles. These new vehicle classes would be accommodated by the proposed higher noise standard. Also, the proposed noise*

standard would not involve construction activities for which mitigation was provided. Thus, the Mitigated Negative Declaration and supporting Initial Study do not provide analysis or mitigation that is applicable to the proposed noise standard.

4.2.5 Mitigation Measures

The analysis above indicates that significant adverse noise impacts are expected to occur because the revised noise standards would exceed the nuisance noise levels currently found by the County Board of Supervisors to be acceptable as the result of operations within the Auto Club Speedway. The following mitigation measure would reduce this impact.

Mitigation Measure 4.2-1: Potential increases in nuisance noise levels shall be reduced by limiting the number of days exceeding the Lmax to 35 days in any calendar year. For each of those 35 days, the time that noise levels exceed 85 dBA Lmax (up to a maximum of 100 dBA Lmax) shall be limited to a cumulative total of 60 minutes during the Speedway's permitted 16-hour operating period.

Mitigation Measure 4.2-1 would limit the Speedway from generating noise levels in excess of the 85 dB Lmax level (up to 100 dBA) that the County Board of Supervisors has previously deemed acceptable to a cumulative total of 35 hours per year from a nuisance standpoint. While this mitigation measure would reduce the frequency of nuisance noise levels, it would not fully reduce the impact to below a level of significance. Several mitigation measures and alternatives were considered to reduce the noise impact to below a level of significance. Alternatives are discussed in Section 9.0, *Alternatives Analysis*. Below is a summary of additional mitigation measures considered, along with the reasons they were determined to be infeasible:

Residential Retrofit and Relocation

During preparation of this SEIR, retrofitting residences to reduce interior noise levels was considered. To achieve interior noise reduction, retrofitting would need to include installation of sound rated dual pane windows, interior air conditioning units, new doors and reconstruction of any damage to the roof and building shell. Under the best scenario, this level of retrofit would add an additional ten (10) dBA of noise reduction to the structure. This reduction in interior noise would not reduce impacts to below a level of significance because the Speedway's PD noise standards are currently and would continue to be based on exterior noise levels. The Speedway would continue to exceed the County's current nuisance-based noise thresholds. Furthermore, the County and the Speedway researched the possibility of retrofitting the closest residence to the Speedway (near the intersection of Whittram Avenue and Calabash Avenue). The research found that the house is of such an age (built in 1935) and physical condition that retrofitting would provide minimal noise reduction. Similarly, the Speedway and the County Redevelopment Agency pursued the possibility of purchasing the residence but an agreement could not be reached in terms of price. Because the residence is legally occupied, the County Redevelopment Agency does not have right of eminent domain. Therefore, purchasing the home and re-locating the existing residence was determined to be infeasible.

Sound Wall

Construction of a sound wall on the project site was also considered. Calculations for the attenuation that could be expected from a noise wall were made opposite the drag strip starting line. There is already a 15-foot slope that provides 7.6 dBA of noise reduction to the nearest residence located 570 feet north of the track property boundary. The expected noise reduction from a 20-foot sound wall constructed at the top

of the slope would result in an additional 9.3 dBA of noise reduction. A reduction of 9.3 dBA would not bring the Speedway's noise levels into compliance with current PD noise regulations. Depending on final height, length and acoustical design a noise wall of this size would cost approximately $700,000.

To determine whether the cost of the noise wall would be "feasible mitigation," the Caltrans Division of Environmental Analysis Traffic Noise Analysis Protocol (August 2006) was consulted. Using Caltrans standards, the proposed noise wall would not be considered reasonable mitigation as described below. Primary factors that affect "reasonableness" include the cost of noise abatement, absolute noise levels, achievable noise reduction, life cycle of noise abatement measures, and environmental impacts of abatement construction.

Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected abatement costs (in this case, approximately $700,000). According to the Traffic Noise Analysis Protocol, cost considerations in the reasonableness determination of noise abatement for exteriors of residential areas begin with a 2006 base allowance per benefited residence of $32,000. The base allowance is the amount of money that is considered reasonable to spend per benefited residence on noise abatement. A benefited residence is a dwelling unit that is predicted to receive a noise reduction of at least five (5) dBA from the proposed noise abatement measure. There are approximately five (5) residences (located northeast and west of the intersection of Calabash Avenue and Whittram Avenue) that could experience at least a five (5)-dBA reduction.

Five (5) reasonableness factors are also considered when determining the base allowance per benefited residence. This includes: (1) absolute/design-year noise level (in this case, 100 dBA Lmax); (2) increase in noise level (15 dBA); (3) achievable noise reduction (9.3 dBA at the closest residence); (4) date of project construction vs. date of residential construction (drag strip vs. residences); and (5) total reasonableness allowance versus project cost. Each factor has an associated cost which is added to the base allowance per benefited residence. For the Speedway PD, the base allowance is calculated as follows:

Factor Cost Added	
Base Allowance ($32,000)	$32,000
Design-Year Noise Level (100 dBA)	$8,000
Increase in Noise Level (15 dBA)	$6,000
Achievable Noise Reduction (9.3 dBA)	$4,000
Date of Residential Construction before 1/1978	$10,000
Total	**$60,000**

Based on a review of aerial photographs and noise contours, it is anticipated that only five (5) residences could benefit by a five (5)-dBA reduction. Therefore, the total reasonableness factor of $60,000 would be multiplied by five (5), resulting in a total reasonable cost of $300,000. Additionally, the fifth factor considers the cost of total reasonableness allowance vs. project cost. The project is a revision of a noise standard and would not result in operational changes at the Speedway PD nor cost money to implement. Since the project would not cost any money to implement, the total reasonableness allowance exceeds the project cost by $300,000. According to the Traffic Noise Analysis Protocol, "the fundamental premise is that it is not reasonable to spend more than 50 percent of the project cost (without abatement) on abatement." Therefore, since the noise wall is anticipated to cost $700,000, this cost is "not reasonable" according to the Caltrans protocol.

Further, if the noise wall is constructed, landscaping would be required to mitigate the potentially significant visual impacts resulting from construction of the wall. Additionally, the wall would have to be architecturally treated to prevent resonance and echo from the adjacent railroad. Landscaping and architectural treatment could increase the cost of the wall.

Grandstands

Consideration was given to adding additional grandstands to the north side of the track in the backstretch to attenuate noise from the oval. However, adding grandstands on the north side of the oval was determined to be infeasible because there is a Southern California Edison power line easement that runs along that same backstretch area, and there would be no room for such grandstands. In addition, insurance requires that the Speedway maintain an approximate 100-foot setback between the track and the stands, plus walkways and amenities. Furthermore, additional grandstands and related infrastructure would remove available parking spots while increasing seating capacity, leading to logistical impacts and potential transportation, circulation, and parking concerns. Also, grandstands in the backstretch have low demand among fans because fans prefer to watch the start, finish, and pit lane action of the race. On a two (2)-mile track such as the Speedway, fans in the backstretch would not be able to see those popular activities. In fact, Texas Motor Speedway is removing their grandstands in the backstretch in favor of an RV ridge because of the low demand in grandstand seating. Due to power line easements, safety setbacks, and low demand for backstretch seating, constructing additional grandstands was determined to be infeasible mitigation.

Billboards

Consideration was also given to increasing the amount of billboards located on the north side of the track (backstretch) to provide noise attenuation at the oval. The billboards would have to be located approximately 60 feet from the edge of the track because of the track wall, safety barrier, fence, light poles, and Jumbotron TV screen trucks that are located along the backstretch for the infield guests to see. Also, billboards could not obstruct access to the emergency service road that is required so that first responders can reach a car from up against the wall from the backstretch. Because of the distance from the noise source at the track to the location of the billboards and because of the nature of the spacing between billboards, the noise attenuation would be minimal. In addition, to line the north side of the track (backstretch) with billboards would require approximately 35 to 40 billboards. Each billboard would cost approximately $50,000 to $100,000 (depending on market for billboards) to install, resulting in a total cost range of $1.7 million to $4 million. The reason for the high cost of installation is related to the high wind speeds experienced during Santa Ana weather events[1]. To ensure the billboards are enforced against strong winds, each billboard requires an extensive foundation, and even with enforcement, the billboards often experience wind damage. Based on the same reasonableness assessment conducted for the sound wall mitigation above, this would be cost-prohibitive. Taking into account the cost to install additional billboards, and the minimal noise attenuation, this alternative was determined to be infeasible.

Previous Mitigation Measures

While mitigation measures in the previous EIR, Addendum, and MND remain applicable to the Speedway, none of these measures would reduce noise impacts associated specifically with the proposed revision to the PD noise standards.

1 The National Oceanic and Atmospheric Administrations, National Weather Service defines Santa Ana Wind as a weather condition in southern California, in which strong, hot, dust-bearing winds descend to the Pacific Coast around Los Angeles from inland desert regions. http://www.weather.gov/glossary/index.php?letter=s. Web site viewed January 18, 2009.

4.2.6 Unavoidable Significant Adverse Impacts

As evaluated in the 1995 Speedway Final EIR, race event noise levels were expected to exceed the County's nuisance-based noise performance standards. A significant and unmitigated impact for the nuisance caused by the increase in noise levels over and above the County's noise performance standards was identified and a Statement of Overriding Considerations was subsequently adopted.

As demonstrated, adoption of the revised noise standard would also result in noise in the Speedway vicinity to exceed the nuisance-based noise levels considered acceptable by the Board of Supervisors. Implementation of Mitigation Measure 4.2-1 would reduce the frequency of this increased noise to a cumulative total of 35 hours per year, but would not fully reduce levels below a level of significance. As discussed above, additional mitigation measures were considered but none are available that would be effective at reducing noise and/or would be financially feasible. Therefore, unavoidable significant adverse noise impacts are expected with the proposed revision to the Speedway PD noise standard. The County will need to adopt a Statement of Overriding Considerations; making a finding that it has reviewed the potential noise impacts of the project; has balanced the benefits of the proposal against its significant effects; and has concluded that the benefits of the proposal outweigh the significant unavoidable adverse noise impacts.

The analysis above indicates that the proposed noise standard would not exceed the EPA recommended health standard of 100 dBA Lmax to prevent the community from hearing loss and no adverse health impacts are expected to occur. Additionally, no adverse impacts relating to groundbourne noise/vibration and airport/aircraft noise exposure would occur with the proposal. Also, no impacts related to construction noise and vehicle noise impacts are expected from the revised noise standards for the Speedway.

SECTION 5.0: SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES AND UNAVOIDABLE ADVERSE IMPACTS

5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The proposed revisions to the noise standards of the Speedway PD would not result in irreversible environmental changes. Specifically:

- No ground disturbance is proposed as part of the noise standards which may affect on-site soils, topography, hydrology, and drainage patterns.
- No on-site biological resources and cultural resources would be disturbed.
- No mineral or agricultural resources on the site would be displaced.
- No construction activities requiring the commitment of energy and natural resources, building materials or labor, are anticipated.
- No change in land use is expected.
- No infrastructure systems, utility lines, and public facilities are necessary to support the proposed noise standard. Thus, no change in demand for public services or utilities would occur with the revision of the noise standard.
- No changes in trip generation, traffic patterns, access, or on-site circulation is expected with the proposed noise standard. Traffic impacts, as described in the 1994 The California Speedway Traffic Impact Study prepared by O'Rourke Engineering, would remain significant with ongoing Speedway operations.
- No increase in vehicle emissions would occur. Pollutant emissions would continue to be significant.
- No change in on-site employment would occur with the revised noise standard.
- No change in hazardous material use would occur with the proposed noise standard.
- The visual quality of the project site would not change with the proposed noise standard. No new light sources would be introduced.
- No construction noise impacts are expected with the proposed noise standards.

Noise impacts would occur with proposed modifications to the Speedway PD noise standard. These are discussed in Section 4.0, *Environmental Analysis*, of this SEIR. However, these impacts would not be irreversible. Thus, no irreversible environmental changes are expected from the revised noise standard.

5.2 UNAVOIDABLE ADVERSE IMPACTS

Unavoidable adverse impacts are expected because adoption of the proposed revisions to the Speedway PD noise standards would result in noise in the Speedway vicinity in excess of nuisance-based noise levels considered acceptable by the Board of Supervisors for Speedway operations. Implementation of Mitigation Measure 4.2-1 would reduce the frequency of this increased noise, but would not fully reduce noise levels below a level of significance. Additional mitigation measures were considered to reduce

noise to below a level of significance, but none of these measures would be effective at reducing noise and/or would be financially feasible. Therefore, unavoidable adverse noise impacts are expected with the proposed revision to the Speedway PD noise standard.

SECTION 6.0: CUMULATIVE IMPACTS

Section 15355 of the State CEQA Guidelines describes *cumulative impacts* as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment resulting from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

6.1 RELATED PROJECTS

Section 15130(b) of the State CEQA Guidelines describes an adequate discussion of cumulative impacts as one which includes either of the following elements:

a) List Method - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

b) Regional Growth Projections Method - A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The proposed noise standard for the Speedway would not involve the development of dwelling units, commercial, industrial or institutional uses of other structures. Thus, it would not necessarily add to the environmental impacts of development projects in the area or growth projections for the region.

However, it should be acknowledged that there are several other developments proposed or under construction near the site which are considered related projects in terms of the cumulative environmental impacts of the project. These related projects would lead to environmental changes in the project area, including the addition of new noise sources, such as vehicle noise along area roadways and freeways, temporary construction/demolition noise on individual project sites, and new stationary noise sources from exterior equipment and outdoor activities.

For the purpose of the cumulative effects analysis, planned developments in the project area and reasonably foreseeable future developments in the surrounding area have been considered. These related projects have been developed in consultation with County of San Bernardino staff. The related projects are confined to those located in the unincorporated area of the County north of the I-10 Freeway and east of the I-15 Freeway. These are presented in Table 6-1, *Related Projects,* and their general location shown in Figure 6-1, *Location of Related Projects*.

As shown, over 65 acres of land, with a total of approximately 405,000 square feet of commercial, warehouse and industrial floor area (assuming a floor area ratio (FAR) of 0.25 for those without floor area information), and outdoor storage yards are expected to be developed and constructed in the project area, as part of recently approved and proposed developments.

TABLE 6-1
RELATED PROJECTS

Project Name	Location	Description	Project Status
1. Englhard, Matt P200701068/RMC	7.43 acres west of Beech Avenue, approximately 585 feet north of Whittram Avenue	8 industrial buildings	Building Permit Issued
2. Pacific Coast Recycling, LLC P200800136/CF	8.79 acres east of Lime Avenue, approximately 305 feet south of Arrow Route	Addition of a 3,000 sf and 700 sf building	Permit Process
3. Jose Camilo Rodriguez Ibanez 0235-041-27-0000	1.75 acres north of Valley Boulevard approximately 200 feet west of Hemlock Avenue	27,500 sf metal building as a recycling center, a 952 sf cashier's office, an existing 792 sf office building, and a 3,324 sf storage building	Permit Process
4. Cortez Pallets Service, Inc. P200700664/CF	4.40 acres south of Slover Avenue, approximately 250 feet west of Banana Avenue	Pallet yard with a 946 sf office and a 1,118 sf storage building	Permit Process
5. Continental Pallets P200800217/CUP	4.90 acres east of Lime Avenue, approximately 50 feet south of Foothill Boulevard	Wood pallet manufacturing business.	Permit Process
6. Hottel, Harry J. & Sharon Marie 0230-121-07-0000	2.40 Acres East of Banana Avenue, approximately 304 Feet North of Whittram Avenue	Contractor's Storage Yard with 1,520 sf Caretaker's Residence and conversion of 350 sf residence to an office	Permit Process
7. Fontana Banana LLC P200800194/CUP	2.21 acres west of Banana Avenue, approximately 450 feet north of Whittram Avenue	52,266 sf, 9 unit industrial building with 9 offices	Permit Process
8. Riley, Bruce L P200700888/CF	2.27 acres located on the south side of Rose Avenue, approximately 175 feet west of Banana Avenue	14,500-sf cast concrete rock manufacturing/distribution business	Permit Process
9. Renteria, Joe & Nora P200800149/MUP-CF	0.54 acres located on the northeast corner of Calabash Avenue and Whittram Avenue	Backhoe rental facility with proposed 1,686 sf office building	Permit Process
10. Toro Towing 0235-071-06-0000	2.5 Acres Northwest of Fontana Avenue, approximately 300 Feet from Intersection of Valley Boulevard, Fontana Avenue and Hemlock Avenue	Tractor Sales, Storage and Tow Facility with 4 existing storage buildings (4848 sf) and 1 existing 2,040 sf office building	Permit Process
11. Alamo Recycling 0235-041-20-0000	2.48 Acres North of Valley Boulevard, approximately 175 Feet East of Live Oak Avenue	Recycling Collection Facility	Permit Process
12. Ranco Pipeline 0230-141-13-0000	0.59 Acres North of Whittram Avenue, approximately 330 Feet West of Redwood Avenue	Contractor's Construction Storage Yard, including conversion of an existing 1,252 sf. Residence to an office	Permit Process
13. Mercury Recycling Inc P200800364/CF	1.12 acres on the west side of Sultana Avenue, approximately 422 feet north of Arrow Route	11,160-sf recycling center, to include a two-story office building and a one-story processing center.	Permit Process

TABLE 6-1
RELATED PROJECTS

Project Name	Location	Description	Project Status
14. Jaamco Investment Inc P200800392/CUP	9.41 acres located at the southeast corner of Mulberry Avenue and Slover Avenue	2 truck storage and repair yards, with a maximum 15,000 sf structure.	Permit Process
14. Cardenas, Sam and Blanca P200800557/MUP	2.27 acres on the west side of Cherry Avenue, approximately 650 feet south of Arrow Route	Contractor's construction storage yard, to include a 4,200 sf building.	Permit Process
16. Lord Constructors, Inc P200800588/CF	2.89 acres located on the north side of Ceres Avenue, approximately 120 feet east of Redwood Avenue	34,000 sf of warehouse/distribution buildings, including two 1,200 sf offices.	Permit Process
17. Advanced Steel Recovery P200800573/RMC	1.12 acres located at the southwest corner of Whittram Avenue and Cherry Avenue	Add truck and container staging area to an existing business.	Permit Process
18. Speedway Promenade	7.8 acres located at the northeast corner of Randall and Cherry Avenue	110,000 square foot retail center with nine buildings, including a three-story, 100-room hotel, a gas station/carwash/convenience store complex and restaurants.	Approved November 2008

Nos. before Project Name refer to location in Figure 6-1.
Sources: San Bernardino County Land Use Services Department, Planning and Building and Safety Applications, retrieved 12/31/08

These related projects, together with the proposed noise standard, would lead to environmental changes in the project area.

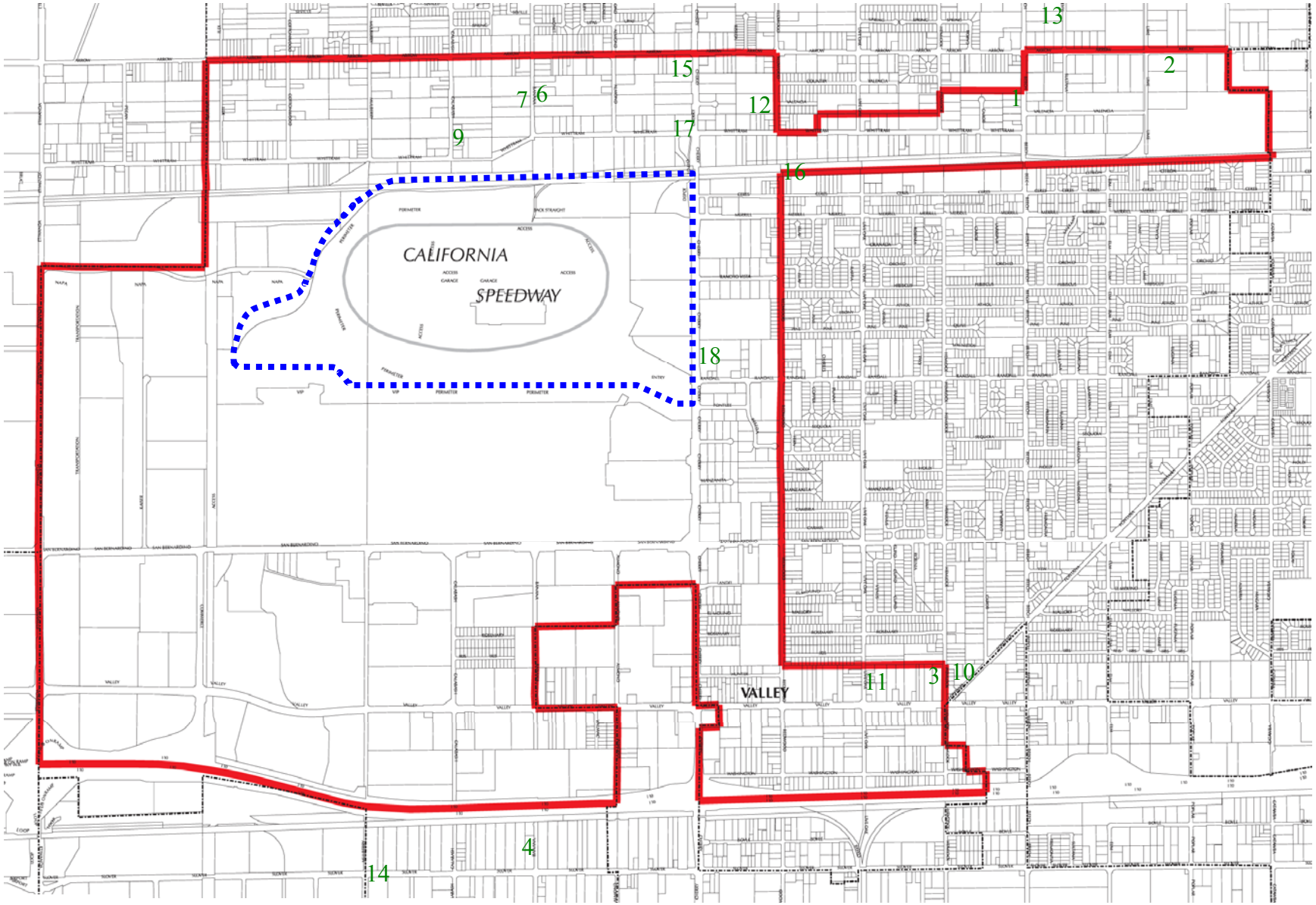
6.2 CUMULATIVE IMPACT ANALYSIS

While the projects above could generate impacts related to land use, daytime population, vehicle trip generation, pollutant emissions, noise, public services and utilities demand, ground disturbance, changes in local hydrology and water quality, visual quality and aesthetics, recreation, biological and cultural resources, agricultural and mineral resources, and hazards and human health, the proposed revision to the PD noise standard would not lead to impacts or would have less than significant impacts on most of these environmental issues with the exception of noise. The Initial Study in Appendix A and Section 8.0, *Impacts Found To Be Either Not Significant or Less than Significant*, of this SEIR, address these less than significant impacts. Thus, the proposed PD noise standard is also expected to have no cumulative contribution or have less than significant cumulative impacts related to the issue areas identified in Section 8.0. The analysis of the potential cumulative environmental impacts of the related projects, together with the impacts of the proposed noise standard for the Speedway PD, is confined to cumulative noise impacts, as discussed below.

6.2.1 Noise

The proposed PD noise standard would not contribute to demolition and/or construction noise impacts of the related projects. Noise impacts associated with traffic would lead to an increase in noise levels along area roadways and freeways. However, the proposed noise standard is not expected to generate new vehicle trips. Stationary noise would be generated by the proposed noise standard and related projects with respect to exterior equipment, large crowds, and on-site outdoor activities.

5



Base Source: County of San Bernardino base, 2006

8

N

SCALE: NTS

Figure 6-1
Location of Related Projects

The analysis of the cumulative noise level in the project area was based on the average daily operations at the Speedway, on the assumption that the average noise levels occur each day over a year. For the purpose of direct comparison, noise levels were measured daily over the course of a year. The 365 individual readings were then summed and divided by 365 to calculate the annualized average daily noise level. Drag strip noise levels were then superimposed on the existing ambient noise levels.

For purposes of this cumulative analysis, the existing ambient condition is defined as noise produced by the existing Speedway oval track and existing non-Speedway (e.g., traffic noise) related ambient conditions exclusive of the related projects listed in Table 6-1, *Related Projects*. The related projects are commercial and industrial; and thus, not considered noise-sensitive. These projects may contribute to higher ambient noise conditions because industrial operations tend to generate truck trips and/or have outdoor activities that generate noise (i.e., forklift operation, backup alarms, etc.). However, during major race events at the Speedway oval, traffic is routed around the Speedway. Therefore, there would not be an anticipated increase in cumulative noise during race events.

Ambient conditions will vary depending on location. Because the nearest sensitive receptor is located on the north side of Whittram Avenue, ambient noise calculations were based on existing noise levels at that location. Table 6-2, *Existing Ambient Noise Level 550 Feet North of the Speedway***,** shows the ambient noise levels from the Speedway and the surrounding area, with the ambient noise levels estimated at 72.3 dBA Ldn.

The drag strip is anticipated to operate for 935 hours per year. Of that, the actual noise producing time at the drag strip is 109.5 hours. If every event at the drag strip resulted in noise levels of 100 dBA, the average daily level would be 62 dBA Ldn. However, the actual levels as measured in 2007 for several hundred runs on the drag strip averaged less than 100 dBA (Gordon Bricken & Associates). Thus, in practice, the actual annual Ldn level would be less than 62 dBA Ldn. Assuming that the worst case scenario is 62 dBA Ldn, the combined levels of the drag strip and the ambient noise levels would be 72.7 dBA Ldn. Therefore, the Speedway would result in an increase of 0.4 dBA greater than the ambient conditions alone. This increase would not be perceptible and would not be considered cumulatively significant.

TABLE 6-2
EXISTING AMBIENT NOISE LEVEL 550 FEET NORTH OF THE SPEEDWAY

Source	Annual Hours	Leq/Hour	Ldn
Speedway Oval	1,808	65	58.1
NASCAR	64	77	55.6
Whittram	24-hour measurement		72.0
Total			**72.3**

Notes: Ldn= Day Night Level
a. Speedway Oval and NASCAR Ldn calculations are based on field measurements of individual event average noise levels.
b. Whittram is based on actual 24 hour measurements for a single day.
c. The annual hours were provided by the Speedway
d. Trains were not included in these calculations
Source: Gordon Bricken & Associates, March 2009

If the proposed noise standard is adopted, the Speedway will schedule approximately 35 days per year with top performing drag vehicles. Based on the measurements conducted at five (5) drag events in 2007, which included street legal cars, gas powered non-street legal cars, alcohol funny cars, alcohol dragsters and A-Fuel Dragsters, the majority of the events (77%) were measured below 85 dBA Lmax. Further, if

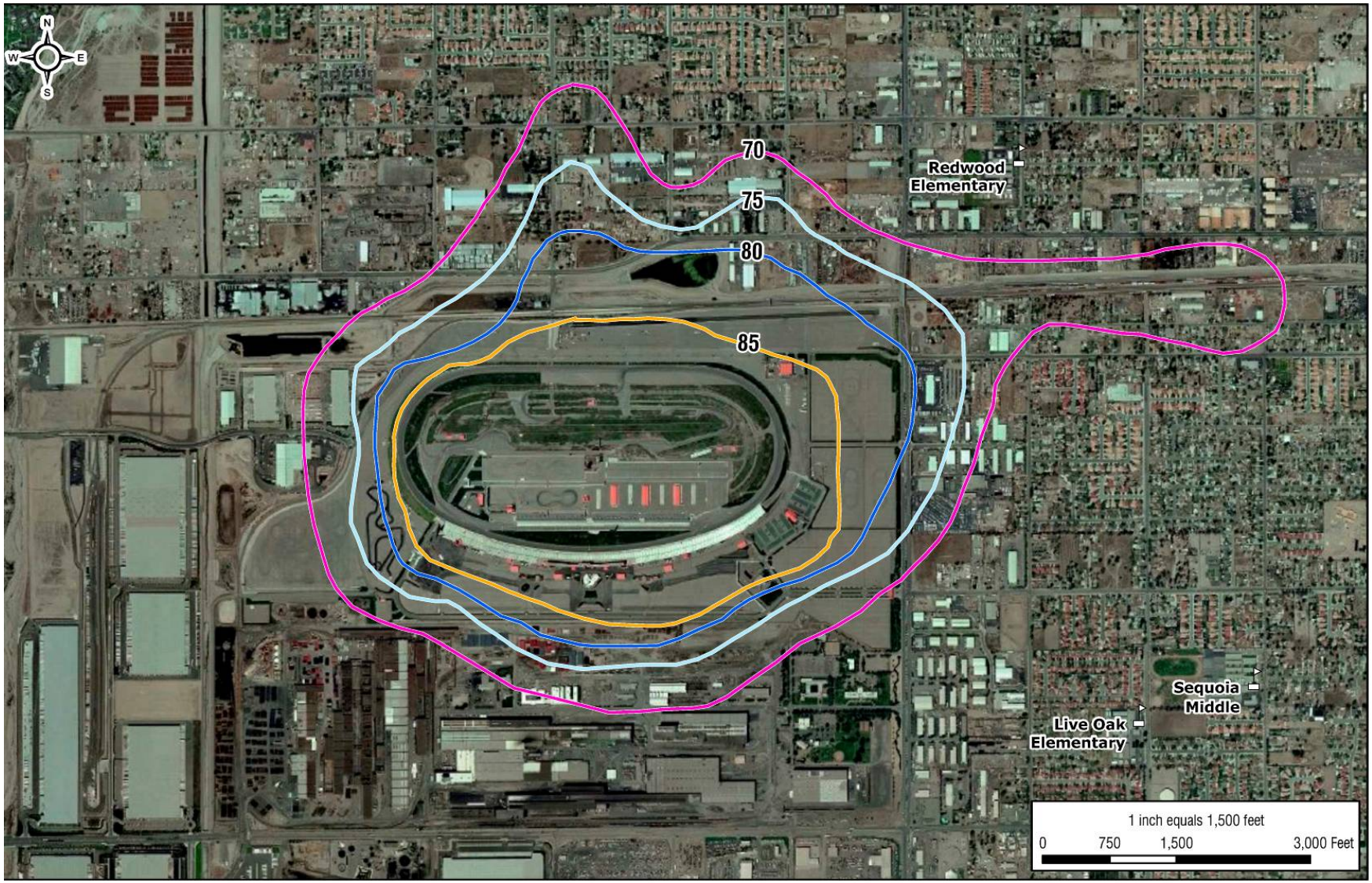
non-gasoline powered vehicles with the potential to reach 100 dBA Lmax were permitted to run at the drag strip, the actual amount of noise reaching 100 dBA per day would be minimal. This is because the highest noise levels are generated during the first five (5) seconds of a race. In a typical race day, the total amount of noise exceeding 85 dBA and potentially reaching 100 dBA would be approximately one hour. (Personal Communication Gordon Bricken May 4, 2009). Therefore, Speedway noise levels would only exceed 85 dBA for a cumulative total of 35 hours per year.

There may be occasions when the drag strip is operating at the same time as a club event on the oval track. The drag strip will not operate during the Nextel Cup and similar NASCAR events because there is not enough parking to accommodate both operations. The drag strip can operate when club events, such as the Sports Car Club of America (SCCA) event, are taking place on the oval track because the club events do not draw as many spectators.

Figures 6-2, *Noise Contours – Oval Track SCCA Event and 85 dBA Dragster,* and 6-3, *Noise Contours – Oval Track SCCA Event and 100 dBA Dragster,* depict the range of noise contours that occur when the track and drag strip are operating concurrently during the SCCA event with two (2) different vehicle types. Figure 6-2 shows the noise contours that result when the SCCA event takes place on the oval and a vehicle generating 85 dBA races on the drag strip. As shown, under these conditions, residential uses to the north and east would experience noise levels below the currently allowable 85 dBA Lmax (80 dBA or less to the north, and 70 dBA or less to the east). Figure 6-3 depicts the cumulative noise that could be generated by the Speedway when an SCCA event takes place at the oval and a vehicle generating 100 dBA is permitted to race on the drag strip. Under these conditions, residences to the north and east would experience noise levels in excess of the currently permitted 85 dBA Lmax. However, as shown, residences would not experience sound levels above 100 dBA, the EPA standard for protecting the community from hearing loss. This scenario would be possible under the proposed revisions to the noise standards. These figures also show that the three (3) neighboring schools, Redwood Elementary, Live Oaks Elementary, and Sequoia Middle School are beyond the 85-dBA noise contour.

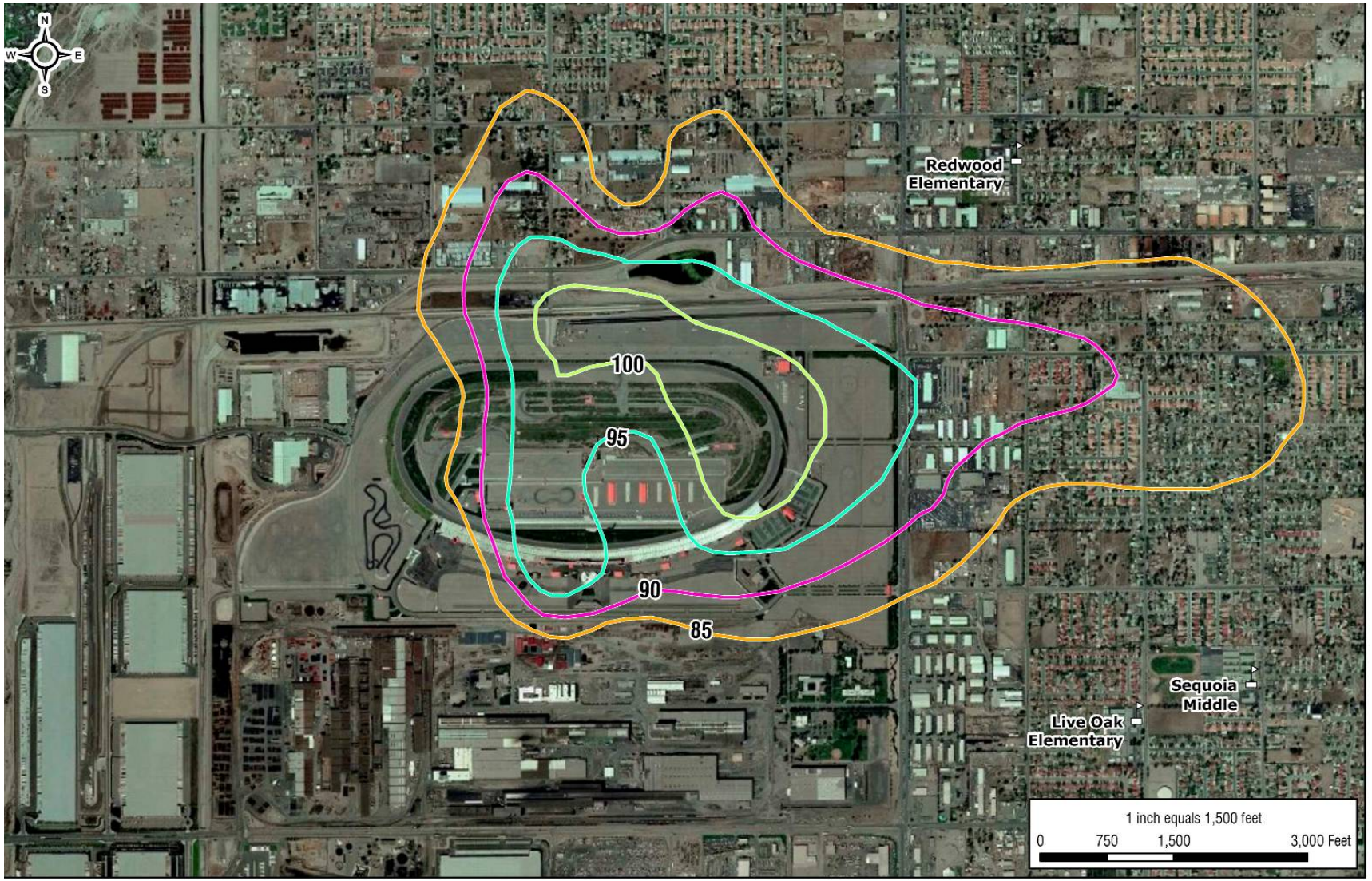
Although noise levels would not be considered cumulatively significant in terms of an overall annual increase in noise levels, the proposed revisions to the Speedway PD noise standards could result in an increase in nuisance noise levels at nearby residences in excess of levels currently determined to be acceptable by the County Board of Supervisors. Therefore, a cumulatively significant impact is identified for nuisance noise. Mitigation Measure 4.2-1 would reduce the frequency of events at the Speedway that may result in an Lmax of 100 dBA. This measure would reduce cumulative noise impacts, but not to below a level of significance.

Additionally, noise levels are expected to increase throughout the project area over time, due to new noise sources other than the Speedway. The County requires that new development not generate noise levels in excess of established standards. Measures to reduce significant adverse noise impacts on adjacent land uses and/or measures to prevent noise impacts on proposed noise-sensitive land uses would be required. Thus, noise control measures associated with individual project mitigation would minimize or reduce cumulative noise impacts. However, new truck traffic and rail traffic would likely contribute to ambient noise conditions in excess of 85 dBA Lmax and would contribute to a cumulative nuisance noise impact. Therefore, unavoidable adverse noise impacts associated with the proposed noise standards could contribute to cumulative noise impacts in the project area. Therefore, the County will need to adopt a Statement of Overriding Considerations for cumulative noise impacts from the proposed noise standards.



Source: Gordon Bricken & Associates, 2009.

Figure 6-2
Noise Contours – Oval Track SCCA Event and 85 dBA Dragster



Source: Gordon Bricken & Associates, 2009.

Figure 6-3
Noise Contours – Oval Track SCCA Event and 100 dBA Dragster

SECTION 7.0: GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR include a discussion of the ways in which a proposal could foster economic or population growth, or the construction of additional housing, either directly or indirectly. Projects that remove obstacles to population growth or tax existing community service facilities to the extent that new infrastructure (that could cause significant environmental effects) is needed, are also considered to have growth-inducing impacts. CEQA requires that "*...it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment*". Induced growth is considered a significant impact only if it can be demonstrated that the potential for growth, in some other way, results in significantly adverse effects to the environment.

Pre-mature Growth

Generally, growth-inducing impacts refer to impacts from development projects that possess such characteristics as being located in isolated, undeveloped or under developed areas, necessitating the extension of major infrastructure (e.g., roadways, sewer and water lines and facilities, etc.) or other services or infrastructure that encourage "premature" or unplanned growth (i.e., "leap frog" development). In addition, projects that induce new development in nearby areas resulting from the availability of major infrastructure, proximity to employment centers or residential communities, may also have growth-inducing impacts.

The project site is located in an urbanized area and is currently developed with the infrastructure needed to support various racing activities. The proposed noise standard would not lead to new development or improvements at the Speedway. Thus, the project would not contribute to leap-frog development nor is it expected to encourage premature or unplanned growth in parcels surrounding the site. The proposal would not induce the development of housing units or a residential community that may lead to an increase in the area's population.

Development of Vacant Lands

There are a number of vacant parcels near the Speedway. These include a large vacant lot at the northeast corner of Cherry Avenue and Randall Avenue, vacant lots on Randall Avenue, and scattered vacant lots farther east, vacant land at the northwest corner of Etiwanda Avenue and 6th Street, a vacant lot at the northwest corner of Etiwanda and San Bernardino Avenues, and vacant land on Napa Street to the west, vacant lot on Whittram Avenue, a vacant lot near Depot Road, and another on Calabash Avenue to the north.

New development is influenced by a wide range of factors including property owner preference, economic conditions, market demand, financing, cost, regulatory controls, and other market forces. Whether development on parcels surrounding the site will be induced by the activities related to the Speedway is speculative; however, development has not occurred on these nearby vacant parcels to date. Thus, Speedway activities are unlikely to influence future development. Further, the proposed noise standard would only be applicable to Speedway operations and would not provide any advantage or benefit to adjacent vacant lands. Thus, the proposal will not by itself induce development on adjacent properties.

As discussed in Section 6.0, *Cumulative Impacts*, a number of new developments are under construction, or are planned or proposed in the unincorporated area of the County of San Bernardino near the Speedway. Thus, they cannot be attributed to approval of the proposed action.

Redevelopment of Underutilized Lots

Redevelopment often involves a replacement of former or existing land uses with other uses that are more commercially viable at the time of redevelopment. Redevelopment that may occur near the Speedway would involve parcels currently developed with commercial and industrial structures and highly disturbed site conditions. Redevelopment in the project area is being promoted by the County of San Bernardino

under its San Sevaine Redevelopment Plan and has been ongoing. Thus, underutilized lots near the Speedway may be redeveloped in the future.

While factors that lead to redevelopment cannot all be accounted for, as indicated earlier, the proposed noise standard would only be applicable to Speedway operations and would not provide any advantage or benefit to adjacent land uses. Thus, the proposal is not likely to induce the redevelopment of adjacent lands.

Roadway and Utility Improvements
The proposal does not involve the construction or improvement of roadways or utility infrastructure or the extension of utilities and infrastructure to an undeveloped area. Thus, no increase in roadway capacity that could relieve congestion and improve traffic flow is expected. No access to previously inaccessible areas or development of a shorter route to reach major destinations or the freeways would occur. The proposal does not include new utility connections or upgrades of existing utility lines. No service to parcels not currently served or the redevelopment of adjacent land uses to higher intensities or densities is expected. The proposed noise standard would not induce growth in the area, as it relates to roadway and utility improvements.

Public Services
The proposed noise standard would not require the construction or improvement of existing public facilities, such as fire stations, police stations, schools, libraries, parks, or other governmental facilities. The proposal would have no effect on police protection, fire protection, school, library, park, and medical services. No growth-inducing impacts associated with new public services and facilities would occur with the proposal.

Employees and Patrons
Visitors or employees of the Speedway are not expected to relocate near the site because of the revised noise standard. While a household's choice of location is dependent on a number of factors, the proposed noise standard is not expected to be an influencing factor with respect to people relocating to the area.

The proposed noise standard and the use of other vehicles at the drag strip would not increase the number employees at the site. Thus, no employment generation or increase in the daytime population is expected with the proposal. No impacts associated with an increase in demand for housing Speedway employees is expected.

Economic Growth
People come to the Speedway to participate in and attend the various events. In addition, visitors and employees may visit adjacent businesses. Some of the demand created by the Speedway's employees for commercial goods and services could be provided by nearby commercial developments (restaurants, entertainment, professional services, etc.). Speedway visitors may also visit adjacent commercial and industrial businesses for other needs. Thus, economic growth on the site could result in some spillover of economic growth into adjacent areas.

However, the proposed noise standard is not expected to influence the development, redevelopment or expansion of adjacent land uses. Changes in the vehicles raced at the drag strip and increases in maximum noise levels is not expected to be the driving force for development, redevelopment or expansion.

No growth-inducing impacts are expected from the proposed revision to the PD noise standard. Also, all future development or redevelopment in the project area would be subject to review and approval by the County. Public utility and service providers would also need to determine if the additional growth associated with individual projects can be accommodated based on the capacities of existing (or planned) infrastructure improvements and public services and the utility agencies' capabilities to provide adequate

services. This review and approval of future projects would ensure that adequate services and infrastructure are available to serve individual developments and that no land use conflicts are created. New development and redevelopment would also be subject to the CEQA review process to ensure that significant adverse impacts are reduced or avoided to the extent possible.

SECTION 8.0: IMPACTS FOUND TO BE EITHER NOT SIGNIFICANT OR LESS THAN SIGNIFICANT

Pursuant to Section 15128 of the CEQA Guidelines, an EIR must contain a statement briefly indicating the reasons why possible significant effects of a project are determined not to be significant; and thus, are not discussed in detail in the EIR.

The Initial Study prepared for the proposed revision to the PD noise standard determined that the proposal would not have the potential to cause significant adverse effects on the following environmental issues:

- ***Aesthetics***

There are no scenic highways/corridors or scenic vistas on or near the Speedway. Revising the noise standard for the Speedway would not involve physical development that could affect views and the visual quality of the site or create a new source of light and glare.

- ***Agricultural Resources***

There are no designated farmlands, agricultural lands, or farming operations on or near the site which may be affected by revised noise standard.

- ***Air Quality***

Air quality impacts from the Speedway were analyzed in the 1995 Final EIR for the California Speedway. The Final EIR concluded that significant, adverse air quality impacts are expected from construction and operation of the facility. Mitigation would be implemented to reduce the significant adverse impacts but air quality impacts would continue to exceed SCAQMD thresholds.

The revised noise standard for the Speedway would not directly generate new pollutant emissions from operations at the Speedway. No increase in trip generation or construction would occur which could generate new pollutant emissions. Changes in the mix of vehicles operating at the site would not substantially change the number of race events and associated emissions. Impacts would be less than significant, as they relate to the revised noise standard.

It is important to note that the South Coast Air Quality Management District (SCAQMD) received several complaints between February 2007 and October 2008 regarding possible air quality and odor impacts from Speedway operations. SCAQMD investigated these complaints and conducted air quality testing to determine Speedway compliance with air quality regulations. No notices of violation were issued to the Speedway by SCAQMD in response to these complaints and follow up testing.

Since the certification of the 1995 Final EIR for the Speedway, the topic of greenhouse gas (GHG) emissions and their impacts to global climate change has emerged as an important issue for environmental review documents. As stated above, the revised noise standard for the Speedway would not directly generate new pollutant emissions from operations at the Speedway. Changes in the mix of vehicles operating at the site would not substantially change the number of race events and associated emissions. Furthermore, the County is in the process of preparing a GHG Emissions Reduction Plan and all new actions approved by the County after approval of the Plan would be required to comply with the requirements of this plan. The proposed noise standards would not change GHG emissions from the facility nor result in a significant impact related to global climate change.

- ***Biological Resources***

The site of the Speedway is highly disturbed and landscaped with ornamental plant species. No sensitive plant and animal species, natural communities, wetlands, or wildlife corridors would be affected by the revised noise standard.

- ***Cultural Resources***

The site of the Speedway is highly disturbed and largely paved over. No cultural resources are present on the site and the Kaiser Steel Mill that was on-site was not considered historically significant. No further ground disturbance is expected to occur if the proposed noise standard is approved. Thus, no archaeological or cultural resources would be affected by the proposed project. The findings of the cultural resource analysis in the previous EIR for the Speedway remain valid.

- ***Geology and Soils***

The revised noise standard would not involve any physical modifications or ground disturbance, which may affect or change the geology or seismicity of the site and the surrounding area.

- ***Hazards and Hazardous Materials***

The revised noise standard would not involve the use of hazardous materials or the generation of hazardous wastes which may affect human health or create public hazards.

- ***Hydrology and Water Quality***

The revised noise standard would not involve any physical modifications or ground disturbance which may affect or change the hydrology of the site or lead to changes in stormwater or groundwater quality at the site and the surrounding area.

- ***Land Use and Planning***

The revised noise standard for the Speedway would not involve a change in the existing land use on the site or in the surrounding area and would not divide established communities. No changes to the land use designations or zoning are proposed or expected with the revised noise standard. No habitat conservation plan or natural community conservation plan is applicable to the site.

- ***Mineral Resources***

There are no mineral resources or mining operations on or near the site which may be affected by the revised noise standard.

- ***Population and Housing***

The revised noise standard would not lead to an increase in the resident population or housing stock in the area, nor will it increase employment at the Speedway. No housing or household displacement would occur.

- ***Public Services***

The revised noise standard would not generate a demand or increase the demand for public services associated with Speedway operation.

- ***Recreation***

The revised noise standard would not generate a demand for parks or recreational facilities on or near the site.

- ***Transportation and Traffic***

No changes to the trip generation, access, air traffic patterns, alternative transportation, parking, and emergency access are anticipated with the proposal. Traffic impacts from the Speedway have been analyzed in the EIR for the California Speedway (1995) and the analysis indicated that traffic impacts are expected on area intersections and freeways during the weekdays, Fridays, and weekends. Roadway improvements and temporary traffic controls would be implemented; however, some impacts remain significant and unavoidable.

The revised noise standard is not expected to generate new vehicle trips that may affect traffic flow and congestion at area roadways and intersections above what has already been evaluated. Changes in the mix of vehicle classes raced at the Speedway drag strip would not substantially change the number of races. Levels of service and traffic volumes on area roadways and intersections would not increase substantially over existing conditions.

The proposed noise standard would not cause any increase in traffic in relation to the existing traffic load and capacity of the street system. No physical or programmatic improvements are proposed that might affect traffic patterns. The Speedway will continue to implement traffic procedures, as required by the Speedway PD and previous EIR.

- ***Utilities and Service Systems***

The revised noise standard would not generate demand or increase demand for utilities associated with Speedway operation.

The environmental issues referenced above are not subject to detailed analysis in this SEIR, since the proposal only involves modifications to PD noise standards. Rather, the impacts of the Speedway operations on these environmental issues remain the same as found in the EIR prepared for the California Speedway (SCH 94082080), the Addendum to the EIR, and the Initial Study and Mitigated Negative Declaration for the relocated drag strip.

SECTION 9.0: ALTERNATIVES ANALYSIS

The identification and analysis of alternatives is a fundamental concept under the California Environmental Quality Act (CEQA). The role of alternatives in the environmental analysis within an Environmental Impact Report (EIR) is set forth clearly and forthrightly within the CEQA statutes. Specifically, CEQA Section 21002.1(a) states:

> *"The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."*

In accordance with Section 15126.6 of the CEQA Guidelines, an EIR must contain "*a range of reasonable alternatives to the project, or the location of the project, which could feasibly attain most of the basic objectives of the project*", as well as an evaluation of the "*comparative merits of the alternatives*". The discussion of alternatives shall focus on alternatives that "*would avoid or substantially lessen any of the significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly*".

The range of alternatives required within an EIR is governed by the "rule of reason", which requires an EIR to include only those alternatives necessary to permit a reasoned choice. The discussion of alternatives need not be exhaustive. Furthermore, an EIR need not consider an alternative whose implementation is remote and speculative, or whose effects cannot be reasonably ascertained.

Alternatives that were considered but were rejected as infeasible during the scoping process should be identified along with a reasonably detailed discussion of the reasons and facts supporting the conclusion that such alternatives were infeasible.

Based on the alternatives analysis, an environmentally superior alternative must be designated among the alternatives. The *CEQA Guidelines* Section 15126.6(e)(2)) states that if the environmentally superior alternative is the No Project Alternative, then the EIR shall identify another environmentally superior alternative among the other alternatives.

9.1 SUMMARY OF PROJECT AND OBJECTIVES

This SEIR analyzes the potential environmental impacts associated with the revision of the noise standard for the Speedway PD. The proposed noise standard would allow the maximum noise level at 550 feet from the Speedway property to increase from 85 dBA to 100 dBA. The intermediate L-level (L_{50}, L_{25}, L_8, and L_2) noise standards would also be eliminated under the proposed standards. The main objectives of the proposed revision to the Speedway PD noise standards are:

- To provide for health-based noise standards for Speedway operations that will permit exhibitions, performances (including concerts), and racing with a full range of NASCAR, Indy car, and drag racing vehicles in a manner consistent with protecting public health.
- To provide for an easily enforceable and consistent method of noise measurement to ensure consistent, reliable, and documented application of the standard (e.g., a protocol for measurement and reporting of field measurement).

9.2 SUMMARY OF SIGNIFICANT IMPACTS

The impact evaluation in Section 4.0, *Environmental Analysis,* of this SEIR concludes that the proposed noise standard would result in significant, adverse noise impacts. The recommended mitigation measure would not reduce project impacts to less than significant levels.

9.3 ALTERNATIVES ELIMINATED FROM DETAILED CONSIDERATION

In addition to specifying that the EIR evaluate "a range of reasonable alternatives" to the project, Section 15126.6(c) of the CEQA Guidelines requires that an EIR identify any alternatives that were considered, but were rejected as infeasible. The following alternatives were considered for analysis in the Draft SEIR, but were eliminated from further evaluation. These alternatives are described below, along with a discussion of why they were rejected from further consideration.

Unlimited Noise for 35 Days each Year Alternative

Under this Alternative, the Speedway could operate for up to 35 days per year with no maximum noise limits or intermediate L-level standards. The current Speedway PD noise standards (100 dBA Lmax and 65 dBA L50) would apply throughout the remainder of the year. This alternative was considered as a way to allow drag strip events to include the racing of non-gasoline-powered drag cars, such as alcohol, nitromethane, and jet engine-powered drag cars. These special cars typically result in higher noise levels than usual bracket car events. Noise levels can be 20 dBA or higher than a typical gasoline-powered car. Events with non-gasoline powered cars comprise less than five (5) percent of events at the drag strip. Other race tracks across the country have addressed non-gasoline-powered cars by setting aside a set number of days or events that the cars are allowed to exceed the standard noise limit without setting a noise standard for those racing days.

The ambient noise and noise from Speedway operations, even without non-gasoline-powered cars operating on the drag strip, sometimes exceed current PD noise limits. Therefore, this alternative would need to include those days when drag strip and oval events currently exceed the standards as part of the 35 day annual total.

This alternative was rejected from further consideration because without limiting the noise levels for all events, noise could reach levels in excess of 100 dBA Lmax or the EPA's hearing loss threshold. Also, the County would be unable to verify that Speedway operations meet noise standards on other days, unless specific event days are set in advance. Furthermore, this alternative would not reduce the proposed project's noise impact because operations at the Speedway would generate levels of noise in excess of the nuisance levels currently found by the Board of Supervisors to be acceptable for 35 days per year. Also, because the L-level limitations would remain, the Speedway oval would continue to appear to operate out of compliance with the PD. Therefore, because this alternative would not meet either of the project's objectives and would not reduce the Speedway's noise impact to below a level of significance, this alternative was rejected from further consideration and evaluation.

Alternative Sites

Where consideration of alternate sites is warranted for a proposed project, CEQA requires that the analysis first consider if any of the significant effects of the project would be avoided or substantially lessened if the project was located at another site. Only the locations that avoid or substantially lessen significant effects

need to be considered. If no alternative sites are feasible, reasons for this conclusion must be included in the EIR. The EIR need not discuss sites which are infeasible, remote, or speculative.

The proposed noise standard for the Speedway PD would not be applicable to an alternative site. There are no other racing tracks in the County that could benefit from the revised noise standard. Further, moving the Speedway to another location would not necessarily reduce noise levels. However, sites that are in less urbanized areas may impact fewer residents. Alternative sites for the Speedway were considered as part of the previous EIR for the Speedway. Sites in Palm Springs, Glen Helen, Alberhill, Prado Basin, and Victorville would create adverse impacts on biological resources and/or would not serve the target market area for the Speedway. An alternative site in Mead Valley would create traffic and noise impacts within adjacent residential neighborhoods. Relocating the Speedway to a different county or into a city within San Bernardino County is not considered a feasible alternative since the County has no jurisdiction.

This alternative also considers relocation of uses on the site to reduce noise levels at sensitive properties. Relocation of the drag strip from its present location in Parking Lot Numbers 6 and 8 on the north side of the Speedway was considered to reduce noise levels at residences on Whittram Avenue. However, relocating the drag strip anywhere else on the northern portion of the parking lot would not result in a substantial change in noise levels.

Consideration was given to relocating the drag strip to the southern end of the parking lot as the drag strip was formerly located south of the oval. There are no feasible alternative locations south of the Speedway oval that would not conflict with the Midway (Fan Zone). The Speedway expanded the Midway in 2006, nearly doubling the footprint from 12.2 acres to 23.8 acres. With this expansion, there is no room for the drag strip to be located south of the race track. Therefore, this option was rejected from further consideration.

Relocating the drag strip off-site to the south of the Speedway facility was also considered. The Speedway is surrounded on all sides by a variety of commercial and industrial uses. The Speedway does not own any of the land in the vicinity of the Speedway outside of the Speedway's boundaries and there are no known properties available for purchase. Further, vacant sites near the Speedway are not large enough to accommodate the drag strip and developing a second racing facility off-site could potentially create additional environmental impacts. Because there is no feasible off-site location for the drag strip, this option was rejected from further consideration.

Additionally, there are no suitable sites that could be used for the relocation of the Speedway oval. The Midway is at the southern edge of the site boundary and relocation of the oval several hundred feet to the south would not make a noticeable difference in the noise levels. This option was also rejected from further consideration.

Alternative sites would not reduce the current noise impacts of the Speedway and would not meet project objectives related to using a full range of race vehicle classes at the Speedway. Relocation of noise sources would also lead to construction impacts on adjacent land uses. The noise impacts of Alternative Sites could be greater than the impacts of the proposed noise standard. Therefore, this alternative was rejected from further consideration.

9.4 ALTERNATIVES ANALYSIS

This section considers several alternatives to the proposed noise standard. These alternatives are discussed below.

- **No Project Alternative**. The No Project Alternative means that the noise standards in the Speedway PD would remain the same, and existing Speedway operations would continue under these standards. This alternative also assumes that the existing noise standards would be subject to enforcement actions.

- **85 dBA Lmax Alternative.** This alternative would eliminate the intermediate L-level noise standards, but keep the Lmax standard at 85 dBA.

- **86 to 99 dBA Lmax Alternative.** This alternative considers a revision to the PD noise standard that is higher than the current 85 dBA Lmax but lower than the proposed 100 dBA Lmax. The new noise standard may range anywhere from 86 to 99 dBA Lmax, under this alternative.

- **Dual Standard Alternative.** This alternative would maintain the existing 85 dBA Lmax standard for standard operating days at the Speedway and allow noise levels to reach 100 dBA Lmax for 35 hours per year. The intermediate L-level standards would be eliminated under this alternative.

9.4.1 No Project Alternative

The No Project Alternative is included pursuant to CEQA and the CEQA Guidelines. Under the No Project Alternative, it is assumed that the proposed noise standard would not be approved and existing Speedway PD noise standards would remain. Thus, the Speedway would continue to operate under the currently approved PD noise standards.

The current PD noise standard states that the exterior noise levels for residential land uses may not exceed 65 dBA for a cumulative period of more than 30 minutes in any hour (L_{50} = 65 dBA). In addition, the noise standard also states that the noise level for residential land uses for any period of time is the noise standard for the receiving use plus 20 dBA (Lmax = 85 dBA). For the Speedway, that means the maximum noise level for any period of time at a residential receiver is permitted to be 85 dBA or less.

Environmental Analysis

As shown in Section 4.2, noise levels were measured prior to development of the Speedway and under current conditions without and with Speedway oval track and drag strip operations. The monitoring results indicate that the Speedway oval currently appears to exceed the existing 65 dBA L50 standard, but this cannot be adequately confirmed due to ambient noise level interference. The oval operations meet the existing 85 dBA Lmax standard. When the drag strip runs only gasoline-powered vehicles, it meets both the Lmax standard and all intermediate L-level standards. It is noted that there was an exception on September 28, 2006 when the drag strip exceeded the 85 dBA Lmax standard; however, excessive ambient noise conditions during monitoring on that day contaminated monitoring results. Under the No Project Alternative, the Speedway operations would result in noise levels that appear to be in excess of the levels allowed by the current PD noise standards and would be in violation of the existing PD.

This alternative would not meet the fundamental objectives of the project; i.e., set a standard that would bring the oval into compliance; to operate the Speedway with a full range of racing activities in a manner

consistent with protecting public health; and to adopt a reliable enforceable standard to ensure compliance. Because this alternative would not allow non-gasoline powered vehicles to run at the drag strip, maximum noise levels would be lower than with the proposed project.

9.4.2 85 dBA Lmax Alternative

Under this alternative, the PD noise standards would be revised to eliminate the intermediate L-level (L_{50}, L_{25}, L_8, and L_2) noise standards, but the Lmax standard of 85 dBA would remain.

Environmental Analysis

Based on the monitoring results, the Speedway oval appeared to exceed the L_{50} component of the current standard but would continue to meet the 85 dBA Lmax standard proposed under this alternative. Monitoring results for the drag strip have demonstrated that depending on the type of vehicle raced, the drag strip produces Lmax levels from 81 to 100 dBA at a point 550 feet north of the drag strip. This alternative would prevent the racing of any vehicle type that generates noise levels in excess of 85 dBA Lmax at 550 feet from the Speedway boundary.

This alternative would reduce peak noise levels when compared to the proposed project and would meet the objective for an easily enforceable and consistent method of noise measurement to ensure consistent, reliable, and documented application of the standard. However, this alternative would not permit a full range of drag racing vehicles.

.

9.4.3 86 to 99 dBA Lmax Alternative

The 86 to 99 dBA Lmax Alternative considers a revision to the PD noise standard that is higher than the current 85 dBA Lmax, but lower than the proposed 100 dBA Lmax. The noise standard may range anywhere from 86 to 99 dBA Lmax, under this alternative. This alternative would also eliminate the intermediate L-level (L_{50}, L_{25}, L_8, and L_2) noise standards.

Environmental Analysis

The 86 to 99 dBA Lmax Alternative would increase maximum allowable noise levels at the nearest noise-sensitive receptor. This Alternative would allow Speedway operations to generate noise levels from 1 to 14 dBA higher than under current conditions. This alternative would make noise monitoring easier and the standard more enforceable as the intermediate L-level standards would be eliminated.

Since noise levels would be restricted to less than 100 dBA Lmax, less noise impacts would occur under this alternative than the proposed 100-dBA Lmax standard. This alternative would reduce noise impacts; however, it would not allow a full range of drag racing vehicles to use the drag strip.

9.4.4 Dual Standard (85 dBA Lmax for standard operating days and 100 dBA Lmax for 35 hours per year)

Under this Alternative, the Speedway PD noise standards would be revised to reflect a dual standard as follows:

- For standard operating days (i.e., 330 days per year), a standard of 85 dBA Lmax measured at 550 feet from the Speedway property line would be applied to all permitted activities at the Speedway Event Center from 7 AM to 11 PM. This standard would not apply to: emergencies,

accidents, and activities such as fireworks and aircraft, rail, airship, and helicopter operations. [This revision would remove the intermediate L-level standards (e.g., L_{50}).]

- For the remaining 35 days per year, a standard of 100 dBA Lmax would be applied to all permitted activities and vehicles at the Speedway. *For each of those 35 days, the time that noise levels exceed 85 dB Lmax would be limited to a cumulative total of 60 minutes during the Speedway's permitted 16-hour operating period.* These days would be scheduled in advance with the County. This standard would not apply to: emergencies, accidents, and activities such as fireworks and aircraft, rail, airship, and helicopter operations. [This revision would remove the intermediate L-level standards (e.g., L_{50}).]

Noise measurements would be conducted according to the monitoring protocol kept on file with the County and included in Appendix E of this SEIR.

Environmental Analysis

This alternative would not completely reduce the Speedway's existing noise impact because for 35 hours a year (1 hour per each of the 35 days) operations at the Speedway would generate levels of noise in excess of the nuisance levels currently found by the Board of Supervisors to be acceptable for Speedway operations. This alternative would ensure that noise levels do not exceed 100 dBA Lmax, the threshold set by the EPA to prevent hearing loss. Furthermore, because the events would be scheduled in advance, the County would be able to monitor the special events to determine whether operations meet noise standards on those specific days. Eliminating the intermediate L-level noise standards would bring the oval into compliance.

This alternative would meet the project's objectives of providing for a health-based noise standard for Speedway operations that will permit a full range of activities. Although, this alternative would not reduce the Speedway's noise impact to below a level of significance, the nuisance-based impacts would be less than those associated with the proposed noise standard.

9.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 9-1, *Alternatives and Implications for Speedway Operations and Resulting Noise Levels*, summarizes the effects that each alternative would have on operations and noise levels of the Speedway. Table 9-2 *Comparison of Alternatives*, summarizes the potential environmental impacts of the project and alternatives.

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify another environmentally superior alternative among the other alternatives.

The environmental analysis above indicates that, through a comparison of potential impacts from each of the alternatives and the proposed project, the **No Project Alternative** would be considered superior because no new environmental impacts would be introduced. However, this alternative would not meet any of the project objectives. Aside from the No Project Alternative, the 85 dBA Lmax Alternative would be considered the environmentally superior alternative since it would reduce the level of potential noise impact that could be generated by the drag strip. Under this Alternative, the Speedway oval would demonstrate compliance because the L_{50} noise standard would no longer be in place. This alternative would provide for an easily enforceable and consistent method for noise measurement. To meet this

standard, the drag strip would have to limit vehicle types. Eliminating vehicle types from drag strip operations would result in the prohibition of many drag strip racing opportunities, and would not meet the project's objective of allowing a full range of racing activities.

TABLE 9-1
ALTERNATIVES AND IMPLICATIONS FOR SPEEDWAY OPERATIONS AND RESULTING NOISE LEVELS

	Operations		Noise Characteristics	
	Oval	**Drag Strip**	**Oval**	**Drag Strip**
Alternative Noise Standards				
Proposed Project: 100 dBA Lmax	No change	Additional vehicles may be permitted to run at the drag strip if they meet the new standard.	Because of removal of the L50 standard, the oval would demonstrate compliance. No additional noise from the oval would result.	With additional vehicle types potentially permitted to run at the drag strip, peak noise levels could increase at the drag strip up to the permitted level.
No Project (Current standard: L50= 65dBA, Lmax= 100 dBA)	No change	No change	Because of the retention of the intermediate L-level standards, the oval would demonstrate non-compliance with the L50 standard. No additional noise from the oval would result.	Because no additional vehicles would be permitted to run, no additional noise from the drag strip would result.
85 dBA Lmax	No change	No change to operations would occur as no additional vehicles would be permitted.	Because of removal of the L50 standard, the oval would demonstrate compliance. No additional noise from the oval would result.	Because no additional vehicles would be permitted to run, no additional noise from the drag strip would result.
86 to 99 Lmax	No change	Additional vehicles may be permitted to run at the drag strip if they meet the new standard.	Because of removal of the L50 standard, the oval would demonstrate compliance. No additional noise from the oval would result.	With additional vehicle types potentially permitted to run at the drag strip, peak noise levels could increase up to the permitted level at the drag strip.
Dual Standard (100 dBA Lmax for 35 days per year)	No change	Additional vehicles may be permitted to run at the drag strip if they meet the new standard for 35 days per year.	Because of removal of the L50 standard, the oval would demonstrate compliance. No additional noise from the oval would result.	With additional vehicle types potentially permitted to run at the drag strip, peak noise levels could increase up to the permitted level at the drag strip for 35 days per year.

TABLE 9-2
COMPARISON OF ALTERNATIVES

	Proposed Project: 100 dBA Lmax	**No Project Alternative**	**85 dBA Lmax Alternative**	**86 to 99 dBA Lmax Alternative**	**Dual Standard Alternative**
Noise Impacts	Exceed nuisance noise levels currently found by the County Board of Supervisors to be acceptable.	No new noise impacts	No new noise impacts	Exceed nuisance noise levels currently found by the County Board of Supervisors to be acceptable.	Exceed nuisance noise levels currently found by the County Board of Supervisors to be acceptable.
Significance	Significant and unmitigated impact	Existing oval non-compliance would remain	Less than significant	Significant and unmitigated impact	Significant and unmitigated impact
Comparison to Proposed Project	--	Less impact	Less impact	Less impact	Less impact
Meet Project Objectives	Yes	Would not allow new class of vehicles at drag strip	Would not allow new class of vehicles at drag strip	Would allow some but not full range of vehicles at drag strip	Would limit full range of vehicles at drag strip to 35 days per year.

SECTION 10.0: MITIGATION MONITORING AND REPORTING PROGRAM

The analysis of noise impacts in Section 4.0, *Environmental Impact Analysis*, of this SEIR indicates that potentially significant adverse environmental impacts may occur with the proposed revision to the PD noise standards. Adoption of the revised noise standard would lead to inconsistencies with County's noise standards, as well as the adopted noise standards for the Speedway PD. Increases in ambient noise levels and noise levels generated during Speedway events are expected assuming operation of the vehicles allowed by the proposed noise standard. A mitigation measure is recommended in Section 4.2 to minimize significant adverse impacts. The mitigation measure would be adopted by the County of San Bernardino in conjunction with the certification of the Final SEIR for the project.

Section 21081.6 of the Public Resources Code requires a public agency to adopt a monitoring and reporting program for assessing and ensuring the implementation of required mitigation measures applied to projects. Specific reporting and/or monitoring requirements enforced during project implementation shall be adopted coincidental to final approval of the project by the responsible decision maker(s). In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker regarding the adoption of the monitoring program as part of the EIR certification process.

In accordance with Public Resources Code (PRC) Section 21081.6, this Mitigation Monitoring and Reporting Program (MMRP) has been developed for the proposed revision to the Speedway PD noise standards. The purpose of the MMRP is to ensure that the Speedway complies with all applicable environmental mitigation and permit requirements. The MMRP for the proposed noise standard designates the applicant as responsible for the implementation of the mitigation measure and the County of San Bernardino as responsible for verification of mitigation compliance, review of all monitoring reports, enforcement actions, and document disposition.

This mitigation monitoring program shall be considered by the County of San Bernardino, prior to completion of the environmental review process, to enable the County of San Bernardino Board of Supervisors to make an appropriate decision to the proposed noise standard. In addition, the following language shall be incorporated as part of the Board's findings of fact, and in compliance with requirements of the Public Resources Code.

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the County of San Bernardino makes the following additional findings:

- *That a mitigation monitoring and reporting program shall be implemented as part of the approval of the revised noise standard for the Speedway PD, as specified in the SEIR for the project;*
- *That through covenant and agreement, prior to the allowing higher noise levels at the Speedway, the County of San Bernardino shall identify an appropriate licensed professional to provide certification that compliance with the required mitigation measure has been effected;*
- *Noise measurements submitted for approval by the responsible monitoring agency, shall include compliance with the required mitigation measure; and*
- *That an accountable enforcement agency and monitoring agency shall be identified for verification of compliance with the mitigation measure that is adopted as part of the decision-maker's final determination.*

The mitigation measure that has been recommended to reduce or avoid the potentially significant adverse noise impacts of the proposal is listed in Table 10-1, *Mitigation Monitoring Program*. The responsible party,

timeframe for implementation, and the monitoring party are also identified for the measure. The mitigation measure is primarily the responsibility of the applicant. To determine if the applicant has implemented this measure, the method of verification is also identified, along with the County department or agency responsible for monitoring/verifying that the applicant has complied with the mitigation measure.

TABLE 10-1
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
Mitigation Measure 4.2-1: Potential increases in nuisance noise levels shall be reduced by limiting the number of days exceeding the Lmax to 35 days in any calendar year. For each of those 35 days, the time that noise levels exceed 85 dB Lmax (up to a maximum of 100 dBA Lmax) shall be limited to a cumulative total of 60 minutes during the Speedway's permitted 16-hour operating period.	Applicant	During Speedway operations	Field inspections by County Building and Safety Department

SECTION 11.0: REFERENCES AND PREPARERS

11.1 REFERENCES

The following references were used in the preparation of the SEIR and are available for review by the public at the offices of the County of San Bernardino, Land Use Services Department, Advance Planning Division, located at 385 N. Arrowhead Avenue, First Floor, San Bernardino, California 92415-0182, or at the offices of David Evans and Associates at 4200 Concours, Suite 200, Ontario, California 91764 during normal business hours.

California Department of Transportation Division of Environmental Analysis. Traffic Noise Analysis Protocol. August 2006.

Chaffey Joint Union High School District. Adopted Boundary Plan. ---.

County of San Bernardino. County of San Bernardino 2007 General Plan. April 2007.

County of San Bernardino. 2007 Development Code (as amended January 15, 2009).

County of San Bernardino. Initial Study for the Drag Strip Relocation. July 2007.

County of San Bernardino. Revised Initial Study for the Drag Strip Relocation. November 2008.

County of San Bernardino. San Sevaine Redevelopment Area & Zoning Districts. May 2007.

County of San Bernardino. The California Speedway PD, approved by the County Board of Supervisors on May 2, 1995.

County of San Bernardino. Addendum to the EIR for California Speedway. April 2003.

County of San Bernardino Redevelopment Agency. Final Redevelopment Plan for the San Sevaine Redevelopment Project. December 1995.

County of San Bernardino Redevelopment Agency. Report for the San Sevaine Redevelopment Project Area Economic Plan, Land Use Plan and Implementations Strategy. July 2005.

County of San Bernardino Redevelopment Agency. San Sevaine Redevelopment Project Area Amended and Restated Redevelopment Plan (Amendment No. 1 to the San Sevaine Redevelopment Plan). October 2004.

County of San Bernardino Redevelopment Agency. San Sevaine Redevelopment Project Five Year Implementation Plan (2004-05 through 2008-09). September 2004.

EIP Associates. Draft EIR for California Speedway. January 1995.

EIP Associates. Final EIR for California Speedway. April 1995.

Fontana Unified School District. 2008 – 2009 Middle School Attendance Areas. May 2007

Fontana Unified School District. 2007 – 2008 12th Grade Attendance Areas. February 2007.

Fontana Unified School District. 2008 – 2009 6th Grade Attendance Areas. February 2007.

Fontana Unified School District. 2008 – 2009 Elementary School Attendance Areas. May 2007.

Fontana Unified School District. 2008 – 2009 High School Attendance Areas. May 2007.

Gordon Bricken & Associates. 2008a. 2008 Noise Monitoring Results. October 2008.

Gordon Bricken & Associates. 2007a. Proposed Noise Standard Noise Analysis, Auto Club Speedway, County of San Bernardino. November 14.

Gordon Bricken & Associates, 2007b. Measurement Results, California Speedway, County of San Bernardino. December 17.

Gordon Bricken & Associates. 2008b. Response to Two Questions from HDR Pertaining to the Track – County of San Bernardino. May 6, 2008.

Gordon Bricken & Associates. 2008c. Revision to Effect of Sound Wall at Auto Club Dragstrip—San Bernardino County. May 7, 2008.

Gordon Bricken & Associates. Technical Noise Analysis. May 2009.

LSA Associates. Initial Study for the California Speedway Event Center Planned Development. April 2003.

SCAQMD, Completion Letter, November 14, 2008.

U.S. Environmental Protection Agency. "Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety." EPA/ONAC 550/9-74-004. March 1974.

Websites:

California Employment and Economic Development Department, January 30, 2009
<http://www.calmis.ca.gov/file/lfmonth/allsubs.xls>

Chaffey College, District Location Map, January 28, 2009
< http://www.chaffey.edu/ccmaps/districtmap.shtml>

County of San Bernardino Redevelopment Agency, January 28, 2009
<http://www.sbcounty.gov/rda/san_sevaine.htm>

County of San Bernardino, County of San Bernardino 2007 General Plan, January 28, 2009
<http://www.sbcounty.gov/landuseservices/General%20Plan%20Update/>

City of Fontana, Fontana, California "a City of Action", January 28, 2009
<http://fontana.org/>

Etiwanda School District, Adopted Attendance Boundaries, January 28, 2009
<http://www.etiwanda.k12.ca.us/district/Boundary/Boundaries.htm>

Fontana Water Company Maps, January 30, 2009
<http://www.fontanawater.com/Service_Area_FONTANA.pdf>

National Oceanic and Atmospheric Administrations, National Weather Service, January 18, 2009
<http://www.weather.gov/glossary/index.php?letter=s

San Bernardino County, Applications Accepted, January 28, 2009
<http://www.co.san-bernardino.ca.us/landuseservices/applications_accepted/2009/2009%20Apps%20Accepted.htm>

San Bernardino County, Specific Plans, January 28, 2009
<http://www.sbcounty.gov/landuseservices/Specific%20Plans/Default.asp?

San Bernardino County, Weekly Permit Activity Reports - Applied/Plan Review, January 28, 2009
<http://www.co.san-bernardino.ca.us/landuseservices/Building_Safety/Weekly%20Permits%20Applied/2009/WeeklyPermitsApplied2009.htm>

San Bernardino County, Weekly Permit Activity Reports – Issued Permits, January 28, 2009
<http://www.co.san-bernardino.ca.us/landuseservices/Building_Safety/Weekly%20Permits%20Issued/2009/WeeklyPermitsIssued2009.htm>

11.2 PERSONS AND ORGANIZATIONS CONSULTED

Carrie Hyke, Principal Planner, County of San Bernardino
John (Pat) McGuckian, Principal Planner, County of San Bernardino
Heidi Duron, Senior Planner, County of San Bernardino
Doug Feremenga, Senior Planner, County of San Bernardino
Michael Page, Director of Government & External Affairs, Verizon

***HDR Engineering* – Noise Evaluation**
8690 Balboa Avenue, Suite 200
San Diego, CA 92123
Lloyd Zola, Vice President
Melyssa Sheeran, Environmental Project Manager

***Gordon Bricken and Associates* – Technical Noise Analysis**
1621 East 17th Street, Suite K
Santa Ana, CA 92705
(714) 835-0249
Gordon Bricken, Noise Specialist

11.3 PREPARERS OF THE SEIR

***David Evans and Associates, Inc.* - SEIR**
4200 Concours, Suite 200
Ontario, CA 91764
(909) 481-5750

Josephine Alido, Environmental Project Manager
Tim Stapleton, Project Planner
Michael D'Alessandro, Environmental Planner
Ryan Birdseye, Quality Control and Assurance

Giroux and Associates –**Noise Analysis Review**
31820 E. Garry St. #211
Santa Ana, CA 92705
(949) 387-5477
Hans Giroux, Noise Specialist

❑ INTRODUCTION

This Draft Subsequent Environmental Impact Report (Draft SEIR or Draft Subsequent EIR) has been prepared to evaluate the environmental effects associated with proposed revisions to the noise standards for the Planned Development (PD) for the Event Center at the Auto Club Speedway, which initially operated as the California Speedway, then as the California Speedway Event Center, until it was renamed in 2008 to the Auto Club Speedway. For the remainder of this Draft SEIR, the Auto Club Speedway will also be referred to as the "Speedway".

The Auto Club Speedway occupies approximately 570 acres of land at 9300 Cherry Avenue, within the unincorporated area of San Bernardino County (County). The Speedway is located in the southwestern section of the County, north, south and west of the City of Fontana, and east of the cities of Ontario and Rancho Cucamonga.

The proposed noise standard revision involves a change to the allowable maximum noise level associated with Speedway operations, as approved by the County as part of the adopted Speedway Planned Development (PD). Under the approved PD, noise levels up to 85 decibels (dB) are allowed at the nearest noise-sensitive receptor (which is a legal, nonconforming residence located approximately 570 feet from the northern boundary of the Speedway). The revised noise standard would allow a maximum noise level of 100 dB at 550 feet from the edge of the Speedway property and include removal of intermediate L-level standards and a process for measuring and reporting noise levels from the Speedway. This revised noise standard would indirectly allow the operation of racing vehicle classes that could meet the new standard. The operating hours of the Speedway would remain the same (7 AM to 11 PM, 365 days per year). All infrastructure and operations at the Speedway are expected to remain unchanged. No improvements to the existing facility are proposed.

The proposed noise standard revision constitutes a "project[1]" under the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. In compliance with CEQA and the CEQA Guidelines, this Subsequent EIR will serve as an informational document intended for use by the County of San Bernardino, decision-makers, responsible and trustee agencies, interested parties, and members of the general public in evaluating the potential environmental effects of the revised noise standard. This document has been prepared in accordance with all criteria, standards, and procedures of CEQA, as amended, (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (Title 14 California Code of Regulations Section 15000 et seq.), and the County's CEQA Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the County of San Bernardino will need to approve the proposed noise standard as an amendment to the PD Permit for the Auto Club Speedway and thus, is serving as the Lead Agency under whose authority this SEIR has been prepared.

[1] § 21065 of the CEQA statutes defines a project as: an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:
(a) An activity directly undertaken by any public agency.
(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Environmental Review Process

As part of the environmental review process for the project, an Initial Study was prepared by the County to determine the potential environmental impacts of the proposed noise standard and the environmental issues likely to have significant adverse effects associated with approval and implementation of the revised noise standard. The Initial Study is provided in Appendix A. The analysis in the Initial Study indicated that the revised noise standard would not result in new or significant adverse effects on the environmental issue areas, with the exception of noise.

Impacts of the existing Speedway operations were previously analyzed in the EIR prepared for development of California Speedway (SCH 94082080, certified on May 2, 1995), the Initial Study and Addendum to the EIR that analyzed revisions related to the operating hours of the Speedway, name change, additional lighting, and ancillary events and an Initial Study and Mitigated Negative Declaration that were also adopted for relocation of the drag strip.

The proposed noise standard could facilitate a change in operations at the Speedway, which could lead to greater noise levels in the project area. The impacts of these changes were not analyzed in previous environmental documents. Also, the analyses in the previous EIR were broader in scope than the potential impacts that would be specifically associated with the revised noise standards. Since the proposed noise standard was not considered in the previous EIR and environmental documents, the County determined that a Supplemental EIR was required.

In accordance with CEQA, the County of San Bernardino published and circulated a Notice of Preparation (NOP) of a Draft Supplemental EIR on August 20, 2008 (Appendix B), to inform other agencies, special districts, surrounding cities, and interested individuals that the County intends to prepare a Supplemental EIR for a proposed change to the noise standard for the Auto Club Speedway. The mailing list is provided in Appendix C.

The purpose of the NOP was to solicit guidance from various agencies regarding the scope and content of the environmental information to be included in the Supplemental EIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Concerns raised in the responses to the NOP are presented in letters provided as Appendix D to this EIR. Based on comments received, the County determined that preparation of a Subsequent, rather than a Supplemental EIR, was the appropriate documentation to meet CEQA requirements. Issues raised in comment letters pertaining to environmental effects of the project have been addressed in this Subsequent EIR.

After completion of the Draft Subsequent EIR, the document would be subject to a 45-day public review period from July 9 to August 24, 2009, during which comments on the environmental analysis will be accepted. Responses to these comments will be prepared and incorporated into the Final Subsequent EIR prior to EIR certification and County of San Bernardino Board of Supervisors' decision on the proposed noise standard.

❑ PROJECT LOCATION AND SETTING

The proposal would revise the PD noise standard which regulates development and operation of the Auto Club Speedway, a 570-acre racing facility located west of Cherry Avenue, south of the BNSF railroad tracks,

east of the West Valley Materials Recovery Facility (MRF) and the Etiwanda-San Sevaine Flood Control Channel, and north of the California Steel Industries facility.

The County of San Bernardino covers approximately 20,100 square miles and consists of 24 incorporated cities. The project site is located in an unincorporated County area generally defined by the San Bernardino (I-10) Freeway on the south, the Ontario (I-15) Freeway on the west, Foothill Boulevard on the north and Citrus Avenue on the east. Etiwanda Creek runs from north to south along the western section of this area, with the Etiwanda-San Sevaine Flood Control Channel running along the western site boundary. To the west, the cities of Ontario and Rancho Cucamonga border the unincorporated area where the Speedway is located; the City of Fontana borders the area to the north, east and south.

This unincorporated area is relatively flat, with a slight slope to the south and southwest. This area was historically developed with heavy industrial uses, including the Kaiser Steel Mill (in 1942) and the BNSF railroad tracks, surrounded by low-density residential areas. Newer light industrial and warehouse uses have come into the area, including the Speedway (which occupies a large part of the area), around the start of the 21st century. The area is now developed with a mix of land uses, with some residential areas at the northern and eastern sections, and predominantly industrial areas at the western, southern and central portions. Adjacent land uses include the BNSF railroad to the north, Cherry Avenue to the east, the West Valley Materials Recovery Facility (MRF) and the Etiwanda-San Sevaine Flood Control Channel to the west, and California Steel Industries to the south. Various industrial and warehouse uses surround the Speedway, with residential uses farther to the north and east; scattered vacant lots and detention facilities to the west, and schools to the northeast and east. Section 2.0, *Environmental Setting*, of the SEIR discusses the project area and adjacent land uses in greater detail.

The Auto Club Speedway occupies approximately 570 acres of land developed with a two (2)-mile, D-shaped, oval track, a pit area, suites, access ways, and associated facilities in the center. A 93,880-seat grandstand is located south of the oval. A midway with restaurants, entertainment, and display facilities are located south of the grandstand. The facility also has a motorcycle track, drag strip, and an exterior cart track. There are 93,880 seats in the main grandstand, with 4,500 permanent seats and 1,500 temporary bleacher seats in the infield road course, and 1,500 temporary bleacher seats adjacent to the drag strip. Surface parking for 36,866 vehicles is located at the center of the track and around the periphery of the site, with access gates off Cherry Avenue, Napa Street, and San Bernardino Avenue.

❑ PROJECT DESCRIPTION

Because the existing noise environment in the project area exceeded the County's noise standards, specific standards for Speedway operation were established as part of the PD in 1995. Based on recent noise monitoring in the area, the Speedway appears to occasionally exceed the current PD noise standards but this cannot be adequately confirmed due to significant ambient interference. Thus, a noise standard that could easily be implemented, monitored, and enforced and that could accommodate activities at the facility, without posing health hazards to adjacent land uses and sensitive receptors, has been proposed.

The proposed revision to the noise standard would change the maximum allowable noise level during Speedway operations and include a procedure for measuring and reporting noise levels from the Speedway. Currently, the Speedway's noise standards are based on a set of five (5) noise levels for the maximum level (Lmax) and varying durations (30, 15, 5, and 1-minute intervals) at nearby land uses. The Speedway proposes a new standard of 100 dB max at any one time, to be measured at 550 feet from

the property line of the Speedway. This will result in an increase in maximum allowable noise level from 85 dB at the nearest sensitive receptor (currently a residence located approximately 570 feet north of the facility) and would eliminate intermediate L-level standards for the 30-, 15-, 5- and 1-minute intervals. This standard would apply to all permitted activities covered in the Speedway PD, including racing and testing on the oval and drag strip, activities during filming, speaker amplification, and crowd noise. Noise measurements are to be conducted according to established County protocol.

While no changes to Speedway operations are proposed, the new noise standard is expected to allow a broader range of vehicle classes to use the oval and drag strip. Specifically, the approved PD for the Speedway states that no alcohol, nitromethane, jet, or rocket powered classes of vehicles are allowed to run, unless documentation showing compliance with the established Speedway noise standards is submitted to and approved by the County. Proposed revisions to the noise standard would allow vehicles powered by alcohol, nitromethane, jet and rocket fuel to operate on the drag strip.

Project Objectives

The main objectives of the revised noise standard include the following:

- To provide for health-based noise standards for Speedway operations that will permit exhibitions, performances (including concerts), and racing with a full range of NASCAR, Indy car, and drag racing vehicles in a manner consistent with protecting public health

- To provide for an easily enforceable and consistent method of noise measurement to ensure consistent, reliable, and documented application of the standard (e.g., a protocol for measurement and reporting of field measurement)

Section 3.0, *Project Description*, of the SEIR discusses the proposed revision to the PD noise standards in greater detail.

❑ SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

The analysis in the Initial Study prepared for this project shows that the proposed noise standard for the Speedway PD is not expected to have any significant adverse environmental impacts with respect to land use and planning, population and housing, transportation and circulation, air quality, geology and soils, hydrology and water quality, biological resources, cultural resources, mineral resources, agricultural resources, public services, recreation, utilities, aesthetics and visual quality, and hazards. However, the analysis indicates that the proposed noise standard has the potential for direct and indirect significant adverse noise impacts.

The analysis in this SEIR concluded that adoption of the proposed noise standard would result in significant unmitigated impacts. The mitigation measure presented in this SEIR would be implemented as part of the revised noise standards for the Speedway. However, noise impacts would continue to exceed County standards even after mitigation.

Table S-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the proposed noise standard, as analyzed in Section 4.0, *Environmental Impact Analysis*, of this SEIR. The table also provides the mitigation measure proposed to avoid or reduce

potentially significant adverse impacts. The significance of environmental impacts after implementation of the mitigation measure is provided in the last column of Table S-1.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
Noise – Increases in noise levels are expected with the proposed noise standard. *Impact 4.2-1:* *The proposed noise standard for the Speedway PD would allow an increase in noise levels beyond levels currently determined to be an acceptable level of nuisance by the County Board of Supervisors.*	*Mitigation Measure 4.2-1: Potential increases in nuisance noise levels shall be reduced by limiting the number of days exceeding the Lmax to 35 days in any calendar year. For each of those 35 days, the time that noise levels exceed 85 dB Lmax (up to a maximum of 100 dBA Lmax) shall be limited to a cumulative total of 60 minutes during the Speedway's permitted 16-hour operating period.*	Noise levels exceeding 100 dBA Lmax would be allowed for a total of 35 hours per year. Noise impacts would remain significant after mitigation.

❑ IRREVERSIBLE ENVIRONMENTAL CHANGES AND UNAVOIDABLE ADVERSE IMPACTS

The proposed noise standard is not expected to lead to irreversible environmental changes. No construction activities are proposed as part of the revised standard. No demand for aggregate resources, building materials, energy, and labor for construction would occur. Also, no ground disturbance would occur and no changes in the physical environment would occur. No change to the on-site geology, hydrology, biological and cultural resources, mineral and agricultural resources, or visual characteristics of the Speedway property or adjacent areas is expected. Also, no change in the land use, population, and demand for public services, infrastructure systems, and public facilities are necessary to implement the revised noise standard.

Unavoidable adverse noise impacts are expected because the revised noise standard would allow both County standards and current Speedway PD standards to be exceeded. This would lead to an increase in ambient noise levels and cause periodic increases in noise levels. While noise impacts would occur, these impacts would not be irreversible.

Irreversible changes and unavoidable impacts are discussed in Section 5.0, *Significant Irreversible Environmental Changes and Unavoidable Adverse Impacts*, of the SEIR.

❑ CUMULATIVE IMPACTS

As discussed in Section 6.0, *Cumulative Impacts*, of this SEIR, a number of development proposals have been proposed and approved in the surrounding area which, together with the proposed noise standard, could lead to cumulative environmental impacts. Over 65 acres of land, with a total of approximately 405,000 square feet of commercial, warehouse and industrial floor area (assuming a floor area ratio (FAR) of

0.25 for those without floor area information), and outdoor storage yards are expected to be developed and constructed in the project area, as part of recently approved and proposed developments.

While related projects could generate changes in land use, increase in the daytime population, vehicle trip generation, pollutant emissions, noise, public services and utilities demand, ground disturbance, changes in local hydrology and water quality, visual quality and aesthetics, recreation, biological and cultural resources, agricultural and mineral resources, and hazards and human health, the proposed revision to the PD noise standard would either not impact or would have less than significant impacts on most of these environmental issues, with the exception of noise.

The ambient noise levels from the Speedway and the surrounding area are currently estimated at 72.3 dBA Ldn. Assuming the worst case, the combined levels associated with the use of a full range of vehicles at the drag strip and the ambient noise levels would be 72.7 dBA Ldn. Therefore, the Speedway would result in an increase of 0.4 dBA greater than the ambient conditions alone. This increase would not be perceptible and would not be considered cumulatively significant.

If non-gasoline powered vehicles with the potential to reach 100 dBA Lmax were permitted to run at the drag strip, the actual amount of noise reaching 100 dBA per day would be minimal. This is because the highest noise levels are generated during the first five (5) seconds of a race. In a typical race day, the total amount of time noise levels would reach 100 dBA would be a maximum of one hour. At times, the drag strip will be operating at the same time as a club event on the oval track, such as the Sports Car Club of America (SCCA) event. With an SCCA event on the oval and a vehicle generating 85 dBA races on the drag strip, residential uses to the north and east would experience noise levels below the currently allowable 85 dBA Lmax (80 dBA or less to the north, and 70 dBA or less to the east). When an SCCA event takes place at the oval and a vehicle generating 100 dBA is permitted to race on the drag strip, residences to the north and east would experience noise levels in excess of the currently permitted 85 dBA Lmax but not above 100 dBA, which is the EPA standard for protecting the community from hearing loss. Under these scenarios, the three (3) neighboring schools, Redwood Elementary, Live Oaks Elementary, and Sequoia Middle School are beyond the 85-dBA noise contour.

An overall annual increase in noise levels would occur; therefore, a cumulatively significant impact is expected and identified for nuisance noise. Additionally, noise levels are expected to increase throughout the project area over time, due to new developments and new noise sources other than the Speedway. Measures to reduce significant adverse noise impacts on adjacent land uses and/or measures to prevent noise impacts on proposed noise-sensitive land uses are required by the County as part of development approvals. Thus, noise control measures associated with individual project mitigation would minimize or reduce cumulative noise impacts. However, new truck traffic and rail traffic would likely contribute to ambient noise conditions in excess of 85 dBA Lmax and would contribute to a cumulative nuisance noise impact.

❑ GROWTH-INDUCING IMPACTS

Growth-inducing impacts are conditions under which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Projects that remove obstacles to population growth or tax existing community service facilities to the point that new facilities which could cause significant environmental effects are required,

are also to be considered as having growth-inducing impacts. Growth-inducing effects of the proposed noise standard are discussed in Section 7.0, *Growth-Inducing Impacts,* of this SEIR.

In summary, the project site is surrounded by urban development and is not located in an undeveloped or underdeveloped area and thus, the proposed noise standard is not expected to encourage premature or unplanned growth in parcels surrounding the site. Also, the proposed standard does not include the development of housing units that may lead to a major increase in the project area's resident population.

The project will not increase development intensity on the site over the existing uses and is not expected to induce the development of vacant lands or the redevelopment of underutilized parcels and land uses to higher intensities or densities. No roadways, infrastructure, or utility improvements are proposed as part of the revised noise standard that could induce development in the area. No growth-inducing impacts associated with new public services and facilities would occur with the proposal.

The proposed noise standard is not expected to increase on-site employment and create additional demand for housing in the area. Economic growth on the site could result in some spillover of economic growth into adjacent businesses. However, the proposed noise standard is not expected to influence the development, redevelopment or expansion of adjacent land uses. No growth-inducing impacts are expected from the proposed revision to the PD noise standard.

❑ IMPACTS FOUND NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant; and therefore, were not discussed in detail in the EIR. Based on the preliminary environmental analysis and findings of the Initial Study, the proposed noise standard was determined not to have the potential to cause significant adverse effects on the following issues:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

Thus, impacts on these environmental issues are not subject to detailed analysis in this SEIR. Insignificant impacts are discussed in Section 8.0 of the SEIR.

❑ PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic project objectives, while reducing or avoiding potentially significant environmental effects, and to evaluate the comparative merits of the alternatives. Section 9.0, *Alternatives Analysis*, of this SEIR discusses alternatives to the proposed noise standard and evaluates their potential environmental impacts in comparison to the proposal, as required by CEQA. These alternative scenarios have been developed in accordance with the CEQA Guidelines and are directed at addressing alternatives that have the potential to reduce or avoid potentially significant impacts associated with the proposed noise standard. The alternatives considered for the project include the following:

- **No Project Alternative**. The No Project Alternative means that the noise standards in the Speedway PD would remain the same and existing Speedway operations would continue under these standards. This alternative also assumes that the existing noise standards would be subject to enforcement actions.

- **85 dBA Lmax Alternative.** This alternative would eliminate the intermediate L-level noise standards, but keep the Lmax standard at 85 dBA.

- **86 to 99 dBA Lmax Alternative.** This alternative considers a revision to the PD noise standard that is higher than the current 85 dBA Lmax but lower than the proposed 100 dBA Lmax. The new noise standard may range anywhere from 86 to 99 dBA Lmax, under this alternative.

- **Dual Standard Alternative.** This alternative would maintain the existing 85 dBA Lmax standard for standard operating days at the Speedway and allow noise levels to reach 100 dBA Lmax for 35 days per year. The intermediate L-level standards would be eliminated under this alternative.

Environmentally Superior Alternative

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposal. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the comparative analysis of alternatives, as provided in Section 9.0, the No Project Alternative is considered to be environmentally superior in that its implementation would not change existing environmental conditions at the project site or in the surrounding area. However, this alternative would not meet any of the project objectives.

Aside from the No Project Alternative, the 85 dBA Lmax Alternative would be considered the environmentally superior alternative since it would reduce the level of potential noise impact that could be generated by the drag strip. Under this Alternative, the Speedway oval would be in compliance because the L_{50} noise standard would no longer be in place. This alternative would also provide for an easily enforceable and consistent method for noise measurement. To meet the 85 dBA Lmax standard, the Speedway would have to limit the vehicle classes or types that race on the drag strip. Limiting some

vehicle types from drag strip operations would result in the prohibition of many drag strip racing opportunities and would not meet the project's objective of allowing a full range of racing activities.

❑ AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

A number of comment letters were received in response to the Notice of Preparation (NOP). A summary of the comment letters is provided below, with the actual letters provided in Appendix D. The sections where these comments are addressed in the SEIR or an explanation of why they are not addressed are identified beside the comment under Response in SEIR.

COMMENT	RESPONSE IN SEIR
Governor's Office of Planning and Research (OPR) State Clearinghouse – August 20, 2008	
OPR provided the public review period for the NOP (August 20, 2008 through September 18, 2008) and included a copy of the transmittal that was sent to State agencies during the public review period.	NOP public review dates are acknowledged in this SEIR.
Native American Heritage Commission – September 9, 2008	
The Native American Heritage Commission (NAHC) requests the County conduct the following activities to identify potential impacts to cultural resources on the project site: • Records Search • Archaeological survey and report • Sacred Lands File Search • Mitigation plans for archaeological resources/Native American human remains The NAHC indicated that avoidance should be considered when significant cultural resources are discovered during project planning. The NAHC also provided a list of Native American tribes in the project area.	The proposed revision to noise standards for the Speedway PD will not involve ground disturbance or physical changes to the structures on the Speedway. Thus, the Initial Study for this project concluded that no new impacts to cultural resources would occur as a result of the change in noise standards. No cultural resource survey, record search, mitigation, or consultation is necessary.
Salvador and Elizabeth Lopez – September 14, 2008	
These residents raised the following environmental issues: • Nearby homes and noise impacts to these and other sensitive receptors • New sporting events at Speedway were not analyzed in the previous EIR • Excess noise levels from the Auto Club drag strip • Mitigation for noise needed • Compliance with existing standards needs to be reviewed • Failure to notice prior to significant changes and need for code enforcement • Impacts to physical health as a result of excessive noise levels • Alternative location for the drag strip • Incomplete Project Description (does not include analysis of motorcycle track, exterior cart track, and NHRA drag strip) • Speedway violates federal, state, county noise standards • EIR needed for drag strip • Greenhouse gas emissions from Speedway	The Project Description is provided in Section 3.0 of this SEIR. Existing conditions and impacts related to the issues raised are addressed in Section 4.2 of this SEIR. Section 9.0 discusses alternatives to the proposal, including relocation of the drag strip. The Initial Study for the project concluded that no major change in impacts to air quality, including greenhouse gases, would occur as a result of the change in noise standards.

COMMENT	RESPONSE IN SEIR
Lopez, Moctezuma, and Ponce – September 19, 2008	
Area residents raised the following environmental issues: • Speedway does not comply with current County regulations and other agency ordinances • Noise and pollution impacts to nearby residences and schools • More traffic impacts from arrivals and departures • Excessive noise levels from drag strip • Air pollution from clouds of smog created during dragster tire burn outs and take offs, from racing fuels, and from RV camper generators • Increased lighting and glare into residences. A Press Enterprise article on Speedway impacts to the adjacent residents, materials safety data sheet on racing fuels, an article on Speedway's noise and pollution impacts, drag strip photographs, and 80 petitions were attached to the comment letter.	Project background is provided in Section 2.0 of this SEIR. Existing conditions and impacts related to the issues raised are addressed in Section 4.2 of this SEIR. The revised noise standard will not cause any increase in traffic in relation to the existing traffic load and capacity of the street system, because it only involves modifications to the noise standard. No physical or programmatic improvements are proposed that might affect traffic patterns. The Speedway will continue to implement traffic procedures as required by the Speedway PD and EIR. No new pollutant emissions, light and glare sources or changes to operating hours are expected or proposed with the revised noise standard. The Speedway will continue to operate 365 days a year, with events ending by 11 PM, per Revision 4 of the PD. The South Coast Air Quality Management District (SCAQMD) received several complaints between February 2007 and October 2008 pertaining to possible air quality and odor impacts from the Speedway. SCAQMD investigated these complaints and conducted air quality testing to determine Speedway compliance with air quality regulations. No notices of violation have been issued to the Speedway by SCAQMD in response to these complaints and follow up testing.

The project background is summarized in Section 2.0 and the proposed revision to the Auto Club PD noise standard is discussed in Section 3.0. The potential noise impacts of the proposal (as they relate to the issues that need to be resolved, based on the NOP comments) are analyzed in Section 4.0, along with the recommended mitigation measure. Cumulative impacts are addressed in Section 6.0 and alternatives to the proposal are outlined in Section 9.0 of this SEIR.