

Law Offices of
DAVID W. TROTTER
119 Allen Court, Moraga, CA 94556
(925) 876-1503
david.trotter@dtrotterlaw.com

November 14, 2016

HAND-DELIVERED

Hon. Candace Andersen
Chair, Board of Supervisors
Contra Costa County
County Administration Building
651 Pine Street
Martinez, CA 94553-1229

Attn: Aruna Bhat, Deputy Director
Conservation and Development Dept.

**Re: John and Lori Ramirez (Applicants)/James and Dorothy Schmidt (Owners),
County File Nos. LP15-2040
Site Address/Location: 50 Camino Diablo Road, Unincorporated
Brentwood, CA (APN 003-020-048)**

**Appeal By Twenty-Three Camino Diablo and Walnut Avenue Homeowners
and Residents to the Contra Costa County Board of Supervisors of the
County Planning Commission's July 26, 2016 Decision Modifying
Conditions of Approval of County File No. LP95-2020 for the Proposed
Diablo MX Ranch Motocross Park**

Dear Chair Andersen and Honorable Members of the Board of Supervisors:

This letter is submitted on behalf of the Appellants in this matter. It supplements our August 1, 2016 letter appealing to the Board of Supervisors the above-referenced decision of the County Planning Commission concerning the proposed Diablo MX Ranch Motocross Park located at 50 Camino Diablo Road.

As the Board is already aware, a principal ground of our appeal is that the Diablo MX project is subject to the provisions of the California Environmental Quality Act ("CEQA"), Public Resources Code § 21000, *et seq.*, and that accordingly the Planning Commission's approval of the project on the ground that it is "categorically exempt" from CEQA review is legally erroneous and improper. Appellants will be providing the Board of Supervisors with

additional legal and factual support for their position on the CEQA issues at the November 15, 2016 hearing.

This letter provides additional information in support of the third ground of our appeal – that the County and this Board should in any event impose more stringent and meaningful noise mitigation conditions on the proposed Diablo MX project. The County has substantial discretion in land use matters to impose conditions of approval that address the adverse impacts of a proposed use on surrounding properties and homeowners, which the County Planning Commission did not consider. In this case, such conditions include the following:

- 1. Phase out entirely the use of gasoline-powered motorcycles and other equipment at the Diablo MX property within the next five years, as a condition of any project approval.**

The Board of Supervisors has the opportunity in this case to impose conditions on the granting of a use permit that will encourage the use of, and ultimately require applicants to transition to **much quieter, electric-powered motorcycles** within the next five years.

Available literature confirms that the performance capabilities of electric-powered motorcycles already equal or exceed those of gasoline-powered motorcycles. Links from a sampling of current websites, confirming that electric motorcycles have arrived as a feasible (and environmentally superior) alternative, are provided below. (Printed excerpts from these sites are also enclosed herewith for the Board’s consideration.)

<http://www.wsj.com/articles/electric-motorcycles-as-fast-and-furious-as-gas-powered-bikes-1467903039>

<http://www.mensjournal.com/expert-advice/the-7-best-electric-motorcycles-to-buy-now-20150810>

http://www.greencarreports.com/news/1101556_2016-electric-motorcycle-buyers-guide

<http://www.zeromotorcycles.com/>

<http://lightningmotorcycle.com/>

“Even longtime members of the motorcycle establishment – Harley-Davidson Inc. and Yamaha Motor Co. – have gotten into the game.” Both have developed electric bikes “that will likely lead to mass-produced models within a few years.” (See *Wall Street Journal*, July 8, 2016.) There are other manufacturers as well, including offroad production models like the Zero FX Stealthfighter.

The County can and should take the lead on this issue. The proposed phase out of gasoline-powered equipment will restore peace and quiet in the neighborhood. It is a 21st century, forward-looking and “green” solution that takes advantage of existing technology and will result in a project with significantly reduced environmental impacts, both with respect to

noise and reduced air quality emissions. Requiring a phase-out of noisy gasoline-powered motorcycles and equipment will go a long way toward protecting the Appellants' right to quiet enjoyment of their homes, while allowing the proposed motocross facility to open.

Without such conditions of approval, the proposed Diablo MX facility will generate extremely high noise levels **in perpetuity**, in what now is a very quiet rural neighborhood. On this point the administrative record before the Board of Supervisors is clear.

Charles M. Salter Associates, Inc. ("Salter") took ambient measurement in the vicinity of the proposed Diablo MX motocross project confirming this fact in the summer of 2015. In its October 20, 2015 letter report (attached as Exhibit 14 to the Board staff report), Salter confirmed that the baseline ambient noise levels in the vicinity of Appellants' homes in the absence of the motocross park are very low. Salter found that "[i]n general, the measured daytime ambient noise levels were between 40 and 45 dB (L50)." (See Salter 10/22/2015 report at p. 6.)

And Salter also measured very high noise levels on the afternoon of August 2, 2015, when three motorcycles were observed using the applicants' property. At that time, "the typical maximum noise levels" from just three "motocross motorcycles" were "measured to be **approximately 80 dB to 85 dB.**" (See Salter 10/22/2015 report at p. 7 (emphasis added).) In addition, Salter has measured the actual maximum noise levels at another commercial motocross/motorcycle facility in operation in Northern California. These ranged from 75 dB to 95 dB at 100 feet; even at 500 feet the noise levels were as high as 80 dB.

Salter's noise findings substantially exceed the 60 dB standard in Policy 11-2 of the Noise Element of the County General Plan, which states that "[t]he **standard for outdoor noise levels in residential areas is a DNL of 60 dB.**" (County General Plan at p. 11-37; emphasis added.) And significantly, Salter's data also exceeds the 75 dB noise threshold approved by the Planning Commission.

The applicants have represented to the County that they want to be "good neighbors", but to date their actions belie those words. The activities of Diablo MX and its customers will generate offensive noise levels that will take away the peace and quiet of their neighbors on a daily basis, year after year. Intervention by the County and this Board, through the planning process, is necessary to prevent such adverse and significant environmental impacts from occurring.

2. Require a 24 / 7 Noise Control and Monitoring Program Consistent with the Keller Landfill Project Approvals.

Appellants also made this point in our August 1, 2016 appeal letter. The County should insist on a properly calibrated noise monitoring program as a condition of approval of the Diablo MX project, along the lines of the Keller Canyon project approvals.

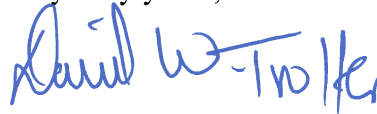
Significantly, the Staff Report prepared for this appeal hearing is completely silent on this point. Appellants have presented substantial scientific and expert evidence and testimony that noise levels from the proposed Diablo MX facility will routinely exceed 60 dB, as well as 75 dB.

Given this data and the inherently noisy nature of the proposed use, enforcement issues are almost certain to occur. In these circumstances, the County has no good reason or justification for not requiring the applicants to follow the noise monitoring program that the County put in place at Keller Landfill to address the concerns of surrounding residents there.

The language in the Keller Landfill project approvals can readily be adapted for use at the Camino Diablo property, and the Board can and should give appropriate direction to staff in that regard. The County required noise monitoring at Keller, even though (according to staff) “it was determined that the maximum projected operational noise levels [at the landfill] would be **approximately 52 decibels.**” (See Staff Report at p. 9; emphasis added.) To be perfectly clear here: The County already has in hand data indicating it will generate noise levels exceeding 80-85 dB at adjacent residential locations. If noise control and monitoring was deemed to be appropriate for a project generating sound levels of “approximately 52 decibels”, **then the need for 24/7 noise control and monitoring is even more critical at the proposed motocross facility.**

Appellants respectfully request that this letter and enclosures be included in the administrative record in this matter. Appellants appreciate the Board of Supervisors’ careful consideration of the important issues raised by this appeal.

Very truly yours,

A handwritten signature in blue ink that reads "David W. Trotter". The signature is written in a cursive style with a horizontal line extending from the end.

David W. Trotter

Enclosures

cc: Appellants (w/encls.)

THE WALL STREET JOURNAL.

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<http://www.wsj.com/articles/electric-motorcycles-as-fast-and-furious-as-gas-powered-bikes-1467903039>

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Electric Motorcycles: As Fast and Furious as Gas-Powered Bikes?

With quick acceleration and a jet-engine-like purr, battery-powered motorcycles from Harley-Davidson, Yamaha, Alta Motors and others are gunning for the head of the pack

By **JONATHAN WELSH**

Updated July 8, 2016 8:26 p.m. ET

THERE are a few features that make a motorcycle a motorcycle. Long, loud, chrome-dipped exhaust pipes. Lots of aerodynamic fiberglass. And above all, a rumbling engine.

So what does that make an electric motorcycle—which has none of the above? The ideal ride for anyone who craves speed without the mechanical complexity of a gas-powered machine.

With near-instant acceleration, an eerie jet-turbine sound and a smooth, vibration-free ride, electric motorcycles are kicking up dirt in an often staunchly traditional market. Even longtime members of the motorcycle establishment—Harley-Davidson Inc. and Yamaha Motor Co.—have gotten into the game; both companies unveiled electric concept-bikes that will likely lead to mass-produced models within a few years.

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DISCOVER MORE

Not long ago, the only battery-powered motorcycles were spindly, garage-built prototypes resembling science-fair projects. Now you can find handsome designs with perfect paint—ones that could roll up to a biker cafe or a local “bike night” gathering and steal the show from traditional cruisers and sportbikes.

Electric motorcycles cost more than a similarly configured gasoline counterpart—mainly because of the high price of batteries. And many manufacturers limit the top speed of these machines to around 100 mph (still plenty of speed) to preserve the motor

‘These bikes are ideal for anyone who craves speed without mechanical complexity.’

and extend battery life. (Electric motorcycles consume far more current at sustained high speeds than they do in stop-and-go city riding.)

But these machines are also less work to maintain than gas-guzzlers: No oil changes, valve adjustments or other messy routine maintenance. To refuel, just plug into a household outlet. And because most battery-powered bikes don’t have transmissions, you needn’t worry about shifting gears while riding.

Here, a rundown of the zippiest models, including those coming out in the next few years.



Victory Empulse TT PHOTO: WAYNE MILLS

1. THE SUPERBIKE

Victory Empulse TT

When the Empulse TT (above) went on sale four years ago, it made a splash as the first electric bike that could both hit 100 mph and traverse 100 miles on a single charge.

Today, those stats are still tough to beat. In fact,

modified racing versions of the Empulse TT have repeatedly trounced gasoline-powered bikes in top-level competition. And in terms of styling and performance, it’s the only mass-market electric motorcycle that you could call a “musclebike.” \$19,999, victorymotorcycles.com

2. THE EASY RIDER

Zero Motorcycles Zero SR

Riding a Zero feels a bit like running really fast—minus the exhaustion. That’s because this small, almost silent bike seems to disappear beneath you. You can control it without having to look down at gauges and handlebars, which makes the Zero feel more like a bicycle than a big, heavy motorcycle. Skinny enough to squeeze through traffic jams, the



ILLUSTRATION: WAYNE MILLS

Zero also has an impressive range—up to 161 miles in the city, 98 highway—with the stock battery. *\$15,995, zeromotorcycles.com*

3. THE ACCELERATOR

Alta Motors RedShift SM

The RedShift was designed to be “quick off the line”—that is, zippy enough to out-sprint other motorcycles (and cars, trucks and taxis) for a city block or two after a stoplight turns green. After about 100

yards or so, the RedShift’s 40 horsepower will no longer be

able to stave off more powerful sport bikes, but cars and trucks will still be far behind, keeping riders ahead of the often treacherous city pack. Slim and light, the trail-bike-style RedShift is designed specifically for urban riding, so its relatively short 50-mile range shouldn’t be a problem. It charges in 4 hours from an ordinary outlet and, at 275 pounds, would be easy to wheel into an apartment-building elevator.

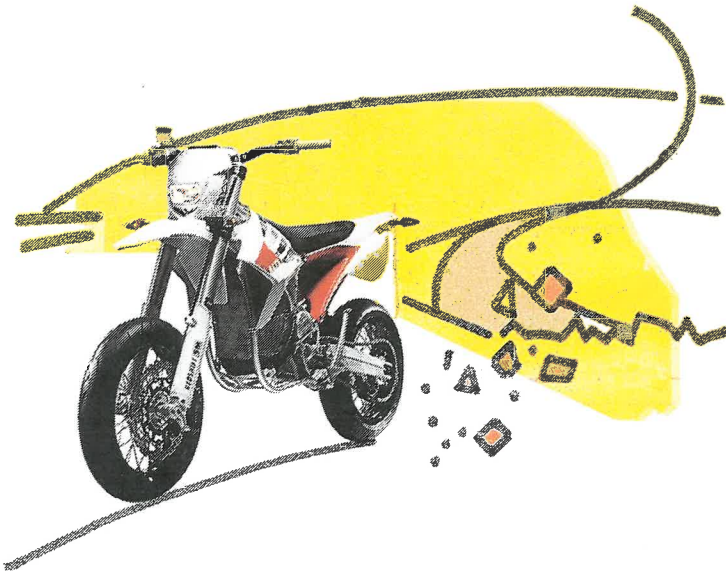


ILLUSTRATION: WAYNE MILLS

\$15,495, altamotors.co

4. THE NEW BOSS

Harley-Davidson LiveWire

Harley-Davidson built this sculptural bike to gauge customer interest in electric power. When the company took 32 LiveWire prototypes on tour for Harley fans to test drive a couple of years ago, the bikes were largely well received. Sean Cummings, Harley’s

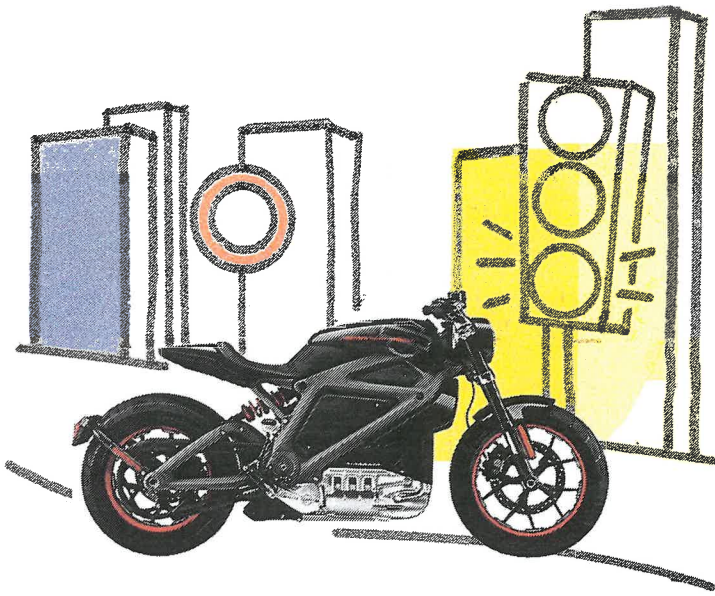


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harley-
davidson.com

5. THE UPSTART

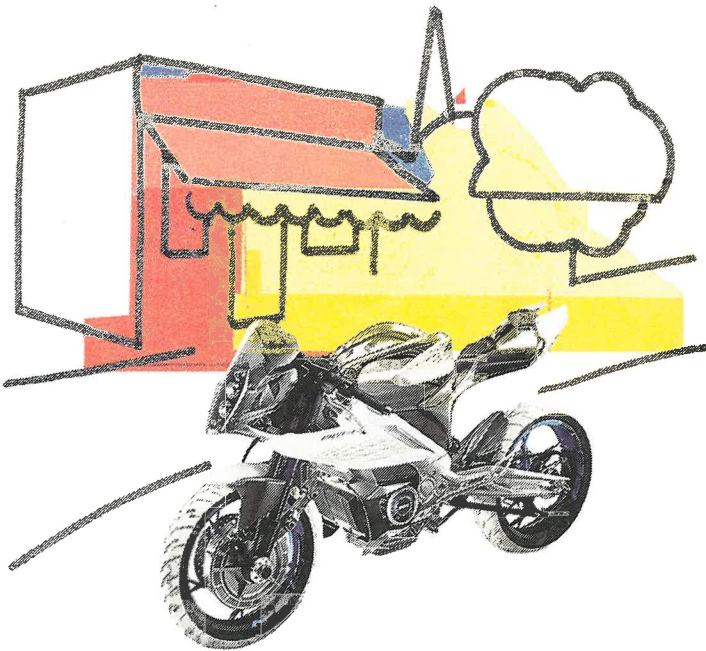


ILLUSTRATION: WAYNE MILLS

senior vice president of global demand, attributes this to the fact that the LiveWire is still “a big, bold, badass Harley-Davidson.” Customers’ main gripe was the LiveWire’s limited 50-mile range, which the company plans to at least double before launching an electric bike in a few years. Although this model doesn’t emit Harley’s signature rumble, the meshing gears in the bike’s drivetrain do generate a satisfying alternative: a sound evocative of a jet-turbine. *harley-*

Yamaha PES2

Yamaha is known for producing ultra-high-performance motorcycles that average riders can afford. So when the Japanese company unveiled the PES2 electric street-bike concept at the Tokyo Motor Show last year, enthusiasts took note. Rumors swirled that the PES2 (as well as its off-road-style sibling, the PED2) would be in showrooms soon. Caggy about its electric-bike agenda, Yamaha hasn’t announced a release date for these models.

But industry insiders believe the company will stay true to the plan it proclaimed six years ago: to lead the electric-motorcycle segment by 2020. This is going to be a tight—

and interesting—race. *yamaha-motor.com*

Corrections & Amplifications

The name of the Empulse TT electric motorcycle was incorrectly given as Empluse TT in one reference in an earlier version of this article.

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2016 Zero electric motorcycle range

The [electric](#) motorcycle industry continues to mature as Zero Motorcycles leads the way with the highest sales and most models.

Zero added two new bikes to its lineup for 2016, and its prices have come down while performance has gone up.

Several established manufacturers gave us a glimpse of their plans for electric motorcycles, and an array of very expensive high performance bikes is available from startups.

In its latest transportation bill, the Federal Government has reinstated a 10-percent income-tax credit (up to \$2,500) for the purchase of an electric motorcycle, so now is a good time to buy.

DON'T MISS: [Electric Motorcycle Tour: Three Countries, 6,800 Miles, 22 Days](#)

The electric motorcycle landscape changed during the course of 2015. Brammo was bought out by Victory, representing the first major manufacturer's entry into the electric-motorcycle market. Energica now has motorcycles in dealer showrooms and is coming out with a naked sport bike.

And Mission Motors closed its doors after it was unable to sell its high-powered electric sports bike.

The president of Harley-Davidson said it intends to sell a production electric motorcycle by the year 2020, but did not indicate when. The Harley Livewire toured Europe over the past year, but it remains unchanged from the version that toured the U.S. in 2014.

Yamaha appears to be making progress with its two electric motorcycles, the PES2 and the PED2, which stand for Passion, Electric, Street & Passion, Electric, Dirt. It has a working prototype of the PED2 featured in a video, but that's the only hint that it exists.

The motorcycles listed in this guide are categorized as Buy Now, Rare Availability, or Concept, because

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Harley Davidson LiveWire electric motorcycle prototype

while many companies that claim to be making “production” bikes, we have yet to see evidence that some of them have put bikes in customer hands.

Finally, even though China has, by far, the largest two-wheeled market in the world, it is mainly comprised of electric scooters, and we focus on highway-legal motorcycles. Chinese bikes, or Chinese bike knockoffs, are not included here.

BUY NOW



2016 Zero SR

2016 Zero SR

- \$16k - 13kWh - 161mi - 1.2kW charger (110V) - 67HP - 106ft-lbs - 414lbs
- \$18.7k - 15.9kWh - 197mi - 1.2kW charger (110V) - 67HP - 106ft-lbs - 458lbs

The Zero SR is the top dog of electric motorcycles under \$20,000. It accelerates from 0 to 60 mph in 3.3 seconds and comes standard with Bosch ABS brakes, Showa suspension, and Pirelli Diablo Rosso II tires. The range increased and the price has come down.

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The optional power tank extends range to 120 miles (up from 98 miles at 55 mph), and new this year is an optional charge tank for \$1,988 that can bring charging times down to 3 hours for a full charge.

But the big news for aggressive riders is the newly redesigned IPM (Interior Permanent Magnet) motor that has greater resistance to overheating. You can ride a 2016 SR through the canyons all day without giving a second thought to motor temperature.

<http://www.zeromotorcycles.com/zero-s/sr.php>



2016 Zero S electric motorcycle

2016 Zero S

- \$11k - 9.8kWh - 121mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 376lbs
- \$14k - 13kWh - 161mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 408lbs
- \$16.7k - 15.9kWh - 197mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 452lbs

The Zero S street bike has come a long way since it became the first production electric motorcycle in 2010. The 2016 Zero S has six different configurations!

There is a 9.8kWh base model or 13kWh model that can be upgraded with either a 2.8kWh power tank or a 2.5kW charge tank depending on whether you want more range or faster charging. The SR boasts Bosch ABS brakes, Showa suspension and Pirelli Sport Demon tires.

Adding a Power Tank gives the rider extra range for longer riding without needing to charge. The Charge Tank adds 2.5kW of charging to the 1.2kW onboard charger giving a total of 3.8kW of charging power.

Zero has an App that allows the rider to check the vitals on the bike including charge time, battery state of charge, speed and energy use as well as reduce the top speed from 95mi/hr if necessary.

<http://www.zeromotorcycles.com/zero-s/>

2016 Zero DSR

- \$16k - 13kWh - 161mi - 1.3kW charger (110V) - 67HP - 106ft-lbs - 419lbs
- \$18.7k - 15.9kWh - 197mi - 1.3kW charger (110V) - 67HP - 106ft-lbs - 463lbs

The DSR has the power of a Zero SR with the suspension and tires made for adventure riding. With 106 ft-lbs of torque, the DSR is a bike that dual sport riders have been craving ever since the SR made its debut in 2014.

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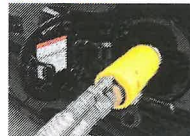
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2016 Zero DSR electric motorcycle

This bike comes with the standard Bosch ABS brakes, Showa suspension and Pirelli MT-60 tires. It can be fitted with either a Power Tank or Charge Tank and can be customized using the Zero smartphone app.

<http://www.zeromotorcycles.com/zero-ds/dsr.php>



2016 Zero DS electric motorcycle

2016 Zero DS

- \$11k - 9.8kWh - 110mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 381lbs
- \$14k - 13kWh - 147mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 413lbs
- \$16.7k - 15.9kWh - 179mi - 1.3kW charger (110V) - 54HP - 68ft-lbs - 457lbs

The Zero DS is the dual-sport option giving solid performance on highways or dirt roads alike. It comes with Showa suspension, Bosch ABS, and Pirelli MT-60 Enduro tires.

The battery packs are the same size as the SR and S, but range is reduced a bit due to tire friction. The ABS can be turned off for off-road riding, giving greater control to the rider.

The extra ride in the fully adjustable suspension makes this a great option for taller riders, as well.



2016 Zero FXS

2016 Zero FX and FXS

- \$8,500 - 3.3kWh - 35mi - 0.65kW charger (110V) - 27HP - 70ft-lbs - 247lbs
- \$11,000 - 6.5kWh - 70mi - 0.65kW charger (110V) - 44HP - 70ft-lbs - 289lbs

Supermoto riders rejoice! The lightweight but powerful Zero FX now can be ordered standard with street tires!

The Zero FX is well known in electric motorcycle circles as the most fun bike for riding around town. The wheelie-inducing motor puts grins on the face of anyone who has tried one.

Until now, this bike has only been available with offroad Pirelli Scorpion MT 90 tires, but now can be ordered as the FXS with Pirelli Diablo Rosso II tires.

The removable batteries have been upgraded with greater power density and are backwards compatible with 2014-15 models.

<http://www.zeromotorcycles.com/zero-fx/>



Victory Empulse electric motorcycle

2016 Victory Empulse

- \$20k - 10.4kWh - 128mi - 3kW charger (220V) - 54HP - 61ft-lbs - 470lbs

The 2016 Victory Empulse marks the first production electric motorcycle from an established manufacturer. This came about when Polaris, which owns Vicotry Motorcycles, bought Brammo Motorcycles in January 2015.

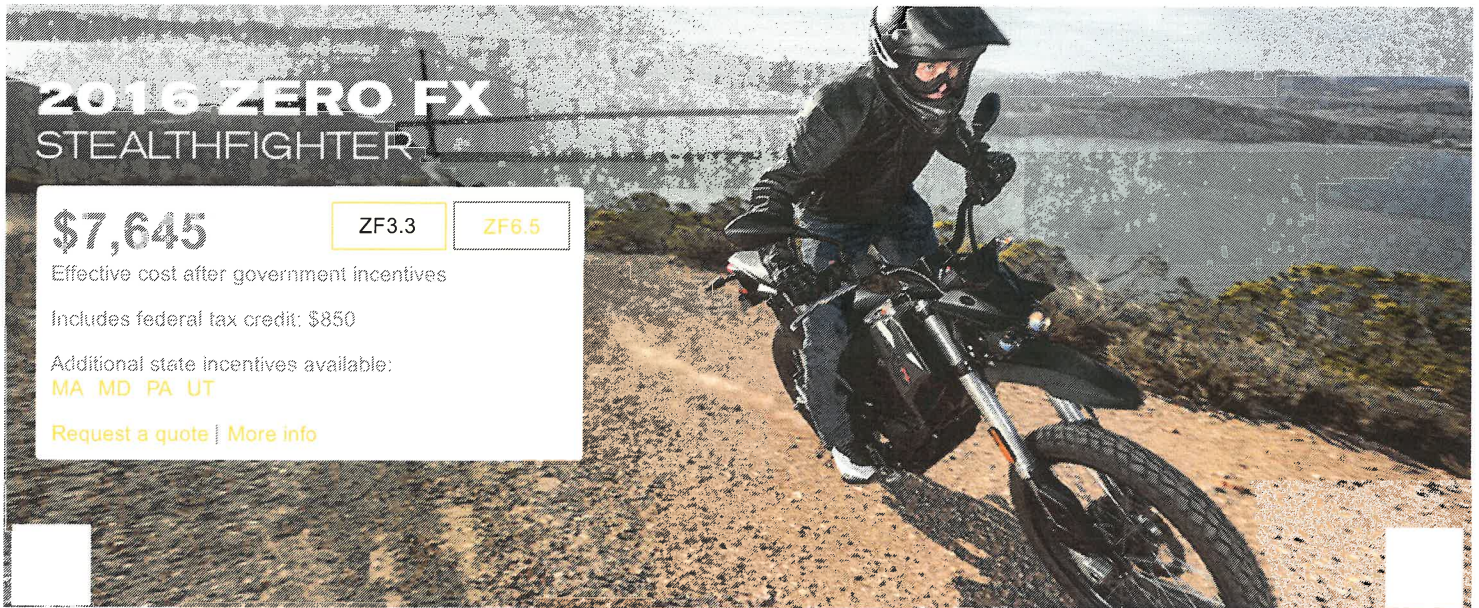
That means the 2016 Empulse is fundamentally a re-badged Brammo Empulse. The Empulse has Brembo brakes, adjustable suspension and Continental Sport

Attack II tires.

The six speed transmission distinguishes it among electric vehicles from all manufacturers, giving the rider the option to shift normally or ride in 2nd or 3rd gear at all times without the need to shift.

The Victory website offers upgrades including suspension and frame sliders for the Empulse.

<http://www.victorymotorcycles.com/en-us/electric/empulse-tt-titanium-silver-havasu-red>



2016 ZERO FX STEALTHFIGHTER

\$7,645

Effective cost after government incentives

Includes federal tax credit: \$850

Additional state incentives available:
MA MD PA UT

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2016 ZERO FX

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DO ANYTHING. RIDE ANYWHERE.

You've never experienced power and freedom like this. All those things you wished you could get away with...they just became possible. It is said, "Absolute power corrupts absolutely." Just in case you find this to be true, hit the eco-switch...or don't.

Delivering a nearly instantaneous 70 ft-lb of torque and weighing less than 300 lbs, the Zero FX takes any type of riding to bold new levels. Stealthily ride at any hour of the day or night, on a motorcycle that distills riding into its most basic and adrenaline-pumping elements.

Tempting you to ride on any terrain that crosses your path, the Zero FX chassis hails from Zero Motorcycles' championship-winning off-road heritage and features the most advanced Z-Force® technology yet.

Equipped with a maintenance-free powertrain, belt drive and fully modular power pack system, no riding time is wasted and each mile ridden only costs around a penny in electricity.

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"Its light weight and wheel-lifting torque make the FX the naughtiest of all the Zero bikes."

– Gizmag



NEW FOR 2016
LONGER RIDES. MORE FUN.

Owning a Zero FX is like having your own personal amusement park ride. For 2016, the ride got even longer and more fun.

New cell chemistry within the patented modular and removable Z-Force® power pack allows 14% more energy to be stored in the same amount of space and operate more efficiently, resulting in a system that boasts the highest energy density in the electric vehicle industry.

Ergonomics have also been improved—especially off-road—with new taller rise handlebars for increased leverage and an optimized rear brake pedal that provides better modulation.



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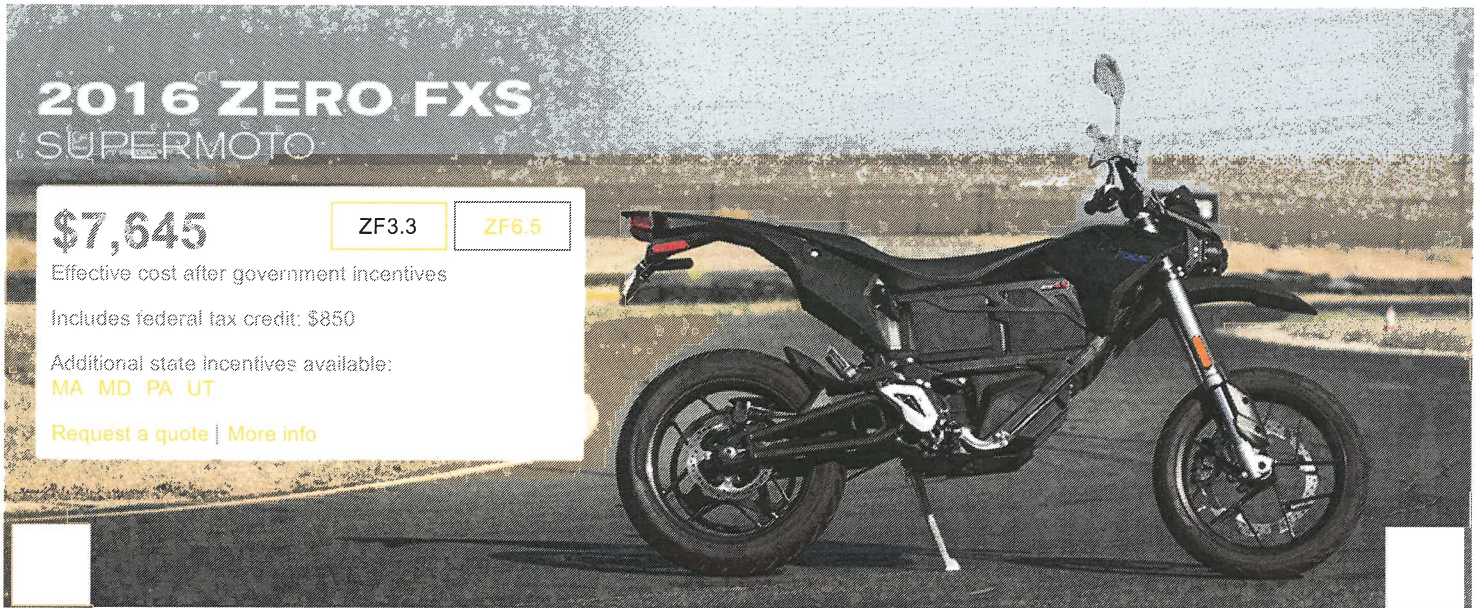
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2016 ZERO FXS SUPERMOTO

\$7,645

Effective cost after government incentives

Includes federal tax credit: \$850

Additional state incentives available:

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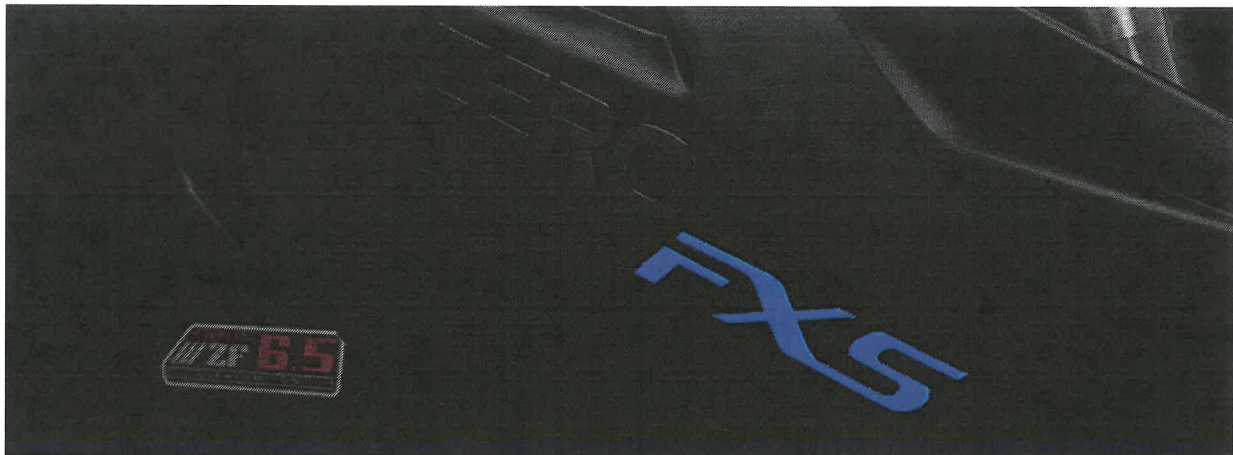
RIDE THE CITY. RAIL THE TRACK.

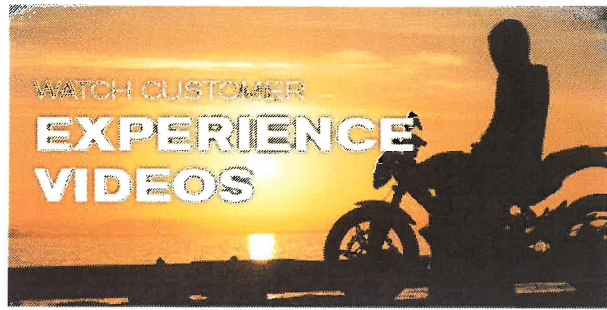
Whether you're charging through the inner city supermoto style or indulging in backroad shenanigans, the new Zero FXS is ready to push the limits. Delivering a nearly instantaneous 70 ft-lb of torque, up to 44 hp and weighing less than 300 lbs, the Zero FXS is quick and agile. Suspension and brakes are ideally suited to the rigors of spirited riding, giving the rider greater control. 17-inch wheels and Pirelli Diablo Rosso II tires provide superior grip and corner control...for good reason: the throttle response is simply stunning. The Zero FXS takes supermoto to a new level. Think of it as supermoto on steroids.

No ride time is wasted thanks to its maintenance-free powertrain, and each mile covered costs only around a penny in electricity. The Zero FXS features a unique, patented modular power pack system that allows recharging either on or off the bike, making it ideal for the city. With advanced ABS, fully adjustable suspension, dual projector beam headlights, alloy wheels and high performance street tires, it's ready to hit the supermoto track or turn formerly mundane tasks into thrilling rides.

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Zero Celebrates Ten Years

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Yahoo! June 13, 2016

Walking Dead Star's Favorite Motorcycle

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Sep 18, 2016

Stuart Motorsports - West Palm Beach NDEE

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Capital City Open House and Bike Show Benefit

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Oct 14, 2016 - Oct 15, 2016

Cleveland Moto Zero Demo Days

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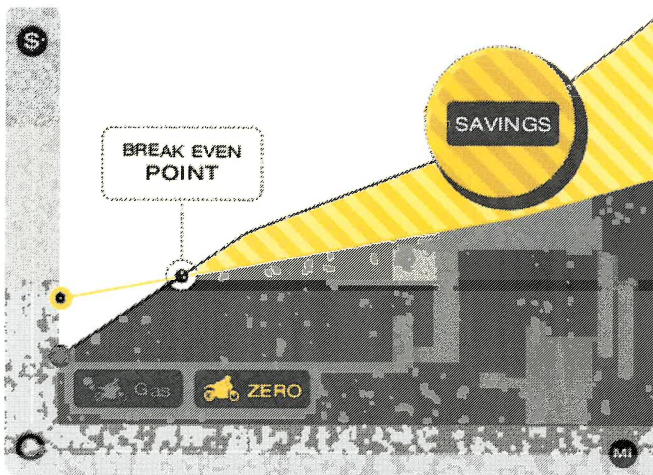
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GOING ELECTRIC Charging Incentives Advantages Technology Environment Range

OWNERSHIP ADVANTAGE EXHILARATING PERFORMANCE. CAREFREE OWNERSHIP.

There are some clear advantages to going electric: no need to visit the gas station, no oil, no exhaust, etc. In addition, there are a host of benefits experienced by Zero owners on a regular basis that are not as obvious. Behind the design of each cutting edge model is a philosophy of elegant simplicity that keeps the weight of the motorcycle low, virtually eliminates all routine powertrain maintenance and yields stealthy acceleration. The result is an incredibly exhilarating ride and an ownership experience that appreciates mile after mile.



A LONG TERM PERSPECTIVE

As a premium brand, Zero designs each motorcycle with the sort of quality and integrity that inspires an exceptional riding experience. Beyond that, the upfront cost of a Zero is not what it appears to be when compared against its traditional internal combustion counterparts. Each mile ridden on a Zero is considerably less expensive, making it considerably more enjoyable, due to the elimination of routine powertrain maintenance and no gas expenses. As it turns out, when compared to other premium brands, a Zero starts saving the owner money on gas and maintenance from day one. In fact, over the life of their motorcycle many Zero owners actually save more than they would have if they had purchased a comparable internal combustion model.

ZERO ROUTINE POWERTRAIN MAINTENANCE

All Zero motorcycles feature a direct drive, maintenance-free powertrain. As an incredibly efficient system, direct drive channels power directly from the motor to the rear wheel via a strong and silent, constant tension belt. Not only does direct drive minimize friction loss by eliminating clutches and gears, but it also helps eliminate the need for routine powertrain maintenance and reduces the weight of the motorcycle.

The Z-Force® powertrain uses revolutionary technology to maximize efficiency and eliminate the need for complex cooling mechanisms. The resulting system produces so little heat under typical operation, that everything from the power pack to the motor itself is entirely air-cooled. The result is fewer possible mechanical problems and increased range. When it comes to maintenance, parts, fluids, transmissions and heat, less is more.



TOP 15 THINGS YOU'LL NEVER DO AGAIN

ZERO S

ZERO SR

ZERO DS

ZERO DSR

ZERO FX

ZERO FXS

2015 MODELS

MEET THE RIDERS

WHO BETTER TO TELL THE STORY

Every Zero Motorcycles rider has stories to tell about their first ride on a Zero, about people who enthusiastically ask them questions while stopped at a traffic light, the money they save on gas or the sublime feeling they get whenever they hop on their Zero. Words, photos and videos cannot fully capture the feeling of what it is to ride a Zero... but if they could, the stories in this gallery come about as close as you can get.

We invite you to meet some of the customers who have graciously taken their time to share their experiences. And, after you've watched a few videos, we invite you to go for a ride yourself.



VIDEO GALLERY



Electric Motorcycles - What's the Point?



Bob Burnquist: The Future Is Here



High Tech Escape



Stressless in Seattle



You Have The Right To Remain Silent



Preston Petty: The Life Electric



Doug Goes Supermoto Racing in Sonoma



Bob. His 2012 Zero S... and the Smile

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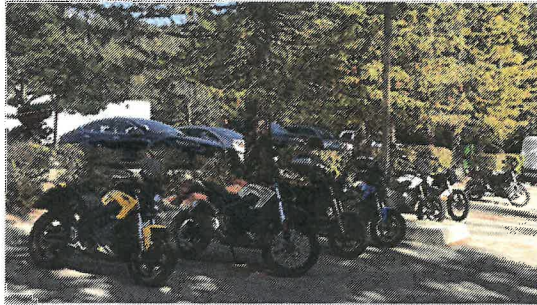
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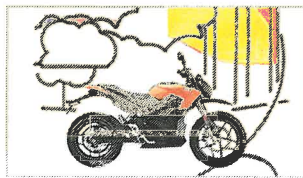


GAS2 September 15, 2016
Zero Celebrates Ten Years

On national drive electric day, September 10th, Zero Motorcycles celebrated their 10th anniversary. [More >>](#)



Ultimate Motorcycling
July 28, 2016
Zero FXS Track Day [More >>](#)



The Wall Street Journal
July 8, 2016
As Fast and Furious as Gas-Powered
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Videos



Motorcycle.com
August 2, 2016
Putting the Zero FXS to the Test on Track



Engadget
March 2, 2016
Test Riding Zero's New Electric Motorcycles



Gizmag
March 1, 2016
Review:
2016 Zero DSR & FXS



Motorcycle.com
July 15, 2015
The Life Electric: Next Gen Hot Rodding



Fox News
June 2, 2015
Electric motorcycle goes zero to 60 in three seconds



Gizmag
February 17, 2015
2015 Zero FX, S, DS and SR - we ride the lot



Bloomberg
July 1, 2014
The LAPD's New Super-Stealth Electric Motorcycle



Bloomberg
June 23, 2014
What Is It Like to Ride an Electric Motorcycle?



Motorcycle.com
February 28, 2014
2014 Zero FX Dirt Review



Int'l Motorcycle Shows
December 7, 2013
2014 Model Line Overview Presented by Zero CTO



Fox News
June 6, 2013
Transforming the Motorcycle Industry



Fox Business
June 4, 2013
130 Miles on a Single Charge

Press Releases

Jun 2016
Zero Motorcycles Celebrates 10th Anniversary

Apr 2016
Zero Motorcycles to Race the 100th Anniversary of the Pikes Peak International Hillclimb

Dec 2015

Yahoo! June 13, 2016
Walking Dead Star's Favorite Motorcycle

Cycle World May 26, 2016
Commuting on the Zero DSR

Rider Magazine May 6, 2016
2016 Zero DSR – Road Test Review

Robb Report May 4, 2016
Driving the Zero FXS

Ride Apart April 5, 2016
2016 Zero FXS — Ride Review

Ride Apart March 25, 2016
Electric Motorcycles Have Arrived, Have We?

Ride Apart March 3, 2016
Zero DSR Brings the 'Whee!'

Engadget March 1, 2016
Zero replaces range anxiety with fun

Gizmag.com February 9, 2016
Zero launches crazy-quick DSR dual-sport

Cycle World January 21, 2016
On the Record: Abe Askenazi, Tech Head at Zero

Cycle World January 20, 2016
2016 Zero DSR and FXS First Ride Review

Motorcycle.com January 19, 2016
2016 Zero DSR First Ride Review

Motorcycle.com January 19, 2016
2016 Zero FXS First Ride Review

Motorcyclist Magazine January 17, 2016
7 Cool Things About Zero Motorcycles

Transport Evolved January 6, 2016
New Federal Tax Credit

Zero Motorcycles Helps Deliver Tax Credits for Electric Motorcycles

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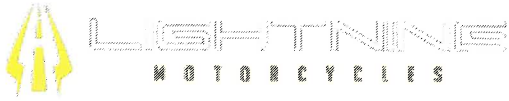
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PERFORMANCE SUPERBIKE COMMUNITY ABOUT CONTACT RESERVE NOW

THE WORLD'S FASTEST BIKE

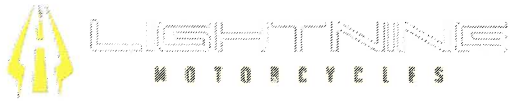
An electric display at 218 MPH.

The Lightning SuperBike is equally suited to track days or weekend rides on your favorite back roads. The Lightning SuperBike became the world's fastest production electric motorcycle with the SCTA official World Record of 215.960 mph and a best timed run of 218.637 mph at Bonneville during Speedweek in August. Our SuperBike also holds the world land speed record for the fastest production motorcycle, electric or otherwise. Making it not only the fastest electric bike available, but the fastest bike available (period). Oh yeah, did we mention that this record was set using all solar energy? We can do a record setting run for about \$.08.

Lightning Motorcycle has partnered with Race Tech for track ready suspension development, and every Lightning SuperBike is factory equipped with track mapping data acquisition. The Lightning Electric SuperBike has a usable freeway speed range of over 100 miles and a combined city and highway EPA range of over 150 miles and a top speed potential of over 218 mph.

**LIGHTNING MOTORCYCLE HAS PARTNERED
WITH RACE TECH FOR TRACK READY
SUSPENSION DEVELOPMENT.**

[Translate](#)



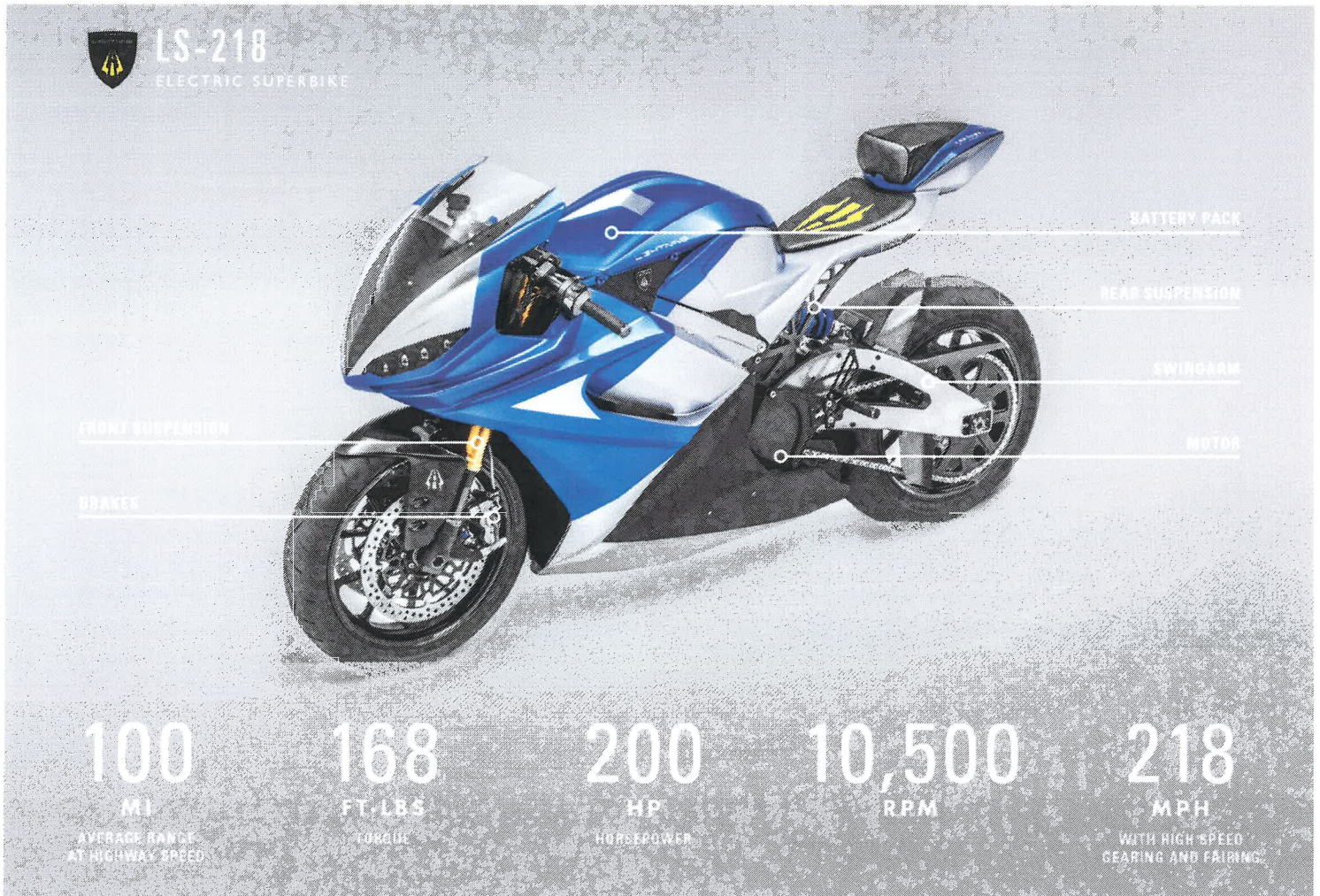
SUPERBIKE
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FRONT SUSPENSION

- RaceTech fork (upgrade option: Öhlins FGRT inverted fork)
- NIX30 cartridge internals, TiN surface treatment, billet aluminum radial caliper mountings
- Fully adjustable spring preload, compression

WEIGHT

- 495 lbs

WHEELS AND TIRES

Front

- Lightning forged aluminum 3.5" x 17", 120/70ZR17

BATTERY PACK

Options

- 380V 12 kwh battery pack (Range of 100-120 miles per charge)
- 380V 15 kwh battery pack (Range of 120-150 miles per charge)

**BRAKES**

- Dual Brembo 320mm disc; Brembo radial-mount forged 4-piston calipers
- 2 Brembo T-Drive 320mm Fully-Floating Rotors
- 2 Brembo Brembo GP4-RX CNC Radial Calipers

REGENERATIVE BRAKING

- Programmable

SEAT HEIGHT

- 32 inches

190/55ZR17
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REAR SUSPENSION

- Billet aluminum swingarm with linear
- Öhlins TTX36 Shock and linkage system
- Adjustment for preload, ride height, high and low speed compression and rebound

TRANSMISSION

- None; Direct drive motor

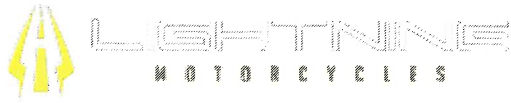
CHARGING TIME

- 30 mins on a DC fast charger
- 120 minutes on level 2 charger

SUPERBIKE MOTOR

- IPM liquid cooled 150kw+ 10,500 rpm electric motor (200 hp and 168 ft-lbs of torque)

BE SOCIAL



LIGHTNING FIRSTS

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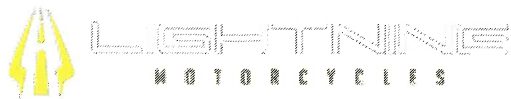
Lightning is the first company to bring a true electric superbike to the consumer market and has been the first in many other areas. We have focused on developing leading edge technology for the past 7 years. We are a leader in high performance electric vehicle development. Below are highlights from Lightning's product development.

2013 LIGHTNING ELECTRIC MOTORCYCLE MADE HISTORY AT PIKES PEAK

The first time at a major motorsports event, an electric motorcycle beats all of world fastest gas-powered motorcycles. [Click here to learn more.](#)

2012: 1ST SOLAR POWERED SUPERBIKE

For the first time in history, a major motorsports competition was won by a vehicle powered solely by solar energy. Lightning competed in and won the EPower/TTXGP race during the MotoGP weekend at Laguna Seca in July 2012, on solar power alone. Then in Nov, Solar-Powered Lightning Motorcycle set New Speed Record at El Mirage.

[SUPERBIKE](#)[COMMUNITY](#)[ABOUT](#)[CONTACT](#)[RESERVE NOW](#)

2011: FIRST E-BIKE TO BREAK 200MPH

Lightning set a new world land speed of 215.907mph (218 mph top speed) at Bonneville UT. Lightning had impressive 40 mph improvement from the world record just a year ago (which was also set by Lightning). Any motorcyclist understands this is not an easy task to push such improvement. Lightning was featured on Time Square, CNN morning news and other medias.

2009: FIRST LANDSPEED RECORD

In October 2009, News Headline: "The Salt Flats Have Never Been This Quiet!". Here's the official release: "This week, at the historic SCTA World Finals at the Bonneville Salt Flats, a new player in the rapidly developing electric motorcycle industry emerged.

Lightning Motors, running one of its pre-production prototypes was able to achieve a top speed of 166.388 mph. This exercise places the Lightning Motorcycle as the fastest production electric motorcycle in the world."



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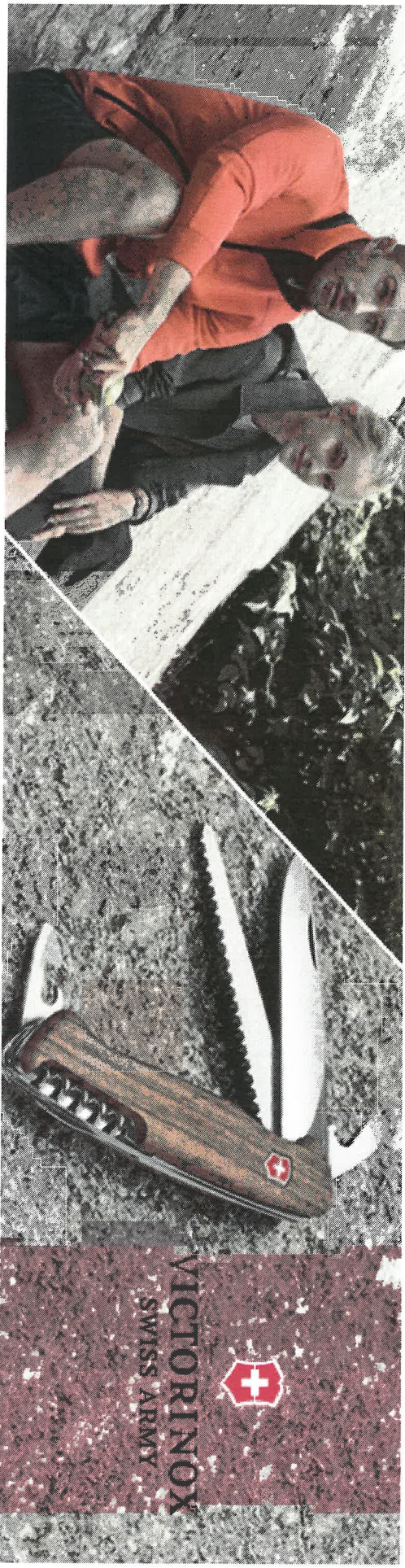
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The 7 Best Electric Motorcycles to Buy Now

By **Basem Wasef**





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As **EVs** become commonplace in the car world, **motorcycle** enthusiasts are finally warming up to the idea that their next ride require a plug. And manufacturers are responding with some lust-worthy rides. Here are seven electric bikes that reveal why swift, silent, torquey propulsion might help us say sayonara to gasoline sooner than we think.



Department of Conservation and Development

County Planning Commission

Tuesday, October 28, 2014 – 7:00 .P.M.

STAFF REPORT

Agenda Item # _____

Project Title: Keller Canyon Landfill Land Use Permit Review

County File(s): #LP89-2020

Applicant/Owner: Keller Canyon Landfill (KCL) Company / Republic Services

General Plan/Zoning: Landfill (LF) / Heavy Agricultural (A-3) / Agricultural Preserve (A-4)

Site Address/Location: 901 Bailey Road just outside the City of Pittsburg
(APN: 094-060-008, 018, 019, 020 & 021)

California Environmental Quality Act (CEQA) Status: Categorically Exempt (See Section III.C for details)

Project Planner: Deidra Dingman, Principal Planner (925) 674-7203

Staff Recommendation: RECOMMEND approval of new and modified conditions to the Board of Supervisors (See Section II for Full Recommendation)

I. PROJECT SUMMARY

This is a public hearing for the County Planning Commission (CPC) to review the existing conditions of approval for KCL's approved land use permit (LUP). This permit review is required by condition 11.1 which affords the Board of Supervisors the opportunity to approve new or modified conditions of approval to improve public health, safety, and welfare. Additional revisions to the conditions of approval may be recommended to address inconsistencies resulting from court decisions or regulatory changes made since the permit was approved in July 1990 pursuant to the applicable Permit Review Criteria approved by the Board of Supervisors in 1995. Any new or modified conditions of approval recommended by the Commission will be subject to final approval by the Board of Supervisors at a future public meeting.

Meeting Agenda
Brentwood Rod and Gun Club Relocation
Tentative Date April 30, 2003

1. Status of Public Works analysis of sight distances on Camino Diablo
 - a. Review costs previously charged to Club for evaluation of sight distances at incorrect location on Camino Diablo
 - b. Discussion of appropriateness of assessing additional charges against Club for re-work by Public Works regarding sight distances.
 - c. Timeline for completion by Public Works
2. Status of CTS evaluation and workplan
 - a. Status of discussions between Monk and Fish and Game
 - b. Report on additional costs to date by Monk and estimated additional costs to resolve CTS issue.
3. Review Club's request for tolling agreement with County on delay claim relating to County inaction between July and October 2002
 - a. County to articulate position on Club's request to defer filing action.
4. Review and discuss Parson's request for extra payments. Presentation by County of its review of Parsons bid, work to date, and analysis of scope of work under the contract
 - a. Parsons response to Club inquiry dated April 18, 2003
 1. Justify position that Club's input constitutes public comment and charged against the response to comments budget
 2. Explain justification for separate additional work categories and demonstrate staff time previously committed
 - A. 150 additional comments
 - B. Comments on alternatives
 - C. Comments on residence locations

D. PES comments

E. Salter comments

F. Safety/ballistics comments

3. Present explanation of proposed scope of work on arsenic response. Explain prior work product that can be incorporated in the response.

4. Explain \$2400 extra for shot curtain visual analysis

5. Review County budget and status of "overhead" account balance.

6. Discuss further action should Parsons refuse to perform further work and Club declines to pay additional \$18,000.00

Impact.

In April 2003, M&A identified larval California tiger salamander (*Ambystoma californiense*) (CTS) on the project site. The CTS is a federal candidate for listing as threatened or endangered. Both the Sonoma County Distinct Population Segment (DPS) of CTS and the Santa Barbara County DPS are federally listed as endangered. Currently the U.S. Fish and Wildlife Service has a pending decision regarding if this agency will list the CTS statewide. This decision is expected on May 15, 2003. The CTS is also a California "species of special concern." This title affords the CTS no legally mandated protection; however, pursuant to CEQA (14 CCR §15380), this species must be considered in any project that will undergo, or is currently undergoing CEQA review, and/or any project that must obtain an environmental permit(s) from a public agency (e.g., the U.S. Army Corps of Engineers). The CTS is also protected under Title 14 of the California Code of Regulations (CCR). Under Title 14, CCR 41 (1996), CTS is a protected amphibian that may only be taken or possessed under a special permit issued by the California Department of Fish and Game (CDFG) pursuant to sections 650 and 670.7 of these regulations, or Section 2081 of the Fish and Game Code.

CTS larvae were identified in a temporary rainwater pool located within the boundaries of the proposed rifle range. The pool was created in the last few years by a bulldozer cleaning up and old garbage pit. The slight depressional topography now forms a pool that is about 6 inches deep in the wet months of the year. In normal rainfall years this pool likely dries by April. As such, in normal rainfall years the pool is too shallow to sustain successful CTS breeding. However, in years with wet springs the pool would be rewetted frequently enough to sustain a hydration period that is long enough to allow CTS larvae to successfully metamorphose. The spring of 2003 is such a year. Regardless, the pool is not considered a prime CTS breeding habitat because of its shallow depth and relatively short hydration period.

The project as currently proposed would result in impacts to CTS breeding and aestivation (over-summering) habitat. Impacts to CTS from the proposed project include destruction of breeding habitat and upland aestivation habitat, and death of individual CTS larvae or adults. These impacts could be mitigated to less than significant levels.

Proposed Mitigation Measure.

In order to mitigate impacts to CTS breeding and aestivation habitat, the applicant shall construct suitable breeding habitat on the eastern side of the project site, east of the existing dirt access road. The proposed pool location is well removed from the rifle and pistol firing ranges, and other disturbances that would be associated with the gun club that could be harmful to this special-status species. The east side of the project site was identified by CDFG as an area that would be suitable for creation of a replacement breeding pool provided there is natural grassland connectively with properties south of the project site. This connectivity would be necessary to sustain CTS population movements between grassland aestivation habitats and the created pool.

The portion of the project site where the CTS mitigation pool would be constructed is "bowl shaped" and otherwise has a suitable watershed necessary to support any constructed pool. It is expected that a pool can be created at this location that will fill with water in about early to mid-

December and remain hydrated through May or longer in normal rainfall years. This pool would actually function better than the existing breeding site on the project site in that the hydration period could be increased so that CTS larvae would be able to metamorphose in most rainfall years. To accomplish this the pool would have a ponding depth of four feet.

In order to mitigate impacts to CTS breeding habitat in conformance with CDFG requirements, the breeding pond created in this location shall have an inundation area that is at least 45 feet by 30 feet (this would be an equivalent size to the pool that would be impacted). The pond shall be graded with a flat bottom, and 5:1 side slopes. The pond shall be designed to pool water to a depth of four feet. A hardened spillway (recommend Pyramat© or its equivalent) shall be constructed into the berm to ensure that large storm event flows leave the pond at a controlled point of release.

This pond shall be properly engineered to ensure that there is minimal water loss through lateral and vertical percolation. This shall be achieved by ensuring that there is a minimum of two feet of compacted clay forming the basin of the bowl (bottom and sides). Compaction shall be to 90 percent relative compaction or greater. To reduce potential for shrink/swell cracking of the pond liner a six inch layer of loamy soil shall be compacted over the clays. To achieve a pool depth of four feet, the pool will have to be over-excavated to allow deposition of the clays and loam soils as prescribed above to meet the overall objective of four feet of water between the pond bottom and the spillway elevation.

The mitigation goal shall be to create a pool that inundates for four to five months of the year and then dries down completely in the summer months. A pool that is permanently inundated would attract nuisance species such as non-native bullfrogs (*Rana catesbeiana*). In addition, a pool that doesn't dry by the end of June will choke with cattails (*Typha* spp.) within a one to three year period. Accordingly, the pool must dry by July 1 in order to kill any cattails that establish in the pond. Pool construction must be supervised by a biologist to ensure that pond parameters are properly constructed.

To mitigate impacts to CTS upland aestivation habitat, an area equivalent in size to the area of proposed disturbance shall be set-aside in a permanently protected easement granted to Contra Costa County. That is, for each acre of CTS upland habitat that would be impacted by the project, an acre of CTS upland habitat must be set aside in perpetuity. This mitigation ratio is in conformance with CDFG's mitigation requirements. In order to determine the acreage of upland mitigation habitat that would be necessary to offset impacts to CTS aestivation habitat, the total acreage of planned land disturbance (both temporary and permanent) would have to be calculated. Currently, it is estimated that 10 acres of land will be disturbed for the proposed project. Hence, under this scenario, 10 acres of upland habitat would have to be set-aside in perpetuity as mitigation for CTS aestivation habitat. The breeding pool shall be within the permanent set-aside. The exact upland acreage amount would have to be calculated once design plans are finalized.

No structures (for example, buildings) shall be erected in areas that shall impede CTS migration to the mitigation pond. Similarly, steel and/or lead shot shall not be allowed within the watershed

of the breeding pond. Any berm that is created within the set-aside habitat must have a maximum slope steepness of 5:1.

Connectivity shall be maintained between offsite habitats and CTS breeding and upland habitat in the mitigation preserve. In order to maintain connectivity, the proposed caretaker's house shall be located on the west side of the existing access road, near the central western property corner. Existing, dilapidated buildings on the hill shall be razed and this hill will be left open to provide CTS with a migration corridor.

Other required mitigation items:

- All mitigation lands must be fenced to restrict unauthorized access, and set aside in a Grant of Easement. Contra Costa County and CDFG would be co-trustees of the easement with the ability to enforce its provisions. A management plan shall be prepared stating the acceptable and non-acceptable uses of the Grant of Easement area.
- Signs shall be posted on the fence stating that this is a protected preserve and access is prohibited.
- Upland habitats would need to have some degree of vegetation management. This could consist of mowing or rotational grazing. Disking is not allowed.
- Mitigation lands shall be monitored annually for a period of five years. Annual monitoring reports shall be submitted to Contra Costa County Community Development Department and CDFG by December 1st of each monitoring year.
- A bond shall be posted by the applicant to cover the five-year monitoring costs and in perpetuity maintenance costs of the Grant of Easement area.

Implementation of the above mitigation measures would reduce impacts to California tiger salamander to a level considered less than significant pursuant to CEQA.

**Need to indicate proposed pond and new proposed location of caretaker's house on a graphic. Can Parsons do that?

darwinm

From: "geoff " <geoff@monkassociates.com>
To: "Richard Arnold" <bugdctr@attbi.com>
Cc: "sarah " <sarah@monkassociates.com>
Sent: Saturday, March 15, 2003 2:10 PM
Subject: RE: Brentwood Gun Club,

Many thanks Dick for all your help!
Geoff

-----Original Message-----

From: Richard Arnold [mailto:bugdctr@attbi.com]
Sent: Saturday, March 15, 2003 10:08 AM
To: geoff
Subject: Re: Brentwood Gun Club,

Hi Geoff:

Thanks for sending the attorney's name, as I was trying to remember it all of yesterday and kept drawing a blank!

Based on Barry's wetland delineation, I surveyed 5 wet areas for shrimp. Locations #1-#3 were clustered at a topographic low spot and drainage culvert at the base of the hill below the buildings. #4 was a man-made shallow pit alongside of the road to the "quarry" and #5 was the "quarry".

In the 2000 wet season, I visited the rod & gun club 7 times, on 12/2/99, and 1/14, 1/28, 2/14, 2/28, 3/11, 3/24, and 3/31 of 2000. There was no ponding on 12/2, and only the quarry area was still ponded on 3/31. In the 2001 wet season, I visited the club 7 times on 1/20, 1/27, 2/14, 2/25, 3/16, 3/30. All areas were dry as of 3/30. I returned on 4/23 after a late season rain that occurred on 4/20, but there was no ponded water, only muddy bottoms, at the site. Terrence Dicker, the club's treasurer, assisted me by checking the site after rain events in the fall and early winter to detect when ponding first occurred.

Based on my site visits in 2001, hydroperiods for the 5 wet areas were as follows: #1 - 45 days, #2 - 63 days, #3 - 31 days, #4 - 63 days, #5 - 70 days. These values probably overestimate the actual hydroperiods, as several of the wet areas were only a few cm in depth on the next to last visit before a 0cm reading was actually recorded. A similar hydroperiod pattern was observed in 2000.

I hope this info helps.

Thanks for the lead on the Aerial Image Corrector. I'll check it out.

Also, best wishes to you and Sarah as your family grows!

Dick (Richard A.) Arnold, Ph.D.
Entomological Consulting Services, Ltd.
104 Mountain View Court
Pleasant Hill, CA 94523-2188
phone: 925-825-3784
fax: 925-827-1809
www.ecsltd.com
bugdctr@attbi.com

| ----- Original Message -----
| From: geoff

To: Dr. Richard Arnold
Sent: Friday, March 14, 2003 2:44 PM
Subject: Brentwood Gun Club,

Hi Dick,

I really appreciate your help on this project. The attorney's name for the Brentwood Gun Club project is: Alan Wilhelmy.

Any hydrology data you have (length of hydro period) would be very helpful. We went out to the gun club today and found CTS larvae in a pool in the quarry that was about 6' x 3' in dimension. Loaded with larvae. Anyway, I have to get out of this mess somehow and I am going to state that this year, and in the years you did surveys, that CTS would not have time to metamorphose prior to the time the pool(s) dried. Yes, I will also recommend mitigation that includes construction of a better pond with a longer hydro period. Anyway, any data you have on hydrology would be very much appreciated.

The program we use to project aerial photographs is made by Rockware. It is called "Aerial Image Corrector"

Alex Diamond [<mailto:alex@rockware.com>] will help you with technical questions and can provide more information about the program.

Thanks Dick,
Geoff

Law Offices of
DAVID W. TROTTER
119 Allen Court, Moraga, CA 94556
(925) 876-1503
david.trotter@dtrotterlaw.com

November 14, 2016

HAND-DELIVERED

Hon. Candace Andersen
Chair, Board of Supervisors
Contra Costa County
County Administration Building
651 Pine Street
Martinez, CA 94553-1229

Attn: Aruna Bhat, Deputy Director
Conservation and Development Dept.

**Re: John and Lori Ramirez (Applicants)/James and Dorothy Schmidt (Owners),
County File Nos. LP15-2040
Site Address/Location: 50 Camino Diablo Road, Unincorporated
Brentwood, CA (APN 003-020-048)**

**Appeal By Twenty-Three Camino Diablo and Walnut Avenue Homeowners
and Residents to the Contra Costa County Board of Supervisors of the
County Planning Commission's July 26, 2016 Decision Modifying
Conditions of Approval of County File No. LP95-2020 for the Proposed
Diablo MX Ranch Motocross Park**

Dear Chair Andersen and Honorable Members of the Board of Supervisors:

This letter is submitted on behalf of the Appellants in this matter. It supplements our August 1, 2016 letter appealing to the Board of Supervisors the above-referenced decision of the County Planning Commission concerning the proposed Diablo MX motocross facility located at 50 Camino Diablo. Appellants' homes and residential properties are located nearby, and immediately adjacent to, the west, northwest, east and south sides of the proposed motocross site.

Due to its severe and adverse noise impacts, the proposed motocross operations will substantially impair the quiet enjoyment of neighboring homes and residential properties. This will result in declining property values – i.e., a **diminution in value of up to 20 percent** if the motocross facility is permitted to re-open and resume operations. That is the considered opinion

of Lori Abreu, a licensed real estate broker and the owner of Delta Ranches and Homes. Ms. Abreu specializes in ranch home properties in eastern Contra Costa County, and her August 15, 2015 letter addressing this point is enclosed herewith.

The applicants have repeatedly said that they want to be “good neighbors.” However, the reality will be quite different – a never-ending noise assault on their neighbors, including Appellants – if the County approves the re-opening of the Diablo MX motocross project without significant mitigations.

Appellants respectfully request that this letter and the attached evidence from Ms. Abreu regarding the impacts on Appellants’ property values and quiet enjoyment be included in the administrative record in this matter. We appreciate the Board of Supervisor’s careful consideration of the important issues raised by this appeal. Thank you.

Very truly yours,



David W. Trotter

Enclosure

cc: Appellants (w/encl.)



August 10, 2015

David Trotter
Bowles and Verna
2121 N California Blvd # 875
Walnut Creek, CA 94596

Dear Mr. Trotter;

Thank you for the time you extended to me on the telephone in reference to land values in East Contra Costa County. As we discussed, I am a Broker/Owner specializing in ranch and land properties in this area for 15 years. I have enclosed a resume of my qualifications as well.

Land and Ranch sales have many variable factors regarding value and desirability, which will impact the overall price and value of the property. One of the leading factors is an assurance of quiet enjoyment of subject properties. Generally speaking, a residential/ranch parcel that is adversely affected by adjacent loud noise or adverse visual impacts can expect to suffer a 10 – 20% diminution in value. In my opinion, the proposed operation of a motorcycle racing/motocross facility in close proximity to residential property would likely result in diminutions in property values at the upper end of that range (i.e., plus or minus 20%).

Any kind of changes which are not adhering to current zoning and general plans, can impact neighboring properties financially, especially as markets change and we see an increase in listings and other potential properties to available to consider.

If I can be of further assistance, please do not hesitate to contact me.

Respectfully,

A handwritten signature in black ink that reads "Lori Abreu".

A4B79A1B685A458...
Lori Abreu

Broker/CEO
Delta Ranches and Homes
CA 01336343
925-216-6317 cell
www.DeltaRanches.com