

SONOMA VALLEY CITIZENS ADVISORY COMMISSION  
Notice of Meeting and Agenda  
February 25, 2015  
Sonoma Police Department, Community Room  
177 First Street West, Sonoma  
6:30 p.m.

Contact: Pat Gilardi, District Director to Supervisor Gorin at [pat.gilardi@sonoma-county.org](mailto:pat.gilardi@sonoma-county.org)

1. Call to Order, Roll Call
2. Approval of Minutes of the meeting of January 28, 2015 Resolution
3. Public Comment Receive  
(Limited to items not appearing on the agenda)
4. Applicant Name: Vin Smith, Smith, Sickler & Associates Resolution  
Owner Name: Steve Page, Speedway Sonoma LLC  
Site Address: 29355 Arnold Dr, Sonoma  
  
Request for 1) a General Plan Text Amendment to allow for non-racing events to occur at Sonoma Raceway; and 2) a Use Permit to modify a previously approved Use Permit (UPE04-0114) to change the number and attendance for allowed events, and allow non-racing uses such as utilizing existing buildings and infrastructure for concerts, private event spaces, a tasting room, etc. on 724.38 acres.
5. Consideration of items for Future Agenda Receive
6. Adjourn Resolution

Materials related to an item on this Agenda submitted to the Sonoma Valley Citizens Advisory Commission after distribution of the agenda packet are available for public inspection in the Board of Supervisors' Office located at 575 Administration Drive, Room 100-AI, Santa Rosa, CA, during normal business hours.

Note: Consideration of proposed development projects will proceed as follows:

1. Presentation by project applicant
2. Questions by Commissioners
3. Questions and comments from the public
4. Response by applicant, if required
5. Comments by Commissioners

Web Links:

County of Sonoma: [www.sonoma-county.org](http://www.sonoma-county.org) select Boards and Commissions

City of Sonoma: [www.sonomacity.org](http://www.sonomacity.org) select Sonoma Valley Citizens Advisory Commission

**SONOMA VALLEY CITIZENS ADVISORY COMMISSION  
MINUTES OF MEETING NOVEMBER 19, 2014  
SONOMA POLICE DEPARTMENT, COMMUNITY ROOM  
175 FIRST STREET WEST, SONOMA  
6:30 p.m.**

**COMMISSIONERS PRESENT:** Rochelle Campana, Pat Pulvirenti, Jack Ding, Greg Carr, Bruce Green, Tom Martin, Angela White, Ryan Lely, Gay Johann, Pat Stevens, Sean Bellach, Rachel Hundley, Ditty Vella

**EXCUSED:** Cynthia Wood

**1. Call To Order: 6:30 p.m.**

**2. Minutes Approved of November 19, 2014 Meeting with the following corrections:**

**Ditty Vella was excused from the meeting and Gay Johann voted no on the George Craig Miller presentation because she did not agree with the 5:00 closing time.**

**3. Public Comment:** Teri Shore, Hopkins St. in Sonoma, asked the Commission to consider the big picture when reviewing and approving or recommending projects, and not parcel by parcel or project by project. Some issues due to come before the SVCAC in coming months include: Sears Point Raceway expansion, Maxwell Farms Regional Park master plan, and the Sonoma Developmental Center property. She urges SVCAC to consider holding back approvals for certain types of projects until countywide policies and public processes are completed and to specify conditions, timelines and report-backs on approved projects as well as having a long-range vision for Sonoma Valley so that the Commission is not seen as just a stop along the way to development approvals. (Full letter sent to SVCAC prior to tonight's meeting).

**4. Applicant Name: Steve Martin Associates  
Owner Name: McQuown Enterprises LP Attn: Mac McQuown  
Site Address: 5700 Cavedale Road, Sonoma**

**Request for a Use Permit for a new winery with maximum annual production of 2,000 cases within existing buildings and tasting by appointment only and eight special events with maximum attendance of 50 people on a 160 acre parcel.**

Ditty Vella recused herself since the applicant is a client of the company for which she works.

**Applicant presentation:**

Steve Martin, engineer and architect for McQuown: We ask for approval for a 2,000 case, low impact, strictly by appointment only (for 5-10 people) microwinery on a 160 acre property with existing buildings that are not visible to the surrounding properties. There will be 8 agricultural promotional events: 4 winemaker tastings/late luncheon meetings for 20 people during daylight hours and 4 wine club member/harvest parties with a maximum of 50 people shuttled to the winery in 5 vans. There will be no weddings, music or industry events. There are 2 employees: the winemaker and his assistant who are primarily located in Sonoma and will be going up there for processing of the wine. The hours are 7 am to 6 pm – during harvest to 10 pm. Grapes grown on site will be retained and processed. The traffic report is only a summary and not a full blown report due to the small size of the winery. Eight trips are expected per day and on peak days, during events, there will be up to 22 (compare this to 10 trips per day for a residence). There is a 3-bedroom residence present but no one is living there. Average day water use is 111 gallons, and during harvest 340 gallons equal to 2 ½ bedrooms. Wastewater is disposed at an existing leach field on site/landfill system which will be turned into a pressure distribution system.

**Commissioner questions:**

Vice-Chair Ding: On January 20, Mr. Martin, Ms. Campana and I visited the site. We did not write a report but will combine observations into our questions.

Mr. Stevens: Is the Creek seasonal and is it dried out?

Steve Martin: There's a trickle right now.

Mr. Stevens: The paved portion leading up to the barn?

Steve Martin: Not asphalt – will look like gravel.

Ms. Campana: Where are the existing leach lines? Creek setbacks?

Steve Martin: Next to the barn is a septic tank, over 800 ft away, simple standard engineering with a pump to leach fields. Winery system will be a saline tank and a separate septic tank that will flow into a sump pump and pumped into existing leach field. The setback is 750 ft away from the Creek.

Mr. Bellach: The location is high up on Cavedale but not high enough for traffic from Napa but only from Highway 12?

Steve Martin: Yes.

Mr. Bellach: Local fire department concerns?

Steve Martin: We had a neighborhood meeting and the chief is a proponent of the project.

Mr. Bellach: Oppositions from neighbors?

Steve Martin: The ladies are here tonight. Traffic is minimal but there are still concerns. For ag events, the proposal is to use vans with parking possibly at Stone Age Farms. We had good input from neighbors – will have a follow-up meeting.

Mr. Martin: The single lane road is not too well-marked – it was a concern even for us who visited the site.

Steve Martin: The primary access is from Trinity to Cavedale. It's a poor condition road coming from the other road as well, that's why we're keeping this a tiny winery. At ultimate production, we'll have 5 visitors and 2 employees so 8 trips.

Mr. Martin: How steep is the area for water – it's a steep canyon.

Steve Martin: Leach field on 8-10% slope, steeper going up - an existing dirt road going up, used to be a fruit orchard.

Mr. Martin: The water is flowing in the wrong direction.

Steve Martin: Based on slope, 25-50 ft breakout distance.

Mr. Lely: 5 people 1x a day or 5 people 5x a day?

Steve Martin: 5 people 1x a day, now there's 1 every couple of weeks.

Mr. Lely: The floor plan of the existing barn – for overnight accommodations?

Steve Martin: The permit was for a 2<sup>nd</sup> dwelling unit. It will remain there for commercial use.

Ms. White: Part time staff during harvest? 160 acres all planted?

Steve Martin: Three additional full time employees during harvest. 12 acres currently under production, 1 to be replanted and 5 more to be developed, total of 18. Total vineyard is white and cab; white acres = 3.

Mr. Bellach: Are you processing estate grapes? Percentage of wine case production?

Steve Martin: Primarily white, red processed at 8<sup>th</sup> St. E. 10-15 % white.

Chair Ding: Zoning changes to RRD Williamson Act?

Steve Martin: No approval for change in zoning. Property is zoned RRD 40 acre density – no plans to subdivide.

Chair Ding: Changes from previous owner, impact in 10-20 years in the future?

Steve Martin: No changes or subdivisions.

Ms. Campana: Property is all 1 parcel?

Steve Martin: Section lines from USGS – sectional is 1 sq mile. One property = one parcel.

Ms. Johann: Existing home, guest quarters - not used as residences. Is there a plan to prevent its use as a residence in the future?

Steve Martin: No restrictions, now and then a friend stays there unrelated to property. There is a ranch manager/caretaker's unit so someone is on site to watch so no need for someone to stay at residence.

Chair Ding: Underwater well – you have 2 wells? Enough distance from well to creek?

Steve Martin: Standard setbacks – older well is artesian well - will be abandoned and we'll use new well.

Mr. Carr: During your visit, was it visible from public roads, from the Valley floor?

Chair Ding: No.

**Public questions and comments:**

Jennifer O'Mahoney, Cavedale Road: We have concerns over traffic and events. Traffic figures are misquoted. It's a single lane in poor condition with 3 blind corners, and deep ditches on either side. Also, it wasn't the chief at the meeting but a volunteer fireman whose son works on the property. At the behest of the fire department, there's a County sign at the bottom of Trinity – no limos or trucks. The road is heavily used by bicycle enthusiasts. As for the events, Napa did a random audit of wineries and 50% did not abide by the rules or terms of permits. The barn is visible on the road and the area consists of quite a few vineyard owners with no tasting rooms at properties.

Barbara Phelan, Cavedale Road: It's a 1 lane treacherous mountain road, with no lights, fog, snow and ice when not in drought. It's a pristine forest with breeding frogs and mountain lions – it's a paradise for wildlife. Traffic is a public safety issue. The chief was not present and the fire department is not a proponent since there was no vote by the Board. We're concerned about additional use on Cavedale and pressures on the on-call volunteer fire department. If on the flatlands of Sonoma, fine, but the road could not sustain this type of activity. (Full letter sent to PRMD on December 30, 2014).

Mr. Stevens: Any communication from Mayacamas fire department re: project?

Mr. Carr: Still at referral stage, PRMD will act.

Cathy Pons, VOM Alliance: The road is narrow, winding and in need of repair. It's not compatible with winetasters. Other 4 winery owners will want tasting rooms also and a precedent set for 2000 cases, tasting room and events. Please recommend the winery with no tasting room – there are other avenues for marketing and selling wines. (Letter from Linda Hale submitted to SVCAC prior to tonight's meeting).

Michael Woods, attorney for Silver Cloud Vineyards: It's a 160 acre site, 40 acre density vineyard which could be expanded without discretionary approvals. It has potential for large scale single family homes where traffic would be exacerbated. The wine club has a limited clientele.

Steve Martin: We want to emphasize traffic at a microwinery - less than a 3 bedroom residence, no plan for limos and only 30-50 people - will use vans. We are protecting wildlife and will coordinate with Mayacamas. If more than 50 people, will have it at their restaurant.

Ms. Campana: Events are from 11 am till 9 pm.

Steve Martin: It needs to be revised to 6 pm.

Barbara Phelan: Unless conditions are specified in the permit, the promise is illusory. There's no guarantee the owner will keep the property and a future owner may have more expanded uses.

Steve Martin: Will work with PRMD staff on conditions.

**Commissioner comments and discussion:**

Ms. White: If larger events are at the restaurant, why buses? And is there a Plan B, another site for a tasting room?

Steve Martin: No plans for larger events, primarily to show wine club members the property and where grapes are grown. No tasting except by appointment only - wine club members are a luxury group.

Michael Woods: Red wines are processed at 8<sup>th</sup> Street East - other tastings held there as well as at Edge.

Ms. Campana: Cavedale is not like any other road. During our visit, we saw a mountain lion in broad daylight. It's harrowing with sheer drops. Mr. Ding, how long did it take us?

Chair Ding: 5.7 miles from bottom of Cavedale – about 20 minutes.

Jeff Baker, winemaker: The only practical access is up Trinity. We'll tell people not to use Cavedale.

Ms. Campana: As part of this Commission over the years, I agree with the 50% rate of compliance. I can't encourage public usage of Cavedale, or setting a precedent for other wineries. I would approve for production only.

Mr. Green: General public should not drive up that road...if you could pick them up then escort back down the hill. From experience, even if by appointment only, people drive up to the gate to be let in.

Ms. White: There are serious safety concerns for people and cyclists, and setting precedent. We represent people and citizens – I can't approve the tasting portion.

Mr. Bellach: I'm opposed to wineries on Trinity and Cavedale but if we deny this microwinery, future development is scarier. There are safety concerns for everyone. You need to work with Mayacamas and Glen Ellen fire districts – not enough Mayacamas volunteers. Right now, project is unique, considering 5-10 people a day, 8 events a year.

Mr. Martin: Transporting people in vans over a 2 mile stretch – it's dangerous. I've lived in fire areas and old back roads and know what goes on.

Chair Ding: We are in an agricultural area - we should look at the Valley as a whole and not piece by piece. This project can reduce economic pressure for farmers as attested by Mr. Jenkins, a former Commissioner now retired. We should support this project but with conditions. The owner should work with the County to improve the roads in the future.

Steve Martin: A wine club member may come with a friend so it's for the public. It is an ag processing facility and traffic is less than a mansion or large residence. Four annual events are less than at a residence.

**Motion: Mr. Bellach. Approve as submitted with recommendations for: 1) multi-passenger shuttle for events; 2) time change to 6 pm; 3) collaboration with Fire Departments for safety and protection of residents and visitors using road. Mr. Stevens seconded. Motion resulted in a tie (Yes: Mr. Bellach, Ms. Johann, Mr. Lely, Mr. Stevens, Mr. Ding. No: Ms. Campana, Mr. Green, Mr. Martin, Ms. Pulvirenti, Ms. White.)**

Mr. Carr: You don't have to make a motion or recommendations but it's important to have an action.

Mr. Green: We should separate wine events from appointments. Different people will be driving under different conditions, visiting different wineries. No tasting by appointments, events only with controlled drivers.

Mr. Bellach: That takes the spirit away from my motion. A lot of this is trust – take applicant at his word. You can make a separate motion.

Steve Martin: As calculated by W Trans, 2.5 people per vehicle so 5 visitors = 2 vehicles. Attendees will be well-informed.

Ms. Campana: Department of Public Works – work with them to improve roads.

## **5. Elections for 2015:**

**Chair: Jack Ding**

**Vice Chair: Sean Bellach**

**Secretary: Angela White**

## **6. Consideration of items for Future Agenda**

Site visit to Sonoma Raceway to be held later in the day or on the weekend and comments to be sent to Mr. Ding. Ms. Pulvirenti made a comment re: Press Democrat viticulture briefs. Permits wine producers and blenders for Sonoma County = 765, Napa = 940, Mendocino = 125, Lake = 49. She suggests reading the commentary in North Bay Biz, “Killing the Goose”. Ms. Campana asked about a database. Cathy Pons said there is a PRMD database for all permits issued in the County.

## **7. Adjourn**

8:20 pm



# COUNTY OF SONOMA

## PERMIT AND RESOURCE MANAGEMENT DEPARTMENT

2550 Ventura Avenue, Santa Rosa, CA 95403  
(707) 565-1900 FAX (707) 565-1103

May 6, 2014

To: Interested Agencies

The following application has been filed with the Sonoma County Permit and Resource Management Department.

**File Number:** PLP14-0021  
**Applicant Name:** Vin Smith  
**Owner Name:** Speedway Sonoma LLC, Steve Page  
**Site Address:** 29355 Arnold Drive, Sonoma  
**APN:** See list attached

**Project Description:** Request for 1) a General Plan Text Amendment to allow for non-racing events to occur at Sonoma Raceway; and 2) a Use Permit to modify a previously approved Use Permit (UPE04-0114) to change the number and attendance for allowed events, and allow non-racing uses such as utilizing existing buildings and infrastructure for concerts, private event spaces, a tasting room, etc. on 724.38 acres.

We are submitting the above application for your review and recommendation. Additional information is on file in this office.

Responses to referrals should include: (1) statement of any environmental concerns or uncertainties your agency may have with the project; (2) any comments you wish to make regarding the merits of the project; and (3) your proposed conditions and mitigations for this project. Responsible agencies under CEQA are requested to indicate whether permits will be required for this project.

Your comments will be appreciated by May 27, 2014, and should be sent to the attention of:

**PLP14-0021, Misti Harris (Misti.Harris@sonoma-county.org).** The Project Planner can also be reached at 707-565-1352.

Please send a copy of your comments to the applicant(s) or their representatives as indicated on the attached Planning Application.

- |   |  |
|---|--|
| <input type="checkbox"/> PRMD County Surveyor                         | <input type="checkbox"/> ALUC/CLUP   |
| <input checked="" type="checkbox"/> Health Specialist                 | <input checked="" type="checkbox"/> BOS Dist 2 Director                          |
| <input type="checkbox"/> Sanitation                                   | <input checked="" type="checkbox"/> BOS Dist 1 Director and SVCAC                |
| <input checked="" type="checkbox"/> Grading and Storm Water           | <input type="checkbox"/> BOS Dist 4 Director and Jason Liles                     |
| <input type="checkbox"/> SUSMP  | <input type="checkbox"/> Valley of the Moon Alliance and Kenwood Press           |
| <input checked="" type="checkbox"/> Building Inspection               | <input checked="" type="checkbox"/> NW Information Center, S.S.U.                |
| <input checked="" type="checkbox"/> Code Enforcement                  | <input checked="" type="checkbox"/> Milo Baker Chapter Conservation Committee    |
| <input type="checkbox"/> Road Naming                                  | <input checked="" type="checkbox"/> Sonoma Land Trust                            |
| <input checked="" type="checkbox"/> So County Environmental Health    | <input checked="" type="checkbox"/> Sonoma Valley Chamber of Commerce            |
| <input checked="" type="checkbox"/> DTPW, Land Development            | <input checked="" type="checkbox"/> Sonoma MOAG                                  |
| <input type="checkbox"/> DTPW, Drainage                               | <input checked="" type="checkbox"/> North Bay Corporation (Disposal)             |
| <input checked="" type="checkbox"/> Ag Commissioner                   | <input checked="" type="checkbox"/> U.S. Army Corps of Engineers                 |
| <input checked="" type="checkbox"/> Regional Parks Dept               | <input type="checkbox"/> State Coastal Commission - Appealable Yes / No          |
| <input checked="" type="checkbox"/> Fire and Emergency Services       | <input checked="" type="checkbox"/> State Dept of Transportation (Caltrans)      |
| <input checked="" type="checkbox"/> Local Fire District – CSA 40      | <input checked="" type="checkbox"/> State Dept of Fish & Wildlife                |
| <input checked="" type="checkbox"/> Treasurer/Special Assessment      | <input type="checkbox"/> State Dept of Forestry                                  |
| <input checked="" type="checkbox"/> Assessor                          | <input checked="" type="checkbox"/> State Dept of Health, Drinking Water Program |
| <input type="checkbox"/> Landmarks Commission                         | <input checked="" type="checkbox"/> Federated Indians of Graton Rancheria        |
| <input checked="" type="checkbox"/> Transit/BPAC                      | <input checked="" type="checkbox"/> Regional Water QCB: SF Bay                   |
| <input type="checkbox"/> Communications                               | <input checked="" type="checkbox"/> Air Pollution Control: Bay Area AQM          |
| <input checked="" type="checkbox"/> SCTA/RCPA                         | <input checked="" type="checkbox"/> City of Sonoma, Planning Dept                |
| <input checked="" type="checkbox"/> Sheriff Community Service Officer | <input checked="" type="checkbox"/> City of Petaluma, Planning Dept              |
| <input type="checkbox"/> LAFCO  |  |

PLP14-0021 SPEEDWAY SONOMA LLC APNS

068-150-044, -049, -050, -056,

068-100-024, -037, -038, -039, -040, -041, -042, -043, -044, -045, -046, -047,  
-048, -049, -050, -051, -052, -053, -054, -055, -056, -057, -058, -059, -060, -061

068-190-030

# Planning Application

PJR-001

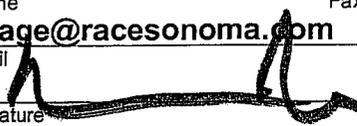
File#: PCP14-0021

### Type of Application:

- |   |  |   |                                       |
|---|--|---|---------------------------------------|
| <input type="checkbox"/> Admin Cert. Compliance       | <input type="checkbox"/> Design Review Comm./Ind.          | <input type="checkbox"/> Minor Subdivision            | <input type="checkbox"/> Variance     |
| <input type="checkbox"/> Ag./Timber Preserve/Contract | <input type="checkbox"/> Design Review Residential         | <input type="checkbox"/> Mobile Home Zoning Permit    | <input type="checkbox"/> Zone Change  |
| <input type="checkbox"/> Cert. of Compliance          | <input type="checkbox"/> Design Review Signs               | <input type="checkbox"/> Ordinance Interpretation     | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Cert. of Modification        | <input checked="" type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Second Unit Permit           | _____                                 |
| <input type="checkbox"/> Coastal Permit               | <input type="checkbox"/> Lot Line Adjustment               | <input type="checkbox"/> Specific/Area Plan Amendment | _____                                 |
| <input type="checkbox"/> Design Review Admin.         | <input type="checkbox"/> Major Subdivision                 | <input checked="" type="checkbox"/> Use Permit        | _____                                 |

### Applicant (Contact Person):

**Steve Page**

Name  
**Hwys 37&121/29355 Arnold Dr.**  
Mailing Address  
**Sonoma CA 95476**  
City/Town State Zip  
**707-938-8448**  
Phone  
Fax  
**spage@racesonoma.com**  
email  
Signature  Date **4/7/14**

### Owner, if other than Applicant:

Name  
Mailing Address  
City/Town State Zip  
Phone Fax  
email  
Signature Date

### Other Persons to be Notified: (Specify: Other Owner(s), Agent, Lender, Architect, Engineer, Surveyor)

**Vin Smith**

Name  
**2081 Lone Oak Ave**  
Mailing Address  
**Napa CA 94558**  
City/Town State Zip  
Title  
**707-477-5924**  
Phone Fax  
**vin.smith@comcast.net**  
email

Name  
Mailing Address  
City/Town State Zip  
Title  
Phone Fax  
email

Name  
Mailing Address  
City/Town State Zip  
Title  
Phone Fax  
email

### Project Information:

Address(es) **Hwys 37&121/29355 Arnold Dr.** City/Town **Sonoma**  
Assessor's Parcel Number(s) **068-150-049, -050, and -056; 068-190-030; 068-100-024** Acreage **724.38**  
Project Description: (Please attach additional sheet(s) if needed)  
Site Served by Public Water?  Yes  No Site Served by Public Sewer?  Yes  No Number of new lots proposed **0**

DO NOT WRITE BELOW THIS LINE - To Be Completed by PRMD Staff

Planning Area: **9** Supervisorial District: **1d2** Current Zoning: **KSR VOH/LEA B7, SR VOH** General Plan Land Use: **RVSC/LEAL0**  
Specific Plan: **Sonoma Mtn (portion)** S.P. Land Use: **DA B7, SE** Needs CEQA Review?  yes  no **DA20**

### Commercial/Industrial Uses: (Enter numbers where applicable)

Bldg. sq. ft. Existing: \_\_\_\_\_ Proposed: \_\_\_\_\_ Existing Employees: \_\_\_\_\_ New Employees: \_\_\_\_\_  
New Manufactured Homes: \_\_\_\_\_ New Units For Sale: \_\_\_\_\_ New Units For Rent: \_\_\_\_\_ Density Bonus Units: \_\_\_\_\_

Violation?  yes  no; Application resolve planning violation?  yes  no; Penalty applicable?  yes  no; Civil Penalty Factor \_\_\_\_\_

Previous Files: **PIP04-0064, PCP97-0032, UPE03-0025, UPE04-0114**  
Application accepted by **SCOTT HUNSPERGER** Date **4/7/14**

Sonoma County Permit and Resource Management Department  
2550 Ventura Avenue \* Santa Rosa, CA \* 95403-2829 \* (707) 565-1900 \* Fax (707) 565-1103

# Supplemental Application Information

Existing use of property: Race and event facility

Acreage: \_\_\_\_\_

Existing structures on property: Racetracks, various seating areas, offices, industrial buildings, storage, etc.

Proximity to creeks, waterways and impoundment areas: \_\_\_\_\_

Vegetation on site: grassland and ornamental plantings

General topography: Racetrack and support facilities on general flat to mildly sloping

Surrounding uses to (Note: An adjoining road is not a use.) North: Agricultural/vineyard South: Agricultural/vineyard  
East: Wetlands/Bay West: Agricultural dairy/grazing

New structures proposed (size, height, type): New light standards for Kart Track at south end of race facility

Number of employees: Full time: \_\_\_\_\_ Part time: \_\_\_\_\_ Seasonal: \_\_\_\_\_

Operating days: 7-days/week Hours of operation: varies per UP

Number of vehicles per day: Passenger: \_\_\_\_\_ Trucks: \_\_\_\_\_

Water source: Well Sewage disposal: \_\_\_\_\_

Provider, if applicable: \_\_\_\_\_ Provider, if applicable: \_\_\_\_\_

New noise sources (compressors, power tools, music, etc.): \_\_\_\_\_

Grading proposed: Amount of cut (cu. yds.): 0 Amount of fill (cu. yds.): 0 Will more than one acre be disturbed by construction of access roads, site preparation and clearing, fill or excavation, building removal, building construction, equipment staging and maintenance, or other activities? Yes \_\_\_\_\_ No X If Yes, indicate area of disturbance(acres): \_\_\_\_\_  
Identify method of site drainage (sheet flow, storm drain, outflow to creek or ditch, detention area, etc.): \_\_\_\_\_

Vegetation to be removed: None

Will proposal require annexation to a district in order to obtain public services: Yes \_\_\_\_\_ No X

Are there currently any hazardous materials (chemicals, oils, gasoline, etc.) stored, used or processed on this site? Yes X No \_\_\_\_\_

Will the use, storage, or processing of hazardous materials occur on this site in the future if this project is authorized? Yes X No \_\_\_\_\_

Fire safety information (existing/proposed water tanks, hydrants, emergency access and turnaround, building materials, etc): All fire suppression services installed and regularly inspected

# SMITH, SICKLER & ASSOCIATES

Land Planning - Project Management - Subdivision and Site Design  
Environmental Reports - Entitlement

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April 4, 2014

Misti Harris, Project Planner  
Permit & Resource Management Department  
County of Sonoma

Re: Sonoma Raceway Modifications  
29335 Arnold Drive, Sonoma

Dear Misti,

Attached you will find the materials for commencing our Use Permit Modification and General Plan Amendment to allow the Sonoma Raceway to diversify its operations by holding events that are not focused on racing only. We have evaluated your letter of March 17, 2014 and believe the materials in our application address the items you request. Below is a point-by-point response to your letter which directs you to various parts of our application that provide the information you request:

1. The Site Plan is provided in three sheets given the overall size of the Raceway property. On sheet EXH-1a, we provide the locations of all of the existing race-related facilities as well as the location of various functions (e.g. Hospitality Areas) that occur on-site during race-day. These areas will also serve the proposed Music Festival.
2. The Site Plan also shows where the Music Festival Venues are suggested (Venues 1-8). The only physical improvement to the property proposed in this application is to add seven (7) new light standards for the Karting Center at the south end of the property (see Sheet EXH-1b). All APN's, turn numbers, gate numbers, key landmarks, roadways, parking areas, easement areas and preserve areas are labeled on sheets EXH-1a through EXH-1d.
3. Provided in the attached project description is an Overview of the requested changes as well as the details of the operational changes requested for the Raceway. In addition, on page 2 of the description, under Additional Uses Requested, number 4 provides a more detailed description of the "Legends" events. Simply put, these vehicles are scaled-down versions of old NASCAR vehicles and race oval-style within the defined area at Turn 11.
4. Starting on page 5 of the project description, we provide summary of the public benefits Sonoma Raceway currently provides the community. Sonoma Raceway wishes to continue to provide these benefits and believes that with the changes they can do so as well as adding the following to the list:
  - a. Donate a minimum of \$200K from the gross proceeds of every annual music

festival to the Sonoma Chapter of Speedway Children's Charities. This would be an annual guarantee against 1% of the gross ticket proceeds. 100% of these funds will be distributed to youth-serving non-profit agencies in Sonoma County

- b. Allow local non-profits or other beneficial entities, use of the raceway facilities for non-racing hospitality events, at no charge, a minimum of four times per year (dates subject to availability).
5. The current operational infrastructure in place at Sonoma Raceway, allows ease of managing any event, large or small. We provide details about check procedures at the main gate for all of the smaller events, as well as methodologies to ensure event attendance can be managed (i.e. chair and table accounting through the raceway, checklist for entry, etc.).
6. Although we continue to negotiate with the Music Festival Production Company, we intend to utilize one of the permitted "Maximum Noise Events" allowed within the Use Permit approvals; thereby creating no new noise impacts on the site. Because of the location, topography and existing improvements on the Raceway site, we believe the specifics about stage design and exact location are not critical in evaluating the proposal. We show the Venue locations and we intend to provide more specific sound engineering design as well as typical stage designs; however, we request that the festival be given some flexibility on exact location given the desire to provide new and different experiences on an annual basis. The food vendor, hospitality and other personal services for the music festival will be located similarly as for a NASCAR or Formula One race event. The physical and operational infrastructure is in place and no modification is needed to program a music festival.
7. We continue to evolve the tasting room concept. We intend to allow tastings from 10am-6pm, along with the service of local foods, as described in the attached project description. A floor plan is forthcoming once we complete negotiations with the tasting room operator.
8. There will be no new permanent physical improvements necessary for the Music Festival or any of the minor modifications for racing uses within the main racetrack area. The only permanent physical improvement proposed is to add 7-new light standards within the Karting Track area to coincide with the requested extended hours on the Karting Track.
9. We have attached five (5) years of attendance and noise data starting in 2009 through 2013. Each year is a unique table displayed as you requested. You can see in these tables that the Sonoma Raceway operates well within the attendance and noise thresholds placed on it by the existing Use Permit.
10. We understand that additional studies may be necessary for proper evaluation of our request. Since we are currently working to get specific sound design completed, we believe the Noise Analysis may be a peer review of our information. We ask that we participate in the scoping of these additional studies.
11. Provided with our application is a check for \$21,924.00. We understand that processing of this application is at-cost.

We are pleased to submit this application and look forward to working with you on this exciting project.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent C. Smith". The signature is fluid and cursive, with the first name being the most prominent.

Vincent C. Smith, AICP  
**Smith, Sickler & Associates**

## Sonoma Raceway Use Permit Modifications

Sonoma Raceway operates pursuant to the Infineon Raceway Use Permit (County File No. UPE-04-0114) (the "Use Permit"). Under the Use Permit, Sonoma Raceway can only use its property for "race and racing related" purposes. For reasons discussed below, Sonoma Raceway wishes to modify the Use Permit to diversify its operations. While Sonoma Raceway requests additional new uses of the racetrack, those new uses are compatible with the existing physical improvements to the property and ultimately less impactful than uses already allowed under the Existing Permit. Moreover, Sonoma Raceway believes the requested changes to the Use Permit will not only make Sonoma Raceway operationally sustainable, but these changes will also significantly benefit Sonoma County.

### Request Overview

Sonoma Raceway owns and operates a racetrack, which hosts a number of motor racing events on a local, national and international stage, including major NASCAR events. While motor racing is still vastly popular in the United States, Sonoma Raceway recognizes a need to diversify its operations to meet industry changes, its own operational goals, and community needs. As part of its evolution, Sonoma Raceway is exploring alternative uses of the raceway that are compatible with existing physical improvements, facilities, parking and access, and its operational experience running small, medium and large events. Through this amendment process, Sonoma Raceway hopes to become an entertainment venue for racing and non-racing events alike that will serve and benefit the community, meet hospitality demands, and generally continue to exist as a major Sonoma County asset.

In order to achieve this goal, the General Plan and Existing Permit amendment requested herein are required. In their current form, General Plan Policy LU-19e and the existing Use Permit both limit the operations at Sonoma Raceway to "Race and racing related uses". Thus, Sonoma Raceway requests an amendment to the General Plan Policy and a modification to the Existing Permit to facilitate non-race related activities on the site. The most significant event contemplated is a 4-day Music Festival similar to those occurring in Golden Gate Park (Outside Lands) and Coachella (Coachella Valley Music Festival), but on a much smaller scale. No significant improvements to the site would be required and the operational infrastructure will remain in tact to accommodate the music event. Music stages, seating, and vendors would be confined to the existing race track and grandstands (the developed footprint of the existing facility). All parking would remain within currently sanctioned parking zones, and camping would remain within currently permitted camping zones. The festival would not only showcase popular musical acts, but also showcase Sonoma County vendors. In addition to the Music Festival, Sonoma Raceway hopes to utilize the exiting improvements (i.e. garage buildings, previous administrative office space, paddock area) to host other minor non-race related events on a smaller scale. While such uses will have no significant impact, the General Plan and Existing Permit limiting uses to "race and racing related" must be changed.

### Specific Changes

In general, the existing Use Permit sets forth: 1) Allowed primary and ancillary uses; and 2) operational regulations such as permitted noise levels, time-of-day event activities, and frequency/size of events. Sonoma Raceway seeks Use Permit amendments to achieve the following: 1) Allow Additional Sonoma Raceway Uses; and, 2) Permit Modified Sonoma Raceway Operations.

Additional Sonoma Raceway Uses Requested:

1. *Music Festival:* A 4-day music festival utilizing the track for stage locations. There are eight (8) potential stage locations that could be located within the existing track, and viewed from existing seating areas and/or parking areas. The main stage (Venue 1) would be in front of the grandstand with secondary stages at turns 2, 3-4, 6, 7, 8, VIP Hospitality Area and the parking lot to the northwest of the Hospitality Area (See attached Exhibits EXH-1a thru EXH-1d). No significant improvements or construction is necessary to accommodate the Music Festival. The regular event management operations utilized for the NASCAR events would be in place for the festival. The parking and traffic management plan in place for the NASCAR event would be utilized. No new event management procedures are necessary as this event would be smaller and less concentrated than the NASCAR race weekend. In addition to music, the festival would feature local food and product vendors.
2. *Garage/Event Space:* The garage buildings and the adjacent paddock area are perfectly suited and located to accommodate regular special events of 750 people or fewer. There is ample area for either temporary tents to be erected within the paddock and/or the garages can be easily used for a variety of fundraising, private party or other similar banquet-like uses. The adjacent parking area can more than support this use level.

On those occasions when the raceway's facilities are made available for smaller non-racing parties or events, there will be multiple ways the raceway can maintain control of guest populations. First, all access to the raceway except on major event days is through Gate 1 where guests are required to check in and sign a liability waiver. Second, raceway staff will oversee all events parking, either through direct management or supervision of organizational volunteers. Third, all event orders for tables & chairs and for catering will be placed through the raceway and its exclusive providers. Those orders can easily be checked for consistency with agreed-upon guest populations for specific events. Finally, raceway staff will on hand to oversee all events and ensure that agreed-upon guest limits are maintained.

With respect to noise, all amplified music will be confined to indoor spaces.

3. *Old Administration Building – Tasting Room:* This building is vacant for all but approximately 25-days per year. Foyt Wines, owned by AJ Foyt, a well know name in racing, wants to use the building as a wine-tasting room for his and others wines. This approximately 2,100s.f. building is situated close to the front entrance, has ample parking for up to 31 cars and can easily accommodate the proposed tasting room use. Hours of operation would likely be 10am-6pm and it is anticipated that the tasting room would have limited food service to accompany the wines and showcase Sonoma County specialty foods.
4. *Other Motorsports:* Currently there are 12 "Legends Events" permitted to end at 10pm. "Legends" racing is a form of oval racing that occurs primarily within an established area including Turn 11. The cars participating in this racing are smaller (1/2 size+/-) replicas of past NASCAR vehicles.

There are two parts to this use that we request be modified. First, we request the limitation to "Legends" be modified to allow for "Other Motorsports". One "Other Motorsport" that applies today is Drifting; currently a competitive motorsport that was not part of the

landscape in the mid 2000's when the current Use Permit was approved. We propose to utilize both the "Legends Oval" at Turn 11 and the upper loop at Turn 7 to accommodate these "Other Motorsports". Second, we request that the number of events be increased to 22 (currently 12). We would continue to require all vehicles participating in these "Other Motorsports" to be properly muffled and we would continue to monitor the noise levels for these events to ensure the evening thresholds are not exceeded.

**Modified Sonoma Raceway Operations:**

1. **Parking and Camping:** The existing Use Permit limits parking and camping on the Lakeville property to 9-days a year. To accommodate the Music Festival, Sonoma Raceway requests 5 additional days, bringing this to an annual total of 14-days of parking/camping on the Lakeville properties.
2. **Event and Attendance Limits:** While the Existing Permit allows Sonoma Raceway to hold 1 event a year with attendance up to 115,000 people, Sonoma Raceway would propose a 20,000 visitor reduction in this maximum attendance category. And to facilitate the Music Festival as well as growth in racing events, Sonoma Raceway requests 5 addition days limited to 55,000 attendees. Sonoma Raceway proposes a number of other modifications to the attendee restrictions, the overall impact of which will be to assure that the overall intensity of site use remains the same or is reduced below currently permitted levels. Below is a comparative table of the current Use Permit and the proposed changes. The items in *Italics* are modified numbers within the category and the empty rows are proposed eliminations.

Use Permit Restrictions - Current	
Attendance	Days
115,000	1
Up to 55,000	3
Up to 35,000	2
Up to 25,000	1
12,001-20,000	2
10,001-12,000	2
7,501-10,000	6
4,501-7,500	11
2,001-4,500	20
1,000-2,000	65

Use Permit Restrictions - Proposed	
Attendance	Days
<i>95,000</i>	1
<i>Up to 55,000</i>	8
Up to 25,000	1
12,001-20,000	2
4,501-7,500	11
2,001-4,500	20
1,000-2,000	65

3. **Noise Control – Noise Limits for Racing School:** Condition VI.T.4: This condition limits the Racing School to a maximum of 96dba measured at the permanent noise monitoring station. The School can continue to adhere to this standard with an exception. As the school has evolved, they have found interest in driving-courses offered in which customers bring their own vehicles. Some of these exotic cars do not run under the 96dba sound threshold. As such, Sonoma Raceway proposes to modify this condition to allow the Racing School 10 days per year where the sound threshold is set at 103dba (which is currently the limit that applies to the car club track rentals).

4. *Noise Control – Non-Race activities:* Condition VI.Y: This condition allows 2 days per year for “particularly noisy non-race activities” such as military jet over-flights, pyrotechnics, displays and exhibitions. To allow these types of activities to occur as part of the Music Festival or other racing events, we propose to increase the limit on such activities from 2 days per year to 5 days per year.

In addition, it is the intent of the Music Festival to operate for 4 nights, including the weekend, up to 10:00pm.

5. *Noise Control – Racing Activities:* Condition VI.U: This condition restricts the go-kart track hours to 7pm. We propose to increase the hours of operation to end at 10:00pm. This increase in operational time would require installation of lights.

Condition VI.AA: This condition restricts racing and race vehicle activities to the hours of 8:00am to 7:00pm with several exceptions. One exception (#2) allows for two drag-race events each to have one night where racing ends at 10:00pm. We propose to increase the limit for racing events (drag racing or otherwise) to a total of 3 evenings to allow for growth.

As mentioned above, to include some of the activities proposed in the Use Permit Modifications, a General Plan Amendment is also necessary given the specific language in the General Plan limiting activities to “racing and related vehicle uses”. Below is the existing language and the proposed new language.

**Current General Plan Language:**

**Policy LU-19e:** Limit uses at Infineon Raceway (on APN 068-150-049, -050, and -056; 068-190-030; 068-100-024) to racing and related vehicle uses, and limited ancillary uses provided that a use permit is approved. Racing and vehicle uses means the storage, repair, fabrication, maintenance and modification of vehicles. "Fabrication" does not include assembly-line or mass production of vehicles. Ancillary uses are to be limited to timing and scoring facilities, media facilities, emergency medical facilities, concession stands and a novelty shop. Permanent lodging facilities, general commercial, industrial and manufacturing uses are not permitted. Notwithstanding the Land Extensive Agriculture and Diverse Agriculture land use designations and uses prescribed by the Land Extensive and Diverse Agriculture zoning districts to the west of the Infineon Raceway facility, certain temporary and/or ancillary raceway uses are permitted on these lands. As depicted on the Sears Point Master Plan, approved April 25, 2000, temporary uses are limited to event parking on APN 068-100-057 through -059, event related trailer parking on APN 068-100-042 through -050, 057, and -061, and will call trailer and related vehicle parking on APN 068-100-055. Ancillary uses are limited to a wetland mitigation area on APN 068-100-057 and -059. Roadway access shall be provided to/from Lakeville Highway to/from the main Infineon Raceway facility as depicted on the Sears Point Master Plan. All temporary and/or ancillary uses will be governed by the conditions of the Use Permit for Infineon Raceway. The above indicated Lakeville Properties, APN's 68-100-037 through -061 and the Cougar Mountain parcel, APN 68-150-056, may also be used for an annual bicycle and running event as approved by a Use Permit.

**Proposed New General Plan Language:**

Recognize the Sonoma Raceway and all of its support parcels (APN's 068-100-024; 068-150-044, 046, 049, -050, 051 and -056; 068-190-030; 068-100-037 through -061;) as a Special Event and Entertainment Facility governed by the Sonoma Raceway Use Permit. All current and future use of each of the listed parcels will be subject to the Sonoma Raceway Use Permit 2014.

**Public Benefits to Support General Plan Amendment:**

As mentioned above, Sonoma Raceway desires to modify its limitation to Race and Race related uses to ensure a sustainable and ongoing operation. The site is an event facility and the proposed changes simply propose to utilize the existing physical and operational infrastructure to accommodate other uses. As such, in order to continue to provide the Raceway's existing benefits, and to provide additional benefits to the community, Sonoma Raceway requests the General Plan be amended to remove the Race and Race Related activities limitation. The following is a list of the current Public Contributions and Benefits the Raceway provides to Sonoma County as well as the additional benefits that would result from the added opportunities the requested amendments to the Use Permit and General Plan would provide:

FINANCIAL CONTRIBUTIONS:

- Sonoma Raceway donated more than \$96,500 to Bay Area non-profit organizations in 2013, which does not include Speedway Children's Charities grants.
- Sonoma Raceway donated more than 8,300 event tickets valued at more than \$408,000 to Northern California non-profit organizations in 2013.
- The raceway is home to a bustling motor-sports industrial park of more than 70 year-round businesses in 104 shops, including car preparation and restoration shops, materials fabrication, vintage car storage and race teams, to name just a few.
- Levy Restaurants, the official caterer of the raceway, hosts several local non-profit groups to support concession stands around the facility during major event weekends. In exchange for their hard work, Levy gives back a portion of sales to support those non-profit organizations. These groups, including Boys & Girls Club of Vallejo, Native Sons of the Golden West, Petaluma High School Athletics, Vallejo High School, Vallejo Little League, North Bay Athletics and Woodland Star Charter School, among others, received a total of \$65,782 for their work throughout the 2013 major event season.
- Recognized by the North Bay Business Journal with a 2014 Partners in Philanthropy award.

SPEEDWAY CHILDREN'S CHARITIES

Speedway Children's Charities is the charitable arm of Sonoma Raceway. The mission of Speedway Children's Charities is to care for children in educational, financial, social and medical need in order to help them lead productive lives. The Sonoma Chapter of SCC has distributed more than \$4.5 million to qualified Sonoma County youth groups since 2001.

Much of the funds distributed by Speedway Children's Charities are raised at special events held throughout the year. Most Speedway Children's Charities events are geared around major event weekends at Sonoma Raceway.

#### OTHER COMMUNITY EVENTS/INVOLVEMENT

- For the third year in a row, Social Advocates for Youth will host a fundraiser at the raceway on Saturday of the Toyota/Save Mart 350. This year, they will partner with the Sonoma Valley Mentoring Alliance.
- Speedway Children's Charities works with Zero Breast Cancer to host a benefit for the group at the Sonoma Raceway Karting Center.
- Members of the raceway staff contribute their time as board members for numerous local non-profits, including 10,000 Degrees Sonoma County, Conservation Corps North Bay, Boys & Girls Clubs, Sonoma Valley Teen Services, Social Advocates for Youth, the Sonoma Valley Fund, Native Sons of the Golden West, Speedway Children's Charities, Alpha Phi Alpha Fraternity, among others.
- Sonoma Raceway involves approximately 200 individuals in volunteer opportunities at its events, which provide meaningful service outlets especially for many within the senior and retired population.
- Sonoma Raceway provides its facilities at no charge to local non-profits and community groups, including: Cal Fire, Marin County Algebra Academy, Easy Bay Clean Cities, Vietnam Wall staging, Sonoma Valley Visitors Bureau, Sonoma Valley Chamber of Commerce, La Luz and many more.

#### ANNUAL COMMUNITY EVENTS

##### **Thanksgiving Food Drive**

Sonoma Raceway hosted its 13th annual Thanksgiving Food Drive in 2013. People are encouraged to drop off non-perishable food items at several designated locations. The annual food drive has generated more than 54,077 pounds of food since its inception in 2000, including nearly 8,000 pounds of food in 2013.

##### **Children's Holiday Toy Drive and Children's Christmas Party**

Sonoma Raceway partners with several Sonoma Valley youth groups on its annual High-Powered Toy Drive. All items collected during the toy drive will be given to nearly 300 needy children at the "Race to the Holidays Children's Christmas Party." People are encouraged to drop-off new, unwrapped toys between at one of several locations in Sonoma, including Sonoma Raceway.

##### **Adopt -A-Family**

Sonoma Raceway staff members donate money to adopt two families in-need throughout the holiday season, as well as senior citizens from Sonoma Valley. We provide gifts and gift cards to brighten their holiday season.

##### **John's March Against Stomach Cancer**

Sonoma Raceway hosts the annual John's March Against Stomach Cancer, which raises much-needed funds for gastric cancer and the No Stomach for Cancer organization, in honor of its late

head of media/marketing, John Cardinale. The event has raised nearly \$41,000 over the first three years.

#### **verihealth High Speed Blood Drive**

BloodSource and Sonoma Raceway team up to give blood donors a once-in-a-lifetime experience at the 14<sup>th</sup> annual verihealth High-Speed Blood Drive. Community members and race fans alike can enjoy the ride of a lifetime and help save lives at this one-of-a-kind blood drive. The raceway puts its own "spin" on the traditional blood drive, as donors get their hearts pumping with a high-speed "hot lap" around the 12-turn road course before giving blood. This event has generated nearly 1,200 pints of blood since 2001.

#### **Additional Community Events include:**

- United Way Day of Caring
- NASCAR Clean Air Tree Planting - Sonoma Raceway and NASCAR have donated more than 325 trees through this program to North Bay non-profits and schools.
- Distracted Driving Prevention & Drunk Driving Awareness events
- CHP Designated Driver Program at all major event weekends
- Wednesday Night Drags, Sonoma Drift and Top the Cops programs, which provide a safe, legal and controlled environment for drivers to satisfy their need for speed.

#### GREEN EFFORTS

**Recycling** – The raceway has collected more than 402 tons of materials (805,514 pounds) since the inception of its recycling program in 2004.

**Solar Installation** – In 2011, in a partnership with Panasonic Corporation of North America, the raceway completed a solar installation of nearly 1,700 solar panels, which offsets approximately 41% of the raceway's energy usage.

**Organic Garden** – Sonoma Raceway, in partnership with Levy Restaurants and Sonoma Valley High School, planted the raceway's first organic garden in 2013. Fruits and vegetables from the garden are used at the Raceway Café and in Levy catering. During summer months, the garden yields tomatoes, peppers, edible flowers, green beans, lettuces, kale, chard and eggplant. Winter crops include lettuces, chives, spinach, beets and herbs. In spring, we plan to slope the whole side with potatoes, squash, pumpkins, zucchini, etc.

**Mowing Green** – Nearly 3,000 sheep that live on track property provide an invaluable service, helping to maintain the grasses and fire lanes around the facility.

**Water Conservation** – The track conserves/reduces its demand for water. Waterless urinals reduce water consumption 36% and the track is home to an independent water system and sewage treatment plant. It is not dependent on the county or city for its water needs. All landscaping is watered with recycled and reclaimed water.

**Cardboard Recycling** – Using its own cardboard baler, Sonoma Raceway recycles nearly 3,000 pounds of cardboard each month. These efforts will help greatly to reduce the number of debris boxes sent to landfills.

ADDITIONAL COMMUNITY BENEFITS:

In addition to the extensive list of community benefits that would continue with the expanded use permit amendment and General Plan Amendment, Sonoma Raceway would commit to the following:

1. A minimum donation of \$200K from the gross proceeds of every annual music festival to the Sonoma Chapter of Speedway Children's Charities. This is an annual guarantee against 1% of the gross ticket proceeds. 100% of these funds will be distributed to youth-serving non-profit agencies in Sonoma County.
2. Use of our facilities for non-racing hospitality events by local non-profits for fundraisers or other beneficial uses. We will make the facilities available at no charge for a minimum of four times per year (dates subject to availability).

Finally, with the added music festival event, Sonoma Raceway would be paying additional Transient Occupancy Taxes derived from the campers staying overnight. Sonoma Raceway currently pays TOT to the county for all of our overnight camping sales.

### 2009 Attendance/Noise Figures

All racing takes place between the hours of 8am and 7pm except where noted

Date	Event	Attendance	Max Noise Level	Average Noise Level
15-May-09	AMA	3,900	108.7	86.8
16-May-09	AMA	6,600	109.7	85.8
17-May-09	AMA	10,600	109.4	85.8
19-Jun-09	NASCAR	23,500	120.7	98.5
20-Jun-09	NASCAR	33,600	119.9	100.4
21-Jun-09	NASCAR	70,500	122.9	102.3
24-Jul-09	**NHRA	23,700	129.3	106.6
25-Jul-09	NHRA	24,800	128.9	106
26-Jul-09	NHRA	33,300	129.2	104.6
**8am to 10pm				
21-Aug-09	IndyCar	3,600	114.6	89.7
22-Aug-09	IndyCar	12,000	114.3	93.6
23-Aug-09	IndyCar	30,800	119.6	96.7

### 2010 Attendance/Noise Figures

All racing takes place between the hours of 8am and 7pm except where noted

Date	Event	Attendance	Max Noise Level	Average Noise Level
14-May-10	AMA	4,000	107.9	87.5
15-May-10	AMA	7,200	108.7	87.9
16-May-10	AMA	11,000	108.7	87.2
18-Jun-10	NASCAR	20,300	119.9	99.4
19-Jun-10	NASCAR	28,000	121.4	101.2
20-Jun-10	NASCAR	60,000	124	103.2
23-Jul-10	**NHRA	23,200	129.3	105.4
24-Jul-10	NHRA	23,700	129	105.9
25-Jul-10	NHRA	30,600	129.1	104.9
**8am to 10pm				
20-Aug-10	IndyCar	3,400	115.4	93.8
21-Aug-10	IndyCar	10,300	115.3	96.5
22-Aug-10	IndyCar	27,300	116.7	96.5

### 2011 Attendance/Noise Figures

All racing takes place between the hours of 8am and 7pm except where noted

Date	Event	Attendance	Max Noise Level	Average Noise Level
13-May-11	AMA	4,000	108.9	87.8
14-May-11	AMA	7,000	110.2	88.4
15-May-11	AMA	11,000	110.7	87.4
24-Jun-11	NASCAR	20,000	121.2	99.6
25-Jun-11	NASCAR	27,800	121.5	102.1
26-Jun-11	NASCAR	60,000	123.6	103.5
29-Jul-11	**NHRA	23,000	92.4	63.7
30-Jul-11	NHRA	23,500	99.2	63.9
31-Jul-11	NHRA	30,300	96.1	62.4

\*\*8am to 10pm

26-Aug-11	IndyCar	3,200	119	94.6
27-Aug-11	IndyCar	10,000	118.5	96.9
28-Aug-11	IndyCar	27,000	118.6	97.9

### 2012 Attendance/Noise Figures

All racing takes place between the hours of 8am and 7pm except where noted

Date	Event	Attendance	Max Noise Level	Average Noise Level
5-May-12	AMA	5,400	89.4	63.3
6-May-12	AMA	7,400	95.3	62.8
22-Jun-12	NASCAR	17,000	119.7	97.5
23-Jun-12	NASCAR	24,300	120	100.5
24-Jun-12	NASCAR	60,000	123.2	103.4
27-Jul-12	**NHRA	24,000	127.6	106.4
28-Jul-12	NHRA	24,500	127.8	105.4
29-Jul-12	NHRA	30,100	127.7	103.6

\*\*8am to 10pm

23-Aug-12	IndyCar	3,500	115.3	91.9
24-Aug-12	IndyCar	9,700	115.1	89.8
25-Aug-12	IndyCar	26,700	116.1	91.1
22-Sep-12	WTCC	1,500	115.7	91.2
23-Sep-12	WTCC	9,000	116.4	89.4

### 2013 Attendance/Noise Figures

All racing takes place between the hours of 8am and 7pm except where noted

Date	Event	Attendance	Max Noise Level	Average Noise Level
21-Jun-13	NASCAR	16,000	118.7	100.4
22-Jun-13	NASCAR	23,400	118.9	95.5
23-Jun-13	NASCAR	57,700	123.2	102.1
26-Jul-13	**NHRA	18,600	126.5	105.8
27-Jul-13	NHRA	18,900	126.2	104.5
28-Jul-13	NHRA	23,700	126	101.9

\*\*8am to 10pm

23-Aug-13	IndyCar	2,000	113.6	91.4
24-Aug-13	IndyCar	5,000	114.2	91.5
25-Aug-13	IndyCar	19,700	114.6	93.6









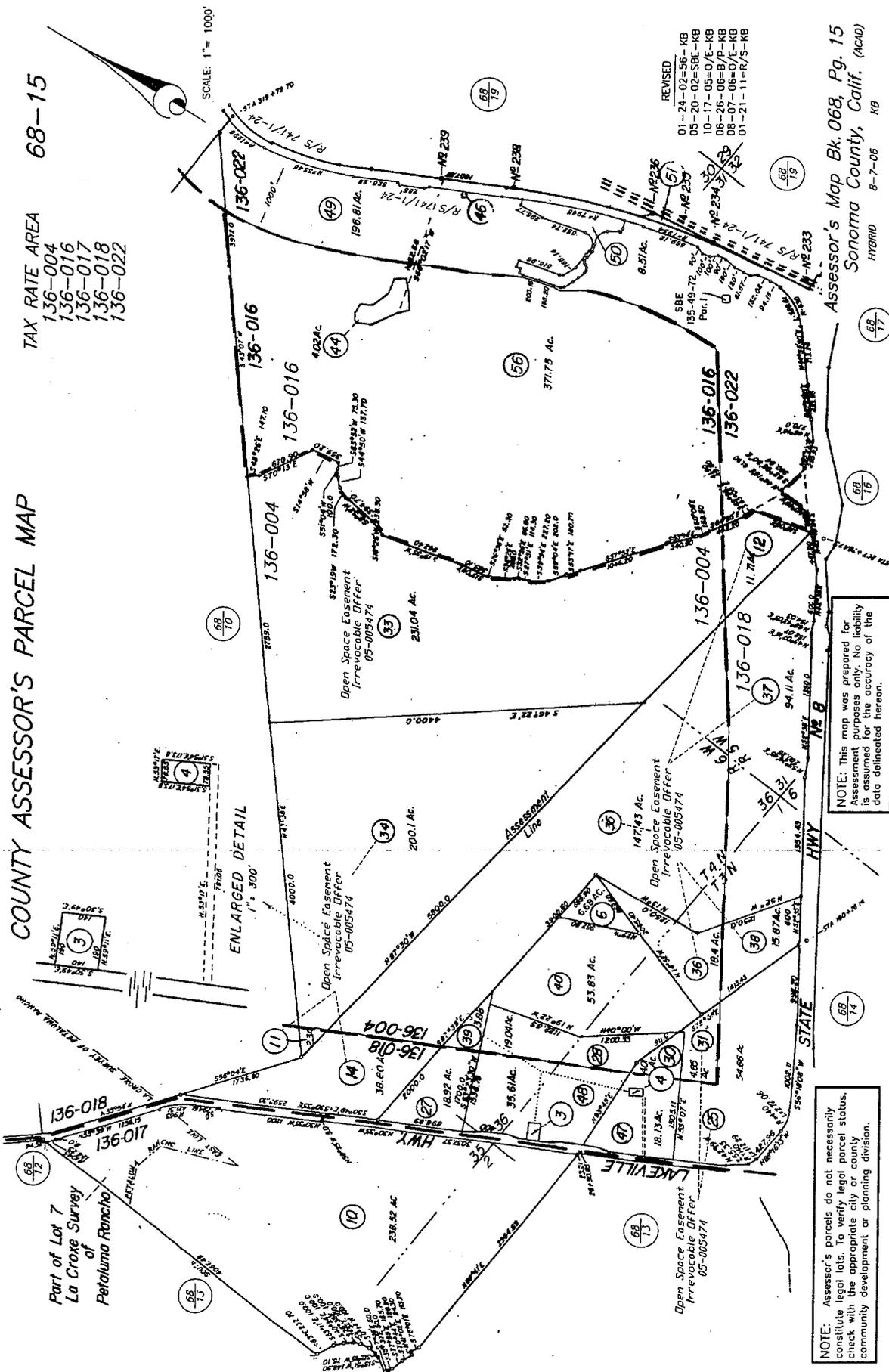
# COUNTY ASSESSOR'S PARCEL MAP

68-15

TAX RATE AREA

- 136-004
- 136-016
- 136-017
- 136-018
- 136-022

SCALE: 1" = 1000'



Assessor's Map Bk. 068, Pg. 15  
Sonoma County, Calif. (Aca0)  
HYBRID 8-7-06 KB

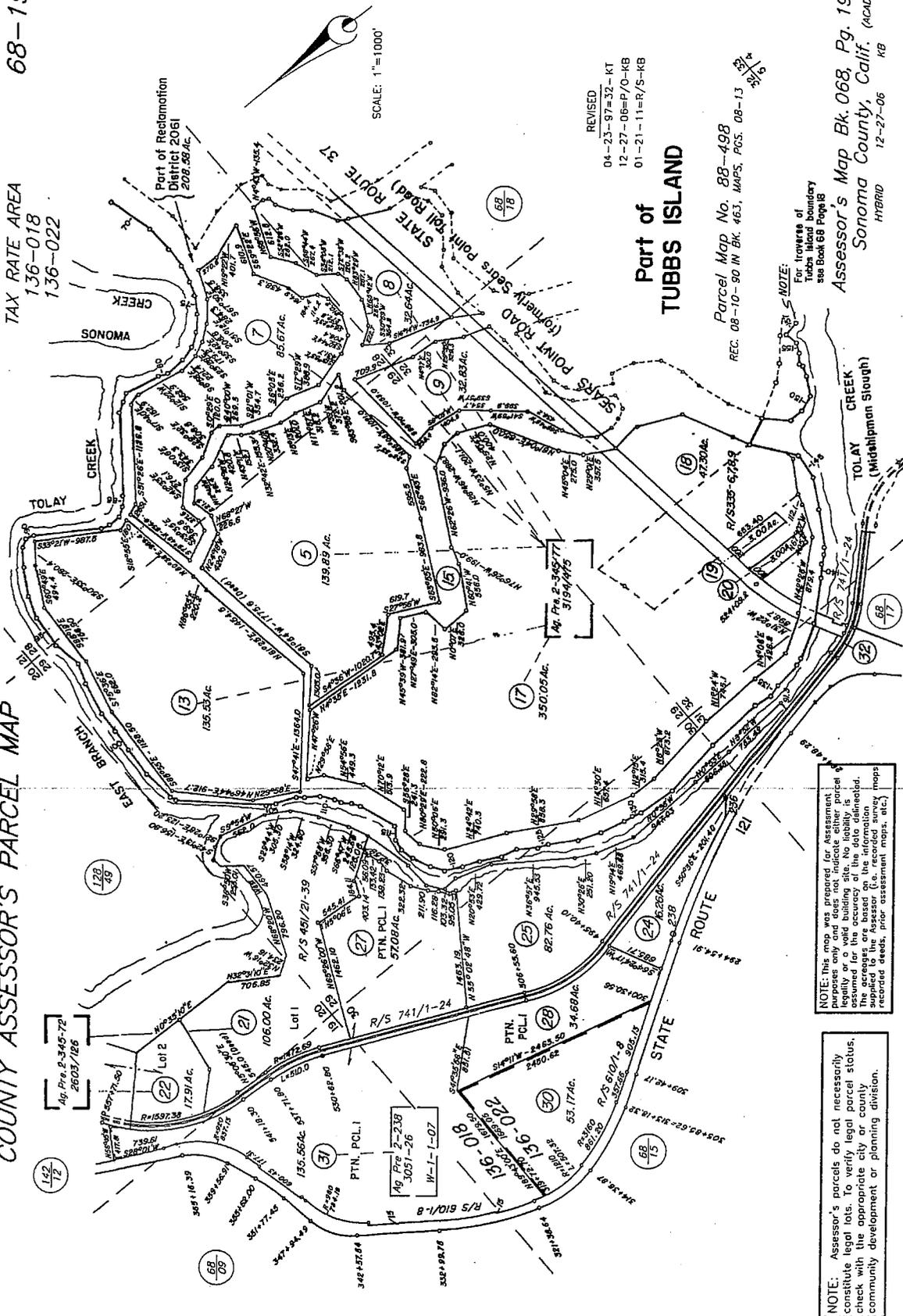
NOTE: Assessor's parcels do not necessarily constitute legal lots. To verify legal parcel status, check with the appropriate city or county community development or planning division.

NOTE: This map was prepared for Assessor's purposes only. No liability is assumed for the accuracy of the data delineated herein.

COUNTY ASSESSOR'S PARCEL MAP

TAX RATE AREA  
136-018  
136-022

68-19



SCALE: 1"=1000'

REVISED  
04-23-87=32-KT  
12-27-06=P/O-KB  
01-21-11=R/S-KB

Part of  
TUBBS ISLAND

Parcel Map No. 88-498  
REC. 08-10-90 IN BK. 463, MAPS, PGS. 08-13

NOTE:  
For traverse of  
Tubbs Island boundary  
see Book 68 Page 18

Assessor's Map Bk. 068, Pg. 19  
Sonoma County, Calif. (ACAD)  
HYBRID 12-27-06  
KB

NOTE: This map was prepared for Assessment purposes only and does not indicate either parcel legality or a valid building site. No liability is assumed for the accuracy of the data delineated. The Assessor is not responsible for any errors supplied to the Assessor (i.e. recorded survey maps, recorded deeds, prior assessment maps, etc.)

NOTE: Assessor's parcels do not necessarily constitute legal lots. To verify legal parcel status, check with the appropriate city or county community development or planning division.

COUNTY ASSESSOR'S PARCEL MAP

68-10

TAX RATE AREA  
136-004  
136-013  
136-017  
136-018

Parcel Map No. 6755  
Bk. 289 Pg. 19-20, Rec. 6-12-79

LAKEVILLE MEADOWS SUBDIVISION  
REC. 30 NOVEMBER, 1988 IN MAP BK. 428, PGS. 31-44

STATE HWY No 8



REVISED  
3 - 31 - 06 - Ag P/O LSL

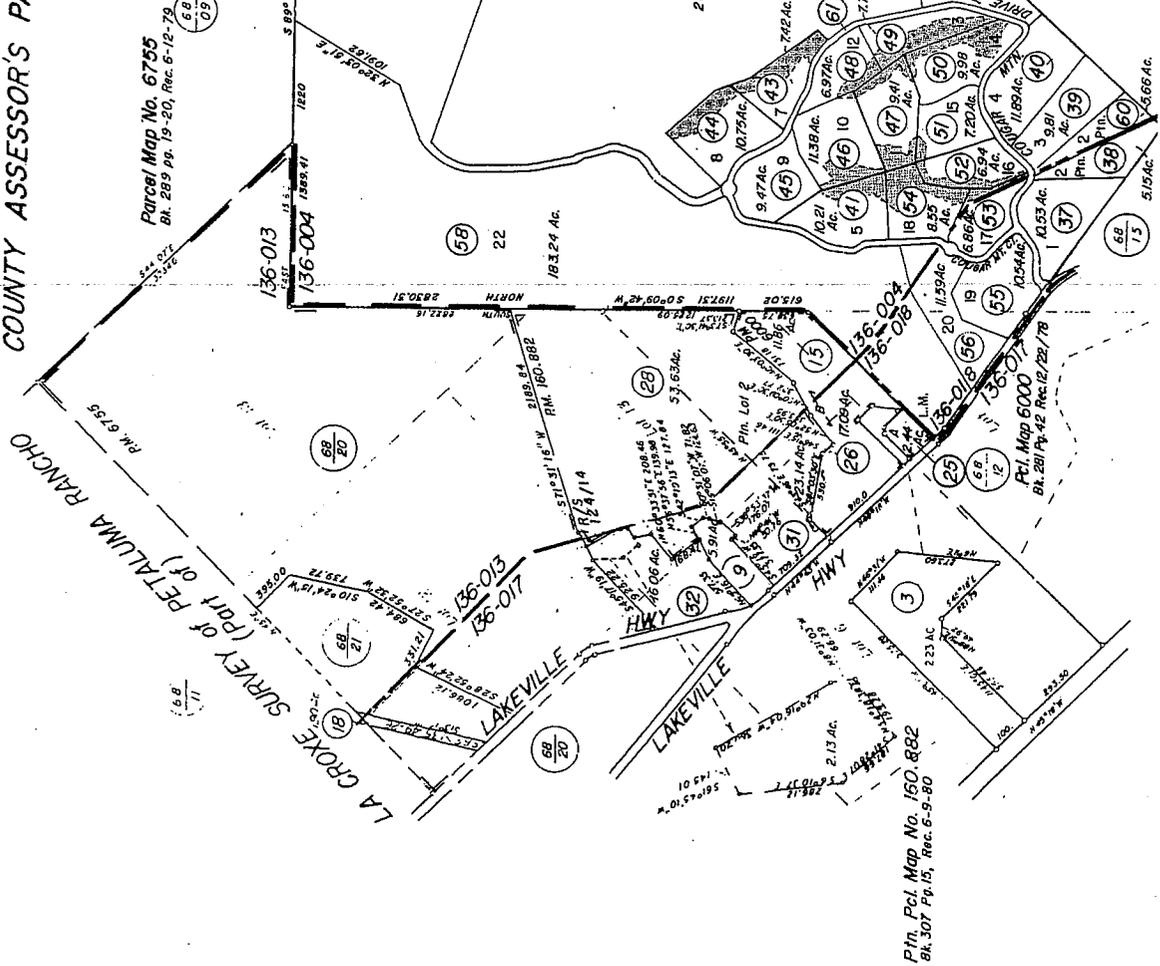
SCENIC EASEMENT PORTIONS  
LOT 5 - 2.38 AC.  
7 - 3.05 "  
8 - 2.41 "  
10 - 1.58 "  
11 - 2.61 "  
12 - 1.10 "  
13 - 4.12 "  
14 - 3.19 "  
15 - .93 "  
16 - 1.75 "  
17 - .65 "  
18 - 3.30 "

2 - 5 - 97 - Ag XT  
9 - 5 - 02 - SE Ag P/O LSL  
X X X

NOTE: THIS MAP WAS PREPARED FOR ASSESSORIAL PURPOSES ONLY AND IS NOT AN ASSURANCE OF TITLE.

NOTE: Assessor's parcels do not necessarily constitute legal lots. To verify legal parcel status, check with the appropriate city or county community development or planning division.

Assessor's Map Bk 68 Pg 10  
Sonoma County, Calif.



Ptn. Pcl. Map No. 160.882  
Bk. 307 Pg. 15, Rec. 6-9-80

Pcl. Map 6000  
Bk. 201 Pg. 42 Rec. 12/28/78

## **Sonoma Raceway Use Permit Modifications December 2014**

Sonoma Raceway operates pursuant to the Infineon Raceway Use Permit (County File No. UPE-04-0114) (the "Use Permit"). Under the Use Permit, Sonoma Raceway can only use its property for "race and racing related" purposes. For reasons discussed below, Sonoma Raceway wishes to modify the Use Permit to diversify its operations. While Sonoma Raceway requests additional new types of uses of the racetrack, all proposed new uses are compatible with the existing physical improvements to the property and ultimately less impactful than uses already allowed under the existing Use Permit. Moreover, Sonoma Raceway believes the requested changes to the Use Permit will not only make Sonoma Raceway operationally sustainable, but these changes will also significantly benefit Sonoma County.

### **Request Overview**

Sonoma Raceway owns and operates a racetrack, which hosts a number of motor racing events on a local, national and international stage, including major events such as NASCAR, NHRA, and IRL. While motor racing is still vastly popular in the United States, Sonoma Raceway recognizes a need to diversify its operations to meet industry changes, its own operational goals, and community needs. As part of its evolution, Sonoma Raceway is exploring alternative uses of the raceway that are compatible with existing physical improvements, facilities, parking and access, and its operational experience running small, medium and large events. Through this amendment process, Sonoma Raceway hopes to become an entertainment venue for racing and non-racing events alike that will serve and benefit the community, meet hospitality demands, and generally continue its value as a major Sonoma County asset.

In order to achieve this goal, the General Plan and Use Permit amendment requested herein are required. In their current form, General Plan Policy LU-19e and the existing Use Permit both limit the operations at Sonoma Raceway to "Race and racing related uses". Thus, Sonoma Raceway requests an amendment to the General Plan Policy and a modification to the Use Permit to facilitate non-race related activities on the site. The largest non-racing event contemplated is a 4-day Music Festival similar to those occurring in Golden Gate Park (Outside Lands) and Coachella (Coachella Valley Music Festival), but on a more modest scale. No significant improvements to the site would be required. Music stages, seating, and vendors would be confined to the existing race facilities, track and grandstands. All parking would remain within currently sanctioned parking zones, and camping would continue within currently permitted camping zones. The festival would not only feature popular musical acts, but also showcase Sonoma County vendors and producers. In addition to the Music Festival, Sonoma Raceway hopes to host other minor non-race related community and private events using the existing site facilities. While such uses will have no significant impact, the General Plan and Use Permit currently limits uses to "race and racing related" events and must be changed to allow minor community and private events.

## **Specific Changes**

In general, the existing Use Permit sets forth: 1) Allowed primary and ancillary uses; and 2) operational regulations such as permitted noise levels, time-of-day event activities, and frequency/size of events. Sonoma Raceway seeks Permit amendments to achieve the following: 1) allow varying types of uses for Sonoma Raceway within the general parameters set forth in the existing Use Permit; and, 2) modify certain permitted operations to reflect the actual experience of the past ten years.

## **Additional Sonoma Raceway Uses Requested:**

### **1. *Music Festival:***

The proposed music, food, wine and arts event will be an annual four-day music festival held at Sonoma Raceway and produced jointly by Sonoma Raceway and a group of investment and professional music production partners. The festival is currently expected to be scheduled for four days (Thursday through Sunday) in May, June, September or October of each year, subject to ongoing review of local and regional market conditions, Sonoma Raceway motorsports event scheduling, music talent and vendor availability and other considerations.

The main attractions of the festival will be the multiple purpose-built stages of live music. The music genres featured will be diverse and appeal to a broad demographic. Those may include any or all of the following: indie, rock, world music, hip hop, jazz, Americana, bluegrass, country, folk, gospel, reggae, pop, electronica, and other alternative music. Music acts will range from local music artists to national headliners. Performances will occur from approximately noon through midnight, simultaneously and alternately, on three to four main stages and at select more intimate venues/areas located within the current footprint of Sonoma Raceway. This is much like the recent BottleRock Festival held in Napa. An overnight dance party tent at the music festival would operate until 4 am. No permanent improvements are anticipated for the dance party tent. Temporary improvements will include a tent, stage, lighting and sound equipment. The tent would be an enclosed structure, located at Venue 5 as shown on Sheet 1a. Having the overnight dance venue will encourage participants to spend the night, reducing the number of cars exiting the site and reducing off-site traffic impacts.

The festival will feature local and regional craftsmen, artisans and other vendors selling unique products, services, and food and drink, particularly in support of the Sonoma County and extended community. Ancillary entertainment activities may include, among other things, outdoor/indoor movie screenings, silent and amplified disco and dancing, comedy performances, art exhibitions, and guest speakers. Programs and policies will be established to prioritize the sourcing of vendors from, and provide positive economic and business impact to Sonoma County, including cross-marketing and co-sponsorships.

The festival will accommodate camping at the locations historically utilized by Sonoma Raceway, commencing on or before the first day of the festival and lasting through or after the final day of the festival. As it is to everyone's advantage to have people stay on-site, it is our goal to maximize the number who utilize the on-site camping. The maximum number that we can accommodate on-site is 6,000 overnight campers and we aim to fill it.

It is anticipated that festival attendees will arrive over a period of several hours from late morning to late afternoon. Egress for daily visitors will begin in early evening, peaking at the conclusion of the main program on the outdoor stages. Attendees not staying on the property in one of the campsites will arrive by personal vehicle, bus and rail (rail capacity will be dependent on the ability of SMART to provide service to and from the site). The current maximum daily rail capacity is 1,000 riders/day, traveling from the east. It is anticipated that attendees will arrive and leave once; however, as we have with other events, we will provide shuttle services to Sonoma shopping.

Parking likewise will be available at the locations historically utilized by Sonoma Raceway. Allowing early access and late departure to campers is expected to assist in traffic mitigation and extend the geographic reach of the festival. Further, providing late night entertainment and activities will be an inducement to camping and multi-day attendance, helping to minimize the traffic impact from single-day attendees. These structured night-time activities will also improve security and operational integrity.

Daily hours of operation for the festival will include the following:

- General operations for all attendees, including all outdoor amplified live music at the main stages and pyrotechnics, will commence no earlier than 10:00am and terminate no later than 11:59pm. All single-day ticket holders will be exited from Sonoma Raceway daily.
- Late night entertainment and activities for campers and multi-day ticket holders, including movies, DJ music and dancing, food and beverage, and other activities, will extend through 4:00am in the enclosed dance party tent.
- Alcohol sales will terminate by no later than 2:00am in compliance with California State law.

Daily attendance during the four days of the festival is expected to reach a maximum of 55,000. The number of employees will vary throughout the day and night up to a maximum of 4,000 employees to accommodate fixed operating requirements and variable hourly attendance. Employees will include those of the producers, vendors, music acts, and other operators, performers and exhibitors, as well as those of non-profit and community participants. Employees will include locally recruited vendor, non-profit, event and hospitality staff pursuant to programs designed to prioritize the draw from Sonoma County.

The aggregate timeline for the event, including setup, festival, breakdown and cleanup, will extend for up to 10 days. Setup, breakdown and cleanup will occur between the hours of 6:00am and 11:59pm on the days preceding and following the festival.

Drawings have been submitted which set forth the specific stage locations and likely stage construction and configurations that would be available for use by the producers in planning each festival. Of the available stage locations, the particular locations and stages utilized at any given festival, and the vendor, exhibitor and hospitality layout associated therewith, will be determined by the producers based upon the creative and operational requirements of the particular festival in light of anticipated attendance, desired aesthetic and other factors.

## 2. *Garage/Event Space:*

The garage buildings and the adjacent paddock area are perfectly suited and located to

accommodate regular special events of up to 750 people. There is ample area for either temporary tents to be erected within the paddock and/or the garages to be easily used for a variety of fundraising, private party or other similar banquet-like settings. The adjacent parking area can more than support this use level.

3. *Old Administration Building – Tasting Room:*

Sonoma Raceway has been approached by a winery which has proposed a concept of a tasting room in the old administration building. This building is vacant for all but approximately 25 days per year. The idea is to use this approximately 2,112 sq.ft. building and adjacent lawn/patio to provide tasting and retail sales. The structure is situated close to the front entrance, has ample parking for up to 31 cars and can easily accommodate the proposed tasting room use. The precise use of the space would be detailed in a subsequent building permit if the plans move forward. Any food preparation and service would be handled through the existing facilities of the raceway's caterer and would be limited to wine/food pairings and small wine club and customer cultivation events.

4. *Other Motorsports:*

The current Use Permit allows 12 "Legends Events", located in the area inside Turn 11, and running until 10pm. Sonoma Raceway is requesting two changes to the Use Permit allowing the "Legends Events". First, we request the limitation to "Legends" be modified to allow for "Other Motorsports" events of similar magnitude. For example, an "Other Motorsport" that applies in today's motorsports world is Drifting. This competitive motorsport was not part of the racing landscape in the mid 2000's when the current Use Permit was approved. We propose that the "Other Motorsports" events be allowed on paved portions of the Racetrack and Paddock area. Second, we request that the number of "Other Motorsports" events be increased to 22 (currently 12, separate events and not included in the currently allowed 32 Wednesday night Drag/Drift events). We would continue to require all vehicles participating in these "Other Motorsports" events to be properly muffled and we would continue to monitor the noise levels for these events to ensure the evening noise thresholds are not exceeded.

5. *Entertainment for Campers:*

Sonoma Raceway would like to provide early evening entertainment for campers on the 50-acre parcel located across Arnold Drive to the northeast. Like the dance tent at the music festival, the evening entertainment on the 50-acre site is intended to encourage more camping on race weekends and thus reduce single-day visitors and the attendant traffic. The entertainment would happen up to 15 days/year when the Raceway is allowed to use the 50 acres. Typical activities would include music, movies shown on temporary screens, motorcycle stunt exhibitions, etc. and would go no later than 10 pm. There would be no permanent improvements, only temporary features such as a mobile stage or screen. Sonoma Raceway requests that Condition 3.a.i. of the existing Use Permit be amended to specifically allow such activities.

Modified Sonoma Raceway Operations:

1. *Parking and Camping*

The existing Use Permit limits parking and camping on the Lakeville properties to 9-days a year. To accommodate the Music Festival, Sonoma Raceway requests 5 additional days, bringing this to an annual total of 14-days of parking/camping on the Lakeville properties.

2. *Event and Attendance Limits*

While the existing Use Permit allows Sonoma Raceway to hold 1 event a year with attendance up to 115,000 people, Sonoma Raceway would propose a 20,000 visitor reduction in this attendance category. And to facilitate the Music Festival as well as growth in racing events, Sonoma Raceway requests 3 additional days limited to 55,000 attendees and changing the two allowed 35,000 attendee events to 55,000 attendees. Sonoma Raceway proposes a number of other modifications to the attendee restrictions, the overall impact of which will be to assure that the overall intensity of site use remains the same or is reduced below currently permitted levels.

The charts below show attendance limits under the existing Use Permit and proposed new attendance limits.

**Sonoma Raceway Use Permit Attendance**

<b>Use Permit Restrictions – Current</b>		<b>Use Permit Restrictions - Proposed</b>	
<b>Attendance</b>	<b>Days</b>	<b>Attendance</b>	<b>Days</b>
115,000	1	Up to 95,000	1
Up to 55,000	3	Up to 55,000	8
Up to 35,000	2	Up to 25,000	1
Up to 25,000	1	Up to 20,000	4
12,001 to 20,000	2	Up to 10,000	6
10,001 to 12,000	2	Up to 7,500	11
7,501 to 10,000	6	2,500 to 4,500	20
4,501 to 7,500	11		
2,001 to 4,500	20		
1,000 to 2,000	65		

As discussed in detail below, the daily use patterns at Sonoma Raceway make it impractical if not impossible to accurately estimate the on-site population at levels below 2,500 persons. Therefore, we propose the Raceway's use permit be modified to eliminate attendance monitoring and reporting for populations less than 2,500. That modification, along with other labeling and consolidation changes to the attendance categories are reflected in the proposed matrix of attendance limits.

The attendance limits in the raceway's use permit were established to address traffic congestion associated with large events and to ensure that public safety and other services are in place at appropriate levels for the number of people on the grounds. The method used for monitoring event attendance at the raceway is to measure acres of parking used and extrapolate to crowd size based on an agreed-upon formula for calculating vehicles per acre and occupants per vehicle. For reasons outlined below, it is challenging to provide any credible measure of on-site populations below 2,500. Further, since populations below that level have minimal impact on traffic or existing services, we propose that future attendance monitoring and reporting apply only to days with an on-site population of 2,500 or more. The Sonoma County Sheriff's Department and the Department of Emergency Services require supplemental on-site services only for event days projected to draw 5,000 or more spectators.

On all except the largest event days, all public access to the raceway is through Gate 1. The parking in the area immediately accessible to Gate 1 consists of the paddock which can generally accommodate 300-400 race teams, and Lot 2 spectator parking which can fit up to 700 cars if managed efficiently and directed by parking attendants. For events drawing more than 2,500 participants, spectators or other guests, it is necessary to employ remote parking lots. The need to mobilize ancillary parking is the most objective indicator that the on-site population has grown to 2,500 or more.

To understand the challenge with measuring smaller populations, it is necessary to review the Raceway's use patterns and the various categories of individuals who might be present at the facility on a typical mid-week work day or small weekend event day:

**Annual Badge Holders.** These include full and part time raceway employees, tenants, their staffs, racing school management, instructors and staff, café and catering management and staff. There are approximately 750 annual photo ID badges issued to people in these categories. These individuals display their badge to the guard when passing through Gate 1. They are not counted when they enter or when they leave. These badge holders range from full-time employees who show up for work 5 or more days per week to a tenant who stores cars in one of the raceway shops and might visit 2-3 days per year. A typical employee might pass in and out of the gate several times in one day coming to and from appointments, lunch, etc. We estimate the average Monday-Friday badge-holder population on site at 300+/-, but it would be virtually impossible to produce an accurate count for any particular day or time.

**Daily Visitors.** These consist of driving students and other participants in experiential automotive events, drivers participating in on-track testing, auto manufacturers and their contractors staging new car unveilings, journalists, food suppliers, parts suppliers, sales people, contractors, repair people, vehicle deliveries or customers visiting one or more of our tenants. One might be here for the entire day, another might be a tourist visiting to take a photograph, to grab a cup of coffee at the Raceway Café or to purchase a book, a t-shirt or a race helmet at our on-site store. Each of these visitors signs a liability waiver when

they enter Gate 1. If they leave and come back multiple times, they sign the waiver each time they enter. None of these visitors are counted when they leave, so it is impossible to determine how many might be on-site at any particular time.

**Wednesday Night Participants/Spectators.** On 32 Wednesday evenings each year we host amateur drag racing and drifting from 3:30-10pm. Each of the racers and spectators pays an admission to enter. The maximum number of combined participants and spectators we've sold on one day is approximately 750. While it is possible that the combined population of arriving drag/drift visitors and daily workers who have not yet departed might exceed 1,000 at some point late in the day, the exiting daily workers would be the same as on other days and not change the existing ambient traffic on roads around the track and entering spectators and participants have been included in prior traffic analysis and is a baseline condition for the current application.

**Small Weekend Amateur Race Participants.** Club racing accounts for half or more of the weekends on the Raceway calendar each year. These events will typically draw anywhere from 100 to 400 entrants. Participants range from a single individual with their car or motorcycle to a multi-entrant group with assorted mechanics, family and friends. These club racers make up the principal client base for the tenants in the Raceway's industrial park.

Some club racers bring RVs and stay on the property for the entire weekend. Others stay in local hotels and come and go to the track each day. All participants sign waivers when they enter the facility. If they come and go multiple times, they sign the waiver each time they pass through the gate. They are not counted when they leave.

A handful of these amateur racing organizations sell tickets to spectators. If the combined total of participants and spectators should exceed the 2,500 threshold, that attendance would be monitored and reported through parking lot usage as described above and dictated by the use permit.

In summary, the daily use patterns at the raceway make it impractical if not impossible to accurately estimate the on-site population at levels below 2,500 persons. Absent a compelling public interest to the contrary, we propose the Raceway's use permit be modified to eliminate attendance monitoring and reporting for populations less than 2,500.

Finally, a very minor point: the use permit requires the Raceway to submit attendance reports in the month following each major event. In practice, former PRMD Director Pete Parkinson agreed that we could submit one report at year-end. We would like the new conditions to continue that practice.

### 3. *Noise Control – Noise Limits for Racing School*

Condition VI.T.4: This condition limits the Racing School to a maximum of 96dbA measured at the permanent noise monitoring station. The School can continue to adhere to this standard with an exception. As the school has evolved, they have found interest in driving-courses offered in which customers bring their own vehicles. Some of these exotic cars do not run under the 96dbA sound threshold. As such, Sonoma Raceway proposes to modify this condition to allow the Racing School 10 days per year where the sound threshold is set at 103dbA (which is currently the limit that applies to the car club track rentals).

4. *Noise Control – Non-Race activities*

Condition VI.Y: This condition allows 2 days per year for “particularly noisy non-race activities” such as military jet over-flights, pyrotechnics, displays and exhibitions. To allow these types of activities to occur as part of the Music Festival or other racing events, we propose to increase the limit on such activities from 2 days per year to 5 days per year.

In addition, it is the intent of the Music Festival to operate for 4 nights, including the weekend, up to midnight.

5. *Noise Control – Racing Activities*

Condition VI.U: This condition restricts the go-kart track hours to 7pm. We propose to increase the hours of operation to end at 10:00pm. This increase in operational time would require installation of lights.

Condition VI.AA: This condition restricts racing and race vehicle activities to the hours of 8:00am to 7:00pm with several exceptions. One exception (#2) allows for two drag-race events each to have one night where racing ends at 10:00pm. We propose to increase the limit for racing events (drag racing or otherwise) to a total of 3 evenings to allow for growth. We also propose that one day per year the race teams are allowed to start their engines at 7am rather than the normal restriction of 8am.

As mentioned above, to include some of the activities proposed in the Use Permit Modifications, a General Plan Amendment is also necessary given the specific language in the General Plan limiting activities to “racing and related vehicle uses”. The following details the existing General Plan language and the proposed General Plan language.

**Existing General Plan Language:**

**Policy LU-19e:** Limit uses at Infineon Raceway (on APN 068-150-049, -050, and -056; 068-190-030; 068-100-024) to racing and related vehicle uses, and limited ancillary uses provided that a use permit is approved. Racing and vehicle uses means the storage, repair, fabrication, maintenance and modification of vehicles. "Fabrication" does not include assembly-line or mass production of vehicles. Ancillary uses are to be limited to timing and scoring facilities, media facilities, emergency medical facilities, concession stands and a novelty shop. Permanent lodging facilities, general commercial, industrial and manufacturing uses are not permitted.

Notwithstanding the Land Extensive Agriculture and Diverse Agriculture land use designations and uses prescribed by the Land Extensive and Diverse Agriculture zoning districts to the west of the Infineon Raceway facility, certain temporary and/or ancillary raceway uses are permitted on these lands. As depicted on the Sears Point Master Plan, approved April 25, 2000, temporary uses are limited to event parking on APN 068-100-057 through -059, event related trailer parking on APN 068-100-042 through -050, -057, and -061, and will call trailer and related

vehicle parking on APN 068-100-055. Ancillary uses are limited to a wetland mitigation area on APN 068-100-057 and -059. Roadway access shall be provided to/from Lakeville Highway to/from the main Infineon Raceway facility as depicted on the Sears Point Master Plan. All temporary and/or ancillary uses will be governed by the conditions of the Use Permit for Infineon Raceway. The above indicated Lakeville Properties, APN's 68-100-037 through -061 and the Cougar Mountain parcel, APN 68-150-056, may also be used for an annual bicycle and running event as approved by a Use Permit.

**Proposed General Plan Language:**

Recognize the Sonoma Raceway and all of its support parcels (APN's 068-100-024; 068-150-044, -046, -049, -050, -051 and -056; 068-190-030; 068-100-037 through -061;) as a Special Event and Entertainment Facility governed by an updated General Plan amendment stating the additional uses complying with the Sonoma Raceway Use Permit currently requested. All current and future use of each of the listed parcels will be subject to the Sonoma Raceway Use Permit 2014.