TO: **BOARD OF ADA COUNTY COMMISSIONERS**

HEARING DATE: **September 14, 2016**

STAFF: Kristy Inselman, Associate Planner

PROJECT NO.: 201600646-A(A & B), Go Kart Racetrack

APPELLANTS: Group A: Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom / Group B: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward

INTRODUCTION

An appeal of the Planning & Zoning Commission's decision to approve a Conditional Use, Master Site Plan, and Floodplain application for a vehicle racetrack (80,100 square foot asphalt racetrack, landscaping, and two recycled asphalt parking areas to total 40-spaces). The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage of material and equipment for the go cart track. The property is located at 8700 W. Chaparral Road and contains 100.25 acres; Section 9, T.5N, R.1W.

EXECUTIVE SUMMARY

There are two groups of appellants (Group A & B) appealing the Planning & Zoning Commission's decision to approve a Conditional Use, Master Site Plan, and Floodplain application for a vehicle racetrack (80,100 square foot asphalt racetrack, landscaping, and two recycled asphalt parking areas to total 40-spaces, and an existing 1,800 square foot structure for storage of material and equipment for the go cart track). The first appeal is made by a group of residents near the proposed racetrack that include: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward. The second appeal is also made by a group of residents near the proposed racetrack that include: Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom.

The applicant is requesting approval of a conditional use, master site plan, and floodplain application for a vehicle racetrack. The applicant is proposing to hold sanctioned race events, fundraising race events and classes. The applicant has identified in their original detailed letter (Exhibit #6.5) that they anticipate between 5-15 participants and 5-20 guests per event or class. A follow up email (Exhibit #25), staff attempted to have the applicant identify more clearly the anticipated use of the facility. The applicant responded in Exhibit #40 they anticipate 20 participants but not more than 15 karts on the track at one time for the team building/classes, the fundraising would exceed 30 participants, last approximately 2-3 hours, but no more than 15 karts on the track at one time, and did not provide an anticipated attendance for the sanctioned race events. The applicant also stated that they are not

proposing any lighting, bleachers or outdoor speaker system. The applicant is proposing to utilize an existing 1,800-square foot structure, which will require a building permit as it was originally constructed as an agricultural structure.

The applicant is originally proposing to construct two parking areas to total forty (40) parking stalls, two of which are proposed to be ADA. The applicant sent an email on August 31, 2016 (Exhibit #40) that identified a revised parking area that includes ten (10) parking spaces for trucks with trailers. The applicant is proposing to use recycled asphalt for all parking areas as an alternative material, which has been approved by the County Engineer. As required by Ada County Code 8-5-3-87, all structures or outdoor activity areas shall be located a minimum of three hundred feet (300') from any property line. The racetrack and outdoor activity areas are proposed to meet that setback.

The appellants identified six areas of concern and outlined the reasons why the proposed go kart track should be denied, which include: conflict with Ada County Code/Ada County Comprehensive Plan/property values, fire hazard/safety, traffic impacts, noise, wildlife, floodplain, and property values.

- *Ada County Code/Ada County Comprehensive Plan/Property Values: It is the opinion of the appellants that the applications are not compliant with sections of the Ada County Code and the Ada County Comprehensive Plan. The appellants stated that the chief objective of the Ada County Code, Ada County Comprehensive Plan, and Idaho State Land Use Planning Act is to protect personal property rights. The appellants also referenced Ada County Code Section 8-5B-5 (Conditional Use required findings) and stated the proposed use does not meet the findings in the following ways: use is detrimental to the public health, safety, and welfare, will create undue adverse impacts on surrounding properties, the use is not consistent with the Ada County Comprehensive Plan to preserve property values and preserve rural acreage properties, the use is not compliant with and is in direct contrast with the purpose statement of the applicable base district (RP) as it exists today with developed rural estate home-sites, it is in contrast with the specific use standards as set forth in the County Code, it may likely violate state and federal regulations, it will impede the normal development of surrounding property as the area is developing with rural estate agricultural oriented home-sites, adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are not being provided for.*

- *Fire Safety: The appellants have identified concerns with fire safety as the property is located in the WUFI Overlay District. The appellants stated that the proposed use includes a significant increase of potential fire starting hazards in a fire-prone zone where there is no fire district. The appellants stated that the proposed activities, racing of go carts, bringing in large quantities of fuels and other fire accelerants, the increase of hundreds of additional cars, the increase of hundreds of additional people, all being introduced into their rural/agricultural home-site area during fire season, cannot be mitigated with County requirements. The 30-foot wide buffer does close to nothing compared to the fire danger impacts being brought to our rural area. The appellants referenced Ada County Code Section 8-5B-4 (Conditional Use standards) and stated the applicant cannot control or provide mitigation for potential fire hazard introduced into the site. The appellants also stated that there are no fire district exists for this area.*

- *Floodplain: The appellants stated that the proposal cannot meet the Natural Features Analysis requirements. The applicant stated that the applicant's grading & drainage plan includes what appears to be plans to construct the racetrack within the floodplain and adjacent to Willow creek. There is no indication that the construction of this racetrack will do anything other than channel site polluted water into Willow Creek. The appellants stated that the project proponent has failed to demonstrate to the public and the governing body that the U.S. Army Corps of Engineers will permit*

work pursuant to Section 404(f) of the Clean Water Act, 33 U.S.C. 1251, et seq. The appellants stated that the Board should deny the applications to approve the racetrack, and if they approve this item, direct that the matter only be reconsidered once the Applicant has consulted with and obtained official assurances from the U.S. Army Corps of Engineers that the project's intent to construct and/or maintain area adjacent to Willow Creek will be lawfully permitted by the Corps, require that such consultations and official assurances be submitted to the Board as a part of the record, and provide the public an additional opportunity to comment once such information is made available. Parking overflow and erosion and drainage into the Willow Creek is an issue also.

- *Wildlife: The appellants asserted that it appears to them that although Fish and Game have commented that there are no significant impacts in their opinion they feel that they do not take into consideration the general wildlife in the area, only that which they consider "sensitive." The general wildlife, such as numerous species of birds, the deer, the antelope and other wildlife, all will be scared away from the area with the noise and activity the racetrack will bring.*
- *Noise: The appellants stated that the pristine natural environment of the flatlands and hillsides, inclusive of wild grasses, wildlife, and the quiet flowing Willow Creek, all will be devastated by this noisy active spectator sport use. There is no way to screen the use as hillsides abound surrounding the generally flat area of the racetrack beneath the hillsides. Homes are on those hills and the track is in direct view and cannot be screened. Furthermore, noise will be channeled in all directions and with the noise generator in the low spot and the hillside surrounding; the noise will be amplified and sent in all directions like a cone of a speaker does with sound. The appellants also referenced Ada County Code Section 8-5B-4 (Conditional Use standards) and stated the proposed use will increase noise not reduce it and the use will cause detrimental impacts to the agriculture use related impacts of noise on the domesticated farm animals and horses.*
- *Traffic: The appellants also questioned why the County would permit a use that will invite hundreds of cars, trucks, trailers, delivery vehicles and construction vehicles into this Rural Preservation home-site area? According to the applicant, people will be coming from hundreds of miles away to use this racetrack, which will also introduce safety concerns for the rural home-site residents. The proposal is inconsistent with the existing and planned environment and existing home-sites. Additionally, allowing all these additional vehicles and people will introduce a vast number of potential fire risks.*

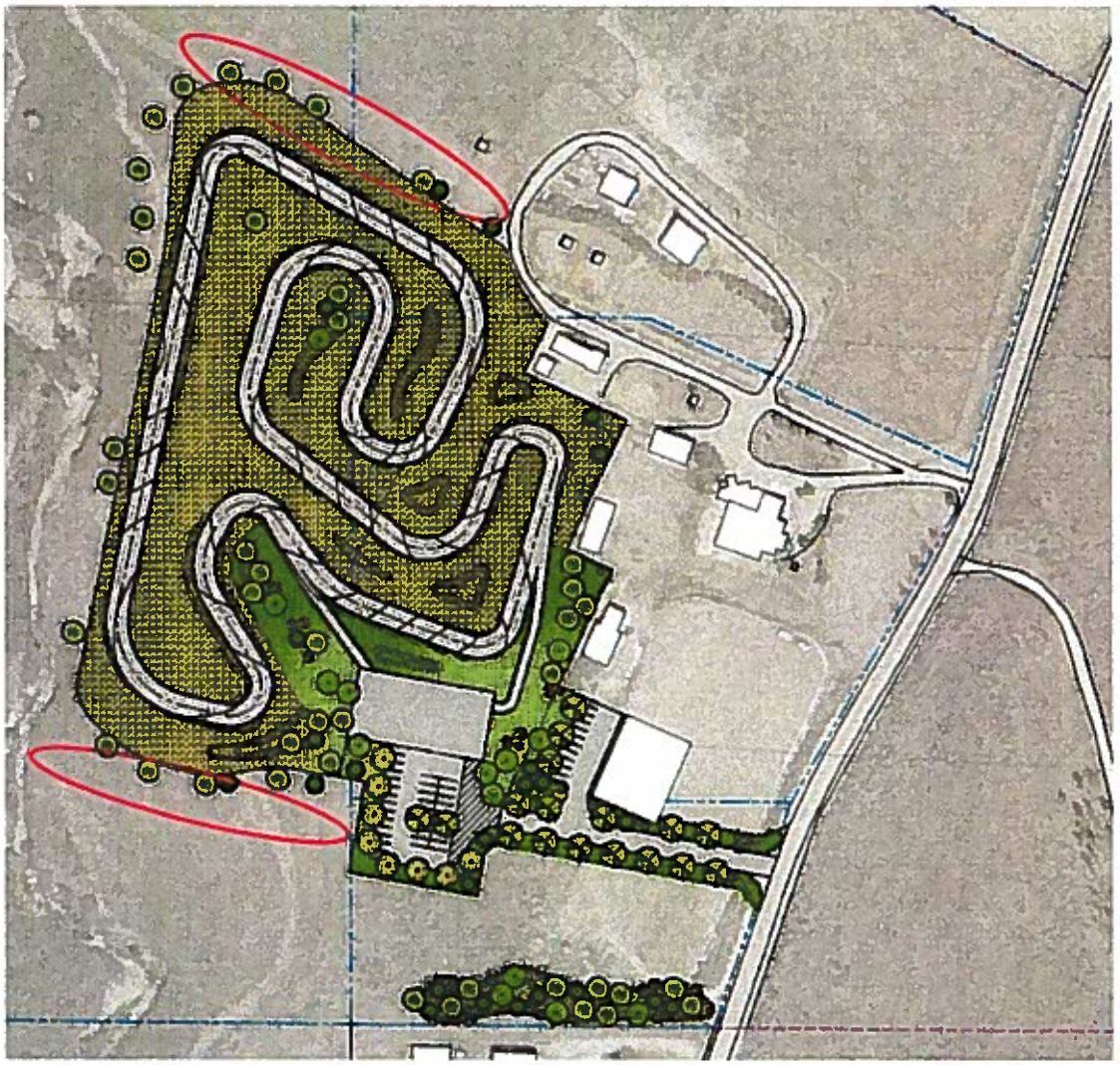
Staff has reviewed the concerns by the appellants, in addition to a new noise study, that was provided by Group A. Staff is concerned with the potential negative impacts to the adjacent property owners. In an effort to mitigate the impacts to the adjacent property owners, staff recommended mitigating factors in the form of conditions that included a reduction in hours as well as additional landscaping/sound wall to mitigate the impacts. Those conditions were removed by the Commission. Staff recommends that those conditions, as well as other clarifying conditions be added.

The applicant has submitted a fire management plan that has been reviewed by the Sheriff's Department, which is the authority when a property is not located within a fire district. The applicant should be required implement the fire mitigation plan and to provide written approval from the Sheriff's Department (or Fire District if it is annexed into a Fire District). In the fire mitigation plan, the applicant has identified that they will require all carts entering the site to meet the requirements of the World Karting Association (WKA), they will have specified that they will provide a 2,000-gallon water truck on site for all events and classes, as well as multiple fire extinguishers placed throughout the racetrack. Additionally, the fire management plan identifies a 30-foot wide green space around the racetrack that will be irrigated, parking areas will be covered with recycled asphalt, the racetrack will be paved, and all karts must have spark arrestors. The appellants voiced concerns regarding "overflow parking." The

proposed site plan (Exhibit #6.8) does not identify any "overflow parking" area In order to mitigate fire concerns, no parking shall be allowed outside of the proposed parking areas. The applicant will be also required to conform to WUFI standards and no parking shall be allowed outside the designated parking areas. Additionally, as identified in Ada County Code Section 8-3B (WUFI Overlay), camping is prohibited.

The applicant originally proposed the hours of operation to be 9:00am to 8:00pm, Wednesday through Sunday during the months of May through September only. However, at the Planning & Zoning hearing, the applicant requested to change the use to include the ability to hold events and classes year round. Staff recommended that the use be restricted to only Wednesday through Saturday, 9:00am to 8:00pm to mitigate impacts to the adjacent neighbors. Staff recommends that Sunday events/races/classes be restricted, and the applicant be restricted to the months of use originally proposed with the application which are May through September only. Additionally, the proposed use should be restricted to only one "sanctioned" race event per month (not to exceed five (5) per year) as well as limited the number of events per day during all other times. The applicant should be restricted to two events per day (i.e., one fundraising event in the morning, and one class in the evening. The use shall be restricted to no more than fifteen (15) karts on the track at one time.

Additionally, the applicant should be required to submit a revised landscape plan showing additional landscaping adjacent to the north and south portions of the racetrack to provide both a noise and visual buffer. Staff recommends that the applicant add either additional landscaping berms and/or sound walls adjacent to the north and south areas of the racetrack. Specifically, the areas identified below:



At the Commission hearing, it was the position of the applicant that they could not comply with the staff recommendations for berms and/or a sound wall due to the floodplain. However, Staff has verified with the County Engineer that a landscaping berm and/or sound wall would be able to be constructed. The Ada County Engineer responded in Exhibit #18 that the applicant can build a landscape berm or sound wall within the floodplain boundary as long as they don't negatively impact the drainage path of the floodplain (i.e., it will need to be designed and located by an engineer and may need openings along the bottom).

RECOMMENDATION

Based upon Staff's review of the application, staff concludes that this application complies with the Ada County Code and recommends for the Board to deny the appeal and affirm the Commission's decision to approve Project No. 201600646-CU-MSP-FP as set out in the proposed Findings of Fact and Conclusions of Law attached hereto.

The Board should consider the evidence and testimony presented during the public hearing prior to rendering its recommendation concerning this application.

EXHIBIT LIST – PROJECT NO. 201600646 A (A & B):

1. Master Application & Appeal Checklist (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) – 8 pages
2. Appellant Group A's Detailed Letter (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) – 4 pages
3. Master Application & Appeal Checklist (Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom) – 11 pages
4. Appellant Group B's Detailed Letter (Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom) – 4 pages
5. Copy of Findings of Fact (Planning & Zoning) – 15 pages
6. Staff Report & Exhibits for Project No. 201600646-CU-MSP-FP – Total 214 pages

    1) *Staff Report – 5 pages*
    2) *Pre-Application Notes dated October 29, 2015 – 8 pages*
    3) *Letter & Petition from Neighbors received on April 25, 2016 – 7 pages*
    4) *Master Application and Checklists submitted April 29, 2016 – 7 pages*
    5) *Detailed Letter submitted April 29, 2016 – 4 pages*
    6) *Neighborhood Meeting Certification Form submitted April 29, 2016 – 4 pages*
    7) *Deed submitted April 29, 2016 – 8 pages*
    8) *Site plan/Parking plan submitted on April 29, 2016 – 1 page*
    9) *Landscape plan submitted on April 29, 2016 – 1 page*
    10) *Site Overview plan submitted on April 29, 2016 – 1 page*
    11) *Natural Features Map submitted on April 29, 2016 – 2 pages*
    12) *Floodplain documentation submitted on April 29, 2016 – 53 pages*
    13) *Letter from Idaho Fish and Game submitted on April 29, 2016 – 2 pages*
    14) *Vicinity/Aerial Map – 2 pages*
    15) *Agency Transmittal dated May 2, 2016 – 3 pages*
    16) *Memo from Building Official dated May 5, 2016 – 1 page*
    17) *Submittal Letter to Applicant dated May 9, 2016 – 1 page*
    18) *Neighbor Response (Stella) dated May 9, 2016 – 1 page*
    19) *Memo from Central District Health Department received May 19, 2016 – 1 page*
    20) *Radius Notice sent on May 25, 2016 – 2 pages*
    21) *Radius Map & Mailing List – 3 pages*
    22) *Memo from the Ada County Engineer dated May 26, 2016 – 1 page*
    23) *Revised Radius Notice sent on May 27, 2016 – 2 pages*
    24) *Letter from Neighbor (Hardin) received on June 22, 2016 – 1 page*
    25) *Legal Notice of Public Hearing published on June 28, 2016 – 1 page*
    26) *Email from Ada County Highway District received on June 28, 2016 – 2 pages*
    27) *Email from State Fire Marshall received on June 29, 2016 – 2 pages*
    28) *Email from Iovino received on June 29, 2016 – 1 page*
    29) *Petition Signature Map – 1 page*
    30) *Letter from O'Brien received on June 29, 2016 – 1 page*
    31) *Email from Myers received on June 29, 2016 – 1 page*
    32) *Email from Crabtree received on June 29, 2016 – 1 page*

33) *Email from Robb received on June 29, 2016 – 1 page*
34) *Email from Pederson received on July 1, 2016 – 1 page*
35) *Email from Ada County Sheriff's Office received on July 1, 2016 – 1 page*
36) *Noise Study from Dave Aizpitarte received on July 1, 2016 – 11 pages*
37) *Site Posting Certification received on July 1, 2016 – 2 pages*
38) *Email from Jesse Iwuji received on June 29, 2016 – 1 page*
39) *Email from John Newhouse on June 29, 2016 – 1 page*
40) *Email from Staff to Nancy Merrill on July 1, 2016 – 1 page*
41) *Email from Nancy Merrill on July 2, 2016 – 1 page*
42) *Email & letter from Brook Jones on July 10, 2016 – 2 pages*
43) *Email from Jennifer Claassen on July 11, 2016 – 1 page*
44) *Email from Virginia Buford on July 11, 2016 – 1 page*
45) *Email from John Ferris on July 11, 2016 – 1 page*
46) *Email from Nikki Bentz on July 11, 2016 – 1 page*
47) *Email from Karen Smith on July 11, 2016 – 2 pages*
48) *Email from Mandy Page on July 11, 2016 – 1 page*
49) *Email from Eric Claassen on July 11, 2016 – 1 page*
50) *Report from Ada County Highway District on July 12, 2016 – 5 pages*
51) *Email from Doug Pederson on July 12, 2016 – 1 page*
52) *Email from Chris Stroud on July 13, 2016 – 1 page*
53) *Email from Marchelle Wilson on July 14, 2016 – 1 page*
54) *Email & Letter from T-O Engineers on July 14, 2016 – 3 pages*
55) *Powerpoint Presentation (Nancy Merrill) on July 14, 2016 – 25 pages*
56) *Photos from Jode Stella on July 14, 2016 – 3 pages*

7. Agency Transmittal for Group A (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) dated August 1, 2016 – 4 pages
8. Agency Transmittal for Group B (Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom) dated August 1, 2016 – 4 pages
9. Submittal Letter for Group A (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) dated August 3, 2016 – 1 page
10. Submittal Letter for Group B (Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom) dated August 3, 2016 – 1 page
11. Radius Notice for Group A (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) dated August 4, 2016 – 2 pages
12. Radius Notice for Group B (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) dated August 4, 2016 – 2 pages
13. Radius Notice Map & Mailing List – 3 pages
14. Vicinity/Aerial Map – 2 pages
15. Letter from Janet Hardin received on July 29, 2016 – 2 pages
16. Memo from Building Official received on August 2, 2016 – 1 page
17. Memo from County Engineer received on August 4, 2016 – 1 page

18. Email from County Engineer received on August 5, 2016 – 4 pages
19. Email from Bruce Wong received on August 9, 2016 – 1 page
20. Email from Kent Smith (documents from ITD & ACHD road projects) received on August 15, 2016 – 13 pages
21. Letter from Nancy Merrill received on August 16, 2016 – 3 pages
22. Email from Kent Smith (Fire Mitigation Plan) received on August 22, 2016 – 7 pages
23. Email from Kent Smith (John Wood's plan for the property/use) received on August 24, 2016 – 6 pages
24. Email from Dan Borgquist (Sheriff's Department) received on August 26, 2016 – 2 pages
25. Email from Staff (Kristy Inselman) to applicant requesting additional information on August 26, 2016 – 1 page
26. Email & Letter from DeEdra Price received on August 26, 2016 – 7 pages
27. Email from Dennis Stanley received on August 26, 2016 – 1 page
28. Email from Larry Robb received on August 26, 2016 – 3 pages
29. Email from James Doucette received on August 26, 2016 – 1 page
30. Email from Knute Sandahl (State Fire Marshall) received on August 29, 2016 – 2 pages
31. Email from Kent Smith received on August 29, 2016 – 2 pages
32. Letter from Brian Ertz received on August 30, 2016 – 6 pages
33. Email from Ken Smith (Wildlife) received on August 30, 2016 – 4 pages
34. Email from Angie Gilman (regarding US Corp of Engineers requirements) received on August 31, 2016 – 2 pages
35. Email from Angie Gilman (forward from Greg Carter) received on August 31, 2016 – 3 pages
36. Email from Bob Leake (Sound Study & other Documents) received on August 31, 2016 – 183 pages
37. Email from Rob Powers received on August 31, 2016 – 1 page
38. Email from Bernie Little received on August 31, 2016 – 2 pages
39. Email from Rick Ward (Idaho Department of Fish & Game) received on August 31, 2016 – 2 pages
40. Email from Kent Smith (Use & Parking) received on August 31, 2016 – 5 pages
41. Email from Dave Aizpitarte received on August 31, 2016 – 2 pages
42. Email from Kent Smith (Environmental) received on September 1, 2016 – 3 pages
43. Email from Kent Smith (Style & Décor) received on September 1, 2016 – 11 pages
44. Legal Notice for Group A of Public Hearing published on August 23, 2016 – 2 pages
45. Legal Notice for Group B of Public Hearing published on August 23, 2016 – 2 pages

MASTER APPLICATION/PETITION REQUEST

ADA COUNTY DEVELOPMENT SERVICES
200 W. Front Street, Boise, Idaho 83702. www.adaweb.net phone: (208) 287-7900 fax: (208) 287-7909

TYPE OF ADMINISTRATIVE APPLICATION:

- ☐ ACCESSORY USE*
- ☐ FARM DEVELOPMENT RIGHT
- ☐ FLOODPLAIN PERMIT
- ☐ HILLSIDE DEVELOPMENT*
- ☐ HIDDEN SPRINGS ADMINISTRATIVE
- ☐ HIDDEN SPRINGS SPECIAL EVENT
- ☐ LIGHTING PLAN
- ☐ LANDSCAPE PLAN
- ☐ DRAINAGE PLAN
- ☐ MASTER SITE PLAN*
- ☐ EXPANSION NONCONFORMING USE
- ☐ ONE TIME DIVISION
- ☐ PRIVATE ROAD
- ☐ PROPERTY BOUNDARY ADJUSTMENT
- ☐ PLANNED UNIT DEVELOPMENT (PUD)
- ☐ SIGN PLAN
- ☐ TEMPORARY USE*

TYPE OF HEARING LEVEL APPLICATION:

- ☐ CONDITIONAL USE
- ☐ DEVELOPMENT AGREEMENT
- ☐ SUBDIVISION, PRELIMINARY*
- ☐ PLANNED COMMUNITIES*
- ☐ SUBDIVISION, SKETCH PLAT*
- ☐ VACATION
- ☐ VARIANCE
- ☐ ZONING MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT

TYPE OF HEARING LEVEL PETITION:

- ☐ COMPREHENSIVE PLAN MAP OR TEXT AMENDMENT PETITION CHECKLIST

TYPE OF ADDENDA:

- ☒ APPEAL
- ☐ ADMINISTRATIVE MODIFICATION
- ☐ DEVELOPMENT AGREEMENT MODIFICATION
- ☐ FINAL PLAT
- ☐ TIME EXTENSION

REQUIRED SUBMITTALS:

- ☐ CHECKLIST for applicable application(s). If multiple applications, do not duplicate submittals.
- ☐ *SUPPLEMENTAL WORKSHEET REQUIRED

SITE INFORMATION: 201600646 CU - MSP - FP

Section: 9 Township: 5N Range: 1W Total Acres: 100.25

Subdivision Name: 5N 1W 09 Lot: NA Block: NA

Site Address: 8700 Chaparral City Eagle

Tax Parcel Number(s): 50309121187, 50309131605, 50309212400

Existing Zoning: RP Proposed Zoning: NA Area of City Impact: No Overlay District(s) WUFI / Hillside / Floodplane

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JUL 27 2016
ADA COUNTY
DEVELOPMENT SERVICES

OFFICE USE ONLY

Project #.: 201600646-A	Planning Fees/GIS:	Engineering Fees:
Received By: Date: 7-27-16 Stamped	$350.00	

Alison Priest

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Robert & Lana Leake	Name:
Address: 8919 W Deer Ln City: Eagle State: Id Zip: 83616	Address: City: State: Zip:
Telephone: 286-0225 Fax: Email: LanaL@q.com	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Robert B. Leake Robert B Leake 7/26/16 Signature: (Applicant) Date	ENGINEER / SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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JUL 27 2016
ADA COUNTY
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Exhibit 1 2 OF 8
201600646-A (A&B)

Additional signatures list

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: GUY G. WHITTEMORE	Name:
Address: 9105 DEER LN.	Address:
City: EAGLE State: ID Zip: 83616	City: State: Zip:
Telephone: 286 7824 Fax:	Telephone: Fax:
Email: 831 SCRAPRANCH@CENTURY	Email:
I certify this information is correct to the best of my knowledge. 831 SCRAPRANCH@CENTURYLINK NET	ENGINEER / SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
Signature: (Applicant) Date 7/25/16	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

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ADA COUNTY
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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: JERRY L. JONES	Name:
Address: 9191 CHAPARRAL RD.	Address:
City: EAGLE State: ID. Zip: 83616	City: State: Zip:
Telephone: 1286-0512 Fax:	Telephone: Fax:
Email:	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER/SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
Signature: (Applicant) Date 7/25/16	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Dorothy Minor	Name:
Address: 5889 Chaparral Rd.	Address:
City: Eagle State: Id. Zip: 83616	City: State: Zip:
Telephone: 386-1509 Fax: —	Telephone: Fax:
Email: —	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER / SURVEYOR if applicable: (Please Print)
Dorothy Jo Minor 7-25-16	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
Signature: (Applicant) Date	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

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If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Carolyn Lindsey	Name:
Address: 9091 W. Deer Lane City: Eagle State: ID Zip: 83616	Address: City: State: Zip:
Telephone: 208 2509819 Fax: Email: N/A	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Carolyn L Lindsey 7-25-16 Signature: (Applicant) Date	ENGINEER / SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Sandra Seward	Name:
Address: 8875 W. Deer Lane City: Eagle State: Id Zip: 83616	Address: City: State: Zip:
Telephone: 2088610830 Fax: Email: Sandy12264@aol.com	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. 7-27-16 Signature: (Applicant) Date	ENGINEER / SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
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200 W. Front Street, Boise, ID 83702. www.adaweb.net phone: (208)287-7900 fax: (208)287-7909

APPEAL CHECKLIST (ACC 8-7-7)

An Appeal request requires a public hearing.

GENERAL INFORMATION:

Applicant	DESCRIPTION		Staff
✓	Completed and signed Master Application		
✓	**DETAILED LETTER** by the applicant fully describing the request or project and addressing the following:		
✓	✓	Reason for the Appeal. Be specific.	
	✓	File number of the original application. 201600646 CU-MSPFP	
	✓	Date of the written decision that is being appealed. 7-14-16	
	✓	Who's decision is the appeal of? Director ( ) Commission (X)	
	SUPPORTING MATERIALS. Literatures, studies, maps, display graphics, etc. in support of the appeal. (See letter)		
✓	**DEMONSTRATE** that the applicant is an affected person Idaho Code 67-6521 (1)(a) (See Letter)		
✓	**MUST COMPLY WITH SIGN POSTING REGULATIONS (ACC 8-7A-5)**		
✓	**APPLICATION FEE: Call County for Current Planning Fee or go to www.adaweb.net**		

APPLICATION WILL NOT BE ACCEPTED UNLESS ALL APPLICABLE ITEMS ON THE FORMS ARE SUBMITTED.

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From the desk of:
Rural Preservation Property Owners
Against Intrusive Racetrack

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July 27, 2016

TO: Ada County Board of County Commissioners

RE: Appeal of Applications for a proposed Racetrack (201600646-CU-MSP-FP) in an RP zone

Dear Board of County Commissioners,

On behalf of ourselves, and other negatively impacted property owners, we hereby appeal the July14, 2016 decision of the Ada County Planning and Zoning Commission approving the above referenced applications.

The applications are not compliant with numerous sections of the Ada County Code as well as many provisions within the adopted Ada County Comprehensive Plan.

Conditions placed on the applications by the Planning and Zoning Commission do not solve the property valuation damage and general health safety and welfare issues and therefore are irrelevant in our view and the entire application package should be denied. No conditions for a racetrack at this site can solve the health, safety and welfare issues.

It is not right to ruin one's quality of life, which many of the neighbors have worked a lifetime for. We trust that our Ada County Board of County Commissioners will in fact preserve this rural areas. We live in a Rural Preservation zone (RP). Please preserve our rural/agricultural lifestyle as the code demands, and do not negatively impact and potentially destroy it with this racetrack. A chief objective of the Ada County Codes and the Ada County Comprehensive Plan, as well as the Idaho State Land Use Planning Act, is to protect personal property rights. Approval of the racetrack in the proposed location is in direct contrast to that objective.

The applications should be denied. They, in part, violate the following Ada County Codes: (Our comments are in italic. Also, the 15 days for the appeal period is insufficient for us to complete all supporting information; therefore, additional information will be provided prior to the Hearing, in time for the Commission to review):

Ada County Code Section 8-2A-1: PURPOSE OF RP ZONING DISTRICT

A. Common Purpose Statements of the Rural Preservation (RP) District And The Rural Residential (RR) District:
1. Promote the public health, safety, and welfare of the people of Ada County by encouraging the protection of prime agricultural lands; to ensure the important environmental features of the state and Ada County are protected and enhanced; and to protect fish, wildlife, and recreation

resources, consistent with the purposes of the "local land use planning act", Idaho Code section 67-6501 et seq., as amended;
2. Implement the Ada County comprehensive plan goal to protect prime agricultural land and to maximize opportunities for agricultural activities and an agricultural lifestyle in areas designated as rural areas on the comprehensive plan future land use map;
3. Allow the development of agricultural industries and agriculture service establishments when such uses do not take prime agricultural land out of crop production;
4. Protect agricultural and rangeland uses and wildlife management areas from undue adverse impacts from adjacent development;
5. Permit the development of schools, churches, and other public and quasi-public uses in rural areas consistent with the applicable comprehensive plan; and
6. Direct urban density development to occur within urban base districts and the planned community base district.

Approval of a racetrack in the proposed location is in direct contrast to this entire purpose statement and will decrease property values as specifically outlined below.

Ada County Code Section 8-3B WUFI Requirements

The proposed use includes a significant increase of potential fire starting hazards in a fire-prone zone where there is NO FIRE DISTRICT. These activities, racing of go carts, bringing in large quantities of fuels and other fire accelerants, the increase of hundreds of additional cars, the increase of hundreds of additional people (many of which will likely be smoking), all being introduced into our rural/agricultural home-site area DURING FIRE SEASON, cannot be mitigated with County requirements. The 30-foot wide buffer does close to nothing compared to the fire danger impacts being brought to our rural area.

Ada County Code Section 8-4E-4D Natural Features Analysis

The proposal cannot meet Natural Features Analysis requirements as follows:

With regard to the sections outlining Hydrology, Soils, Hazardous Areas and Drainage: The Applicant's Grading & Drainage Plan includes what appears to be plans to construct the racetrack within the floodplain and adjacent to Willow Creek. There is no indication that the construction of this racetrack will do anything other than channel site polluted water into Willow Creek. Furthermore, the project proponent has failed to demonstrate to the public and the governing body that the U.S. Army Corps of Engineers will permit work pursuant to Section 404(f) of the Clean Water Act, 33 U.S.C. § 1251, et seq. Parking overflow and erosion and drainage into the Willow Creek is also an issue.

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The Board should deny the applications to approve the racetrack, and if they approve this item, direct that the matter only be reconsidered once the Applicant has consulted with and obtained official assurances from the U.S. Army Corps of Engineers that the project's intent to construct and/or maintain area adjacent to Willow Creek will be lawfully permitted by the Corps, require that such consultations and official assurances be submitted to the Board as a part of the record, and provide the public an additional opportunity to comment once such information is made available.

With regard to Sensitive Plant and Wildlife species:

It appears Fish and Game has commented and there is no significant impact in their opinion but they do not take into consideration that general wildlife in the area, only that which they consider "sensitive". The general wildlife, such as numerous species of birds, the deer, the antelope and other wildlife, all will be scared away from the area with the noise and activity the racetrack will bring.

With regard to Natural Features and Screening/Landscaping:

The pristine natural environment of the flatlands and hillsides, inclusive of wild grasses, wildlife, and the quiet flowing Willow Creek, all will be devastated by this noisy active spectator sport use. There is no way to screen the use as hillsides abound surrounding the generally flat area of the racetrack beneath the hillsides. Homes are on those hills and the track is in direct view and cannot be screened. Furthermore, noise will be channeled in all directions and with the noise generator in the low spot and the hillsides surrounding, the noise will be amplified and send in all directions like a cone of a speaker does with sound.

With regard to traffic:

Why permit a use that will invite hundreds of cars, trucks, trailers, delivery vehicles and construction vehicles into this Rural Preservation home-site area? According to the applicant, people will be coming from hundreds of miles away to use this racetrack, which will also introduce safety concerns for the rural home-site residents. The proposal is inconsistent with the existing and planned environment and existing home-sites. Additionally, allowing all these additional vehicles and people will introduces a vast number of potential fire risks.

Ada County Code Section 8-5B-4: CONDITIONAL USE STANDARDS

B. The applicant cannot control the noise and potential fire hazard as to not create a nuisance.

C. The applicant cannot provide for mitigation of the fire hazards introduced into the site. No fire district exists for this area.

F. The proposed use will increase noise, it will not reduce it.

G. The dangerous characteristics of the proposed use, i.e.: introducing fire hazards in a fire prone area, cannot be eliminated or minimized so as not to create a nuisance or be detrimental to the public health, safety, or welfare.

I. The proposed use will cause detrimental impacts to the agriculture use related impacts of noise on the domesticated farm animals and horses.

J. No conditions proposed can sufficiently mitigate the negative impacts related to noise, fire hazard and other potentially objectionable impacts as sated herein, and other standards necessary to protect the public health, safety, and welfare and mitigate adverse effects on surrounding property cannot be achieved so the application should be denied.

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Ada County Code Section 8-5B-5: REQUIRED FINDINGS:

A. The proposed use is detrimental to the public health, safety, and welfare all as stated herein;

B. The proposed use will create undue adverse impacts on surrounding properties all as stated herein;

C. The proposed use is not consistent with the Ada County Comprehensive Plan to preserve property values and preserve rural acreage properties;

D. The proposed use is in direct contrast with the purpose statement of the applicable base district (RP) as it exists today with developed rural estate home-sites, and it is in contrast with the specific use standards as set forth in the County Code as stated herein;

E. The proposed use will violate county ordinances as stated herein;

F. The proposed use may likely violate state and federal regulations as stated herein;

G. The proposed use and facilities will impede the normal development of surrounding property as the area is developing with rural estate agricultural oriented home-sites, all encouraged by the Comprehensive Plan, and this racetrack, with all its negative aspects will greatly impact that;

H. Adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are not being provided for as stated herein, especially fire protection; and

I. The Fire Department cannot provide services for the proposed use.

Thank you for the opportunity to present our concerns over the proposed racetrack. You folks are in a tough position because people's property values, quality of life and fortunes are dependent on you. The area property owners will have to live with your decision for years to come. Please deny these applications.

Sincerely,

Robert B Leuke
8919 W Deer Ln
Eagle, Id 83616

See Attached
for Additional
Appellant's

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MASTER APPLICATION/PETITION REQUEST

ADA COUNTY DEVELOPMENT SERVICES
200 W. Front Street, Boise, Idaho 83702. www.adaweb.net phone: (208) 287-7900 fax: (208) 287-7909

TYPE OF ADMINISTRATIVE APPLICATION:

- ☐ ACCESSORY USE*
- ☐ FARM DEVELOPMENT RIGHT
- ☐ FLOODPLAIN PERMIT
- ☐ HILLSIDE DEVELOPMENT*
- ☐ HIDDEN SPRINGS ADMINISTRATIVE
- ☐ HIDDEN SPRINGS SPECIAL EVENT
- ☐ LIGHTING PLAN
- ☐ LANDSCAPE PLAN
- ☐ DRAINAGE PLAN
- ☐ MASTER SITE PLAN*
- ☐ EXPANSION NONCONFORMING USE
- ☐ ONE TIME DIVISION
- ☐ PRIVATE ROAD
- ☐ PROPERTY BOUNDARY ADJUSTMENT
- ☐ PLANNED UNIT DEVELOPMENT (PUD)
- ☐ SIGN PLAN
- ☐ TEMPORARY USE*

TYPE OF HEARING LEVEL APPLICATION:

- ☐ CONDITIONAL USE
- ☐ DEVELOPMENT AGREEMENT
- ☐ SUBDIVISION, PRELIMINARY*
- ☐ PLANNED COMMUNITIES*
- ☐ SUBDIVISION, SKETCH PLAT*
- ☐ VACATION
- ☐ VARIANCE
- ☐ ZONING MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT

TYPE OF HEARING LEVEL PETITION:

- ☐ COMPREHENSIVE PLAN MAP OR TEXT AMENDMENT PETITION CHECKLIST

TYPE OF ADDENDA:

- ☒ APPEAL
- ☐ ADMINISTRATIVE MODIFICATION
- ☐ DEVELOPMENT AGREEMENT MODIFICATION
- ☐ FINAL PLAT
- ☐ TIME EXTENSION

REQUIRED SUBMITTALS:

- ☐ CHECKLIST for applicable application(s). If multiple applications, do not duplicate submittals.
- ☐ *SUPPLEMENTAL WORKSHEET REQUIRED

SITE INFORMATION: 201600646 CU-MSP-FP

Section: 9 Township: 5N Range: 1W Total Acres: 100.25

Subdivision Name: 5N 1W 09 Lot: NA Block: NA

Site Address: 8700 Chaparral City Eagle

Tax Parcel Number(s): 50309121187, 50309131605, 50309212400

Existing Zoning: RP Proposed Zoning: NA Area of City Impact: No Overlay District(s) WUFI/ Hillside/ Floodplane

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OFFICE USE ONLY

Project #.: 201600646-A-B	Planning Fees/GIS:	Engineering Fees:
Received By: Date: 7-27-16 Stamped ☒	350.00	⊖

Alison Crist

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Jake and Brooke Jones	Name:
Address: 8249 Chaparral Rd.	Address:
City: Eagle State: Id. Zip: 83616	City: State: Zip:
Telephone: 0898-4629 Fax:	Telephone: Fax:
Email: jbjones_1@msn.com	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER / SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
Signature: (Applicant) Date 7/26/16	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

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S0309449200

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: David Bensinger	Name:
Address: TBD - S0309417200; S0309449100; City: Eagle State: ID Zip: 83616	Address: City: State: Zip:
Telephone: 846 9665 Fax: Email: dbensinger1@cablecom.net	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. David Bensinger 7/27/2016 Signature: (Applicant) Date	ENGINEER/SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
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X

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Marjorie J. Lynn	Name:
Address: 4050 Chapparral Rd City: Eagle State: Id Zip: 83616	Address: City: State: Zip:
Telephone: 286-9533 Fax: Email:	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Marjorie J. Lynn 7-26-16 Signature: (Applicant) Date	ENGINEER / SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Lonnie L Flynn	Name:
Address: 8660 Chaparral City: Eagle State: ID Zip: 83616	Address: City: State: Zip:
Telephone: 208-761-1230 Fax: Email: FlyHunter60@Gmail.com	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Lonnie L Flynn 7-26-16 Signature: (Applicant) Date	ENGINEER/SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
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Exhibit 3
201600646-A (A&B)

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Bobbi McFadden	Name:
Address: 8600 Chaparral Rd	Address:
City: Eagle State: ID Zip: 83616	City: State: Zip:
Telephone: 208 898 4319 Fax: 2088631202	Telephone: Fax:
Email: BJEWELD42@yahoo.com	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER / SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
Bobbi Y. McFadden 7-26-14	Email:
Signature: (Applicant) Date	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
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Exhibit 3
201600646-A (A&B)

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Lyle McFaddan	Name:
Address: 8600 Chaparral Rd City: Eagle State: ID Zip: 83616	Address: City: State: Zip:
Telephone: 2088984319 Fax: 2088531202 Email: autotranzboise@gmail.com	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Lyle McFaddan 7-26-16 Signature: (Applicant) Date	ENGINEER/SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
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Address:	Address:
City: State: Zip:	City: State: Zip:
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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Jade Stella	Name:
Address: 8754 Chaparral Rd	Address:
City: Eagle State: Id Zip: 83616	City: State: Zip:
Telephone: Fax:	Telephone: Fax:
Email: horsestadio@gmail.com	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER / SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
Signature: (Applicant) Date 7/24/16	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: Monica O. Stella	Name:
Address: 8754 W. Chaparral Rd.	Address:
City: Eagle State: ID Zip: 83616	City: State: Zip:
Telephone: 208 863-5240 Fax:	Telephone: Fax:
Email: SundaySunshine@live.com	Email:
I certify this information is correct to the best of my knowledge.	ENGINEER / SURVEYOR if applicable: (Please Print)
	Name:
	Address:
	City: State: Zip:
	Telephone: Fax:
	Email:
monica O. Stella July 26-2016	
Signature: (Applicant) Date	

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone:	Telephone:
Fax:	Fax:
Email:	Email:
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Signature: All Owner (s) of Record Date	Signature: All Owner (s) of Record Date

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APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: ERIC L HALLSTROM	Name:
Address: 8669 CHAPARRAL City: EAGLE State: ID Zip: 83616	Address: City: State: Zip:
Telephone: 286-0993 Fax: Email:	Telephone: Fax: Email:
I certify this information is correct to the best of my knowledge. Eric L Hallstrom 7-26-16 Signature: (Applicant) Date	ENGINEER / SURVEYOR if applicable: (Please Print) Name: Address: City: State: Zip: Telephone: Fax: Email:

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name:	Name:
Address:	Address:
City: State: Zip:	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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200 W. Front Street, Boise, ID 83702. www.adaweb.net phone: (208)287-7900 fax: (208)287-7909

APPEAL CHECKLIST (ACC 8-7-7)

An Appeal request requires a public hearing.

GENERAL INFORMATION:

Applicant	DESCRIPTION		Staff
✓	Completed and signed Master Application		
✓	**DETAILED LETTER** by the applicant fully describing the request or project and addressing the following:		
	✓	Reason for the Appeal. Be specific.	
	✓	File number of the original application. 201600646 CU-MSP-FP	
	✓	Date of the written decision that is being appealed. 7-14-16	
	✓	Who's decision is the appeal of? Director ( ) Commission (X)	
✓	**SUPPORTING MATERIALS. Literatures, studies, maps, display graphics, etc. in support of the appeal.** (See Letter)		
✓	**DEMONSTRATE** that the applicant is an affected person Idaho Code 67-6521 (1)(a) (See Letter)		
✓	**MUST COMPLY WITH SIGN POSTING REGULATIONS (ACC 8-7A-5)**		
✓	**APPLICATION FEE: Call County for Current Planning Fee or go to www.adaweb.net**		

APPLICATION WILL NOT BE ACCEPTED UNLESS ALL APPLICABLE ITEMS ON THE FORMS ARE SUBMITTED.

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From the desk of:
Rural Preservation Property Owners Against Intrusive Racetrack

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July 27, 2016

TO: Ada County Board of County Commissioners

RE: Appeal of Applications for a proposed Racetrack (201600646-CU-MSP-FP) in an RP zone

Dear Board of County Commissioners,

On behalf of ourselves, and other negatively impacted property owners, we hereby appeal the July14, 2016 decision of the Valley County Planning and Zoning Commission approving the above referenced applications.

The applications are not compliant with numerous sections of the Ada County Code as well as many provisions within the adopted Ada County Comprehensive Plan.

Conditions placed on the applications by the Planning and Zoning Commission do not solve the property valuation damage and general health safety and welfare issues and therefore are irrelevant in our view as the entire application package should be denied. No conditions for a racetrack at this site can solve the health, safety and welfare issues.

It is not right to ruin one's quality of life, which many of the neighbors have worked a lifetime for. We trust that our Ada County Board of County Commissioners will in fact preserve this rural areas. We live in a Rural Preservation zone (RP). Please preserve our rural/agricultural lifestyle as the code demands, and do not negatively impact and potentially destroy it with this racetrack. A chief objective of the Ada County Codes and the Ada County Comprehensive Plan, as well as the Idaho State Land Use Planning Act, is to protect personal property rights. Approval of the racetrack in the proposed location is in direct contrast to that objective.

The applications should be denied. They, in part, violate the following Ada County Codes: (Our comments are in italic. Also, the 15 days for the appeal period is insufficient for us to complete all supporting information; therefore, additional information will be provided prior to the Hearing, in time for the Commission to review):

Ada County Code Section 8-2A-1: PURPOSE OF RP ZONING DISTRICT

A. Common Purpose Statements of the Rural Preservation (RP) District And The Rural Residential (RR) District:
1. Promote the public health, safety, and welfare of the people of Ada County by encouraging the protection of prime agricultural lands; to ensure the important environmental features of the state and Ada County are protected and enhanced; and to protect fish, wildlife, and recreation

resources, consistent with the purposes of the "local land use planning act", Idaho Code section 67-6501 et seq., as amended;
2. Implement the Ada County comprehensive plan goal to protect prime agricultural land and to maximize opportunities for agricultural activities and an agricultural lifestyle in areas designated as rural areas on the comprehensive plan future land use map;
3. Allow the development of agricultural industries and agriculture service establishments when such uses do not take prime agricultural land out of crop production;
4. Protect agricultural and rangeland uses and wildlife management areas from undue adverse impacts from adjacent development;
5. Permit the development of schools, churches, and other public and quasi-public uses in rural areas consistent with the applicable comprehensive plan; and
6. Direct urban density development to occur within urban base districts and the planned community base district.

Approval of a racetrack in the proposed location is in direct contrast to this entire purpose statement and will decrease property values as specifically outlined below.

Ada County Code Section 8-3B WUFI Requirements

The proposed use includes a significant increase of potential fire starting hazards in a fire-prone zone where there is NO FIRE DISTRICT. These activities, racing of go carts, bringing in large quantities of fuels and other fire accelerants, the increase of hundreds of additional cars, the increase of hundreds of additional people (many of which will likely be smoking), all being introduced into our rural/agricultural home-site area DURING FIRE SEASON, cannot be mitigated with County requirements. The 30-foot wide buffer does close to nothing compared to the fire danger impacts being brought to our rural area.

Ada County Code Section 8-4E-4D Natural Features Analysis

The proposal cannot meet Natural Features Analysis requirements as follows:

With regard to the sections outlining Hydrology, Soils, Hazardous Areas and Drainage:
The Applicant's Grading & Drainage Plan includes what appears to be plans to construct the racetrack within the floodplain and adjacent to Willow Creek. There is no indication that the construction of this racetrack will do anything other than channel site polluted water into Willow Creek. Furthermore, the project proponent has failed to demonstrate to the public and the governing body that the U.S. Army Corps of Engineers will permit work pursuant to Section 404(f) of the Clean Water Act, 33 U.S.C. § 1251, et seq. Parking overflow and erosion and drainage into the Willow Creek is an issue also.

The Board should deny the applications to approve the racetrack, and if they approve this item, direct that the matter only be reconsidered once the Applicant has consulted with and obtained official assurances from the U.S. Army Corps of Engineers that the project's intent to construct and/or maintain area adjacent to Willow Creek will be lawfully permitted by the Corps, require that such consultations and official assurances be submitted to the Board as a part of the record, and provide the public an additional opportunity to comment once such information is made available.

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With regard to Sensitive Plant and Wildlife species:

It appears Fish and Game has commented and there is no significant impact in their opinion but they do not take into consideration that general wildlife in the area, only that which they consider "sensitive". The general wildlife, such as numerous species of birds, the deer, the antelope and other wildlife, all will be scared away from the area with the noise and activity the racetrack will bring.

With regard to Natural Features and Screening/Landscaping:

The pristine natural environment of the flatlands and hillsides, inclusive of wild grasses, wildlife, and the quiet flowing Willow Creek, all will be devastated by this noisy active spectator sport use. There is no way to screen the use as hillsides abound surrounding the generally flat area of the racetrack beneath the hillsides. Homes are on those hills and the track is in direct view and cannot be screened. Furthermore, noise will be channeled in all directions and with the noise generator in the low spot and the hillsides surrounding, the noise will be amplified and send in all directions like a cone of a speaker does with sound.

With regard to traffic:

Why permit a use that will invite hundreds of cars, trucks, trailers, delivery vehicles and construction vehicles into this Rural Preservation home-site area? According to the applicant, people will be coming from hundreds of miles away to use this racetrack, which will also introduce safety concerns for the rural home-site residents. The proposal is inconsistent with the existing and planned environment and existing home-sites. Additionally, allowing all these additional vehicles and people will introduces a vast number of potential fire risks.

Ada County Code Section 8-5B-4: CONDITIONAL USE STANDARDS

B. The applicant cannot control the noise and potential fire hazard as to not create a nuisance.

C. The applicant cannot provide for mitigation of the fire hazards introduced into the site. No fire district exists for this area.

F. The proposed use will increase noise, it will not reduce it.

G. The dangerous characteristics of the proposed use, i.e.: introducing fire hazards in a fire prone area, cannot be eliminated or minimized so as not to create a nuisance or be detrimental to the public health, safety, or welfare.

I. The proposed use will cause detrimental impacts to the agriculture use related impacts of noise on the domesticated farm animals and horses.

J. No conditions proposed can sufficiently mitigate the negative impacts related to noise, fire hazard and other potentially objectionable impacts as sated herein, and other standards necessary to protect the public health, safety, and welfare and mitigate adverse effects on surrounding property cannot be achieved so the application should be denied.

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Ada County Code Section 8-5B-5: REQUIRED FINDINGS:

A. The proposed use is detrimental to the public health, safety, and welfare all as stated herein;

B. The proposed use will create undue adverse impacts on surrounding properties all as stated herein;

C. The proposed use is not consistent with the Ada County Comprehensive Plan to preserve property values and preserve rural acreage properties;

D. The proposed use is in direct contrast with the purpose statement of the applicable base district (RP) as it exists today with developed rural estate home-sites, and it is in contrast with the specific use standards as set forth in the County Code as stated herein;

E. The proposed use will violate county ordinances as stated herein;

F. The proposed use may likely violate state and federal regulations as stated herein;

G. The proposed use and facilities will impede the normal development of surrounding property as the area is developing with rural estate agricultural oriented home-sites, all encouraged by the Comprehensive Plan, and this racetrack, with all its negative aspects will greatly impact that;

H. Adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are not being provided for as stated herein, especially fire protection; and

I. The Fire Department cannot provide services for the proposed use.

Thank you for the opportunity to present our concerns over the proposed racetrack. You folks are in a tough position because people's property values, quality of life and fortunes are dependent on you. The area property owners will have to live with your decision for years to come. Please deny these applications.

Sincerely,

Marjorie J. Lynn
Print:

M. Joy Lynn
Print:

Bobbi L. McFadden
Print:

Monica D. Stella
Print:

David Balsinger
Print: David Balsinger

Print:

Print:

Jade Stella
Print:

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BEFORE THE ADA COUNTY PLANNING & ZONING COMMISSION

In re:

Application of John Wood

Project No. 201600646 CU-MSP-FP

FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER

FINDINGS OF FACT

If any of these Findings of Fact are deemed Conclusions of Law, they are incorporated into the Conclusions of Law section.

A. The Commission finds that the record is comprised of:
   1. Exhibits to the Staff Report.
   2. Exhibit A to the Findings of Fact, Conclusions of Law and Order.
   3. All other information contained in Ada County Development Services File for Project No. 201600646 CU-MSP-FP.

B. As to procedural items, the Commission finds the following:
   1. In accordance with Section 8-7A-2B of the Ada County Code, the applicant completed a pre-application conference with the Director prior to the submittal of the application on October 29, 2015.
   2. In accordance with Section 8-7A-3 of the Ada County Code, the applicant held a neighborhood meeting on March 24, 2016.
   3. On April 29, 2016, Development Services accepted Project No. 201600646 CU-MSP-FP and scheduled it for public hearing before the Ada County Planning and Zoning Commission on June 2, 2016.
   4. On May 2, 2016, staff notified other agencies of this application and solicited their comments. Any comments received were incorporated into the staff report and are attached as Exhibits.
   5. On May 25, 2016, property owners within 2,640 feet of the site were notified of the hearing by mail. Legal notice of the Commission's hearing was published in The Idaho Statesman on June 28, 2016. Notices of the public hearing is required to be posted on the property ten days prior to the public hearing and a sign posting certification is required to be submitted to the Director seven days prior to the public hearing.

C. As to the project description, the Commission finds based on the application materials found in the file for Project No. 201600646 CU-MSP-FP the following:

1. PROPOSED USES: Vehicle Racetrack.
2. PROPOSED STRUCTURES: Outdoor track, fencing, storage building.
3. PROPOSED SITE IMPROVEMENTS: 80,100 foot long asphalt go-kart track, parking lot improved with recycled asphalt (total of 40 spaces), and a 4-foot tall chain link fence around the racetrack.

D. Based on the materials found in the file for Project No. 201600646 CU-MSP-FP, the Commission finds the following concerning the project description:

1. PARCEL NUMBER AND LOCATION: The parcel numbers are S0309121187, S0309131605, and S0309212400. The property is located at 8700 W Chaparral Road in Section 9, T.5N, R.1W.
2. OWNERSHIP: IP Irrevocable Trust.
3. SITE CHARACTERISTICS:

   Property size: 100.25-acres

   Existing structures: There is an existing 2,000 sq. ft. single family residence and several agricultural structures: 1,320 sq. ft. agriculture structure, 9,600 sq. ft. agriculture structure, 1,200 sq. ft. agriculture structure, 675 sq. ft. agriculture structure, 1,200 sq. ft. agriculture structure, 840 sq. ft. agriculture structure, and 500 sq. ft. agriculture structure.

   Existing vegetation: Dry brush, natural vegetation, and residential landscaping.

   Slope: The site is relatively flat with slopes less than 15%. There is a portion of the site near the north property line that exceeds 50%, although no portion of the proposed go-kart track is located in this area.

   Irrigation: None.

   Drainage: The property typically drains to the southeast.

   Views: The site is generally visible from all directions.

   Other Opportunities and/or Constraints: WUFI, Floodplain (Unnumbered A zone).

E. Based on the officially adopted Ada County land use maps, the Commission finds the following concerning the current land use and zoning:

The property is single family residence and vacant natural vegetation in the Rural Preservation (RP) District.

F. Based on the officially adopted Ada County land use maps, the Commission finds the following concerning the surrounding land use and zoning:

North: The property to the north is single family residence and agricultural use in the Rural Preservation (RP) District.

South: The property to the south is single family residence and vacant natural vegetation in the Rural Preservation (RP) District.

East: The property to the east is single family residence and vacant natural vegetation in the Rural Preservation (RP) District.

West: The property to the west is vacant land in the Rural Preservation (RP) District.

G. Based on the officially adopted Ada County land use maps and materials found in the file for Project No. 201600646 CU-MSP-FP, the Commission finds the following concerning services:

Access Street and Designation: Access is off W. Chaparral Road. W. Chaparral Road is designated as a local roadway.

Fire Protection: None. (Sheriff Department/State Fire Marshall)

Sewage Disposal: Individual septic.

Water Service: Well.

Irrigation District: None.

Drainage District: None.

H. As to the applicable law, the Commission finds the following:

This section details the comp plan goals, objectives and policies; the zoning ordinance regulations; and other applicable standards regarding development of the subject property.

1. The Commission finds that the **Ada County Comprehensive Plan as adopted by Ada County** is applicable because the subject property is not located within any City's Area of Impact. The Commission finds the application complies with the **Ada County Comprehensive Plan as adopted by Ada County.** Regarding the Ada County Comprehensive Plan, the Commission finds the following:

   The Commission finds that the property is designated as Rural Preservation (RP) in the Ada County Comprehensive Plan and the proposed use is in conformance with the Plan in the following ways:

   Goal 5.7: Allow for a limited amount and range of commercial uses in rural areas, consistent with rural character.

   Policy 5.7-3: All non-agricultural development occurring adjacent to agricultural land should be required to install and provide for continued maintenance of fences or other appropriate barriers to prevent intrusion of people and/or domestic animals onto agricultural land.

   Policy 6.2-6: Floodplain areas should not be altered in any way that would flood surrounding properties, either up or downstream or across the stream.

   Policy 6.8-2: Adopt fire safety standards for new construction and access in rural/urban interface lands, where fire protection is inadequate or unavailable, to reduce the threat of loss of life and property from wildfire hazards.

   The Commission finds that vehicle racetracks are conditional uses in the Rural Preservation (RP) District. The Commission finds as conditioned that the proposed uses in the floodplain will be required to not make any significant alterations to the floodplain that would flood surrounding properties. The Commission finds as conditioned that the racetrack will preserve the rural identity of the area as the property will retain some native vegetation throughout the site, there will be no structures added to the property and the

applicant is providing barriers in the form of fencing to prevent intrusion of people and/or domestic animals from entering the site. The Commission finds that the property is located in the WUFI overlay district and as conditioned, the applicant and/or owners will be required to comply with fire safety standards.

2. The Commission finds that **Title 8, Chapter 3B of the Ada County Code** is applicable as the proposed development is located in the Wildland Urban Fire Interface Overlay District. **Article 8-3B of the Ada County Code** sets forth the purpose, applicability, standards and prohibited uses for development in the Wildland Urban Fire Interface Overlay District.

   The Commission finds that as conditioned, the applicant and/or owner shall comply with the Ada County Code Section 8-3B (Wildland Urban Fire Interface Overlay District). The applicant and/or owner identified in the detailed letter (Exhibit #4) that they will comply with the requirements for the WUFI overlay district by providing a landscape strip along both sides of the road leading to the parking lot, landscaping planted and maintained around the track providing a defensible fire barrier that will vary from 15-60-feet in width. Additionally, a new approved well will provide additional water for irrigation and for fighting any potential fires.

   The Commission finds that the applicant and/or owner shall be required to provide written approval from the Sherriff's office and State Fire Marshall. This includes a 30-foot greenspace around the proposed use and having a fire suppression vehicle or system on scene during all events and classes. Another option would be to annex into a fire district and meet their requirements for fire safety. The Commission finds that in order to help mitigate any additional fire hazards, the go-karts shall be required to have spark arresters on them and the applicant and/or owner shall provide signage designating that the use of vehicles without spark arresters is prohibited.

3. The Commission finds that **Title 8, Chapter 3F of the Ada County Code** is applicable as the proposed development is located in the Floodplain Overlay District. **Article 8-3F of the Ada County Code** sets forth the purpose, applicability, standards and prohibited uses for development in the Floodplain Overlay District.

   The Commission finds that as conditioned, the applicant and/or owner shall comply with Ada County Code Section 8-3F (Floodplain Overlay District). The Commission finds as conditioned that minimal grading will be allowed in the floodplain, however significant grade changes shall not be allowed.

4. The Commission finds **Article 8-4E-5 of the Ada County Code** is applicable because the applicant has applied for a master site plan for a vehicle racetrack. The Commission finds that as conditioned the application complies with **Section 8-4E-5 of the Ada County Code**. Regarding Section 8-4E-5 the Commission finds the following in regards to the master site plan:

   1. *The master site plan complies with this title and the applicable comprehensive plan;*

      The Commission finds that as conditioned the master site plan for a vehicle racetrack complies with Title 8 of the Ada County Code because it meets the applicable

required findings of fact as outlined herein. As evidenced in Finding #H1, the master site plan complies with the Ada County Comprehensive Plan.

2. *The applicant has submitted a natural features analysis (subsection 8-4E-4D of this article) identifying constraints presented by such natural features, and the proposed development sufficiently addresses such features*;

   The Commission finds that the applicant submitted a natural features analysis with the application that meets the requirements of Subsection 8-4E-4D of the Ada County Code. Hydrology: Willow Creek passes from north to south through the center of property. At this point Willow Creek has intermittent flows. No water is visible during the peak of summer. Floodplain areas – The Willow Creek floodway and floodplain locations are based on the T-O Engineers flood study dated June 2007. A letter of map revision application for the Willow Creek flood study is being submitted for FEMA's review and approval. A wetland survey was conducted in 2007. Wetland species are located in clusters within the channel reaches and delineated as shown on the map. The channel bottom contains large sandy deposits devoid of vegetation, which break up the wetland clusters. Many of the willows were destroyed by a fire that swept the property after the wetland delineation. Soils: Three types of soil were identified on-site by the USDA and natural resources conservation service. Most of the site consists of harpt, brent, and cashmere soils. Vegetation: vegetation consists mainly of big sagebrush, bluebunch wheatgrass, thurbers needlegrass, sandberg bluegrass, cheat grass, Idaho fescue, squirreltail, and giant wildrye. Endangered plants & animals: A report was obtained from the U.S. Fish & Wildlife Service Website that identifies the slickspot peppergrass occurs within the vicinity of the project; however because the past disturbance of the site and agricultural use of the site would suggest that there are no slickspot peppergrass within the proposed go-kart facility limits. There are no historic sites within the subject property listed on the Ada County historic sites resources inventory. Hazardous Areas: Hazardous areas on the site include the willow creek floodway, floodplain and steep embankments formed by the erosion of the channel banks. The west side of the channel contains approximately 10-feet high vertical dirt embankments. These embankments show signs of sloughing and are an erosion and safety hazard. The west side of willow creek will be avoided by the proposed go-kart facility.

3. *The proposed landscaping meets the requirements of article F of this chapter*;

   The Commission finds that as conditioned the applicant shall be required to submit a revised landscape plan identifying additional screening and buffering along the north and south sides of the racetrack to mitigate the impacts of the vehicle racetrack on the adjacent property owners. The Commission finds that the applicant shall be required to add berming and/or a sound wall to the north and south portions of the site. As evidenced in the record (Exhibit #8) the applicant is proposing a landscape berm with trees adjacent to the property to the south, landscaping such as trees, natural seeding adjacent to the track and driveway to the parking area.

4. *The proposed parking and loading spaces meet the requirements of article G of this chapter*;

The Commission finds that the proposed parking area meets the requirements of Article G. There are no specified parking requirements identified for a racetrack. However, the applicant identified in Exhibit #7 that they anticipate the number of Karts on the track from five to fifteen (5-15) for corporate and local races and up to four (4) volunteers. The applicant is proposing forty (40) parking stalls. The Commission finds as evidenced in Exhibit #21, the County Engineer has identified that the proposed surface material of recycled asphalt is an acceptable alternative.

5. *The proposed lighting plan meets the requirements of article H of this chapter;*

   The Commission finds that as evidenced in the detailed letter (Exhibit #4) the applicant is not proposing any outdoor lighting. Therefore, this does not apply.

6. *The proposed master site plan complies with the applicable base district standards, overlay district standards, and specific use standards of this title;*

   The Commission finds that the property is located in the Rural Preservation (RP) District which requires a minimum road frontage of 100 feet, and a front setback of 50 feet with 25 foot setbacks along all other property lines. The Commission finds that as conditioned, the proposed master site plan complies with the applicable design and dimensional standards of this title.

   The Commission finds as conditioned and as evidenced in Finding #H5, the master site plan complies with the specific use standards of this title.

7. *The proposed master site plan is consistent with the APA ridge to rivers pathways plan, and;*

   The Commission finds that the proposed master site plan is consistent with the Ada County Ridge-To-Rivers Pathway Plan because the property is not identified on the Plan.

8. *Adequate utilities and public services are available or provided for the proposed development, and the development would not be premature by reason of lack of utilities, transportation, schools, fire protection, or other essential services.*

   The Commission finds that adequate utilities and public services are available or provided for the vehicle racetrack. The application was transmitted to applicable agencies and political subdivisions on May 2, 2016.

   The Building Division in Exhibit #15 stated that they have no objection to the proposed use of the land; however, the applicant should be aware that the structure to be used for storage will require a building permit for a change of use and occupancy. Plans prepared by a licensed Architect and/or Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be necessary along with the permit application. Central District Health responded in Exhibit #18 stated that an accessory use application is required. Any food sales or donation may require permitting. The Ada County Engineering Division responded in Exhibit #21 that the proposed use of recycling asphalt for the approach road and parking area is acceptable. The documents submitted are acceptable. In addition, in accordance with Ada County Code Section 8-3F-8-2B, New Development or Substantial Improvement – A/D Zones, a LOMC shall be prepared, submitted to, and

approved by FEMA prior to issuance of a building permit. Please provide documentation that this process has been completed. A Drainage Study and Drainage Plan need to be submitted in accordance with Ada County Code 8-4A-11. All drainage from the proposed improvements shall be retained on site, during and after construction, so as to not negatively impact adjacent properties. The applicant/engineer of record shall schedule a final inspection with me, the County Engineer, upon completion of the project. At the conclusion of the approved work, the engineer of record shall submit a letter to me stating that the work has been executed in compliance with the approved plans.

The Ada County Highway District stated in Exhibit #25 that at this time they are unable to provide a formal letter but provide the following comments (1) Driveway is okay, and will need to be paved 30-feet back, (2) Chaparral pavement looks good, and we won't require any improvements, (3) Trip generation is difficult to determine based on the use. There are two trips generated per vehicle that comes to the site (one coming/one leaving). Typically with this type of use, there are multiple customers to a vehicle. Employees also generate trips, as do trash and services though those are limited. The applicant will have to pay impact fees, and we will have to work with them on this calculation.

The State Fire Marshall stated in Exhibit #26 that the greatest risk would be from fast moving wildfires. He would recommend a 30-foot wide greenspace around the property, especially any structures. Based on the information provided, the only building would be classified as an S-1 (moderate hazard storage). The 2012 edition of the International Fire Code, as adopted by the State of Idaho does not require the installation of fire sprinklers based on its square footage and use. General fire safety requirements would apply, i.e. fire extinguishers, fuel storage, etc. The Sherriff's Department stated in Exhibit #34 that there is a serious risk of fire due to the location and natural fuel in and around the area of the property for a go kart business. They do not feel that they could safely respond in a timely manner to a fire in order to prevent it from spreading rapidly into the surrounding area, or by providing emergency services to a participant/spectator. If the applicant were able to provide some mitigation to that issue such as having a fire suppression vehicle or system on scene during all of the events, we would feel more comfortable approving this application. Another option for the applicant would be to request annexation into a fire district which would allow a true fire department respond to the location.

5. The Commission finds **Section 8-5-3-87 of the Ada County Code** is applicable because the applicant has applied for a vehicle racetrack. The Commission finds that the application complies with the specific use standards found in **Section 8-5-3-87 of the Ada County Code**. Regarding Section 8-5-3-87 of the Ada County Code, the Commission finds the following:

   A. *If the racetrack provides animal boarding, such facilities shall be subject to the regulations of section 8-5-3-10, "Animal Boarding With Outside Runs", of this chapter. If the racetrack provides horse boarding, such facilities shall be subject to the regulations in section 8-5-3-107, "Stable Or Riding Arena, Commercial", of this chapter.*

The Commission finds that the applicant is not proposing animal boarding as part of this application; therefore, this does not apply.

B. *All structures or outdoor activity areas shall be located a minimum of three hundred feet (300') from any property line. The use shall be located a minimum of one thousand feet (1,000') from any residential district.*

The Commission finds that the outdoor racetrack is proposed to be located 300-feet from all property lines. The Commission finds that the subject property is not located within one thousand feet (1,000) from a residential district; therefore that setback does no apply.

C. *Any outdoor speaker system associated with the racetrack shall comply with the noise regulations of section 5-13-3 of this code.*

The Commission finds that the applicant is not proposing an outdoor speaker system. The Commission finds that as conditioned, the applicant and/or owner shall comply with the noise regulations of Section 5-13-3.

D. *Lighted facilities shall maintain a three hundred foot (300') setback from any property line abutting a residential district and shall comply with the lighting standards set forth in chapter 4, article H of this title. Setback requirements may be reduced at time of master site plan approval when conditions warrant a reduction. Possible conditions include, but are not limited to, building orientation, topography, distance to off-site improvements, and physical obstructions.*

The Commission finds that the property is not bordered by a residential district, therefore this does not apply.

E. *Accessory retail uses including, but not limited to, retail shops and food or beverage service, may be allowed if designed to serve patrons of the facility only, and is approved by the Central district health department and the applicable fire authority.*

The Commission finds that the applicant is not proposing any accessory retail uses as part of the proposed use; therefore, this does not apply.

6. The Commission finds **Section 8-5B-5 of the Ada County Code** is applicable because the applicant has applied for a vehicle racetrack. The Commission finds that the application complies with **Section 8-5B-5 of the Ada County Code**. Regarding Section 8-5B-5 of the Ada County Code the Commission finds the following:

A. *The proposed use is not detrimental to the public health, safety, or welfare;*

The Commission finds as conditioned that the proposed use is not detrimental to the public health, safety or welfare because it is required to be in conformance with the specific use standards for a vehicle racetrack.

In addition, the applicant and/or owner will need to obtain building permits and required agency approvals. The hours of operation are proposed to be 9:00am to 8:00pm, Wednesdays through Sundays. The applicant is proposing to hold races during the months of May through September. The Commission finds that due to the proximity of existing residents to the north and south, the days of operation shall be

limited to Wednesdays through Saturdays and only one class or event per day. The applicant will be required to comply with the Ada County noise ordinance. Additionally, the applicant shall be required to add additional landscape berms and/or a sound wall to mitigate the visual and noise impacts on the adjacent property owners.

The Commission finds that the applicant and/or owner shall be required to provide written approval from the Sherriff's office and State Fire Marshall. This includes a 30-foot greenspace around the proposed use and having a fire suppression vehicle or system on scene during all events and classes. Another option would be to annex into a fire district and meet their requirements for fire safety.

The Commission finds that in order to help mitigate any additional fire hazards, the go-karts shall be required to have spark arresters on them and the applicant and/or owner shall provide signage designating that the use of vehicles without spark arresters is prohibited.

B. *The proposed use shall not create undue adverse impacts on surrounding properties;*

The Commission finds as conditioned that the vehicle racetrack will not create undue adverse impacts on surrounding properties due to the fact that the applicant is proposing to conduct the use only during the months of May through September, they are no proposing any outdoor lighting or outdoor public address system, they are limiting the number of go-karts to a maximum of fifteen (15), they will be limited to the hours of 9am to 8pm Wednesday through Saturday, only one event or class per day, and additional landscaping adjacent to the racetrack will be required to mitigate noise and visual impacts. Additionally, the proposed use will be required to comply with the Ada County noise ordinance. The Commission also finds as evidenced in the detailed letter (Exhibit #4) that the applicant does not proposes go-karts with engine sizes between 125-206cc. Therefore, the Commission finds that the go-kart engines shall not exceed an engine size of 206cc.

C. *The proposed use is consistent with the applicable comprehensive plan*;

The Commission finds as evidenced in Finding #H1 that the racetrack is consistent with the Ada County Comprehensive Plan.

D. *The proposed use complies with the purpose statement of the applicable base district and with the specific use standards as set forth in this chapter*;

The Commission finds as conditioned that the vehicle racetrack complies with the purpose statement of the Rural Preservation (RP) District as the uses will not conflict with adjacent uses. The Commission finds as conditioned and as evidenced in Finding #H5 that the vehicle racetrack complies with the specific use standards for a Racetrack, Vehicle or Animal.

E. *The proposed use complies with all applicable county ordinances*;

The Commission finds as conditioned that the vehicle racetrack complies with all applicable county ordinances as outlined in Finding #H4 & #H5 and as outlined herein.

F. *The proposed use complies with all applicable state and federal regulations*;

The Commission finds that all uses are innately required to comply with all applicable state and federal regulations as a matter of law.

G. *The proposed use and facilities shall not impede the normal development of surrounding property;*

The Commission finds that there is no evidence in the record that the vehicle racetrack will not impede the normal development of surrounding properties.

H. *Adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are, or shall be, provided for the proposed use; and*

The Commission finds as conditioned that adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are provided for the vehicle racetrack.

The application was transmitted to applicable agencies and political subdivisions on May 2, 2016. The Building Division in Exhibit #15 stated that they have no objection to the proposed use of the land; however, the applicant should be aware that the structure to be used for storage will require a building permit for a change of use and occupancy. Plans prepared by a licensed Architect and/or Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be necessary along with the permit application. Central District Health responded in Exhibit #18 stated that an accessory use application is required. Any food sales or donation may require permitting. The Ada County Engineering Division responded in Exhibit #21 that the proposed use of recycling asphalt for the approach road and parking area is acceptable. The documents submitted are acceptable. In addition, in accordance with Ada County Code Section 8-3F-8-2B, New Development or Substantial Improvement – A/D Zones, a LOMC shall be prepared, submitted to, and approved by FEMA prior to issuance of a building permit. Please provide documentation that this process has been completed. A Drainage Study and Drainage Plan need to be submitted in accordance with Ada County Code 8-4A-11. All drainage from the proposed improvements shall be retained on site, during and after construction, so as to not negatively impact adjacent properties. The applicant/engineer of record shall schedule a final inspection with me, the County Engineer, upon completion of the project. At the conclusion of the approved work, the engineer of record shall submit a letter to me stating that the work has been executed in compliance with the approved plans.

The Ada County Highway District stated in Exhibit #25 that at this time they are unable to provide a formal letter but provide the following comments (1) Driveway is okay, and will need to be paved 30-feet back, (2) Chaparral pavement looks good, and we won't require any improvements, (3) Trip generation is difficult to determine based on the use. There are two trips generated per vehicle that comes to the site (one coming/one leaving). Typically with this type of use, there are multiple customers to a vehicle. Employees also generate trips, as do trash and services though those are limited. The applicant will have to pay impact fees, and we will have to work with them on this calculation.

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I. *Political subdivisions, including school districts, will be able to provide services for the proposed use.*

The Commission finds that there has not been any evidence submitted into the record to indicate that political subdivisions would not be able to provide services for the racetrack use.

CONCLUSIONS OF LAW

If any of these Conclusions of Law are deemed to be Findings of Fact they are incorporated into the Findings of Fact section.

1. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with the Ada County Comprehensive Plan as adopted by Ada County.

2. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with Section 8-3B of the Ada County Code.

3. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with Section 8-3F of the Ada County Code.

4. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with Section 8-4E-5 of the Ada County Code.

5. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with Section 8-5-3-87 of the Ada County Code.

6. The Commission concludes that Project No. 201600646 CU-MSP-FP complies with Section 8-5B-5 of the Ada County Code.

ORDER

Based upon the Findings of Fact and Conclusions of Law contained herein and the testimony from the public hearing, the Commission approves Project No. 201600646 CU-MSP-FP, subject to the Conditions of Approval attached as Exhibit A and the Master Site Plan dated April 29, 2016.

DATED this 14th day of July, 2016.

By: _____
Teri Murrison, Chairperson
Ada County Planning and Zoning Commission

ATTEST:

Mark A. Perfect

Mark A. Perfect, Secretary

EXHIBIT A

REQUIRED ACTIONS. THE FOLLOWING LIST DETAILS THE TASKS THAT MUST BE COMPLETED BEFORE THE APPROVAL OF PROJECT #201600646 CU-MSP-FP WILL BE CONSIDERED FINAL. THE APPLICANT AND/OR OWNER HAVE UNTIL TWO YEARS OF THE WRITTEN DECISION TO COMPLETE THE REQUIRED ACTIONS AND TO OBTAIN A ZONING CERTIFICATE UNLESS A TIME EXTENSION IS GRANTED. SEE SECTION 8-7-6 OF THE ADA COUNTY CODE FOR INFORMATION ON TIME EXTENSIONS. IF A BUILDING PERMIT IS REQUIRED THE ZONING CERTIFICATE SHALL BE ISSUED WITH THE BUILDING PERMIT. THIS APPROVAL SHALL BECOME VOID IF A VALID ZONING CERTIFICATE HAS NOT BEEN ISSUED BY THAT DATE.

1. The applicant and/or owner shall obtain written approval of the development (site plan and/or use) from the agencies noted below. All site improvements are prohibited prior to approval of these agencies:

    a) Central District Health (*Accessory use application & any food sales, if necessary*)

    b) The applicant and/or owner shall satisfy ACHD's site specific requirements and pay the applicable traffic impact fees.

    c) The applicant shall either obtain written approval from the Sherriff's Department/State Fire Marshall that the proposed fire mitigation methods meet their requirements (such as a fire suppression vehicle or alternate system on scene during all events and classes) or the applicant and/or owner shall annex into a fire district and provide written approval from that district that they meet their requirements.

2. The applicant and/or owner shall submit documentation that a LOMC has been prepared, submitted to, and approved by FEMA prior to issuance of any building permit in accordance with Ada County Code Section 8-3F-8-2B for A/D Zones.

3. The applicant and/or owner shall submit a drainage study and drainage plan in accordance with Ada County Code 8-4A-11 prior to the issuance of a building permit.

4. The applicant and/or owner shall submit a revised landscape plan to be approved by the Director prior to the issuance of any building permit identifying the following:

    ~~a) Additional landscaping or a sound wall adjacent to the north side of the racetrack (approximately 400 feet in length)~~

    ~~b) Additional landscaping or a sound wall adjacent to the south side of the racetrack (approximately 350 feet in length)~~

    c) A minimum of 30-feet of greenspace adjacent to the racetrack and parking areas, if required by either the Sherriff's Department or Fire District.

5. The applicant and/or owner shall either install a placard or striping that clearly identifies and demarcates the ADA accessible parking spaces prior to the issuance of a building permit.

6. The applicant and/owner shall schedule a final inspection with the County Engineer upon completion of the project.

7. At the conclusion of the approved work, the engineer of record shall submit a letter to the County Engineer stating that the work has been executed in compliance with the approved plans.
8. The applicant and/or owner shall obtain a building permit for the existing structure proposed to be used for storage for the vehicle racetrack prior to commencing any development as required by Ada County Building Code as set forth in Title 7, Chapter 2 of the Ada County Code. Plans prepared by a licensed Architect and Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be necessary along with the permit application. Please contact the County Building Official at 287-7900 for fee and application information. The design and construction of the development shall comply with the approved and stamped master site plan and the Ada County Code.
9. Once construction is complete, the applicant shall request a zoning compliance inspection from the Development Services Department. Staff will check for compliance with the approved master site plan. The Director must approve any modification and/or expansion to the master site plan. See Section 8-4E-3 of the Ada County Code.
10. A Certificate of Occupancy will be issued when all of the above conditions have been met. In the event conditions cannot be met by the desired date of occupancy, the owner and/or applicant may request a surety agreement in lieu of completing the improvements. See Title 8, Chapter 4, Article K of the Ada County Code for the terms and regulations of surety agreements.

TERMS OF APPROVAL. THE FOLLOWING TERMS MUST BE COMPLIED WITH AT ALL TIMES OR YOUR APPROVAL MAY BE REVOKED.

11. A zoning certificate and/or a building permit may not be issued until 15 days after the Commission issues the written decision on the proposed development. In the event the decision of the Commission is appealed, the building permit may not be issued until the appeal is resolved in favor of the proposed development. See Section 8-7-7 of the Ada County Code for more information on appeals.
12. All drainage shall be retained onsite, during and after construction, so as to not negatively impact adjacent properties.
13. Compliance with Ada County Code Section 8-3B (WUFI Overlay District). (*Including but not limited to: vegetation control adjacent to all roadways, racetracks and driveways, etc.*).
14. Only minimal grading shall be allowed in the Unnumbered A flood zone as identified on the master site plan. The project shall not result in significant grade changes to the flood zone. All natural drainage patterns through the portion of the site in the flood zone site shall be maintained.
15. The Director must approve any modification and/or expansion to the master site plan. See Section 8-4E-3 of the Ada County Code.
16. The use must comply with the specific use standards for a (Racetrack, Vehicle or Animal) in Section 8-5-3-87 of the Ada County Code.

17. The days and hours of operation for the use are Wednesday through Saturday, between the hours of 9:00am and 8:00pm and ~~during the months of May through September~~ and Sunday between the hours of 10:00am and 5:00pm
    a) During the months of April to October, one (1) sanctioned event per month will be allowed.
    b) During the months of January to December (year round) scheduled non-sanctioned events and corporate team buildings will be allowed.
18. The use is limited to one class or event per day.
19. Racers/riders shall not to exceed fifteen (15) per day.
20. No parking of vehicles or equipment associated with the use shall be allowed in the public ROW on Chaparral Road.
21. Any lighting on the site shall comply with the lighting regulations in Title 8, Chapter 4, Article H, of the Ada County Code.
22. The property must be managed and maintained consistent with the standard regulations in Title 8, Chapter 4, Article A of the Ada County Code. Please note that this Article contains specific regulations regarding the accumulation of junk, atmospheric emissions, construction sites, hazardous material storage, outdoor public address systems, outdoor storage of chemicals and fertilizers, transmission line corridors, and utilities.
23. The use must comply with all applicable County, State, and Federal regulations.
24. Any signage on the site shall comply with the sign regulations in Title 8, Chapter 4, Article I, of the Ada County Code.
25. The use must comply with the noise regulations in Ada County Code, Title 5, Chapter 13.
26. Any new utilities associated with the approved use shall be installed underground, in accordance with section 8-4A-21 of the Ada County Code.
27. Use of the racetrack is limited to go-karts only with engine size ranging between 125cc and a maximum of 206cc.
28. Use of the racetrack without spark arresters is strictly prohibited.
29. The applicant and/or owner shall install and maintain a minimum two-foot (2') square sign at each gated entryway to the racetrack stating, "USE OF GO-KARTS WITHOUT SPARK ARRESTERS IS PROHIBITED."

***Note:**
Conditions #4(a) & #4(b) were deleted at the Commission's public hearing on July 14, 2016. A portion of Condition #17 was deleted and Conditions #17(a) and #17(b) were added at the Commission's public hearing on July 14, 2016.

TO: **ADA COUNTY PLANNING & ZONING COMMISSION**

HEARING DATE: **July 14, 2016**

STAFF: Kristy Inselman, Associate Planner

PROJECT NO.: 201600646 CU-MSP-FP, Go Kart Racetrack

APPLICANT: John Wood

INTRODUCTION

A Conditional Use, Master Site Plan, and Floodplain application to allow the applicant to hold race events and classes for a Go Kart Track. The applicant is proposing an 80,100 square foot asphalt racetrack, landscaping, and two recycled asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage of material and equipment for the go cart track. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property is located at 8700 W. Chaparral Road and contains 100.25 acres; Section 9, T.5N, R.1W.

EXECUTIVE SUMMARY

The applicant is requesting approval of a conditional use, master site plan, and floodplain application for a vehicle racetrack. The applicant is proposing to hold both race events and classes. The applicant has identified in their detail letter (Exhibit #4) that they anticipate between 5-15 participants and 5-20 guests per event or class. The applicant also stated that they are not proposing any lighting or outdoor speaker system. The applicant is proposing to utilize an existing 1,800-square foot structure, which will require a building permit as it was originally constructed as an agricultural structure.

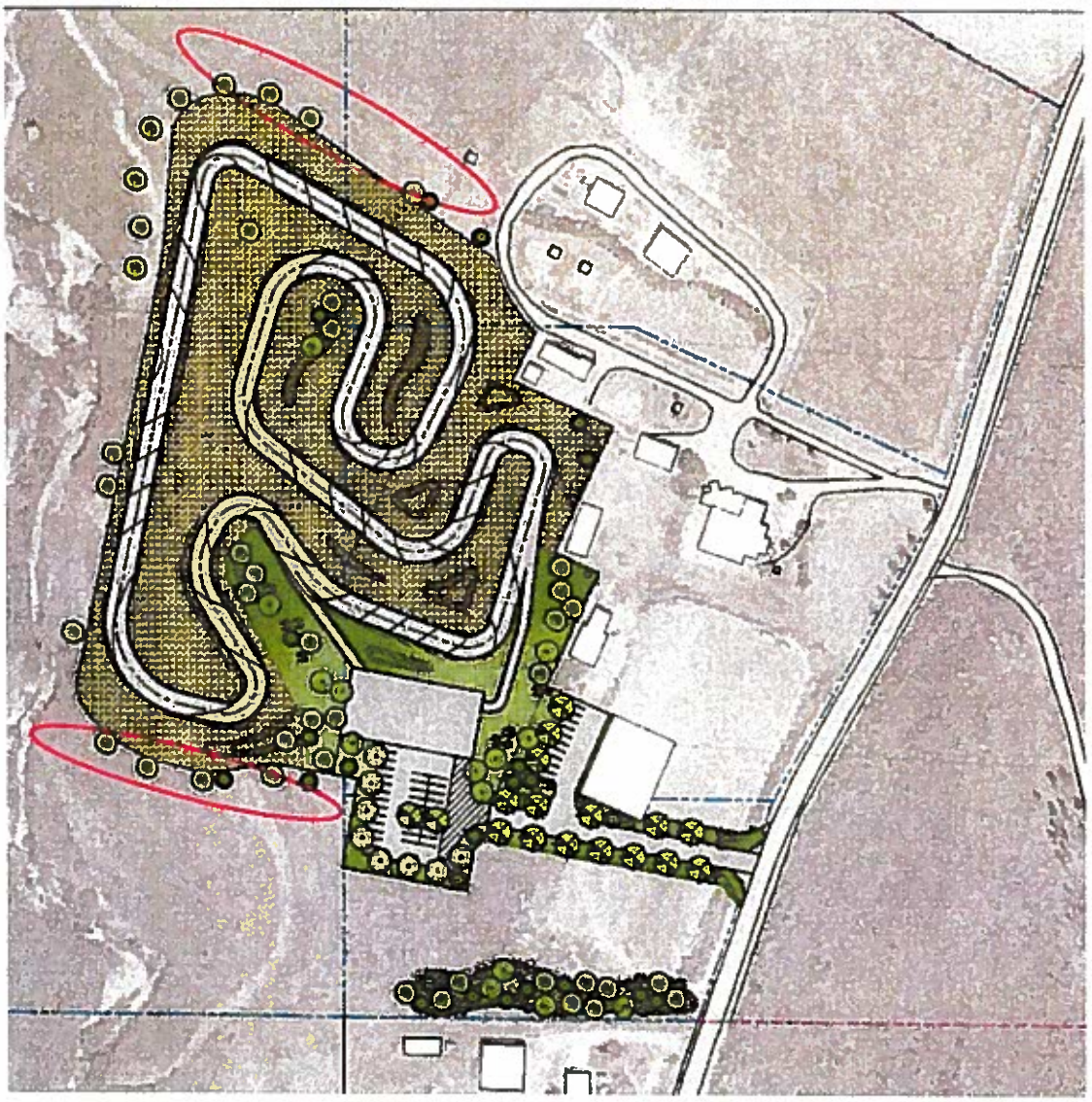
The applicant is proposing to construct two parking areas to total forty (40) parking stalls, two of which are proposed to be ADA. The applicant is proposing to use recycled asphalt for all parking areas as an alternative material, which has been approved by the County Engineer. As required by Ada County Code 8-5-3-87, all structures or outdoor activity areas shall be located a minimum of three hundred feet (300') from any property line. The racetrack and outdoor activity areas are proposed to meet that setback.

The applicant is proposing the hours of operation to be 9:00am to 8:00pm, Wednesday through Sunday during the months of May through September only.

To date, staff has received letters and a petition in opposition of the proposed go-kart racetrack (Exhibits #2 & Exhibit #23) for adjacent property owners. It appears that many of the property owners immediately adjacent to the subject property are opposed to the proposed use and have identified the following concerns:

- Noise Level
- Impacts to Quality of Air, Wildlife, as well as horses and cattle
- Decrease of Property Values
- Fire Safety Concerns
- Existing Go Kart Tracks should be utilized in lieu of this location
- Traffic Concerns
- Inability to enforce conditions of approval, and as kids get older, the machines would get bigger

Staff is concerned with the potential negative impacts to the adjacent property owners. In an effort to mitigate the impacts to the adjacent property owners, staff recommends the hours of operation be limited to Wednesday through Saturday 9:00am to 8:00pm during the months of May through September and limited to only one race event or class per day. Additionally, the applicant should be required to submit a revised landscape plan showing additional landscaping adjacent to the north and south portions of the racetrack to provide both a visual and noise buffer. Staff recommends that the applicant add either additional landscaping berms and/or sound walls adjacent to the north and south areas of the racetrack. Specifically, the areas identified below:



The application was transmitted to applicable agencies and political subdivisions on May 2, 2016. At the time this staff report was written, the following agencies have provided comments: Ada County Building Division, Central District Health, Ada County Engineering/Surveying Division, and Ada County Highway District. The Building Division in Exhibit #15 stated that they have no objection to the proposed use of the land; however, the applicant should be aware that the structure to be used for storage will require a building permit for a change of use and occupancy. Plans prepared by a licensed Architect and/or Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be necessary along with the permit application. Central District Health responded in Exhibit #18 stated that an accessory use application is required. Any food sales or donation may require permitting. The Ada County Engineering Division responded in Exhibit #21 that the proposed use of recycling asphalt for the approach road and parking area is acceptable. The documents submitted are acceptable. In addition, in accordance with Ada County Code Section 8-3F-8-2B, New Development or Substantial Improvement – A/D Zones, a LOMC shall be prepared, submitted to, and approved by FEMA prior to issuance of a building permit. Please provide documentation that this process has been completed. A Drainage Study and Drainage Plan need to be submitted in accordance with Ada County Code 8-4A-11. All drainage from the proposed improvements shall be retained on site, during and after construction, so as to not negatively impact adjacent properties. The applicant/engineer of record shall schedule a final inspection with me, the County Engineer, upon completion of the project. At the conclusion of the approved work, the engineer of record shall submit a letter to me stating that the work has been executed in compliance with the approved plans.

The Ada County Highway District stated in Exhibit #28 that at this time they are unable to provide a formal letter but provide the following comments (1) Driveway is okay, and will need to be paved 30-feet back, (2) Chaparral pavement looks good, and we won't require any improvements, (3) Trip generation is difficult to determine based on the use. There are two trips generated per vehicle that comes to the site (one coming/one leaving). Typically with this type of use, there are multiple customers to a vehicle. Employees also generate trips, as do trash and services though those are limited. The applicant will have to pay impact fees, and we will have to work with them on this calculation.

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RECOMMENDATION

Based upon Staff's review of the application, staff concludes that this application complies with the Ada County Code and recommends approval to the Commission as set out in the proposed Findings of Fact and Conclusions of Law attached hereto.

The Commission should consider the evidence and testimony presented during the public hearing prior to rendering its recommendation concerning this application.

EXHIBIT LIST – PROJECT NO. 201600646 CU-MSP-FP:

1. Pre-Application Notes dated October 29, 2015 – 8 pages
2. Letter & Petition from Neighbors received on April 25, 2016 – 7 pages
3. Master Application and Checklists submitted April 29, 2016 – 7 pages
4. Detailed Letter submitted April 29, 2016 – 4 pages
5. Neighborhood Meeting Certification Form submitted April 29, 2016 – 4 pages
6. Deed submitted April 29, 2016 – 8 pages
7. Site plan/Parking plan submitted on April 29, 2016 – 1 page
8. Landscape plan submitted on April 29, 2016 – 1 page
9. Site Overview plan submitted on April 29, 2016 – 1 page
10. Natural Features Map submitted on April 29, 2016 – 2 pages
11. Floodplain documentation submitted on April 29, 2016 – 53 pages
12. Letter from Idaho Fish and Game submitted on April 29, 2016 – 2 pages
13. Vicinity/Aerial Map – 2 pages
14. Agency Transmittal dated May 2, 2016 – 3 pages
15. Memo from Building Official dated May 5, 2016 – 1 page
16. Submittal Letter to Applicant dated May 9, 2016 – 1 page
17. Neighbor Response (Stella) dated May 9, 2016 – 1 page
18. Memo from Central District Health Department received May 19, 2016 – 1 page
19. Radius Notice sent on May 25, 2016 – 2 pages
20. Radius Map & Mailing List – 3 pages
21. Memo from the Ada County Engineer dated May 26, 2016 – 1 page
22. Revised Radius Notice sent on May 27, 2016 – 2 pages
23. Letter from Neighbor (Hardin) received on June 22, 2016 – 1 page
24. Legal Notice of Public Hearing published on June 28, 2016 – 1 page
25. Email from Ada County Highway District received on June 28, 2016 – 2 pages
26. Email from State Fire Marshall received on June 29, 2016 – 2 pages
27. Email from Iovino received on June 29, 2016 – 1 page ✓

28. Petition Signature Map – 1 page
29. Letter from O'Brien received on June 29, 2016 – 1 page
30. Email from Myers received on June 29, 2016 – 1 page
31. Email from Crabtree received on June 29, 2016 – 1 page
32. Email from Robb received on June 29, 2016 – 1 page
33. Email from Pederson received on July 1, 2016 – 1 page
34. Email from Ada County Sheriff's Office received on July 1, 2016 – 1 page
35. Noise Study from Dave Aizpitarte received on July 1, 2016 – 11 pages
36. Site Posting Certification received on July 1, 2016 – 2 pages

ADA COUNTY
DEVELOPMENT SERVICES

200 W. FRONT STREET
BOISE, IDAHO 83702-7300
PHONE (208) 287-7900

PREAPPLICATION CONFERENCE NOTES

Preapplication Number: 201501159 - PREAP - A

Status: Active **Date Received:** 10/21/2015 **Date Closed:**

Meeting Date: 10/29/2015 **Date Assigned:** 10/21/2015

Applicant's Name:
WOOD JOHN

Project Description:
Would like to discuss a Racetrack - vehicle or ~~[illegible]~~ ~~[illegible]~~ Commercial 8.5.3.107 uses on these parcels.

No. of Lots/Units: 0 **Total Acres:** 120.250

Unique Features:

Sewer/Septic:

Water/Well:

General Property Location:

Development Services Staff Assigned To Meeting:

Staff Name:	Attended Meeting?
DIANA SANDERS	✔
KRISTY INSELMAN	✔

Parcel Info:

Parcel Num:	Street Address:	City/State/Zip:
S0309121187	8700 W CHAPARRAL RD	Eagle, ID 83616-0000
S0309131605	W CHAPARRAL RD	Eagle, ID 83616-0000
S0309212400	W CHAPARRAL RD	Eagle, ID 83616-0000
~~S0309315100~~	~~8770 W CHAPARRAL RD~~	~~Eagle, ID 83616-0000~~

Zone Info:

Zone Type:	Zone:
Existing Zone	RP

Twn / Rng / Sec Info:

Twn:	Rng:	Sec:	Qtr:
5N	1W	9	

Overlay Areas Info:

Overlay Area:	Overlay Value:	Code Ref:	Comments:
Flood	A Zone Unnumbered	Article 8-3F	Please contact your insurance company for flood insurance purchase requirements.
Hillside	15 % Slope or More	Article 8-3H	
WUFI	Yes	Article 8-3B	

Comp Plan:

Agencies To Contact:

Agency Name:	Contact Person:
ADA COUNTY HIGHWAY DISTRICT PLANNING DEPT - (208)-387-6170	LITTLE CHRISTY
Comments:	
CENTRAL DISTRICT HEALTH DEPARTMENT - (208)-327-8517	RENO MIKE
Comments:	
IDAHO POWER COMPANY - (208)-388-2699	HORNSBY COURTNEY
Comments:	

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Proposed Allowed Uses:

Racetrack, vehicle or animal

Stable or riding arena, commercial

Required Applications:

App Type:	Descriptive Name:
CU	CONDITIONAL USE
MSP	MASTER SITE PLAN

Notes:

The property is zoned RP

8-5-3-87 RACETRACK, VEHICLE OR ANIMAL:

A. If the racetrack provides animal boarding, such facilities shall be subject to the regulations of section 8-5-3-10, "Animal Boarding With Outside Runs", of this chapter. If the racetrack provides horse boarding, such facilities shall be subject to the regulations in section 8-5-3-107, "Stable Or Riding Arena, Commercial", of this chapter.

B. All structures or outdoor activity areas shall be located a minimum of three hundred feet (300') from any property line. The use shall be located a minimum of one thousand feet (1,000') from any residential district.

C. Any outdoor speaker system associated with the racetrack shall comply with the noise regulations of section 5-13-3 of this code.

D. Lighted facilities shall maintain a three hundred foot (300') setback from any property line abutting a residential district and shall comply with the lighting standards set forth in chapter 4, article H of this title. Setback requirements may be reduced at time of master site plan approval when conditions warrant a reduction. Possible conditions include, but are not limited to, building orientation, topography, distance to off site improvements, and physical obstructions.

E. Accessory retail uses including, but not limited to, retail shops and food or beverage service, may be allowed if designed to serve patrons of the facility only, and is approved by the Central district health department and the applicable fire authority. (Ord. 389, 6-14-2000; amd. Ord. 426, 9-26-2001)

MASTER SITE PLAN (8-4F-3: PROCESS)

A. Application And Fees: An application and fees, as set forth in chapter 7, article A of this title, shall be submitted to the director on forms provided by the development services department.

B. Natural Features Analysis: The applicant shall submit a natural features analysis subject to the regulations of subsection 8-4E-4D of this article. A natural features analysis is not required if the entire subject property already had one completed from a previous approved master site plan.

C. Parking Plan: The applicant shall submit a parking plan subject to the regulations of article G of this chapter.

D. Information Required: The applicant may submit the following information at the time of application. If not submitted at the time of application, they shall be required to be submitted as a condition of approval. Any approval of a master site plan prior to the submission and approval of the following items shall be considered a tentative approval:
1. The applicant shall concurrently submit a landscape and screening plan subject to the regulations of article F of this chapter.

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2. If any outdoor lighting is proposed or anticipated, the applicant shall concurrently submit a lighting plan subject to the regulations of article H of this chapter.
3. If any signs are proposed or anticipated, the applicant shall concurrently submit a sign plan subject to the regulations of article I of this chapter.

E. Tentative Approval: Upon determination by the director that the master site plan has met all applicable conditions of approval and the standards of this title, the director shall sign the master site plan. Following tentative approval of a master site plan, the owner shall have twenty four (24) months to obtain the director's signature on the master site plan.

F. Minor Modifications: The director may approve specified minor modifications to an approved master site plan, provided such minor modifications were not subject to review or appealed during the original approval or at the public hearing and will not adversely impact adjacent properties. Such minor modifications include, but are not limited to, the following:
1. Minor relocation of building pads for practical reasons such as road alignment, topography or access, provided that the minimum setback requirements are met.
2. Increase in building square footage, not exceeding twenty percent (20%) provided that the minimum dimensional standard, off street parking and loading, landscaping and screening, sign and/or lighting requirements of this title are met.
3. Minor modifications to an approved off street parking plan, landscape and screening plan, sign plan, and or outdoor lighting plan that was part of an approved master site plan, provided that the off street parking and loading, landscaping and screening, sign and/or lighting requirements of this title are met.

G. Issuance Of Approval Letter: Upon determination by the director that the minor modification is in compliance with the standards in subsection F of this section, the director shall issue a letter stating that the minor modification has received final approval.

H. Other Modifications: All other modifications to an approved master site plan shall be considered in accordance with section 8-4F-2 of this article. (Ord. 389, 6-14-2000; amd. Ord. 426, 9-26-2001; amd. Ord. 490, 4-9-2003; amd. Ord. 715, 12-3-2008)

8-4E-4: STANDARDS:
In addition to the applicable design and dimensional standards of chapters 2, 3, and 5 of this title, the site development (as depicted by the master site plan) shall meet the following standards, as applicable:

A. Location Of Structures On The Site:
1. Within a commercial base district, the proposed placement of structures, location of parking areas and pedestrian walkways, method of screening, and public entrances shall facilitate pedestrian access to abutting residential properties.
2. Multi-family structures shall have varied setbacks within the same structure and staggered and or reversed unit plans to provide a more varied outward appearance of the structures.
3. Structures within a multi-family development shall be rotated, staggered, and/or reversed to vary the outward appearance of the structures.

B. Nonvehicular Access And Internal Circulation:
1. Within a commercial base district, structures shall have at least one pedestrian access on each side of the structure that faces a street.
2. For proposed uses that require ten (10) or more parking spaces (as set forth in section 8-4G-6 of this chapter), site development shall provide safe and well defined pedestrian walkways from structures to each parking space, from structures to the abutting streets, and among structures on the same site.
a. Where a walkway is within ten feet (10') of a street, it shall be separated from the street shoulder by curbs, intervening vegetation, and/or swales.
b. Where a walkway is within a parking area and abuts driving aisles or parking spaces, the walkway shall be separated by curbs, intervening vegetation, and/or wheel restraints. Where a walkway crosses a driving aisle, the crossing shall have a different paving texture and or material or shall be striped to indicate a pedestrian crossing.
3. In planned unit developments and multi-family developments, the site development shall provide a safe nonvehicular

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circulation system including, but not limited to:
a. Pedestrian and bicycle walkways that link abutting parks, schools, neighborhoods, and commercial areas to the greatest possible extent; and
b. Trails and bicycle routes that link to abutting trail networks as designated by the APA ridge to rivers pathways plan or the applicable comprehensive plan.

C. Automobile Access And Internal Circulation.
1. The site development shall provide for safe access to and egress from roadways.
2. Off street parking and loading areas shall be designed to preclude vehicles from backing out into a roadway.
3. Where delivery vehicles are anticipated, the site development shall delineate a clear route for them, with appropriate geometric design to allow the vehicles to turn safely.
4. The site development shall provide adequate internal circulation consistent with article G, "Off Street Parking And Loading Facilities", of this chapter
5. The site development shall provide an adequate design and number of parking spaces consistent with article G, "Off Street Parking And Loading Facilities", of this chapter.

D. Natural Features Analysis: The following features shall be mapped, described, or noted as not applicable in the natural features analysis:
1. Hydrology: Analysis of natural drainage patterns and water resources including an analysis of streams, natural drainage swales, ponds or lakes, wetlands, floodplain areas or other areas subject to flooding, poorly drained areas, permanent high ground water areas, and seasonal high ground water areas throughout the site
2. Soils: Analysis of types of soils present in the site area including delineation of prime agricultural soil areas, aquifer recharge soil areas, unstable soils most susceptible to erosion, and soils suitable for development. The analysis of soils shall be based on the Ada County soils survey (United States department of agriculture, natural resources conservation service)
3. Topography: Analysis of the site's terrain including mapping of elevations and delineation of slope areas greater than twenty five percent (25%), between fifteen percent (15%) and twenty five percent (25%), between eight percent (8%) and fifteen percent (15%), and less than eight percent (8%). Contour Lines based on USGS datum of 1988 with intervals of not more than five feet (5') for properties with a general slope of greater than five percent (5%), or intervals of not more than two feet (2') for properties with a general slope of less than or equal to five percent (5%). Contour lines shall extend a minimum of three hundred feet (300') beyond the proposed development boundary. If a drainage channel borders the proposed development, the contour lines shall extend the additional distance necessary to include the entire drainage facility.
4. Vegetation: Analysis of existing vegetation of the site including, but not limited to, dominant tree, plant, and ground cover species.
5. Sensitive Plant And Wildlife Species: Analysis of sensitive plant and wildlife species of the site including, but not limited to, those species listed in the Idaho conservation data center (state of Idaho department of fish and game).
6. Historic Resources: Analysis of existing historic resources as identified on the Ada County historic resources inventory.
7. Hazardous Areas: Location and identification of all potential hazardous areas including, but not limited to, land that is unsuitable for development because of flood threat, poorly drained areas, high ground water, steep slopes, rock formation, buried pipelines, or other similar conditions likely to be encountered.
8. Impact On Natural Features: The applicant shall provide a written statement explaining how the design of the plan protects or mitigates impacts on the natural features of the site.

E. Screening: The site development shall provide landscaping and screening consistent with article F of this chapter, landscaping, unless otherwise exempt under section 8-4F-2 of this chapter.

F. Drainage: An increase in impervious surface area of one thousand (1,000) square feet or ten percent (10%) of the property area, whichever is less, shall require a drainage study. Site development shall incorporate natural watercourses and above grade drainageways into the site design to minimize the need for culverts, pipe systems, and concrete channels.

G. Water Supply And Sewage Disposal:
1. Adequate provision shall be made for water supply and sewage disposal in accord with the regulations of section 8-4A-22 of this chapter.

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2. The master site plan shall show all well locations and subsurface disposal areas for wastewater treatment systems.
3. The master site plan shall indicate the required firefighting resources. Such resources shall include, but are not limited to, proper access for firetrucks, fire flow hydrants, pumper access stations, and/or defensible space.

H. Filling, Excavation, And Earthmoving: Filling, excavation, and earthmoving activity shall be carried out in a way that keeps erosion and sedimentation to a minimum.
1. Building design, parking lots, and other site development elements shall fit, respect, and be oriented to existing topography and natural surroundings to the fullest extent possible in order to keep filling, excavation, and earthmoving activity to a minimum.
2. The area disturbed by stripping of vegetation, soil removal, and regrading shall be the minimum necessary at any one time.
3. The master site plan shall propose permanent soil erosion measures for all slopes and disturbed areas. Such stabilization measures shall be completed within fifteen (15) calendar days after final grading has been completed.
4. Until a disturbed area is stabilized, sediment and runoff shall be trapped by the use of debris basins, sediment basins, silt traps, or other acceptable methods.

I. Historic Features: The proposed site development shall conserve identified historic resources to the greatest extent possible.

J. Sensitive Plant And Animal Species: The site development shall minimize adverse impacts to sensitive plant and animal species through site design or approved mitigation programs. See subsection D5 of this section.

K. Irrigation: All development proposals shall provide documentation preserving gravity flow irrigation systems on site and downstream.
1. The proposed development shall not modify irrigation canals, ditches, laterals, and associated rights of way without written approval of the irrigation or drainage authority and landowners affected.
2. When property is converted from an agricultural to a nonagricultural use, the applicant or owner shall provide a pressurized irrigation system or similarly efficient delivery system.

L. Utilities: Electrical, telephone, and other public utilities serving the site shall be placed in a manner that is not hazardous or unsightly.
1. All utilities shall be placed underground in a utility corridor or easement. The director may waive this requirement if unique topographic or geological features of the site make it impractical.
2. Transformer boxes, meters, pumping stations, and other components of the utility system located aboveground shall be sited and buffered in accord with the screening standards of section 8-4F-5 of this chapter.

M. Maintenance:
1. The applicant or owner shall have a continuous obligation to provide for security, trash collection, and any other nuisance that may be created on the site, and to maintain the site in a neat and orderly manner.
2. Any proposed drainage system shall be maintained by the property owner, homeowners' association, or irrigation or drainage entity, as applicable.

N. Supplemental Information, Modifications: The director, county engineer, and or decision making body may require supplemental information or modifications where, in its opinion, site planning has not sufficiently addressed the existing natural features.

O. Alternative Site Development: The director may approve, or recommend approval of, an alternative site development when the overall design, as proposed by the applicant, meets or exceeds the intent and the requirements of this article and shall not be detrimental to the public health, safety, and welfare. (Ord. 389, 6-14-2000; amd. Ord. 490, 4-9-2003; amd. Ord. 715, 12-3-2008; amd. Ord. 763, 10-13-2010)

8-4F-5: REQUIRED FINDINGS linklink

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In order to approve the application, the director shall find the following:
A. The master site plan complies with this title and the applicable comprehensive plan;
B. The applicant has submitted a natural features analysis (subsection 8-4E-4D of this article) identifying constraints presented by such natural features, and the proposed development sufficiently addresses such features;
C. The proposed landscaping meets the requirements of article F of this chapter;
D. The proposed parking and loading spaces meet the requirements of article G of this chapter;
E. The proposed lighting plan meets the requirements of article H of this chapter;
F. The proposed master site plan complies with the applicable base district standards, overlay district standards, and specific use standards of this title;
G. The proposed master site plan is consistent with the APA ridge to rivers pathways plan; and
H. Adequate utilities and public services are available or provided for the proposed development, and the development would not be premature by reason of lack of utilities, transportation, schools, fire protection, or other essential services.
(Ord. 389, 6-14-2000; amd. Ord. 490, 4-9-2003; amd. Ord. 812, 8-14-2013)

8-5B-3: PROCESS:linklink

A conditional use shall be subject to a public hearing, review, and approval subject to the regulations of subsection 8-7-2D of this title. The approval process shall be as follows:

A. An application and fees, as set forth in chapter 7, article A of this title, shall be submitted to the director on forms provided by the development services department.

B. The applicant shall concurrently submit and obtain approval for a master site plan subject to the regulations of chapter 4, article E of this title, unless specifically exempt under the regulations of that article. Any accessory buildings or facilities and any outdoor storage areas shall be noted on the master site plan and reviewed as part of the conditional use.

C. The decision making body shall apply the specific use standards listed in section 8-5-3 of this chapter, the general conditional use standards in section 8-5B-4 of this article, and the findings listed in section 8-5B-5 of this article to review the conditional use.

D. Prior to issuance of a zoning certificate, the applicant shall provide written documentation indicating the facility has been approved by all applicable public agencies.

E. The approval shall be limited to a two (2) year period in which the applicant or owner must obtain all necessary permits and obtain a zoning certificate.

F. Upon determination by the director that all conditions of approval have been met and the conditional use is in conformance with this section, a zoning certificate shall be issued.

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200 W. FRONT STREET
BOISE, IDAHO 83702-7300
PHONE (208) 287-7900

G. The minor modification provisions set forth for approved master site plans in subsections 8-4E-3F and G of this title shall also apply to approved conditional uses

H. All other modifications to an approved conditional use shall be considered in accordance with section 8-5B-2 of this article. (Ord. 389, 6-14-2000; amd. Ord. 426, 9-26-2001; amd. Ord. 715, 12-3-2008; amd. Ord. 730, 7-7-2009)

8-5B-4: CONDITIONAL USE STANDARDS

In addition to the specific use standards set forth in this chapter, the following standards shall apply:
A. The applicant shall guarantee to comply with the approved plans and specifications.

B. The applicant shall have a continuous obligation to maintain adequate housekeeping practices so as not to create a nuisance.

C. The site plan for the conditional use shall indicate the firefighting resources. Such resources shall include, but are not limited to, proper access for firetrucks, fire flow hydrants, pumper access stations, and/or defensible space

D. No structure or facility (excluding signs) shall be located within twenty feet (20') of a residential district unless a sound wall is provided. See also section 8-4E-6 of this title.

E. A sound wall shall be included in the landscape plan for any parking areas abutting a residential district. See also section 8-4E-7 of this title.

F. The owner and/or operator shall maintain sanitary practices so as not to create a public nuisance and to reduce noise and odor.

G. The owner and/or operator shall furnish evidence that any dangerous characteristics of the proposed use have been or shall be eliminated or minimized so as not to create a nuisance or be detrimental to the public health, safety, or welfare.

H. If abutting or within a residential district, the facility hours may be limited by the decision making body.

I. If abutting or within a rural district, the proposed use shall not cause detrimental impacts to agriculture.

J. The decision making body may require additional conditions to mitigate impacts. The conditions may include, but not be limited to, any or all of the following:
1. Standards related to the emission of noise, vibration, and other potentially objectionable impacts.
2. Limits on time of day for the conduct of the specified use.
3. The period within which the permit shall be exercised or otherwise lapse.
4. Other standards necessary to protect the public health, safety, and welfare and mitigate adverse effects on surrounding property. (Ord. 389, 6-14-2000; amd. Ord. 715, 12-3-2008)

8-5B-5: REQUIRED FINDINGS:
A. The proposed use is not detrimental to the public health, safety, or welfare;
B. The proposed use shall not create undue adverse impacts on surrounding properties;
C. The proposed use is consistent with the applicable comprehensive plan;
D. The proposed use complies with the purpose statement of the applicable base district and with the specific use standards as set forth in this chapter;
E. The proposed use complies with all applicable county ordinances;
F. The proposed use complies with all applicable state and federal regulations;

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BOISE, IDAHO 83702-7300
PHONE (208) 287-7900

G. The proposed use and facilities shall not impede the normal development of surrounding property;
H. Adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are, or shall be, provided for the proposed use; and
I. Political subdivisions, including school districts, will be able to provide services for the proposed use. (Ord. 389, 6-14-2000, amd. Ord. 806, 5-8-2013)

Meeting notes:
Go cart racetrack is proposed.

S0309131605
S0309121187
S0309212400

A portion of the property is within the unnumbered A FP.
The track is approximately 300 sq. ft., bleachers
Will run approximately 8 times a year. Weekends, 10 am to 3 pm practice time. Will hold events on weekends. No lights, will have a speaker system. Looking at 30 participants
Will use porta potties or self contained system.

The engineer will need to look at a flood study that the property owner has to see if it still complies with the county code.

Natural Features Analysis will be required

Need to contact ACHD concerning Chaparral Road. Stacey Yarrington was the planner contacted at ACHD.

8-4A-15 Outdoor Public Address System

8-4A-15: OUTDOOR PUBLIC ADDRESS SYSTEM linklink

Outdoor public address systems or speakers for nonresidential uses shall only be allowed within the C2, C3, M2, and M3 districts, or as part of an approved master site plan, accessory use, or conditional use. The outdoor public address system shall comply with the noise regulations of section 5-13-3 of this code.

Additional Preap Conference: Not Recommended **Neighborhood Meeting Required?** Yes

Cross References:

10/29/2015

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April 8, 2016

8754 W. Chaparral Rd., Eagle, ID 83616 (208) 898-4007

Mr. Ben Pazelka
Ada County Planning and Zoning
200 W. Fort Street
Boise, Idaho 83702

Re: Application by John Wood (8700 W. Chaparral Rd.) for a Conditional Use race track at 8700 W. Chaparral Rd, Eagle, Idaho 83616 within RP Subdivision - **Neighborhood Meeting**

Dear Mr. Pazelka:

Enclosed is a copy of a letter from T-D Engineers announcing the neighborhood meeting, my response, and a petition with signatures from property owners' OBJECTION to "ANY AND ALL GO-KART TRACTS IN OUR RURAL PRESERVATION SUBDIVISION."

Mrs. Nancy Merrill was attending to take notes of the objections of the race track. She said she was helping John Wood to make his dream for "a race track on his property" come true. Objections of the **noise** on the 1/2 mile, figure 8 asphalt track, with an asphalt road from the highway leading to the track, and 10 - 12 car parking lot, was the main objection, the second was the **decrease in property values of acreages already established in our rural subdivision. As the children grow the karts will grow. Then the noise levels would rise, leaving neighbors helpless to change.**

Mr. Wood has proposed 10 - 12 Karts on the track and around 10 - to 12 events for his seven year old and his fiends - from May through Sept. **Our neighborhood objects to these meets.**

You will also find an article (Emmett Messenger/April 6) pertaining to the Little Gem Cycle Park already established. This park is a free activity option for children that enters at the foot of Freezeout Hill just off of Highway 16. It does require that all motorized off-road vehicles have a spark arresting silencer of end cap. Little Gem is one of the largest off-road recreation areas in Idaho and is on land owned by Little Cattle Company and BLM. This park meets most skill levels and can be an option for Mr. Wood and his seven year old son and their friends.

I suggested to Mr. Wood that another option could be that his proposal to build his race track would be on his acreage he owns next to the Firebird track and run his "events" during the already approved hours of Firebird.

Thanking you for your time and consideration,

Jode' P. Stella
Neighbor on Chaparral Rd.

Research on Google for noise levels and sites: Go-Karts in Boise, Idaho

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T·O ENGINEERS

To: Interested Neighbor

Date: March 8, 2016

Re: **Neighborhood Meeting**
Proposed Chaparral Go-Kart Track

Dear Neighbor:

I am writing to invite you to attend a neighborhood meeting regarding a proposed go-kart track in your area. This meeting is for a preliminary go-kart track located 0.85 miles east of the intersection of State Highway 16 and Chaparral Road. This is an informal meeting held by the civil engineering firm representing the Applicant prior to submittal of a Conditional Use Permit Application to Ada County Development Services.

This is an informal open discussion in which we will describe the project and answer general questions.

The neighborhood meeting is scheduled as follows:

Date: **Thursday, March 24, 2016**
Time: **7:00 p.m.**
Place: **8700 W Chaparral Road, Eagle ID 83616**

If you have any questions in advance, please contact me at (208) 323-2288.

Respectfully,

Arthur M. Thomas, E.I.
Staff Engineer

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2471 South Titanium Place, Meridian, ID 83642 Phone (208) 323-2288 Fax (208) 323-2399 to-engineers.com
Aviation | Transportation | Land Development | Municipal | Water Resources | Surveying | Landscape Architecture

March 16, 2016

Arthur M. Thomas
Staff Engineer
T D Engineers
2471S. Titanium Pl
Meridian, ID 83642-6703

Re: Neighborhood Meeting Proposed Chaparral GoKart Track

Dear Mr. Thomas:

Thank you for your time to discuss the above referenced proposal. **I am against this proposal even with limited use, for the following reasons:**

1. Noise level bouncing off the hills is intolerable.

2. People move out here for peace and quiet and, for nature, for cattle and horses, and wild animals and birds of nature. The noise for animals and birds would be detrimental.

3. Decreases the value of our property and would be more difficult to rent property and harder to sell. Those now renting would probably move.

4. This area is restricted for off the road vehicles during the fire season because of sparks starting range fires.

5. The fifth reason is that there are places close by already approved for off road vehicles that are not in our sub-division.

6. Neighbors would not be able to enforce the rules of the "conditional permit."

I already experienced the incredible noise of kids on 4-Runners, whose parents were renting property. All summer for the entire summer, all day until dark. They also cut fences and ran on the hills during fire season. It was impossible for me or my neighbors to stop them. They were finally evicted. Please, ask Mr. Wood to rethink this proposal. Perhaps to take his club to a site already approved for off the road vehicles. Thank you.

Sincerely,

Jode' Stella (208) 898-4007
8754 W. Chaparral Rd.
Eagle, Idaho 83616

cc: John and Penny Pennel
Brad Little
Wade and Shelly Lynn

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26 signatures 2 pages

April 6, 2016
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RP Subdivision, Chaparral Rd., Eagle, Idaho 83616
8754 W. Chaparral Rd. 898-4007

Apposed to the attached
Proposed Chaparral Go-Karts
muffled 125 cc Go-Karts, asphalt track
and parking lot in RP Subdivision

Ada County Planning and Zoning
200 W. Fort Street
Boise, Idaho

Opposing this plan are homeowners who have signed this petition to avoid all and any Go-Kart tracks in our well preserved rural preservation subdivision. Reasons and signatures follow: (Refer to examples on google: "Go-Kart Racing in Boise, Idaho")

1. **Noise level bouncing off the hills is intolerable.**

2. **People buy property in this subdivision for peace and quiet and, for the love of nature. The pristine quality of air, wild life including deer, jack and cotton tail rabbits, doves, pheasants, killdeers, ground squirrels, hawks, sparrows, and doves; and to raise cattle and horses, mules, chickens, goats, etc. The noise level would be detrimental to our wildlife haven.**

3. **Our property values would decrease and property would be impossible to rent.**

4. **This Rural Preserved Subdivision is restricted for all off the road vehicles during fire season.**

5. **The fifth reason is that there are Go-Karts, and Go-Kart meets already approved in the Ada County areas - not in our subdivision. Mr. Wood also owns property next to Firebird track off of Hwy. 16. He might consider approval for a Go-Kart track there for the proposed 8 - 10 meets from May through Sept. and the same hours as the already approved Firebird track.**

6. **We, the neighbors, would not be able to enforce the "Conditional Use Permit." We also believe the children would grow into larger Go-Karts or motor cycles and 4-runners and noise levels would rise.**

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SIGNATURES OF HOMEOWNERS WHO OPPOSE ANY AND ALL GO-KART TRACKS IN OUR RURAL PRESERVATION SUBDIVISION ON CHAPARRAL RD. FOLLOW:

NAME	ADDRESS & (E-MAIL IF APPLICABLE)	PHONE:
Marjorie J. Lynn	4050 Chaparral Rd	286-9533
Pete L Stella	8754 Chaparral Rd	898-4007
Jamie Lynn-Wilson	4050 Chaparral Rd	286-7123
[illegible]	4050 Chaparral Rd	286-7123

(2)

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NAME/	ADDRESS & E-MAIL (IF APPLICABLE	PHONE:
x [illegible]	8774 Chaparral Rd.	286-9759
[illegible]	9191 CHAPARRAL Rd.	286-7512
Elida Jones	9191 Chaparral Rd	286-7512
Dorothy [illegible] Miner	8889 Chaparral Rd	286-7579
Bobbi L. McFaddern	8600 Chaparral Rd	412-6325
[illegible] L. McFaddern	8600 Chaparral Rd	412-5602
[illegible]	8099 Chaparral RD	898-4009
Brooke Jones	8099 Chaparral RD	898-4009
~~Kandy Hallstrom~~	~~8669 Chaparral Rd.~~	~~286-0993~~
[illegible]	9660 N. Broadwood Chaparral jeff@diamondidaho.com	841-9670
Debbie Arant	" " "	"
Debbie Richard	9390 Chaparral	286-7738
Mert Richard	9390 Chaparral	286-7738
[illegible]	9390 Chaparral	286-7738
Monica D. Stella	8754 Chaparral Rd	863-5240
[illegible]	8774 Chaparral Rd	286-9759
[illegible]	8774 Chaparral Rd	[illegible]

April 6, 2016 RP Subdivision, Chaparral Rd., Eagle, Id.
Ada County Planning and Zoning
Signatures Continued from page 2 of 2

SIGNATURES OF HOMEOWNERS WHO OPPOSE ANY AND ALL GO-KART TRACKS IN OUR RURAL PRESERVATION SUBDIVISION ON CHAPARRAL RD. FOLLOW:

Reed Ebbers 6500 Chaparral 286-7123
Seth [illegible] 8774 Chaparral 708-911[illegible]
[illegible] 8774 Chaparral 703-1791
Lonnie L Flynn 8660 Chaparral.. 286-7668
[illegible] 8660 Chaparral 286-7668
Kimberly D Flynn 8660 Chaparral 286-7668

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WEDNESDAY, APRIL 6, 2016 • MESSENGER INDEX

20 - 30 MINUTES FROM CHAPARRAL RD.

SITE ALREADY ESTABLISHED AND MAINTAINED

YEAR AROUND OPEN TO ALL KIDS NO MEMBERSHIP REQUIRED FREE

FREEZEOUT HILL

By DEL GRAY
newsroom@messenger-index.com

The Emmett Valley may be showing the signs of spring in its annual greening of the landscape but it's also evident in the number of outdoor activities opening up for the spring and summer.

■ ■ ■

Little Gem Cycle Park is open year round and gets used constantly but that activity kicks up in the spring. Recently young bikers took to the hills and enjoyed a crisp spring day to "get the wiggles out" as one parent put it.

The cycle park is a free activity option that enters at the foot of Freezeout Hill just off of Highway 16. The only major restriction is that all motorized off-road vehicles are required to have a spark arresting silencer of end cap.

Little Gem is one of the largest designated and maintained off-road recreation areas in Idaho and is on land owned by Little Cattle Company and the Bureau of Land Management. Most all skill levels can find challenging terrain within the park.

■ ■ ■

Fishing at local ponds has picked up and despite higher flows in the Payette, some good fishing is being reported there as well. A number of special fishing events will be coming up in the next couple of months, including the monthly trout stocking at area ponds near the end of the month.

PHOTOS BY DEL GRAY / MESSENGER INDEX

A couple of youngsters out for a weekend drive at Little Gem Cycle Park.

■ ■ ■

The skies will be part of the playground for the latest edition of **Wings and Wheels** taking place on Saturday, April 16, at the Emmett Airport between 8 a.m. and 2 p.m.

As many as 150 show cars will adorn the ground displays and air displays will include some vintage aircraft from the Warhawk Museum in Nampa.

There are not many places around like Emmett where you can take in such a show and still get in a little dirt biking and fishing all in the same day — within a few miles of each other.

Older youngsters opt for the two-wheel cycles to challenge Little Gem Cycle Park.

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RESEARCH GOOGLE "Go-Karts in Boise Idaho" for all levels and sites avai

MASTER APPLICATION/PETITION REQUEST

ADA COUNTY DEVELOPMENT SERVICES
W. Front Street, Boise, Idaho 83702. www.adaweb.net phone: (208) 287-7900 fax: (208) 287-7909

TYPE OF ADMINISTRATIVE APPLICATION:

- [ ] ACCESSORY USE*
- [ ] FARM DEVELOPMENT RIGHT
- [x] FLOODPLAIN PERMIT
- [ ] HILLSIDE DEVELOPMENT*
- [ ] HIDDEN SPRINGS ADMINISTRATIVE
- [ ] HIDDEN SPRINGS SPECIAL EVENT
- [ ] LIGHTING PLAN
- [ ] LANDSCAPE PLAN
- [ ] DRAINAGE PLAN
- [x] MASTER SITE PLAN*
- [ ] EXPANSION NONCONFORMING USE
- [ ] ONE TIME DIVISION
- [ ] PRIVATE ROAD
- [ ] PROPERTY BOUNDARY ADJUSTMENT
- [ ] PLANNED UNIT DEVELOPMENT (PUD)
- [ ] SIGN PLAN
- [ ] TEMPORARY USE*

TYPE OF HEARING LEVEL APPLICATION:

- [x] CONDITIONAL USE
- [ ] DEVELOPMENT AGREEMENT
- [ ] SUBDIVISION, PRELIMINARY*
- [ ] PLANNED COMMUNITIES*
- [ ] SUBDIVISION, SKETCH PLAT*
- [ ] VACATION
- [ ] VARIANCE
- [ ] ZONING MAP AMENDMENT
- [ ] ZONING TEXT AMENDMENT

TYPE OF HEARING LEVEL PETITION:

- [ ] COMPREHENSIVE PLAN MAP OR TEXT AMENDMENT PETITION CHECKLIST

TYPE OF ADDENDA:

- [ ] APPEAL
- [ ] ADMINISTRATIVE MODIFICATION
- [ ] DEVELOPMENT AGREEMENT MODIFICATION
- [ ] FINAL PLAT
- [ ] TIME EXTENSION

REQUIRED SUBMITTALS:

- [ ] CHECKLIST for applicable application(s). If multiple applications, do not duplicate submittals.
- [x] *SUPPLEMENTAL WORKSHEET REQUIRED

SITE INFORMATION:

Section: 9 Township: 5N Range: 1W Total Acres: 100.25

Subdivision Name: 5N 1W 09 Lot: N/A Block: N/A

Site Address: 8700 W Chaparral Rd City: Eagle

Tax Parcel Number(s): S0309121187, S0309131605, S0309212400

Existing Zoning: RP Proposed Zoning: N/A Area of City Impact: N/A Overlay District(s) N/A

Flood A zone unnumbered
Hillside 15% slope or More
WUFI

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OFFICE USE ONLY

2016006646-CU-MSP-FP - Eng (FL)

Project #.:		Planning Fees/GIS:	Engineering Fees:
Received By:	Date: 4.29.16 Stamped ☒	CU 800+216 = 1016 MSP 350+216 = 566 FP = 100 Landscape = 135	FP - 110.00

Alison

APPLICANT/AGENT: (Please print)	ADDITIONAL CONTACT if applicable: (Please Print)
Name: John Wood	Name: Nancy Merril
Address: 8700 W. Chaparral Road City: Eagle State: ID Zip: 86616	Address: City: State: Zip:
Telephone: Fax: Email:	Telephone: 208-573-0771 Fax: Email: merrillnancyc@gmail.com
I certify this information is correct to the best of my knowledge. Signature: (Applicant) Date 4/15/16	ENGINEER / SURVEYOR if applicable: (Please Print) Name: David N. Sterling Address: 2471 S. Titanium Place City: Meridian State: ID Zip: 83642 Telephone: (208) 323-2288 Fax: (208) 323-2399 Email: dsterling@to-engineers.com

OWNER (S) OF RECORD: (Please Print)	OWNER (S) OF RECORD: (Please Print)
Name: IP Irrevocable Trust	Name:
Address: 8700 W. Chaparral Road	Address:
City: Eagle State: ID Zip: 83616	City: State: Zip:
Telephone: Fax: Email:	Telephone: Fax: Email:
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date 4/15/16	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application. Signature: All Owner (s) of Record Date

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.

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Exhibit 6.4 2 OF 7
201600646-A (A&B)

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MASTER SITE PLAN CHECKLIST (ACC 8-4D)

A Master Site Plan request does not require a public hearing. It is a staff level application, as long as it is not associated with a conditional use.

GENERAL INFORMATION:

Applicant		DESCRIPTION	Staff
X		**One paper copy and one electronic copy of all required submittals.**	✓
X		Completed and signed Master Application.	✓
X		Completed Supplemental Information.	✓
X		**DETAILED LETTER** by the applicant fully describing the request or project and address the information on supplemental sheet;	✓
X		**DEED** or evidence of proprietary interest.	✓
X		**IDAHO DEPARTMENT OF FISH AND GAME LETTER.**	✓
X		**FULL SIZE SCALED PLOT PLAN,** showing all existing and proposed easements, property lines, and structures drawn to scale, including one electronic copy and one copy reduced to 81/2 X 11. (Address required information on supplemental sheet)	✓
X		**FULL SIZE NATURAL FEATURES ANALYSIS ACC 8-4E-4D,** including one electronic copy and one copy reduced to 8 1/2 X 11. (Address required information on supplemental sheet)	✓
X		**LANDSCAPING (ACC 8-4F)** (Address required information on supplemental sheet) **One electronic copy, one full size, and one 81/2 X11 copy.**	✓
X	X	Drawn by a landscape professional. (within an area of impact)	N/a
X		**OFF STREET PARKING & LOADING FACILITIES (ACC 8-4G)** (Address required information on supplemental sheet)	✓
N/A		**LIGHTING (ACC 8-4H)** (Address required information on supplemental sheet)	N/a
N/A		**SIGN PLAN (ACC 8-4I)**	N/a
	N/A	Indicate all proposed and existing signs.	
X		**NATURAL FEATURES ANALYSIS (ACC 8-4E-4D)** see supplemental info.	✓
X		**OVERLAY DISTRICT**: May require a separate checklist or additional information for the following:	✓
	N/A	**HILLSIDE DEVELOPMENT** (ACC 8-3H)	
	X	**FLOOD HAZARD** (ACC 8-3F)	✓
	X	**WILDLAND-URBAN FIRE INTERFACE** (ACC 8-3B)	✓
	N/A	**SOUTHWEST PLANNING AREA** (ACC 8-3C)	
	N/A	**PLANNED UNIT DEVELOPMENT** (ACC 8-3D)	
	N/A	**BOISE RIVER GREENWAY** (ACC 8-3G)	
	N/A	**BOISE AIR TERMINAL AIRPORT INFLUENCE AREAS** (ACC 8-3A)	
		APPLICATION FEE: Call County or go to www.adaweb.net for fees	

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Supplementary information at the discretion of the Director or County Engineer may be required to sufficiently detail the proposed development within any special development area, including but not limited to hillside, planned unit development, floodplain, southwest, WUFI, Boise River Greenway, airport influence, and/or hazardous or toxic areas of development.

APPLICATION WILL NOT BE ACCEPTED UNLESS ALL APPLICABLE ITEMS ON THE FORM ARE SUBMITTED.

MSP SUPPLEMENTAL INFORMATION (to be completed by the applicant)		
DETAILED LETTER MUST ADDRESS THE FOLLOWING (If applicable)		
X	Proposed use (s): Go-Kart Track	
X	Is the project associated with a Conditional Use YES (x) NO ( )	
	Conditional Use #	
N/A	Area of city impact: NONE	
N/A	Is this application a modification of an approved master site plan? Original MSP #	
N/A	Is this application a change or expansion of an approved master site plan? Original MSP #	
N/A	Total square feet of all proposed structures: No proposed structures	
X	Hours of operation: 9AM TO 8PM	
X	Days of operation: Wednesday - Sunday	
X	Required parking: Use not listed in 8-4G-6	
N/A	Required bicycle parking:	
X	Required ADA parking: Two stall provided	
X	Number of employees during the largest shift: 4 expert volunteers	
X	Maximum number of patrons expected: 5-20	
N/A	Outdoor speaker system YES ( ) NO (x)	
X	Proposed Sewer: Porta-potties	
X	Proposed Water: Bottled water provided	
X	Pressurized Irrigation YES (x) NO ( )	
N/A	Multifamily structures shall have varied setbacks within the same structure and staggered and/or reversed unit plans. Structures within a multi-family development shall be rotated, staggered, and/or reversed.	
X	Explain if the utilities are underground or if screening is provided.	
SITE PLAN		
X	Structure location.	
X	Pedestrian access and circulation.	
N/A	Building elevations.	
	Well locations.	
N/A	Drain fields.	
X	Hydrant location, fire department access, fire flow resources, etc.	
	Pressurized Irrigation if required.	
X	Parking plan. (required) ACC 8-4G	
X	ADA parking identified.	
X	Automobile access and circulation.	
N/A	Lighting plan. (condition of approval) ACC 8-4H	
N/A	Sign Plan. (If proposed, condition of approval) ACC 8-4I	
LANDSCAPING (If applicable)		
X	Location, size, type, 75% maturity	
X	Vegetation to be saved YES (x) NO ( )	
N/A	Phased project YES ( ) NO (x)	
X	Verification that standards are met.	
X	Fences over 100' YES (x) NO ( )	
X	Size at planting:	
X	Flood Hazard Overlay YES (x) NO ( )	
N/A	Sound walls YES ( ) NO (x)	

N/A	Outdoor speakers YES ( ) NO (x)		
X	Perimeter Landscaping & Screening		
X		Required landscape points: 680 pts provided	
X		Minimum landscape width: 35'-45'	
X	Parking Area Landscaping & Screening		
X		% of Shading required: 40%	
X		Screening YES (x) NO ( )	
		Pedestrian access required YES ( ) NO (x)	
PARKING			
X	Identify all off street parking and loading.		
	Phased project YES ( ) NO (x)		
	Restrictions on use YES ( ) NO (x)		
	Within 300' of the entrance: YES ( ) NO (x)		
	Joint Parking Agreement (Submitt copy) YES ( ) NO (x)		
X	Identify width, angle, and depth of parking spaces.		
N/A	Address Bicycle Parking.		
X	List the number of required spaces for cars, bikes: Use not listed 8-4G-6		
N/A	List the number of off street loading spaces: None		
N/A	List dimensionsof off street loading spaces:		
X	Detailed description of proposed paving materials.		
LIGHTING (If applicable)			
N/A	Setbacks of the proposed lights:		
N/A	Maximum Height:		
N/A	Floodlights YES ( ) NO ( )		
N/A	Shielding YES ( ) NO ( )		
NATURAL FEATURES ANALYSIS			
X	*HYDROLOGY. ACC 8-4E-4D1*		
X	*SOILS ACC 8-4E-4D2*		
X	*TOPOGRAPHY ACC 8-4E-4D3*		
X	*VEGETATION ACC 8-4E-4D4*		
X	*SENSITIVE PLANT AND WILDLIFE SPECIES ACC 8-4E-4D5*		
X	*HISTORIC RESOURCES ACC 9-4E-4D6*		
X	*HAZARDOUS AREAS ACC 8-4E-4D7*		
X	*IMPACT ON NATURAL FEATURES ACC 8-4E-4D8*		

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CONDITIONAL USE CHECKLIST

A Conditional Use request requires a public hearing.

GENERAL INFORMATION:

Applicant		DESCRIPTION	Staff
X		**One paper copy and one electronic copy of all required submittals.**	
X		Completed and signed Master Application	KI ✓
X		**DETAILED LETTER by the applicant fully describing the request or project and addressing the following:**	KI ✓
	X	Explain the proposed use, and all uses associated with the request.	
	X	Any other supporting information.	
	X	Address the standards in ACC 8-5-3 for proposed use(s): **Racetrack, Veh**	
	X	Days of use: **Wednesday -Sunday**	
	X	Hours of use: **9 A.M. to 8 P.M.**	
	X	Duration of use(s): **May - September**	
X		**MASTER SITE PLAN (If required)**	KI ✓
X		**NEIGHBORHOOD MEETING CERTIFICATION**	KI ✓
X		**PRE-APPLICATION CONFERENCE NOTES**	KI ✓
N/A		**SITE PLAN is not required** if associated with a MSP.	KI ✓
N/A		Show existing and proposed structures.	
		Submit one electronic copy, one full sized plan and one 8 1/2"X 11" plan.	
X		**DEED** (or evidence of proprietary interest)	KI
X		**OVERLAY DISTRICT**: May require a separate checklist or additional information for the following:	KI
	N/A	**HILLSIDE** (ACC 8-3H)	N/a
	X	**FLOOD HAZARD** (ACC 8-3F)	KI
	X	**WILDLAND-URBAN FIRE INTERFACE** (ACC 8-3B)	KI
	N/A	**SOUTHWEST PLANNING AREA** (ACC 8-3C)	N/a
	N/A	**PLANNED UNIT DEVELOPMENT** (ACC 8-3D)	N/a
N/A		**BOISE RIVER GREENWAY** (ACC 8-3G)	N/a
N/A		**BOISE AIR TERMINAL AIRPORT INFLUENCE AREAS** (ACC 8-3A)	N/a
X		**MUST COMPLY WITH SIGN POSTING REGULATIONS (ACC 8-7A-5)**	
X		**APPLICATION FEE: Call County or go to www.adaweb.net for fees**	

Supplementary information at the discretion of the Director or County Engineer may be required to sufficiently detail the proposed development within any special development area, including but not limited to hillside, planned unit development, floodplain, southwest, WUFI, Boise River Greenway, airport influence, and/or hazardous or unique areas of development.

Application will not be accepted unless all applicable items on the form are submitted. This application shall not be considered complete until staff has received all required information.

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FLOODPLAIN APPLICATION CHECKLIST (ACC 8-3F)

GENERAL INFORMATION

1. No work of any kind may begin in a floodplain until a floodplain development permit is issued.
2. The permit will expire if no work is commenced within 24 months of the date of issue.
3. The permit will not be issued until any other necessary local, state or federal permits have been obtained.

Type of Structure:

☐ Residential, Single Family
- O Within a Subdivision
- O Outside a Subdivision

☐ Non-Residential
- O Elevated
- O Floodproofed: O Dry O Wet

☐ Combined Use (Residential and Non-Residential)

☐ Manufactured Home
- O Within a Manufactured Home Park
- O Outside a Manufactured Home Park

☒ No Structure

Type of Structural Activity:

☐ New Structure
☐ Addition to Existing Structure*
☐ Alteration of Existing Structure*
☐ Relocation of Existing Structure **
☐ Demolition of Existing Structure **
☐ Replacement of Existing Structure **

*** Substantial Improvement**
If the value of an addition or alteration to a structure equals or exceeds 50% of the value of the structure before the addition or alteration, the entire structure must be treated as a substantially improved structure.

**** Relocation or Replacement**
A relocated structure or a structure being replaced must be treated as new construction.

Other Development Activities:

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☒ Excavation (not related to a structural development)
☒ Clearing
☒ Placement of Fill Material
☒ Grading
☐ Mining
☐ Dredging
☐ Watercourse alteration
☐ Drainage improvement (including culvert work)
☒ Roadway or bridge construction
☐ Specify other development not listed above: _____

Applicant ✓	DESCRIPTION	Staff ✓
X	Completed and signed MASTER APPLICATION and DEED	
✓	Associated planning project number (if applicable)	
X	DETAILED LETTER by the applicant describing the project.	
N/A	A pre-construction elevation Certificate completed by a Professional Land Surveyor or Engineer licensed in Idaho – for structures only	
N/A	Wet or Dry floodproofing design certified by an Engineer licensed in Idaho	
X	SITE PLAN showing all existing and proposed easements, property lines, and structures drawn to scale on 8 1/2" X 11" paper, and including:	
X	a. Spot elevations or a topographic map	
X	b. Floodplain boundary line and elevations	
X	c. Floodway boundary line and elevations	
X	d. Any proposed modifications or fill within the floodway or floodplain with existing and proposed elevations	
X	Flood Study – required for Subdivision/Manufactured Home Park. FEMA approved LOMC required prior to development.	
N/A	A No-Rise Certificate –required if any of the development is in the floodway	
X	Other supplemental data as may be required by the County Engineer	

Flood Information (To Be Completed By Floodplain Administrator):

1. The proposed development is located on FIRM map panel: _____
2. Effective date on the FIRM: _____
3. The proposed development is located in Zone _____ of the SFHA
4. Is the proposed development located within the reg. floodway: ☐ No ☐ Yes (Attach completed FES for a No-Rise Certificate)

Substantial Improvement Evaluation:

Cost of Improvement (a): _____$ Assessed Value of the Building (b) : _____$ Percent of Value Change (a/b): _____ % Substantia
Improvement Evaluation must be supported by project cost documentation and approved assessed evaluation (attach)

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Gem State Go Kart Track

CONDITIONAL USE AND MASTER SITE PLAN PROPOSAL

A Proposal for a Conditional Use Permit and a Master Site plan is being requested for a Go Kart Track located in a RP Zone on 120.25 acres at 8700 W Chaparral Road in Ada County. The site is located within the City of Eagle impact area.

The proposed project is a 80,100 sq. ft. asphalt Go Kart Track that will be built with parking and landscaping buffers. This project will require grading for the proposed track, paddock, parking, and approach road. The project provides the minimum 300 ft. distance from the adjacent property owner as required in ACC 8-5-3B.

It is within close proximity to Firebird Racetrack off of Highway 16. Firebird Race Track runs for 47 days a year from the hours of 10 am to 12. pm. Firebird Race Track is 5,000 feet from this property. Firebird race cars have between 100 and 1000 hp.

The Gem State Go Kart Track is being built for the purpose of Corporate Team building. For Corporate and local races the number of Karts on the track usually range from 5-15.

Kart racing is a sanctioned, competitive sport practiced around the world. The entire event, and each class, is governed by the rules of the appropriate sanctioning body, ensuring both fairness and safety. A typical race day would aim to start at 9am and conclude before 8pm

The Go Karts are small Briggs and Stratton engines ranging between 125cc to 206 cc engines. They each are also equipped with large mufflers. The noise level is similar to a small lawnmower. The noise level of the Go Karts meets ACC 5-13-3A Prohibited Acts: Between the hours of ten o'clock P.M.one day and seven o'clock A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means of voice, musical instrument, horn, radio, loudspeaker, automobile, machinery, other sound amplifying equipment, domesticated animals, or any other means which disturbs the peace, quiet,

and comfort of any reasonable person of normal sensitiveness residing in the area.
Loud or offensive noise is that which is plainly audible within any residence of business, other than the source of the sound, or upon a public right of way or street at a distance of one hundred feet (100') or more from the source of the sound.

Typical operating hours will be Wednesday through Sunday from 9 am to 8 pm, May through September. The events will be as scheduled by the corporations and will range from 5-15 participants.

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Bleachers, lights, and outdoor speakers are not being requested.

The required number of parking stalls for such a facility is not listed within the Ada County Code section 8-4G-6. However, a crushed recycled asphalt paved approach drive and two parking lots will be provided. One parking lot will have 30 stalls and the other will have 10 stalls. A total of 40 parking stalls for the participants and families. Two of the parking stalls will be marked for ADA, one in each parking lot. All parking stalls will have a 90 degree parking angle with a stall width of 9 ft. and a stall depth of 20 ft. A minimum 25 ft. two way driving aisle will be provided for both parking areas. The approach drive and parking lots will be screened with plantings.

The Go Karts are not Off Road Vehicles and will not be run off the track, thus eliminating fire concerns of the neighbors. The Karts will be run only on the asphalt paved track. Every corner worker station will have 2-3 fire extinguishers on site. Insurance requirements also require on site ambulances and EMTs for any sanctioned race.

The events and classes will be scheduled through Corporations and Businesses. A projected number of participants for an event or class may range from 5-15 participants and 5-20 guests, depending on the number that has signed up to race for the day. The track event and classes will be supervised by 4 volunteers that are experts in the field of Go-Kart Racing.

Restrooms will be provided by porta-potties. Bottled drinking water will be provided for the Go Kart Racers. Guests may bring their own water, and food. Trash services will be provided by Republic Services and paid for by the owner.

An existing 1800 SF building will be used for the storage of the Go-Karts. The Go Karts are small and are stacked upon roll-about karts that enable them to be moved about in the building when not in use. This building is located on the east side of the track and parking lot and adds additional screening of the track and noise from Chaparral Road.

A landscaped grass strip will be built along both sides of the road leading to the parking lot. Landscaping will also be planted and maintained around the track providing for a defensible fire barrier that will vary from 15-60 feet in width, meeting ACC 8-5-3B. A new approved well will provide additional water for irrigation and for fighting any potential fires.

The project is also within the Hillside and WUFI Overlay Areas and meets ACC 8-5-3B requirements.

For private roads, the area encompassed by the travel way plus five feet on each side of the travel way shall be cleared of all flammable vegetation. For driveways, all areas within 5 feet of each side of the driveway shall be cleared.

Requirements for private road and driveway cleared areas:

- All areas adjacent to private roads and driveways shall be cleared of vegetation. Single specimens of trees, ornamental vegetation, cultivated ground cover (such as green grass, ivy, succulents, or similar plants), or native grasses and weeds trimmed to a maximum height of four inches, are allowed, provided any such plants do not form means of readily transmitting fire.
- Trees crowns shall be maintained and a minimum horizontal clearance of ten feet from any structure
- Tree limbs shall be pruned to remove limbs located six feet from adjacent grade.
- Dead wood shall be removed from cleared area.

The proposed Go Kart Track additionally meets the requirements of 8-8-5-9 Amusement or Recreation Facility, Outdoor.

A. General Standards:

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1. All structures or outdoor recreation areas shall maintain a minimum setback of one hundred feet (100') from abutting residential residences. (The setback for the track is 300 ft.)
2. Any outdoor speaker associated with the amusement or recreation facility shall comply with the noise regulations of section 5-13-3 of this code. (We are not proposing any outdoor speakers.)

We met on site with the neighbors on March 24th. We listened to their concerns and have tried to address each concern as we heard them.

We respectfully seek for Your Approval

John Wood Applicant
8700 W Chaparral Road
Eagle Idaho 83616
Phone: 208 412-5969
john@jweagle.com

Nancy Merrill Representative
4252 W Saguaro Dr
Eagle Idaho 83610
Phone: 208-573-0771
merrillnancyc@gmail.com

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Neighborhood Meeting Certification

ADA COUNTY DEVELOPMENT SERVICES, 200 W. Front Street, Boise, Idaho 83702 www.adaweb.net (208) 287-7900

GENERAL INFORMATION:

You must conduct a neighborhood meeting prior to application for variance, conditional use, zoning ordinance map amendment, expansion or extension of a nonconforming use, and/or a subdivision. Please see Section 8-7A-3 of the Ada County Code or ask one of our planners for more information on neighborhood meetings.

You may request a list of the people you need to invite to the neighborhood meeting from our department. This list includes all involved Neighborhood Associations and property owners within **300, 1,000, or 2,640 feet** of the subject property boundary need to be invited to your meeting. See ACC 8-7A-5C (1) & (2) for uses and districts requiring the 1000' or 2,640' notification.

Once you have held your neighborhood meeting, please complete this certification form and include it with your application.

Please Note: The neighborhood meeting must be conducted in one location for attendance by all neighboring residents. Contacting and/or meeting individually with residents does not comply with the neighborhood meeting requirements.

Description of proposed project: The project will include the construction of a go-kart track with paddock, parking and approach road

Date and time of neighborhood meeting: Date: March 24, 2016 Time: 7:00 p.m.

Location of neighborhood meeting: 8700 W. Chaparral Road, Eagle ID 83616

SITE INFORMATION:

Location: Quarter: NE Section: 9 Township: 5N Range: 1W Total Acres: 100.25

Subdivision Name: 5N 1W 09 Lot: N/A Block: N/A

Site Address: 8700 W. Chaparral Road, Eagle ID 83616

Tax Parcel Number(s): S0309212400 S0309121187, S0309131605

APPLICANT:

Name: Arthur Thomas

Address: 2471 S. Titanium Place

City: Meridian State: ID Zip: 83642-6703

Telephone: (208) 323-2288 Fax: (208) 323-2399

Email: athomas@to-engineers.com

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I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with Section 8-7A-3 of the Ada County Code.

Signature: (Applicant) Date 4-7-16

OFFICE USE ONLY			
File No.:	Received By:	Date:	Stamped:

8/4/11

T·O ENGINEERS

To: Interested Neighbor

Date: March 8, 2016

Re: **Neighborhood Meeting**
Proposed Chaparral Go-Kart Track

Dear Neighbor:

I am writing to invite you to attend a neighborhood meeting regarding a proposed go-kart track in your area. This meeting is for a preliminary go-kart track located 0.85 miles east of the intersection of State Highway 16 and Chaparral Road. This is an informal meeting held by the civil engineering firm representing the Applicant prior to submittal of a Conditional Use Permit Application to Ada County Development Services.

This is an informal open discussion in which we will describe the project and answer general questions.

The neighborhood meeting is scheduled as follows:

Date: **Thursday, March 24, 2016**
Time: **7:00 p.m.**
Place: **8700 W Chaparral Road, Eagle ID 83616**

If you have any questions in advance, please contact me at (208) 323-2288.

Respectfully,

Arthur M. Thomas, E.I.
Staff Engineer

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ADA COUNTY
DEVELOPMENT SERVICES

2471 South Titanium Place, Meridian, ID 83642 Phone (208) 323-2288 Fax (208) 323-2399 to-engineers.com
Aviation | Transportation | Land Development | Municipal | Water Resources | Surveying | Landscape Architecture

NEIGHBORHOOD MEETING SIGN IN SHEET

Purpose: Pre-application neighborhood meeting for Conditional Use Permit for Proposed Chaparral Go-Kart Track per County Code 8-7A-3

Location: 8700 W. Chaparral Road, Eagle ID 83616

Date: March 24, 2016 Time: 7:00p.m.

PLEASE SIGN IN

Name	Address	Phone Number
David Sterling (Engineer)	2471 S.T. Hanivan Place	323-2288
[illegible]	4050 Chaparral Rd	286-9533
[illegible]	8280 Chaparral Rd	284-3005
Jamie Lynn-Ebers	6500 Chaparral Rd	286-7123
Eric Nelles	8669 Chaparral	286-0993
David Bensinger	7258 N. Springcrest Place, Meridian, ID own 160 acres adjacent	208-846-9665
Jode Stella	8754 Chaparral Rd	898 4007

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Exhibit 6.6
201600646-A (A&B)

Project: 160036- Chuparral Go Kart
Date: 3/25/16
Page: ____ of ____

T·O ENGINEERS

Summary of neighborhood meeting

Concerns of neighbors:
1) property value impacts
2) Increased fire danger
3) EMT service (lack of)
4) Noise

Points Owner mentioned:
1) Cars are small w/ 9hp motors
2) No sign on Chuparral
3) Track will be paved to reduce dust and fire danger.
4) green space around track to reduce fire danger
5) No lights or stands
6) # of cars 10 at a time.

After meeting we discussed changes to make to the plan.
1) Reduce pavement/lot size
2) Survey in new buildings and show on plan
3) add landscaping on south side of access drive and parking lot.
4) add landscape berm on south PL.

Nancy to put together narrative to address noise, property values.

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Exhibit 6.6
201600646-A (A&B)

Prepared By: _____

ACCOMMODATION RECORDING

ADA COUNTY RECORDER Christopher D. Rich
BOISE IDAHO Pgs=2 CHE FOWLER
TITLEONE BOISE

2015-051678
06/12/2015 02:41 PM
$13.00

QUITCLAIM DEED

FOR VALUE RECEIVED, Chinden Blvd LLC

Does herby convey, release, remise and forever quit claim unto

IP Irrevocable Trust

whose cuurent address is: 104 - 44th Street East, Garden City, ID 83714

the following described premises:

A parcel of land lying in a portion of the West half of the Northeast quarter of Section 9, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho, and being more particularly described as follows:

Beginning at a point marking the Southwest corner of said Northeast quarter of Section 9, said point being the Real Point of Beginning; thence
North 0°03'37" West 1525.90 feet along the West line of said Northeast quarter of Section 9 to a point; thence
South 61°42'35" East 959.95 feet to a point on the West line of Chaparral Road; thence along the said West line of Chaparral Road, the following courses and distance:
South 17°12'43" West 505.22 feet to a point; thence
South 29°26'10" West 382.58 feet to a point; thence
South 18°46'55" West 270.74 feet to a point on the South line of said Northeast quarter of Section 9; thence
North 89°50'27" West 419.00 feet along the said South line of the Northeast quarter of Section 9 to the Point of Beginning.

Excepting therefrom a tract of land situated in a portion of the West half of the Northeast quarter of Section 9, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Beginning at the center of said Section 9, marked by a found half inch pipe per that Record of Survey No. 461, filed in Book "E" at Page 473, records of Ada County, Idaho; thence
North 00°03'37" West along the North/South midsection line, a distance of 256.57 feet; thence
South 89°50'27" East and parallel with the East/West midsection line, a distance of 506.44 feet to a found half inch iron pin L.S. 2471; thence
South 18°46'55" West, a distance of 270.74 feet to a point on the East/West midsection line; thence
North 89°50'27" West, along the East/West midsection line, a distance of 419.00 feet to the Point of Beginning.

TO HAVE AND TO HOLD the said premises, unto the said grantees, heirs and assigns forever.

Date: 6/12/15

John Wood, Member

RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

State of Idaho)
County of Ada)

On this 12th day of June, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared John Wood, known or identified to me to be a Member of the limited liability company of Chinden Blvd., LLC, and the one who subscribed said company name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

_____
Notary
Residing In _____
Expires:_____

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APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

ACCOMMODATION
RECORDING

ADA COUNTY RECORDER Christopher D. Rich
BOISE IDAHO Pgs=3 CHE FOWLER
TITLEONE BOISE

2015-051674
06/12/2015 02:41 PM
$16.00

Recording Requested By And
When Recorded Return To:

John Wood
104 - 44th Street East
Garden City, ID 83714

QUITCLAIM DEED

THIS INDENTURE is made this 12 day of June, 2015, between Park Hampton, LLC, an Idaho limited liability company ("Grantor"), and IP Irrevocable Trust whose mailing address is 104 - 44th Street East, Garden City, ID 83714 ("Grantee").

WITNESSETH, that the Grantor, for good and valuable consideration, the receipt whereof is hereby acknowledged, does by these presents remise, release and forever QUITCLAIM unto the Grantee, and to Grantee's successors and assigns forever, all right, title and interest now owned or hereafter acquired by the Grantor in all the real estate in the County of Ada, State of Idaho, described on Exhibit A attached hereto and made part hereof.

TOGETHER, with tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and any reversions, any remainders, and rents, issues and profits therefrom.

TO HAVE AND TO HOLD the said premises and the appurtenances unto the Grantee, and to Grantee's successors and assigns forever.

IN WITNESS WHEREOF, the Grantor has executed the within instrument the day and year first above written.

PARK HAMPTON, LLC

John Wood, Member

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ADA COUNTY
DEVELOPMENT SERVICES

State of Idaho)
County of Ada)

On this 12th day of June, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared John Wood, known or identified to me to be a Member of the limited liability company of Park Hampton, LLC, and the one who subscribed said company name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

_____
Notary
Residing In _____
Expires:_____

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APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

A parcel of land situated in a portion of the West-half of the Northeast quarter of Section 9, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho, and being all of Parcel II in Deed Instrument No. 106071174, Records of Ada County, Idaho, more particularly described as follows:

BEGINNING at the center of said Section 9, marked by a found ½ inch pipe per that Record of Survey No. 461, filed in Book "E" at Page 473, records of Ada County, Idaho; thence North 00°03'37" West along the North/South midsection line, a distance of 256.57 feet; thence South 89°50'27" East and parallel with the East/West midsection line, a distance of 506.44 feet to a found ½ inch iron pin L.S. 2471; thence South 18°46'55" West, a distance of 270.74 feet to a point on the East/West midsection line; thence, North 89°50'27" West, along the East/West midsection line, a distance of 419.00 feet to the POINT OF BEGINNING.

RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

ACCOMMODATION RECORDING

ADA COUNTY RECORDER Christopher D. Rich
BOISE IDAHO Pgs=3 CHE FOWLER
TITLEONE BOISE

2015-051676
06/12/2015 02:41 PM
$16.00

WARRANTY DEED

FOR VALUE RECEIVED,

Park Hampton, LLC, an Idaho Limited Liability Company

The Grantor, does hereby grant, bargain, sell and convey unto

IP Irrevocable Trust

the Grantee, whose address is 104 - 44th Street East, Garden City, ID 83714, the following described premises, in Ada County, Idaho, TO WIT:

See Exhibit "A" for Legal Description

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee(s), that (s)he is/are the owner(s) in fee simple of said premises; that they are free from all encumbrances EXCEPT: Subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility easements (if any) for the current year, which are not due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated: June 12, 2015

Park Hampton , LLC

By:_____
John Wood, Member

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APR 25 2016
ADA COUNTY
DEVELOPMENT SERVICES

State of Idaho)
County of Ada)

On this 12th day of June, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared John Wood, known or identified to me to be a Member of the limited liability company of Park Hampton, LLC, and the one who subscribed said company name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

_____
Notary
Residing In _____
Expires:_____

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ADA COUNTY
DEVELOPMENT SERVICES

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

PARCEL I:

A PARCEL OF LAND BEING ALL THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 5 NORTH, RANGE 1 WEST, BOISE MERIDIAN, ADA COUNTY, IDAHO.

PARCEL II:

TOGETHER WITH THOSE EASEMENT RIGHTS AS SET FORTH IN ACCESS EASEMENT AGREEMENT RECORDED MAY 25, 2008, AS INSTRUMENT NO. 108073894, ADA COUNTY RECORDS.

PARCEL III:

TOGETHER WITH THOSE EASEMENT RIGHTS AS SET FORTH IN ACCESS EASEMENT AGREEMENT RECORDED JUNE 25, 2008, AS INSTRUMENT NO. 108073895, ADA COUNTY RECORDS.

PARCEL IV:

TOGETHER WITH THOSE EASEMENT RIGHTS AS SET FORTH IN CROSS EASEMENT AGREEMENT RECORDED MAY 25, 2008, AS INSTRUMENT NO. 108073896, ADA COUNTY RECORDS.

APN: S0309212400

Commonly known as: W. Chaparral Road, Eagle, ID 83616

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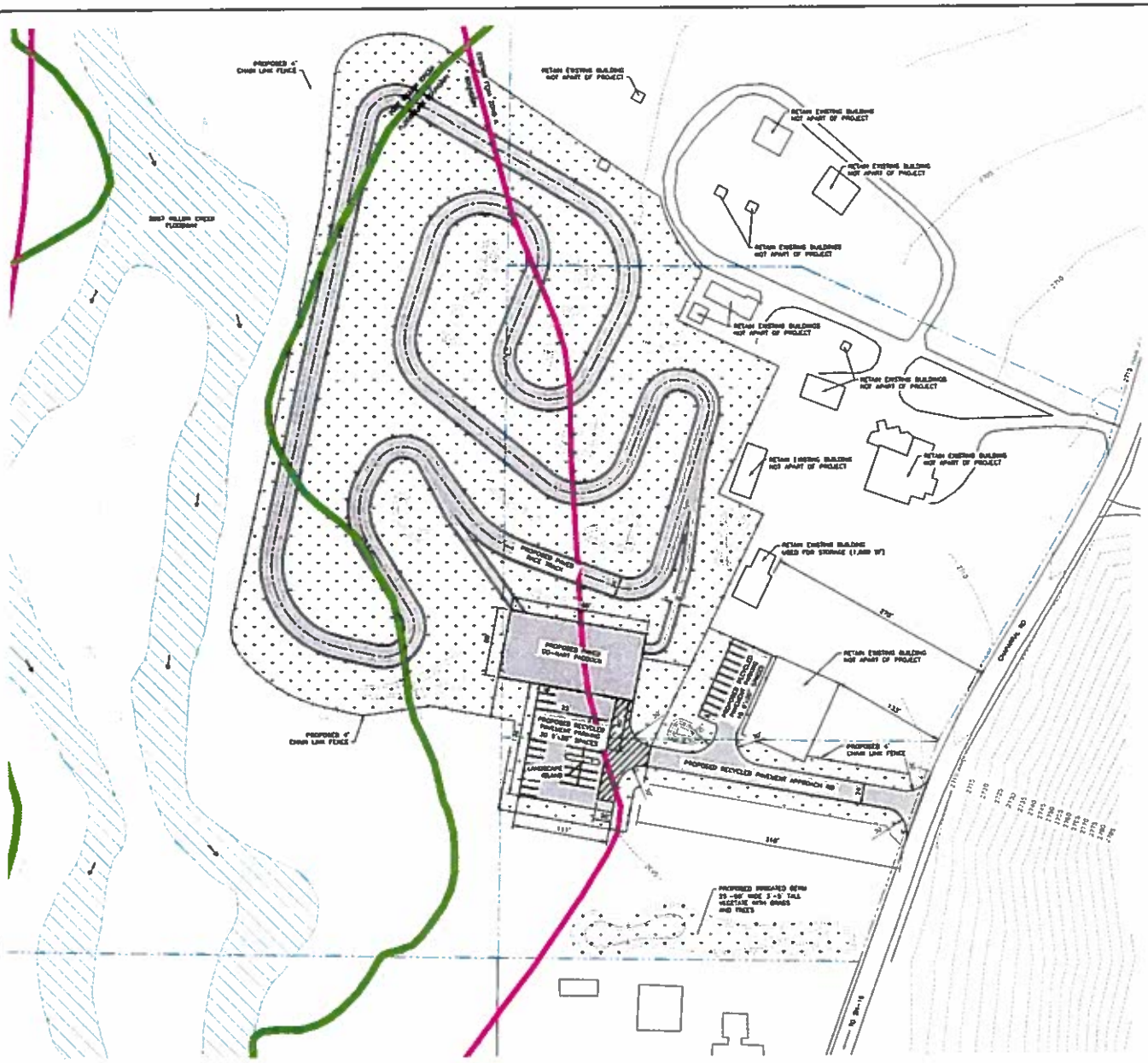
ADA COUNTY
DEVELOPMENT SERVICES



NOTES

1. THE WILLOW CREEK FLOODWAY AND FLOODPLAIN LOCATIONS ARE BASED ON THE TOUCHSTONE-DITCH ENGINEERING FLOOD STUDY REPORT TITLED "DETERMINATION OF BASE FLOOD ELEVATIONS HC PROPERTIES, LLC ALONG WILLOW CREEK" DATED JUNE 2007. A LETTER OF MAP REVISION APPLICATION FOR THE WILLOW CREEK FLOOD STUDY IS BEING SUBMITTED FOR FEMA'S REVIEW AND APPROVAL.
2. THE EXISTING FEMA ZONE A LOCATION IS BASED ON THE REVISED ADA COUNTY, IDAHO, AND INCORPORATED AREAS FLOOD INSURANCE STUDY DATED OCTOBER 2, 2003 AND THE FIRM RATE MAP 16001C0205H PANEL 50 OF 675 DATED FEBRUARY 19, 2003.
3. EXISTING GROUND ELEVATIONS BASED ON THE NAVD 88 DATUM.
4. PROPOSED FLOODWAY AND FLOODPLAIN ELEVATIONS BASED ON THE NAVD 88 DATUM.
5. THIS EXHIBIT IS NOT FOR CONSTRUCTION. THIS SITE PLAN IS INTENDED FOR THE ADA COUNTY CONDITIONAL USE PERMIT.
6. THE LENGTH OF GO-KART TRACK IS APPROXIMATELY 3300 FEET.

SITE MAPE KEY:

- EXISTING FEMA ZONE A
- 2007 FLOODWAY
- 2007 FLOODPLAIN
- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR, 5FT INTERVALS
- EXISTING MINOR CONTOUR, 1 FT INTERVALS
- WILLOW CREEK FLOW DIRECTION
- PROPOSED GO-KART FACILITY AND PARKING
- FIRE TRUCK TURN AROUND AREA
- EXISTING BUILDING
- PROPOSED IRRIGATED LANDSCAPING
- PROPOSED 4' CHAIN LINK FENCE
- PROPOSED BERM

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T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2475 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-8763
PHONE (208) 887-7200 FAX (208) 336-2183
EMAIL: TOENG@TOENGINEERS.COM
WEBSITE: WWW.TOENGINEERS.COM

CONDITIONAL USE PERMIT
MASTER SITE PLAN
GEM STATE GO KART TRACK

DATE: APRIL 29, 2016
PROJECT: 1
SHEET 1 OF 2

PRELIMINARY - NOT FOR CONSTRUCTION

MAP IS THE PROPERTY OF T-O ENGINEERS. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF T-O ENGINEERS IS STRICTLY PROHIBITED.

LANDSCAPE NOTES:

1 All contractor work shall be conducted in accordance with ISPWC (Idaho Standard Public Works Construction), 2013, and Ada County, ID codes, standards and state and local regulations

2 All lawn areas shall have min 6" of topsoil and and fill tree pits with topsoil. Topsoil shall be friable loam pH range 6.5 to 7, a minimum of 5% organic material, free of stones 1 inch or larger or any other extraneous materials. It is acceptable to amend native soils to meet this topsoil specification if soil texture is loamy

3 All plant material shall meet or exceed the minimum federal standards as regulated by ANSI z60.1, American Standard for Nursery Stock. Plants not meeting these standards for quality, or plants determined to be unhealthy by Owner's representative, will be replaced

4 Trees shall not be planted within the 10' clear zone of all ACHD (Ada County Highway District) storm drain pipe, structures, or facilities

5 Trees shall not be planted within clear vision triangles

6 Seepage beds must be protected from any and all contamination during the construction and installation of the landscape irrigation system

7 All landscape shall be irrigated with an automatic irrigation system operated by one controller, and designed with hydro-zones that function well within the water service provided for healthy growth of plant material. Year-round pressure irrigation service is required

8 The irrigation system shall be designed and installed with the following specifications

- Coverage for different hydrozones
  - a. Lawns - Pop-up rotor sprinklers or MP rotor sprinklers with100% double coverage
  - b. Planting Beds - Pop-up sprinklers
- Sprinkler heads shall have matched precipitation rates within each control valve circuit.
- Separate hydrozones shall be used for lawns and trees/shrubs/ground cover areas
- Sprinklers shall not overspray onto impervious surfaces, building or structures in calm wind conditions

Native Seed Mix at 80lbs P.L.S per acre

Scientific name	Common Name	% of mix
Agropyron spicatum	Bluebunch Wheatgrass	20%
Poaceum secundum	Sandberg Bluegrass	15%
Elymus cinereus	Basin Wildrye	15%
Aristida longiflora	Prairie Three-Awn	10%
Gaillardia aristata	Western Blanket Flower	10%
Sphaeralcea munroana	Munro's Globe Mallow	5%
Eriophyllum lanatum	Oregon Sunshine	5%
Penstemon strictus	Rocky Mt Penstemon	5%
Lupinus albicaulis	Silver Lupine	5%
Triticum aestivum x Secale cereale	Quick/Guard Annual Cover Crop	20%

LANDSCAPE PLAN

SCALE 1" = 100'

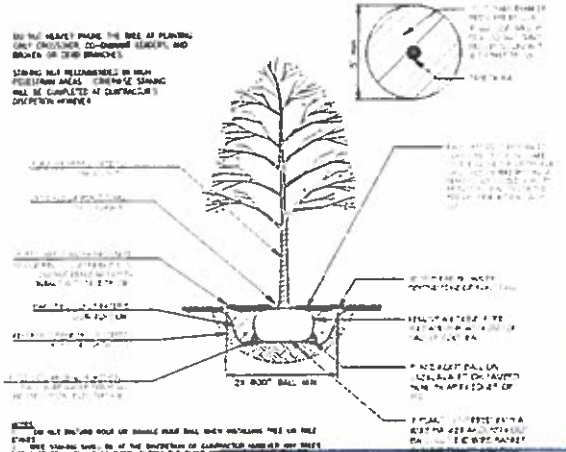
PLANTING SCHEDULE

Key	Common Name	Botanical Name	Mature Size (H x W)	Min. Planting Size*	Water zone (0-4)	Class height	Quantity
	WESTERN CURRE TREE OR BLACK LOCUST	Gymnocladus dioica	60 x 30'	2.5" cal	1	-	15
	HACKBERRY	Celtis occidentalis	60 x 30'	2" cal	1	6	6
	SHADEMASTER HONEYLOCUST	Gleditsia triacanthos inermis 'Shademaster'	50 x 40'	2" cal	1	6	17
	SKYLINE HONEYLOCUST (TRI. CONTINENTALIS)	Gleditsia triacanthos 'Skyline'	40 x 30'	2" cal	1	6	41
	CHINKAPIN or OREGON WHITE OAK	Quercus garryana or Chrysolepis chrysophylla	20 x 15'	6-10' ht. sawtooth	0-1	-	10
	SCOTCH PINE	Pinus sylvestris	30 x 30'	7-8' ht	1	EVERGREEN	24
	WESTERN JUNIPER	Juniperus occidentalis	30x6	7-8' ht	1	EVERGREEN	13

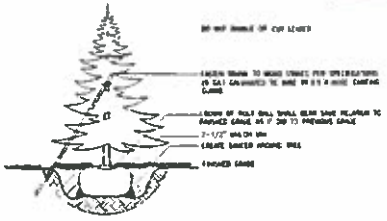
NOTE:
1. [illegible]
2. [illegible]
3. [illegible]

LANDSCAPE MATERIAL SCHEDULE

Key	Material	Description	Notes/Remarks
	Straight Forward Lawn	Fescue Blend	Lawn areas shall have 6" topsoil and be sodded with provided and approved automatic irrigation system
	Native Seeding Area	Mix of drought tolerant grasses and forbs. Seeded at 80 lbs pure live seed per ac.	See native seed mix schedule
	Lava Rock Sample	3 cubic yards of lava rock over weed barrier	See plan
	Boulders	4-6 Boulders minimum. Set into and tamped	Place one in ground 1/3 - 1/2 of boulder to [illegible]



2 TREE PLANTING DETAIL



1 EVERGREEN TREE PLANTING DETAIL

Landscape Calculations

Parking Area	Approximately 40% shade shade coverage. 20' perimeter landscaping - Lawn with mix of evergreen and canopy trees
Vision Triangle	No trees or shrubs within vision triangle
Perimeter Landscape and Screening	South buffer (adjacent rural residential use, 415) berm 360' long, 35'-45 wide, 4'-5' high with 3:1 slopes, mix of evergreen and canopy trees and native seeding (680 pts). Also berming and plantings around track, drive and parking areas as shown in plans
Vegetation to be saved	No trees to be removed
Trees used	Shown at 75% maturity, Minimum 2" cal planting size. All trees native or drought tolerant

*** This plan satisfies minimum Ada County Landscaping and Screening standards

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DEVELOPMENT SERVICES

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITAN PLACE
MERIDIAN, IDAHO 83642-8757
PHONE: (208) 887-7200 FAX: (208) 887-8009
EMAIL: TO@TOENG.COM

CONDITIONAL USE PERMIT
LANDSCAPING CONCEPT
GEM STATE GO KART TRACK

DATE: APRIL 2016
PROJECT: 14-0074

SHEET 1 OF 1

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Exhibit 6.9
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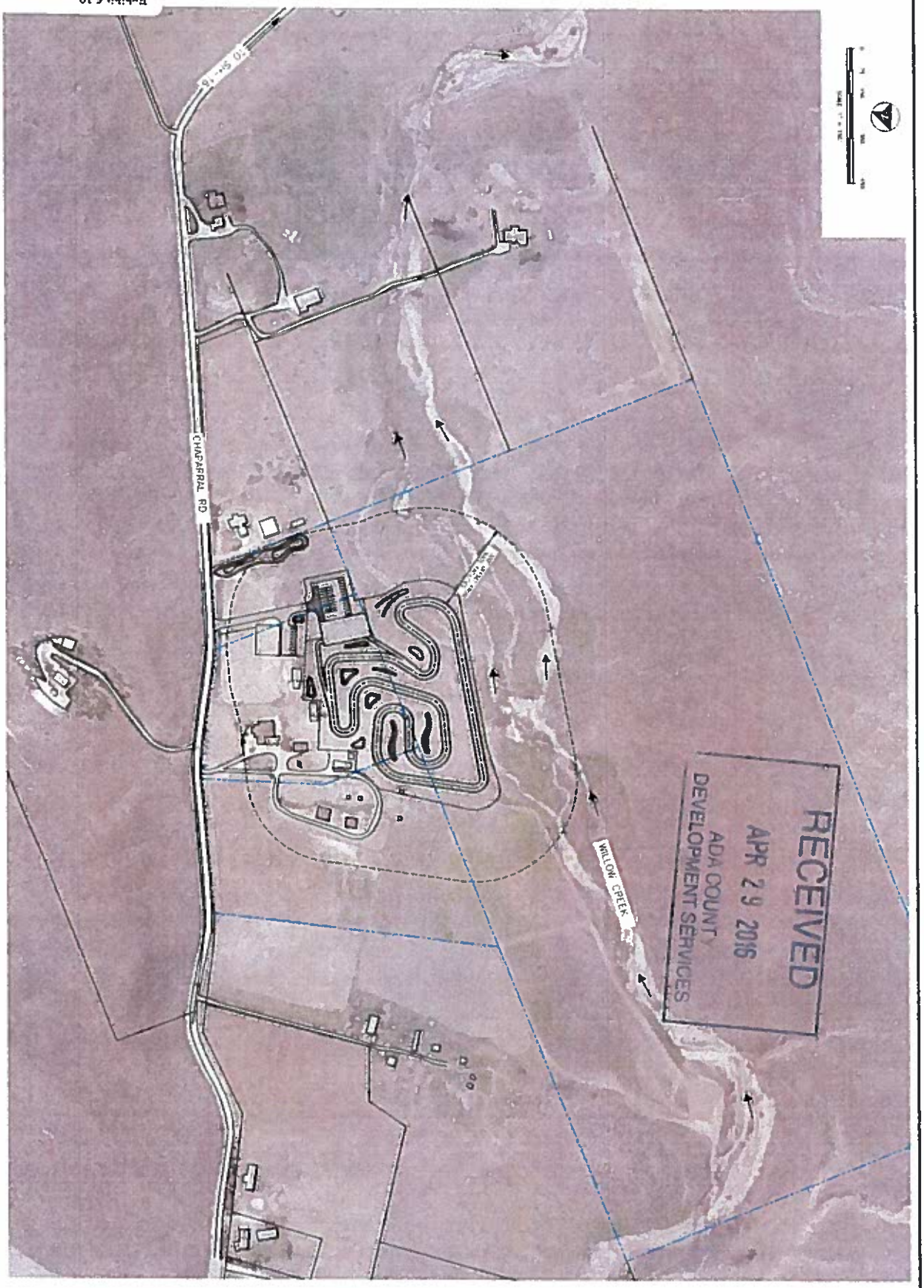
1 OF 1



SHEET 2 OF 2

CONDITIONAL USE PERMIT

SITE OVERVIEW

GEM GO KART TRACK

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-6703

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PRELIMINARY - NOT FOR CONSTRUCTION

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201600646-A (A&B)
1 OF 2

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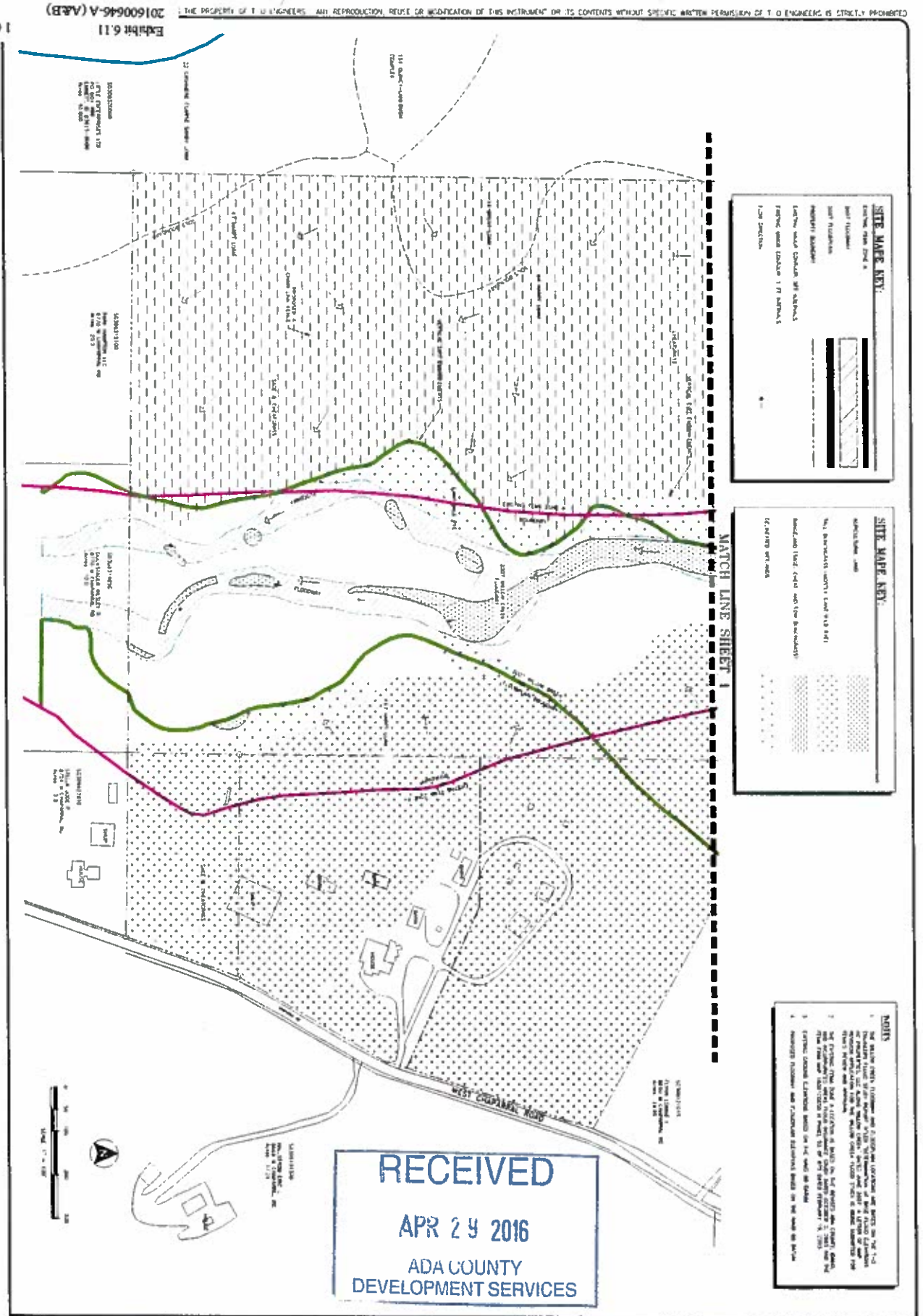

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DEVELOPMENT SERVICES

SHEET 1 OF 2

CONDITIONAL USE PERMIT

NATURAL FEATURES MAP 1 OF 2

GEM STATE GO KART TRACK

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 E. TITANIUM PLACE
MERIDIAN, IDAHO 83642-6760

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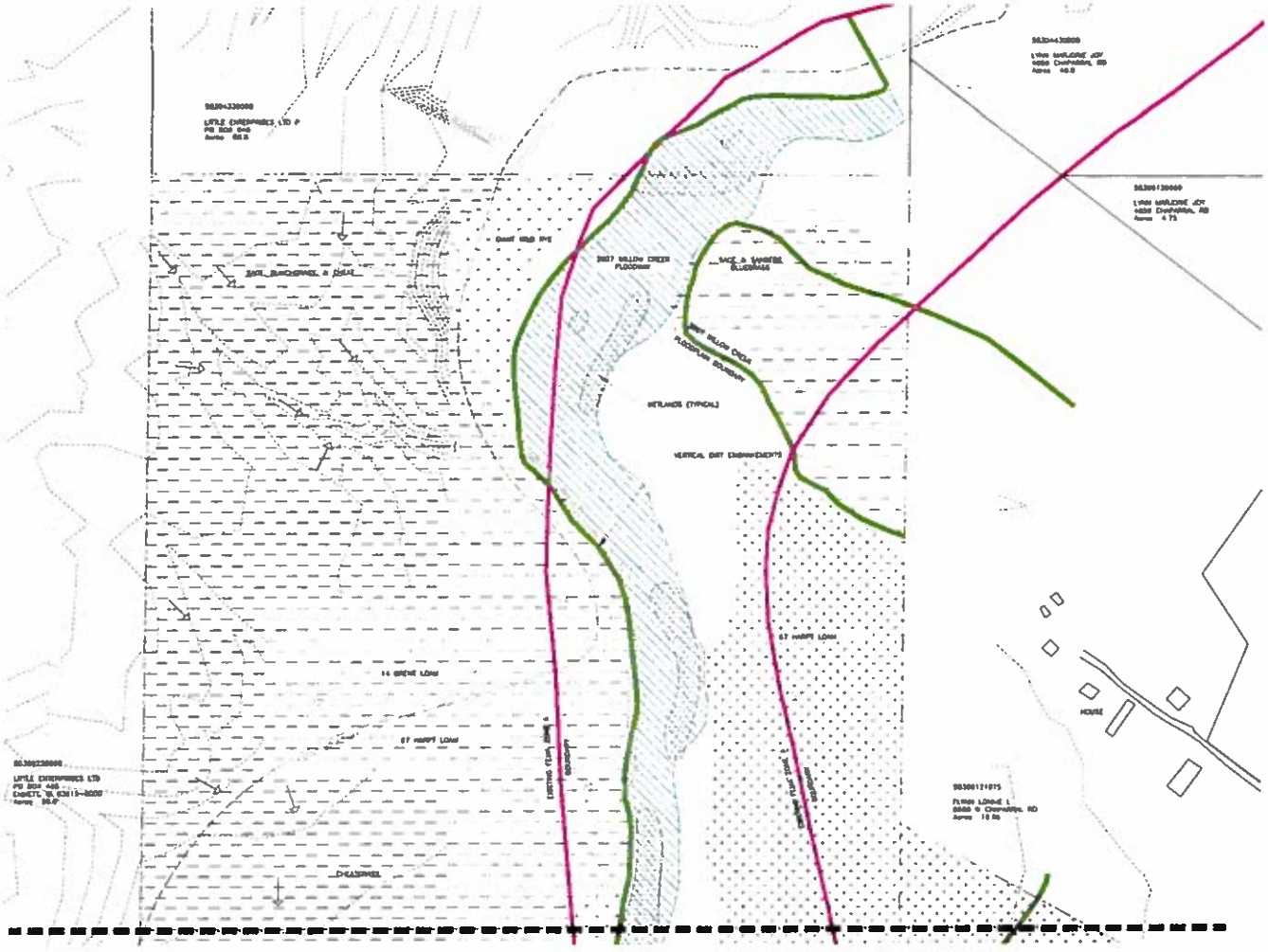

SITE MAPE KEY:

- EXISTING FEMA ZONE A
- 2007 FLOODWAY
- 2007 FLOODPLAIN
- PROPERTY BOUNDARY
- EXISTING WATER CONTOUR, 5FT INTERVALS
- EXISTING WATER CONTOUR, 1 FT INTERVALS
- FLOW DIRECTION
- AGRICULTURAL LAND
- TALL BLUEGRASS (MOSTLY CANT WILD RYE)
- RANGELAND (SAGE, CHEAT, AND LOW BUNCHGRASS)
- DELINEATED WETLANDS

NATURAL FEATURES ANALYSIS

HYDROLOGY

STREAMS – WILLOW CREEK FLOWS FROM NORTH TO SOUTH THROUGH THE CENTER OF PROPERTY AT THIS POINT WILLOW CREEK HAS INTERMITTENT FLOWS NO DATA IS VIABLE DURING THE FLOW OF SUMMER

FLOODPLAIN AREAS – THE WILLOW CREEK FLOODWAY AND FLOODPLAIN LOCATIONS ARE BASED ON THE T-O ENGINEERS FLOOD STUDY REPORT TITLED "DETERMINATION OF BASE FLOOD ELEVATIONS MC PROPERTIES, LLC ALONG WILLOW CREEK" DATED JUNE 2007 & LETTER OF MAP REVISION APPLICATION FOR THE WILLOW CREEK FLOOD STUDY IS BEING SUBMITTED FOR FEMA'S REVIEW AND APPROVAL

WETLANDS – A WETLAND SURVEY WAS CONDUCTED BY T-O ENGINEERS IN 2007 WETLAND SPECIES ARE LOCATED IN CLUSTERS WITHIN THE CHANNEL REACHES AND DELINEATED AS SHOWN ON THE MAP. THE CHANNEL BOTTOM CONTAINS LARGE SANDY DEPOSITS DEVOID OF VEGETATION. BREW BREAK UP THE WETLAND CLUSTERS. MANY OF THE WILLOWS WERE DESTROYED BY A FIRE THAT SWEPT THE PROPERTY AFTER THE WETLAND DELINEATION

SOILS

THREE TYPES OF SOIL ARE IDENTIFIED ON-SITE BY THE USDA AND NATURAL RESOURCES CONSERVATION SERVICE. MOST OF THE SITE CONSISTS OF HARPT LOAM ALL OF LOT 7, MOST OF LOT 6, AND A PORTION OF THE WESTERN HALF OF LOT 5 HAVE BRENT LOAM SOILS. A SMALL PORTION OF THE SOUTHWEST CORNER OF LOT 3 HAS CASHMERE COARSE SANDY LOAM SOIL. THE SOILS WITHIN THE SITE ARE SUITABLE FOR DEVELOPMENT

HARPT SOIL CHARACTERISTICS
- WELL DRAINED, SLOW TO VERY RAPID RUNOFF, MODERATE PERMEABILITY
- MAINLY USED FOR IRRIGATED CROPLAND WITH A SMALL PORTION USED FOR RANGELAND

BRENT SOIL CHARACTERISTICS
- WELL DRAINED, MEDIUM TO RAPID RUNOFF; VERY SLOW PERMEABILITY
- MAINLY USED FOR RANGELAND

CASHMERE SOIL CHARACTERISTICS
- WELL DRAINED, SLOW TO RAPID RUNOFF, MODERATELY RAPID PERMEABILITY
- USED FOR CULTIVATED CROPLAND, ORCHARDS, HAY & PASTURE, RANGELAND, AND WILDLIFE HABITAT

VEGETATION

VEGETATION WITHIN HARPT SOILS CONSISTS MAINLY OF BIG SAGEBRUSH, BLUEBUNCH WHEATGRASS, THURBERS NEEDLEGRASS, SANDBERG BLUEGRASS, CHEATGRASS, AND SQUIRRELTAIL

VEGETATION WITHIN BRENT SOILS CONSISTS MAINLY OF BIG SAGEBRUSH, BLUEBUNCH WHEATGRASS, BANDS FESCUE, SANDBERG BLUEGRASS, CHEATGRASS, AND SQUIRRELTAIL

THE MAP DESIGNATES THREE AREA TYPES, RANGELAND WITH MOSTLY SAGEBRUSH & CHEATGRASS, AREAS OF TALL BUNCHGRASS, AND AGRICULTURAL AREAS

ENDANGERED PLANTS & ANIMALS

AN IPAC TRUST RESOURCES REPORT WAS OBTAINED FROM THE U.S. FISH & WILDLIFE SERVICE WEBSITE. THE BLACKSPOT PEPPERGRASS A PROPOSED ENDANGERED SPECIES OF FLOWING PLANTS THAT OCCURS WITHIN THE VICINITY OF THE PROJECT. THE BLACKSPOT PEPPERGRASS IS SPECIALIZED TO OCCUPY A SPECIFIC MICROHABITAT WITHIN THE SAGEBRUSH STEPPE. THIS MICROHABITAT IS REFERRED TO AS A "BLACK SPOT". THESE BLACK SPOTS CAN EASILY BE DISTURBED OR DESTROYED BY GRAZING, FIRE AND AGRICULTURAL PRACTICES. AN INVENTORY OF BLACKSPOT PEPPERGRASS OR THE HABITAT HAS NOT BEEN COMPLETED BUT THE PAST DISTURBANCE OF THE SITE AND AGRICULTURAL USE OF THE SITE WOULD SUGGEST THAT THERE ARE NO BLACKSPOT PEPPERGRASS WITHIN THE PROPOSED GO-KART FACILITY LIMITS

HISTORIC SITES

NO HISTORIC SITES WITHIN THE SITE ARE LISTED ON THE ADA COUNTY HISTORIC SITES RESOURCES INVENTORY

HAZARDOUS AREAS

HAZARDOUS AREAS ON SITE INCLUDE THE WILLOW CREEK FLOODWAY, FLOODPLAIN AND STEEP EMBANKMENTS FORMED BY THE EROSION OF THE CHANNEL BANKS. THE WEST SIDE OF THE CHANNEL CONTAINS APPROXIMATELY 10' HIGH VERTICAL DIRT EMBANKMENTS. THESE EMBANKMENTS SHOW SIGNS OF SLOUGHING AND ARE AN EROSION AND SAFETY HAZARD. THE WEST SIDE OF WILLOW CREEK WILL BE AVOIDED BY THE PROPOSED GO-KART FACILITY

ACCESS

WEST CHERRYWOOD ROAD – PRESCRIPTIVE EASEMENT

ZONING

RP- RURAL PRESERVATION

AREA

±108.25 ACRES

SCALE: 1" = 100'

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T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-8193
PHONE (208) 939-6264 FAX (208) 939-7184
OFFICES IN BOISE

13063
STATE OF IDAHO
DAVID R. STEVENS

NO.	DATE	REVISIONS	BY	CHECKED	DATE	APPROVED	DATE
		PRELIMINARY					

CONDITIONAL USE PERMIT

NATURAL FEATURES MAP 2 OF 2

GEM STATE GO KART TRACK

DATE APRIL 28, 2016
PROJ. NO. 160119

SHEET 2 OF 2

PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY - NOT FOR CONSTRUCTION

Exhibit 6.11
2016006446-A (A&B)
2 OF 2

T-O ENGINEERS

April 7, 2016

Angela Gilman, P.E.
Ada County Engineer
Ada County Development Services
200 W. Front Street
Boise, ID 83702

RE: Floodplain Development Permit Application for Chaparral Go-Karts, Ada County Idaho

Mrs. Gilman,

The proposed Chaparral Go-Karts project will include construction of a 3200 ft. go-kart race way, a 132 ft. x 111 ft. parking lot, a 80 ft. x 160 ft. go-kart paddock, and a 310 ft. approach road off of Chaparral Road. The majority of the proposed go-kart track is located within the existing Federal Emergency Management Agency (FEMA) Zone A and therefore requires an approved floodplain permit per Ada County Code (8-3F-6A). Ada County Code (8-3F-8-2) requires that any development within a FEMA Zone A shall require determination of base flood elevations (BFE). In 2007, T-O Engineers prepared a flood study report that defined BFE, floodway, and floodplain for this portion of Willow Creek. See attached report. This study was approved by the Ada County Development Services on June 25, 2007, see attached approval letter. The attached flood study site map illustrates the existing FEMA Zone A, and 2007 floodway and floodplain. It can be seen that a portion of the proposed go-kart track is located within the floodplain but does not encroach into the floodway. Nonstructural development in the floodplain is permitted as long as the proposed grading has a minimal effect to the floodplain. Proposed go-kart track will be designed with minimal grading.

The 2007 Willow Creek Flood Study revised the existing FEMA Zone A with a proposed floodway and floodplain. Ada County Code (8-3F-6D4) requires that revisions to Flood Insurance Rate Maps (FIRMs) be submitted to and approved by FEMA. The 2007 Willow Creek Flood Study is being updated for submittal as an application to FEMA for a Letter of Map Revision (LOMR). We ask that if the Conditional Use Permit is approved, than a condition of approval for the Ada County Floodplain Permit require the FEMA approved LOMR letter be submitted to the Ada County floodplain administrator prior to construction in the existing FEMA Zone A.

Thank you for your help with this application. If you have any questions please call me at (208) 323-2288.

Sincerely,

David N. Sterling, P.E.
T-O Engineers

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ADA COUNTY DEVELOPMENT SERVICES

PHONE (208) 287-7900
FAX (208) 287-7909

200 W. FRONT, BOISE, IDAHO 83702-7300

BUILDING • ENGINEERING • PLANNING • ZONING

June 25, 2007

Toothman-Orton Engineering Company
5777 Glenden Blvd
Boise, ID 83714-2008

Attn: Steven E. Holt, P.E.

Re: Willow Creek Flood Study
File: Engineering, Floodplain Correspondence

Dear Mr. Holt,

I have reviewed the flood study titled "Determination of Base Flood Elevations HC Properties, LLC Along Willow Creek, Ada County, Idaho" with your stamp dated 6-22-07 and find it well done. I have no questions. I do note, however, that the county's elevation requirement is based upon the "lowest floor" as defined by FEMA, not the "finished floor" as noted on page 7 of 8 in the report.

For payment of fees ($150) and tracking filing, the study should be submitted to the planning division using their floodplain application; the forms are available on the county website or at the front counter.

Sincerely,

David Weiss, P.E.
ASSISTANT COUNTY ENGINEER
Ada County Development Services
DEW/dw

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Determination of Base Flood Elevations

HC Properties, LLC

Along Willow Creek

Ada County, Idaho

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Prepared by:
Toothman-Orton Engineering Company

June 2007

TOOTHMAN-ORTON ENGINEERING COMPANY
CONSULTING ENGINEERS, SURVEYORS AND PLANNERS
9777 CHINDEN BOULEVARD
BOISE, IDAHO 83714-2008
208-323-2288 • FAX 208-323-2399

June 22, 2007

Mr. David Wells, P.E.
Ada County Assistant Engineer
Ada County Development Services
200 W. Front Street
Boise, ID 83702

Dear Mr. Wells:

Attached for your review is a flood study of Willow Creek along Chaparral Road upstream of Highway 16. This study is being submitted to Ada County based on the requirements of Ada County Code (8-3F-6-3C). It is our understanding from our meeting with you on February 13, 2007 that this study, if approved, will be used by the County as best available data and the base flood elevations, floodway and revised floodplain limits determined therein will be used for the proposed development. We also understand that the County will not require submittal of this study to FEMA for approval or map revision.

The flood study is based on current site conditions including January/February 2007 surveyed cross sections. The results of the study include the determination of base flood elevations and revised floodplain limits for existing conditions along Willow Creek, and the development of floodway limits throughout the project site.

The study also includes a preliminary analysis of a bridge crossing. This analysis contemplates encroachment within the stream channel for anticipated road crossings of Willow Creek under the condition that the total floodway surcharge due to all floodplain development and the bridge crossing does not exceed 1-foot above existing base flood elevations as discussed and agreed upon in our February meeting. A refined hydraulic analysis of the crossing and demonstration of allowable surcharge will be provided when details of the crossing are developed in conjunction with project final design.

Please call with questions regarding this submittal.

Sincerely,
TOOTHMAN-ORTON ENGINEERING COMPANY

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Steven E. Holt, P.E.

cc: Aaron MeGee, HC Properties LLC

Enc: Study titled "Determination of Base Flood Elevations HC Properties Along Willow Creek"

Appendix A1

Willow Creek Hydraulic Model Results

Water Surface Profile
Cross-Sections

UPPER WILLOW CREEK
Cross Sections "H" through "T"

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Determination of Base Flood Elevations

HC Properties, LLC

Along Willow Creek

Ada County, Idaho

PROFESSIONAL ENGINEER
REGISTERED
7909
6/22/07
STATE OF IDAHO
STEVEN E. HOLT

Prepared by:
Toothman-Orton Engineering Company

June 2007

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Base Flood Elevation Determination

HC Properties, LLC

This study determines base flood elevations and floodway limits for the 100-year flood event along an approximately 3,500-foot reach of Willow Creek located in Ada County, Idaho. The project is an 83.1-acre parcel of land in the north half of Section 9, Township 05N, Range 01W and contemplated for use as a residential development. The site is located in a FEMA designated Zone "A" floodplain on Ada County FIRM panel 050H. FEMA defines Zone "A" as a special flood hazard area inundated by the 1% annual chance flood event with no base flood elevations determined. Ada County (County Code 8-3F-6-3C) requires that base flood elevations and a floodway be determined for any residential development located within a floodplain where base flood elevations have not been determined.

SITE BACKGROUND

The project location is illustrated in Figure 1 and is surrounded by rangeland, agricultural ground and pasture with the occasional residence. The site is approximately two thirds of a mile upstream of the Highway 16 crossing of Willow Creek. A small "flag" parcel fronting West Chaparral Road provides access to the site. The site is split roughly down the middle by Willow Creek as it flows through the site.

The site is relatively flat along the creek corridor with grass, weeds, and sage located throughout. Foothills rise from the creek bottom to the west. The banks of Willow Creek are vegetated with willows and other small brush. The channel generally exhibits steep banks. The channel is also braided and meanders. The channel is incised with uniform bed load consisting of sand and gravel materials and steep cut banks on the outside of the meanders.

HYDROLOGIC ANALYSIS

The February 19, 2003 Ada County Flood Insurance Study published by FEMA provides a base (100-year) flood discharge of 2,700 cfs for Willow Creek downstream from the City of Middleton. The proposed project is far enough upstream of Middleton to justify a separate hydrologic analysis for determining the 100-year discharge at the downstream project boundary.

The watershed area was delineated on USGS quadrangle maps and determined to be 48.8 square miles. The watershed boundary and area were verified using the USGS StreamStat program. In comparison, the watershed used by FEMA to determine the flow rate downstream from Middleton was 82.2 square miles, so the project watershed comprises only 59% of the FEMA studied watershed.

The mean annual precipitation for the watershed is 14.6 inches. The 24-hour, 100-year rainfall event for the watershed is 2.40 inches. These precipitation values were used in the various analysis methods, both regression and non-regression, to determine the base flood discharge for Willow Creek. Although the base flood discharge analysis is based on the 100-year rainfall event,

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flood events of greater magnitude could result from rainfall runoff with high antecedent moisture conditions or a rain-on-snow event.

The 100-year discharge for Willow Creek was analyzed using a variety of methods. These methods were TR-55, Pond Pack (SCS Methodology), USGS Report 81-909 methodology, and the National Flood Frequency determination. TR-55 and Pond Pack both utilize the 24-hour, 100-year rainfall event in conjunction with land area, and land use/type rather than a regression analysis. TR-55 determined a 100-year discharge of 1,515 cfs. Pond Pack determined a 100-year discharge of 1,550 cfs. The methodology behind these models is similar and is reflected in the agreement in peak discharge.

The USGS 81-909 report bases its determination of the 100-year discharge on average precipitation, area, elevation, and generalized skew coefficients to determine a Log-Pearson Type III distribution for the watershed. This method produced a 100-year discharge of 1,110 cfs.

The National Flood Frequency method was completed by hand and checked electronically using the USGS StreamStat program. These methods determine a 100-year discharge based upon area, elevation, and average precipitation. The NFF method yielded a 100-year discharge of 1,960 cfs. The NFF discharge appeared overly conservative when the project watershed area of 48.8 square miles was compared to the FEMA determined discharge an area of 82.2 square miles. The NFF method was run for the 82.2 square mile drainage and yielded 3,470 cfs whereas FEMA uses 2,700 cfs. The NFF discharge for the project watershed (48.8 sq. mi.) was reduced by a scale factor of 0.778 representing the FEMA discharge (2,700 cfs) divided by the NFF discharge (3,470 cfs) for the entire watershed 82.2 sq. mi. The ratio reduction based on discharge led to a revised NFF discharge of 1,520 cfs for the project watershed. A ratio reduction based on area (59%)was not used as it could have under-predicted discharge for the project site that is located at the base of the foothills in the drainage basin.

For hydraulic modeling purposes, the Pond Pack discharge of 1,550 cfs was used since it was the largest discharge of the three methods in close agreement, i.e., TR-55, Pond Pack, and the NFF ratio. The 1,110 cfs discharge from USGS Report 81-909 method was smaller than the other three methods and was therefore discounted as an under-prediction.

HYDRAULIC ANALYSIS

The hydraulic analysis was completed using HEC-RAS, a one-dimensional hydraulic model for river systems developed by the US Army Corps of Engineers and accepted by FEMA for use of base flood and floodway analyses.

Cross Sections

Cross section locations and alignments were established from analysis of USGS maps and aerial photographs. The USGS maps and Google Earth imagery indicated approximately 15-feet of elevation drop along the length of the creek within the site. Cross sections were placed at roughly equal intervals along the creek to accommodate approximately 1-foot of elevation drop between cross sections. Aerial photographs were used to determine the alignment of Willow Creek and cross

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sections were placed perpendicular to the creek and oriented to account for curvature in the creek bed.

A total of 20 cross sections were surveyed in January/February 2007 including 2 cross sections downstream of the project site and 1 cross section upstream of the site. Cross section "T" upstream of the site was needed to represent flooding depths near the northeast property corner. Cross sections "A" and "B" were positioned downstream of the site to dissipate potential error in the starting base flood elevations. Cross sections on the lower third of the project site were used to represent a split channel flow. The surveyed cross section alignments can be seen in Figure 1.

Roughness Coefficients

Manning's "n" coefficients were assigned to the channel and over bank flooding areas to represent hydraulic roughness during the 100-year flood. The "n" values were derived from site inspection along with guidance from standard hydraulic reference books and the "Guide For Selecting Roughness Coefficient "n" Values For Channels," published in 1963 by the Soil Conservation Service. Manning's n-values average 0.032 for flow within the channel to represent the uniform and sandy conditions of the channel bed. Manning's n-values of over bank flooding areas average 0.045 to represent existing vegetation including sagebrush, cheat grass, and willows with a fairly uniform sand/gravel base.

Development of Hydraulic Model

A preliminary model was developed from the surveyed cross sections and other basic required HEC-RAS input parameters to create an approximate model. Inspection of this model revealed land areas with shallow flooding depths and relatively low velocities that will not effectively convey the 100-year flow downstream. The preliminary model also revealed that cross sections in the lower third of the project displayed characteristics of a split flow including two separate conveyance channels at different invert elevations and relatively high ground between the split channels. A refined model was created to better represent the system.

Areas of ineffective flow were specified in the refined model based on identification of shallow overbank flooding in the cross sections and analysis of conveyance distribution. Cross sections "I" through "M" exhibited low ground on the left overbank with flood depths approaching 2 feet but these areas were designated ineffective due to minimal conveyance and the local nature of the low ground that prevented meaningful hydraulic connectivity with the adjacent cross sections. Designating ineffective flow areas typically leads to higher water surface elevations and produces a more realistic estimate of base flood elevations. Ineffective flow areas remain inundated by the 100-year flood and are within the floodplain.

The preliminary model was also altered to represent the split channel flow. Ineffective flow limits were established between the two channels to set flow limits for each channel within the common surveyed cross section. Ineffective flow areas were generally located on the high ground that physically separates the two channels.

The discharge for each channel was determined through an iterative process. The iteration was begun by determining respective discharges from conveyance calculations in the preliminary

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model at the flow split. The energy grade lines of the separate channels were then compared, and flow rates were adjusted for each channel, until the energy grade lines were equal at the location of the flow split. The final flow split had 1300 cfs of the total 1550 cfs located in the main channel and only 250 cfs located in the side channel.

The last revision to the model was to conduct a sensitivity analysis of starting water surfaces for each channel at the downstream end of the study area. This effort was motivated by potential backwater effects from a box culvert in marginal condition approximately 500-feet downstream of the study area. Analysis of the culvert revealed a slight backwater effect, but it did not propagate far enough upstream to negatively effect the starting water surface elevations. In addition, the field conditions of the crossing indicate that it may fail in the 100-year event. The starting water surface elevations were determined by a normal depth analysis on the most downstream cross section "A". Cross section "A" includes a split flow so a normal depth was determined for each channel. The higher normal depth elevation of the main channel was used as the starting water surface elevation for both channels. This conservative approach created a backwater effect on the side channel at the cross sections "A" through "C", but the backwater effect has dissipated by cross section "D". Regardless, the water surface profile on the main channel rises more than 1 foot from cross section "A" to "D" so potential errors in the starting normal depth assumption were dissipated at the downstream project boundary.

The refined model was also executed to determine a floodway to reserve a conveyance corridor for the 100-year discharge in anticipation of future on-site and off-site development, subject to the condition that post-development water surface elevations could not rise (surcharge) by more than 1.0-feet above existing base flood elevations. To complete this analysis, theoretical fill was placed on each side of the channels and brought in toward the channel banks, reducing conveyance on each side of the channel equally, until the base flood elevations rose by no more than 1-foot throughout the study area.

Hydraulic Model Results

Base flood elevations, a revised floodplain limit and a floodway were determined using the refined model with results shown on Figure 1. Model output of water surface profiles and cross sections are provided in Appendix A. Separate floodways were determined for each channel within the split flow area in cross sections "A" through "H". These channels will be referred to as the main channel and the side channel. The side channel is west of the main channel and is labeled in Figure 1.

Base flood elevations were used to define revised floodplain limits at each cross section location. The revised floodplain was interpolated between cross sections based on aerial photographs and field inspection. Limitations of survey data evident at cross sections "L" and "M" show that the revised floodplain could go further off-site onto other properties. Although the survey at cross sections "L" and "M" was stopped outside of other properties, and in what the model subsequently showed as inundated ground, this area was designated ineffective in the model and calculation of the base flood elevation is not affected. A revised off-site floodplain line is not shown in Figure 1 at cross section "L" and "M" and is left for future site specific determination based on additional topographic information using the base flood elevation computed herein.

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Cross section "T" also exhibited potential for shallow flooding in far left over bank low ground in an ineffective flow area outside the survey data and project property but additional survey data was not considered necessary to determine the base flood elevation at this cross section.

The revised floodplain and base flood elevations shown in Figure 1 are continuous across cross sections "A" through "G" even though a split flow analysis was done. The surveyed cross sections show limited and intermittent existing high ground between the channels and do not present compelling evidence to split the floodplain. In addition, the highest of the base flood elevations of the main channel and side channel was used to designate a base flood elevation for the entire cross section.

The floodway limits shown in Figure 1 were calculated at cross section locations and interpolated between the cross sections based on aerial photographs and field inspection. The calculated floodway limit was at the channel banks at many cross sections and interpolation of the floodway between surveyed cross sections is consistent with the model results. Separate floodway lines are shown for the split channel flow from cross section "A" cross section "G". The split floodway results from allowing for encroachment between the channels to implement the standard modeling practice of equal conveyance reduction from both sides of each channel. Although some of the ground between the channels is not included in the computed floodway, this peninsula floodplain area should not be used for residential structures given limited extent of high ground, potential access issues, and the braided nature of the stream with sandy soils and ability to move laterally.

Table 1 lists computed base flood and floodway elevations. Cross sections "A" through "G" are located in the split flow area and Table 1 lists separate elevations for the main channel and side channel. All elevations are on the NAVD 1988 Datum. Table 1 also presents surcharge depths due to floodplain encroachment to demonstrate that surcharges are less than one foot as required.

The starting base flood elevations shown in Table 1 were discussed previously in this report in the section titled "Development of Hydraulic Model". The water surface elevation for the floodway model started at the maximum surcharge of 1-foot. This allows for the maximum development downstream of the project site creating conservatively wide floodway extents at the downstream end of the project. This starting floodway water surface dominates surcharge in the first three cross sections.

Table 1 shows that the floodway surcharge at cross section "I" is negative, i.e., the computed floodway elevation is less than the base flood elevation. The model predicted that the base flood elevation at "I" is at critical depth. Cross section "I" is just upstream of the beginning of the flow split at cross section "H". Cross section "I" is narrower and deeper than cross section "H" downstream and narrower than cross section "J" upstream. A reduced section area is consistent with the trend toward critical depth. In addition, the energy grade line is markedly reduced as the flow transitions into the split channels and is consistent with a critical depth condition. The negative floodway surcharge also appears to be modeled correctly and is at a lower critical depth after the cross section is reduced due to encroachment. The model did not predict a hydraulic jump that could be indicative of flow instability.

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The cross section plots in Appendix A show critical depth at cross section "S" and appears reasonable because the channel cross section is reduced where it enters a meander, in combination with a steeper channel invert. Cross section "C" on the side channel also exhibits critical depth at a reduced cross sectional area but the proposed base flood elevation at "C" shown in Figure 1 uses the higher base flood elevation of the main channel.

Table 1. Base Flood Elevations and Floodway Elevations for Willow Creek

WILLOW CREEK FLOOD ELEVATIONS						
CROSS SECTION	BASE FLOOD ELEVATIONS (ft)		FLOODWAY ELEVATIONS (ft)		FLOODWAY SURCHARGE (ft)	
	MAIN	SIDE	MAIN	SIDE	MAIN	SIDE
A	2682.3	2682.3	2683.3	2683.3	+1.0	+1.0
B	2682.5	2682.4	2683.4	2683.4	+0.9	+0.9
C	2683.5	2682.6	2683.9	2683.4	+0.5	+0.8
D	2683.8	2683.3	2684.0	2683.4	+0.2	+0.1
E	2685.0	2685.0	2685.5	2684.9	+0.5	+0.0
F	2685.6	2685.6	2685.9	2685.6	+0.3	+0.0
G	2686.2	2686.8	2686.3	2686.8	+0.1	+0.1
H	2687.6		2687.7		+0.2	
I	2689.0		2688.7		-0.3	
J	2690.0		2690.7		+0.7	
K	2690.5		2691.0		+0.5	
L	2691.1		2691.6		+0.4	
M	2692.2		2692.3		+0.1	
N	2692.8		2692.9		+0.1	
O	2693.1		2693.2		+0.0	
P	2694.1		2694.1		+0.0	
Q	2694.9		2694.9		+0.0	
R	2695.5		2695.5		+0.0	
S	2697.0		2697.0		+0.0	
T	2698.3		2698.7		+0.4	

Table 1 illustrates that floodway surcharge depths are typically a few tenths of a foot. As described previously, the model allowed encroachment up to the channel banks at most cross sections and the channel alone has sufficient capacity to convey the 100-year discharge with small surcharges. The floodway line at those cross sections was therefore defined at the channel banks in accordance with generally accepted modeling practices.

The relatively small surcharges in Table 1 indicate that encroachment (fill) in the channel would be possible to achieve the 1-foot limit and refine the floodway line to be inside the channel. This type of encroachment is strongly discouraged for grading or lot pad placement and should only be used for the minimum number of road crossings. For example, where piers would be placed within the channel and abutments used for road approaches and to stabilize channel banks.

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Road alignment concepts and the requirement for a secondary fire access road motivated a preliminary analysis to determine if a bridge across Willow Creek would create a surcharge condition greater than 1-foot. A bridge was placed downstream of cross section "J" where the floodway calculated from existing conditions had the greatest surcharge inside the project. The bridge was modeled as a series of three 12-foot wide box culverts that were all 6-feet tall. The box culverts caused the base flood elevations to surcharge a total of 0.9 feet upstream of the bridge due to encroachment of the box culverts into the channel. The box culverts provide approximately 1-foot of freeboard above the water surface elevation and the energy grade line is less than 1-foot above the deck of the culverts. The bridge cross section is provided in Appendix B. Final design of crossings will require verification that surcharges do not exceed 1-foot.

SUMMARY AND RECOMMENDATIONS

The proposed 83.1-acre development encompasses a portion of Willow Creek and is located upstream of the Highway 16 crossing of Willow Creek in Ada County, Idaho. The FEMA regulatory floodplain for Willow Creek within the project is designated Zone "A" wherein base flood elevations have not been determined. Ada County code requires determination of base flood elevations and a floodway for the proposed project. Accordingly, the results of this study are offered as best available flood data for the proposed project.

Figure 1 presents the base flood elevations, floodway limits and revised floodplain limits determined at model cross sections "A" through "T". Willow Creek exhibits a split flow at cross section "A" through "H" and the highest computed base flood elevation of either the main channel or side channel is indicated on Figure 1 as the recommended effective base flood elevation at the respective cross section.

This study recommends that future finished floor building elevations on the site be positioned at least 2-feet above the base flood elevations determined in this study. This recommendation is more conservative than the County's requirement that finished floors be at least one foot above base flood elevation. The additional finished floor height is recommended to place finished floors above the maximum floodway surcharge of one foot and to provide some allowance for flood events larger than the 100-year base flood. In the case of crawl space construction, constructed finish floor elevations are likely to be more than 2 feet above base flood elevation in view of the Ada County requirement that the bottom of crawl spaces be at least 1 foot above base flood. Roads within the development should be built at or above base flood elevation for the purpose of ingress/egress during the 100-year flood event.

Willow Creek exhibits the potential for meandering, has banks prone to erosion and aerial photography shows braided channel morphology. Over time, the stream could change compared to conditions at the time of this study. Stream channel changes should be anticipated in placement of building pads, the channel should be monitored for changes, and bank stabilization may be warranted in specific areas, subject to applicable permits. In view of the channel characteristics, building pads should not be placed in the floodplain between the split flow channels.

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The floodway determined in this study generally did not achieve the maximum 1-foot of surcharge despite the floodway limit being set at the banks of the channel at almost all cross sections. In other words, the model allowed for encroachment (fill) of the floodplain up to the banks because of the considerable channel capacity. While it is possible to encroach into the channel to achieve the 1-foot surcharge limit, this approach is not recommended as a common practice.

This study also requests that Ada County allow for encroachment into the channel at specific locations to accommodate anticipated road crossings of Willow Creek, subject to the maximum 1-foot surcharge and other applicable approvals. Two crossings of Willow creek are expected, one of which is a secondary emergency access. A preliminary analysis of a potential bridge crossing is included in this study and shows that the total surcharge generated from the structure and adjacent floodplain development does not exceed 1-foot at the location of maximum surcharge within the project. The final surcharge analysis will be completed during final design of the road crossings.

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Appendix A1

Willow Creek Hydraulic Model Results

Water Surface Profile
Cross-Sections

UPPER WILLOW CREEK
Cross Sections "H" through "T"

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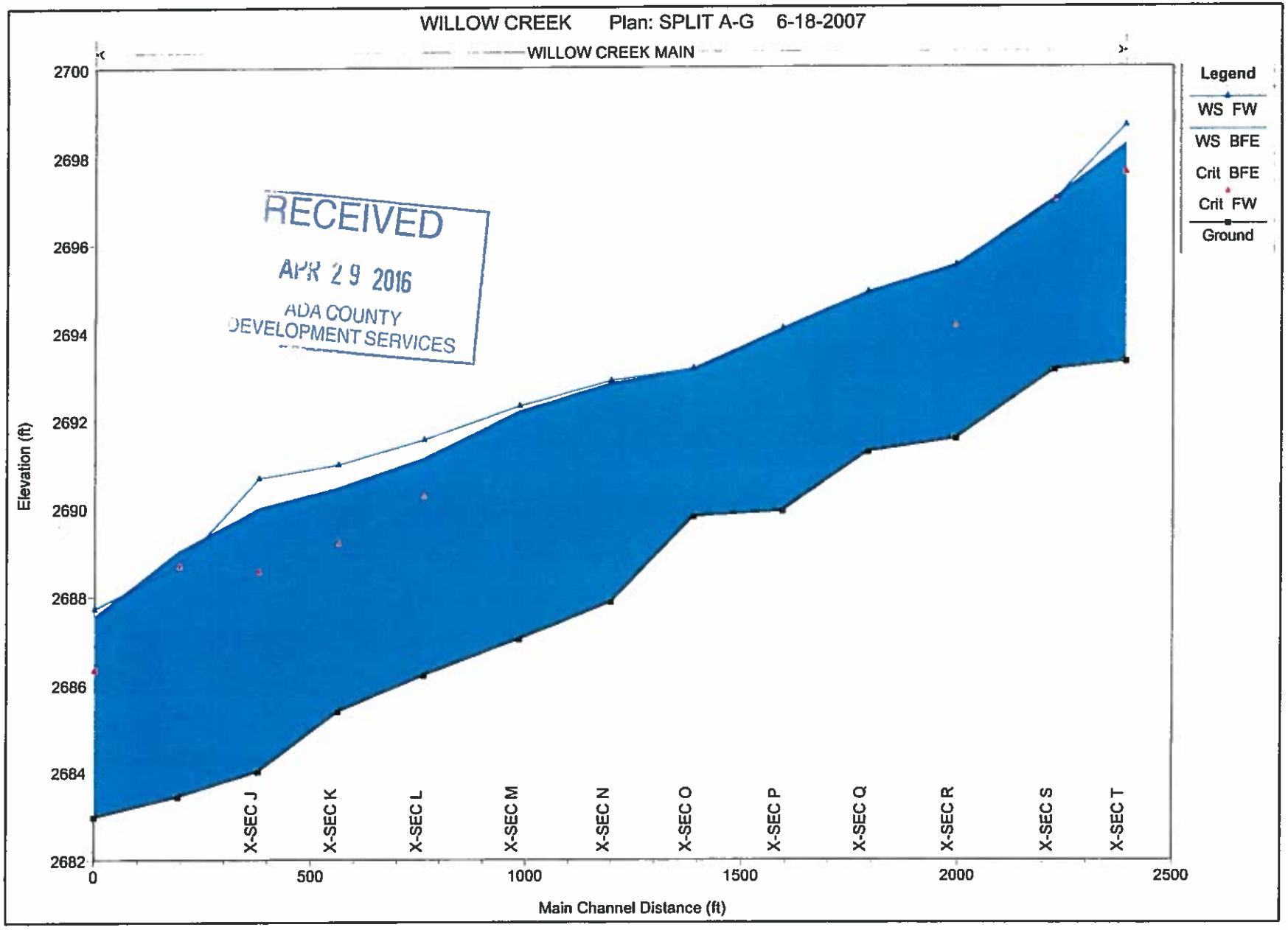

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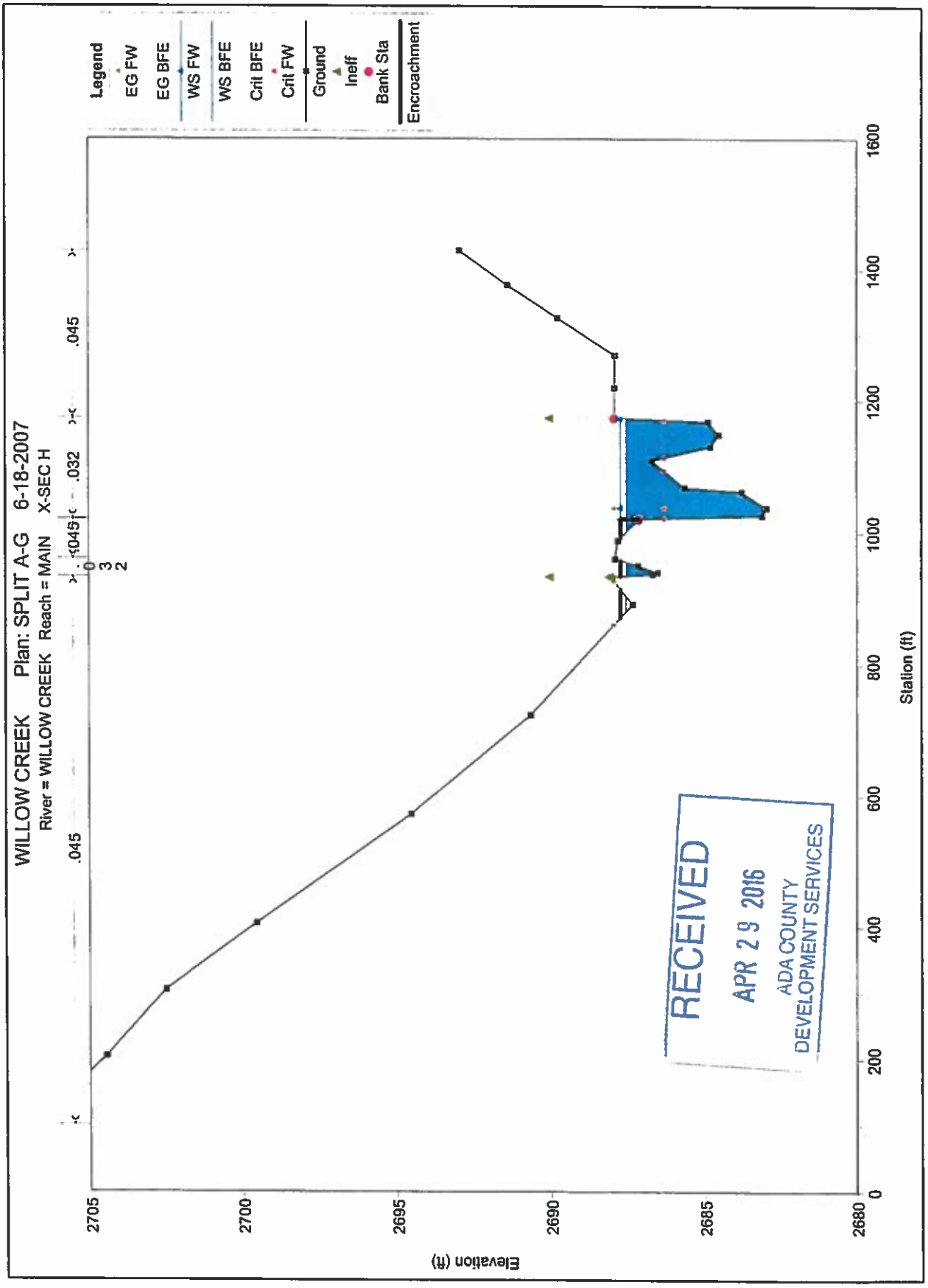
ADA COUNTY
DEVELOPMENT SERVICES


WILLOW CREEK Plan: SPLIT A-G 6-18-2007
River = WILLOW CREEK Reach = MAIN X-SEC H
Legend
EG FW
EG BFE
WS FW
WS BFE
Crit BFE
Crit FW
Ground
Ineff
Bank Sta
Encroachment
Elevation (ft)
Station (ft)
2705
2700
2695
2690
2685
2680
0
200
400
600
800
1000
1200
1400
1600
.045
.032
.045
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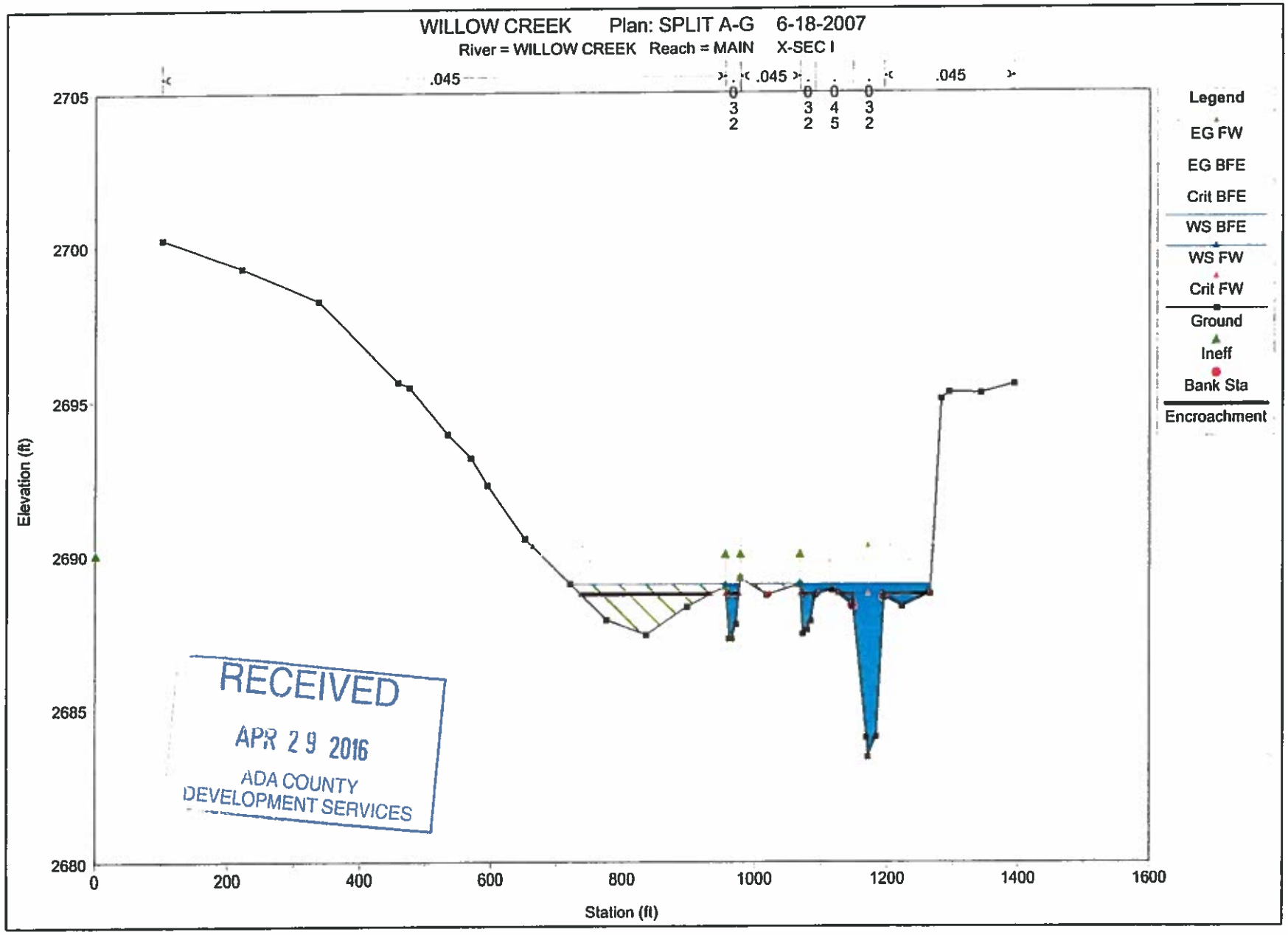
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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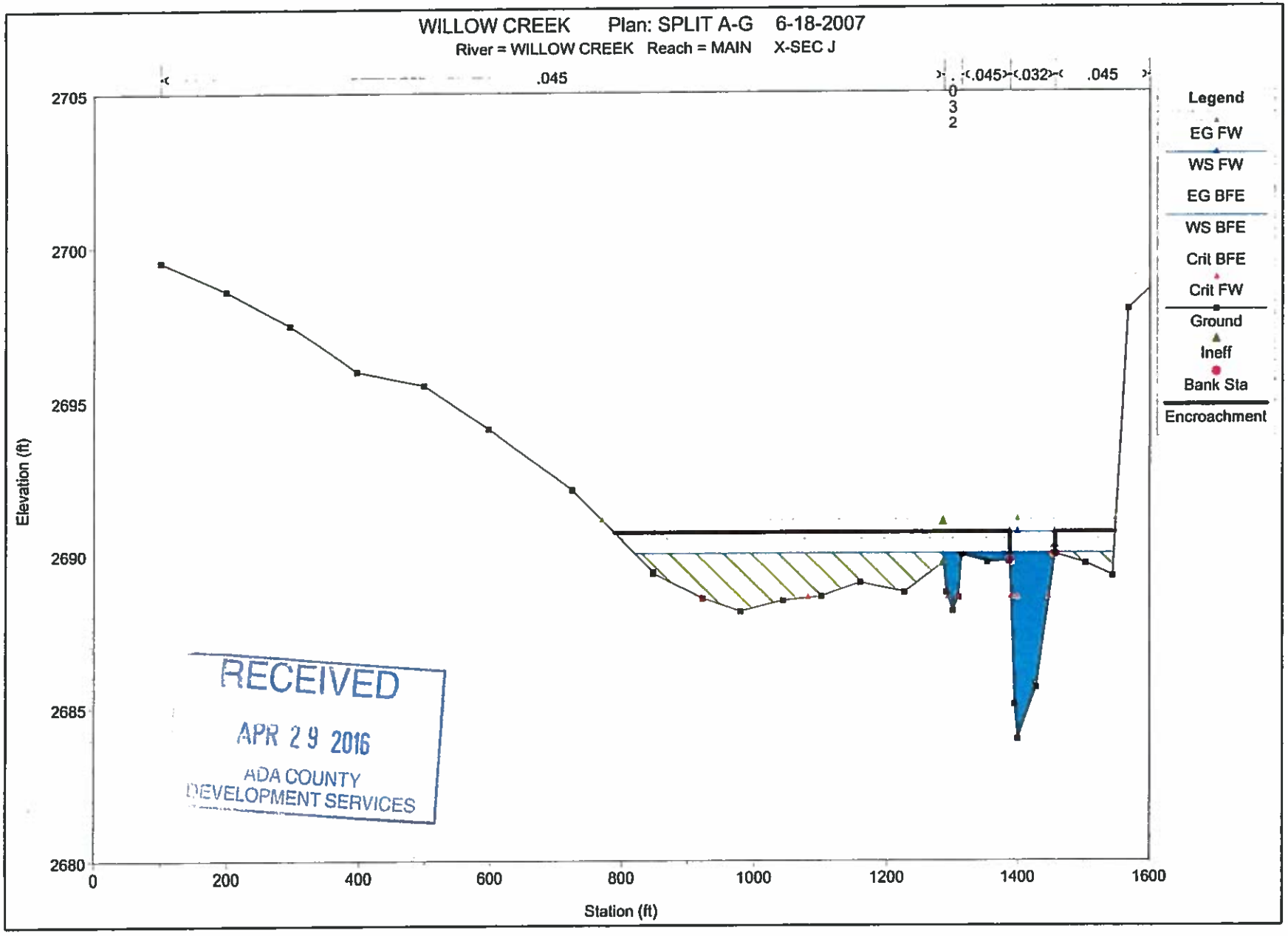
ADA COUNTY
DEVELOPMENT SERVICES



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ADA COUNTY
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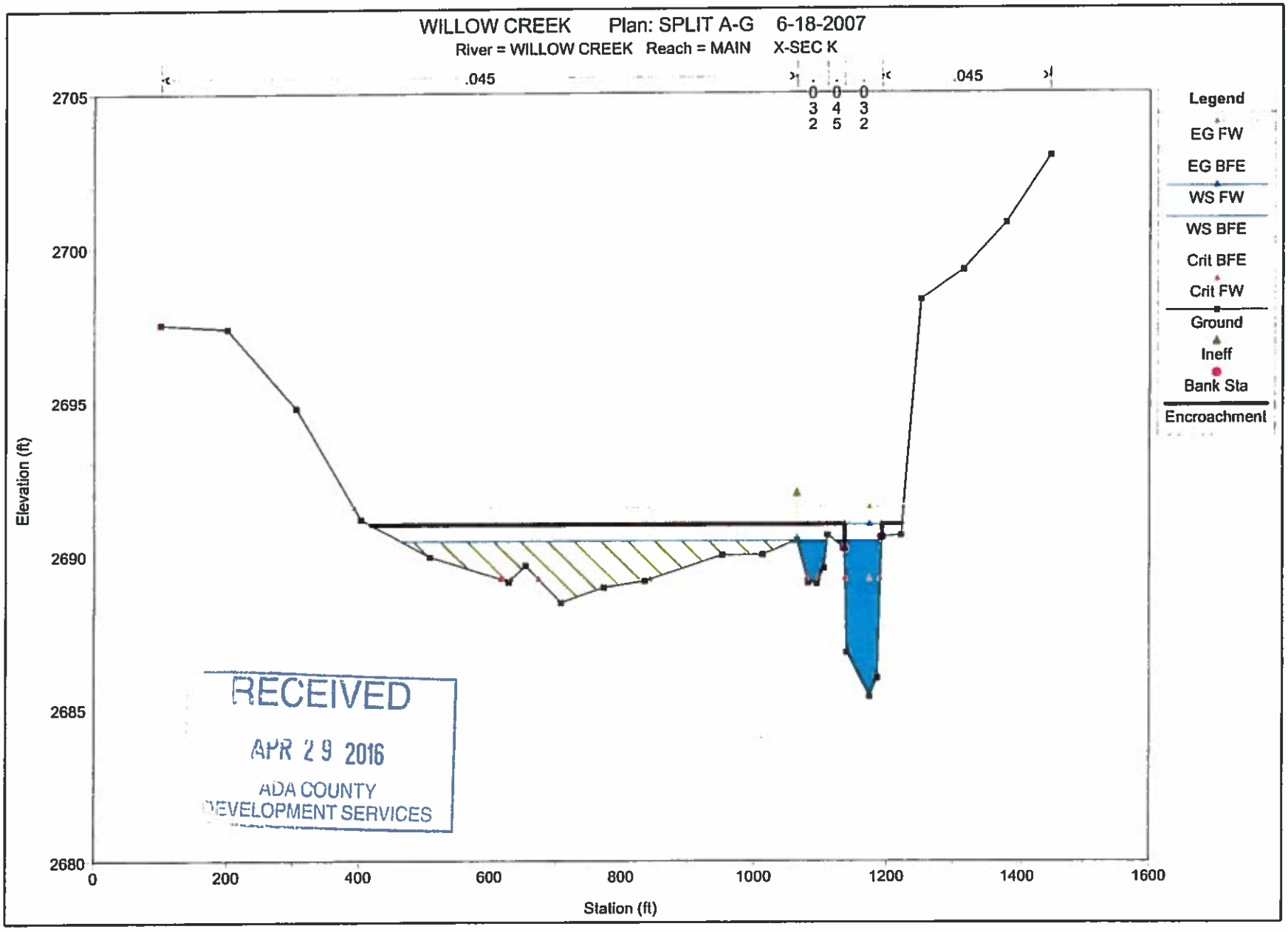

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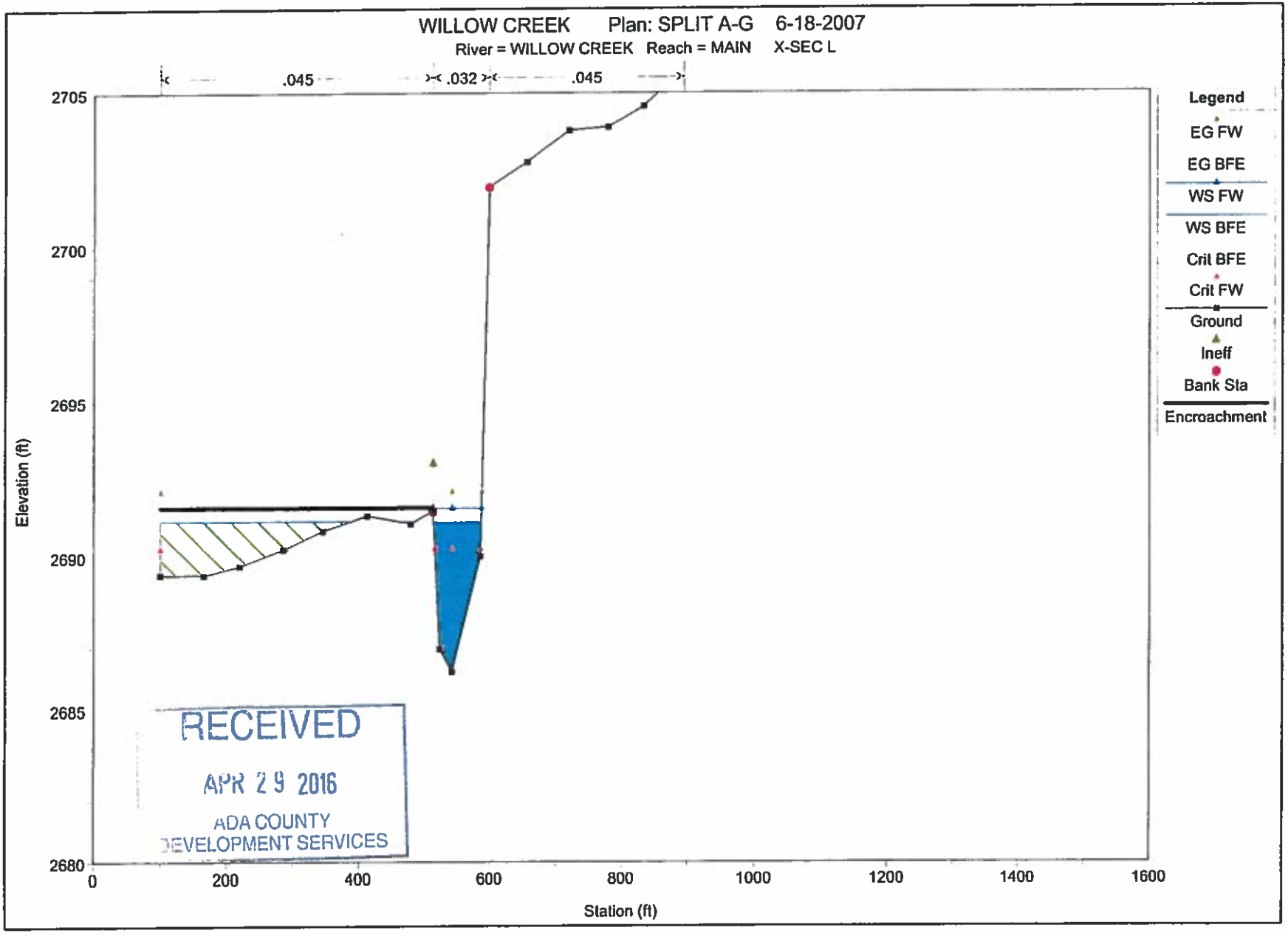
ADA COUNTY
DEVELOPMENT SERVICES



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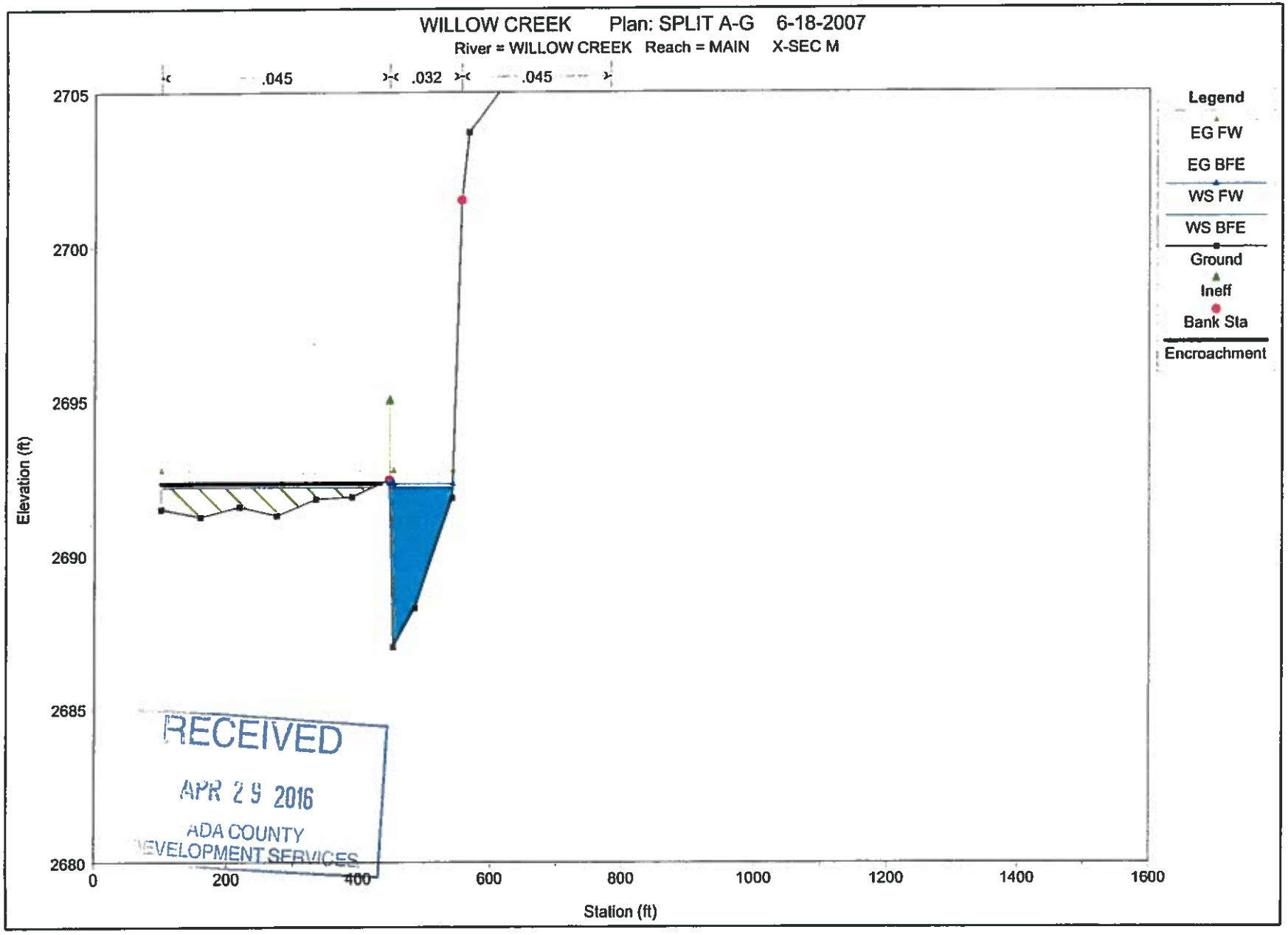
ADA COUNTY
DEVELOPMENT SERVICES



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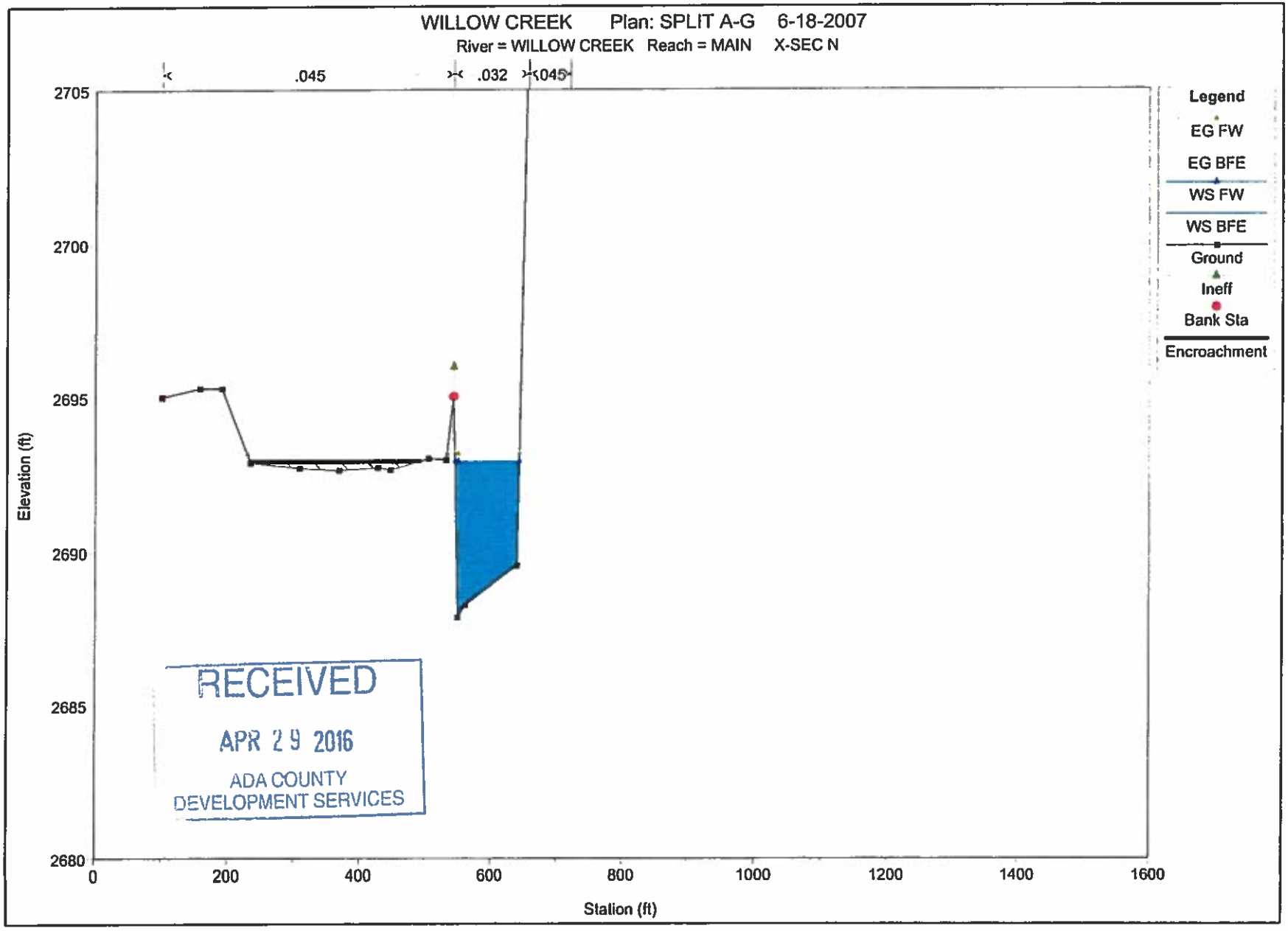

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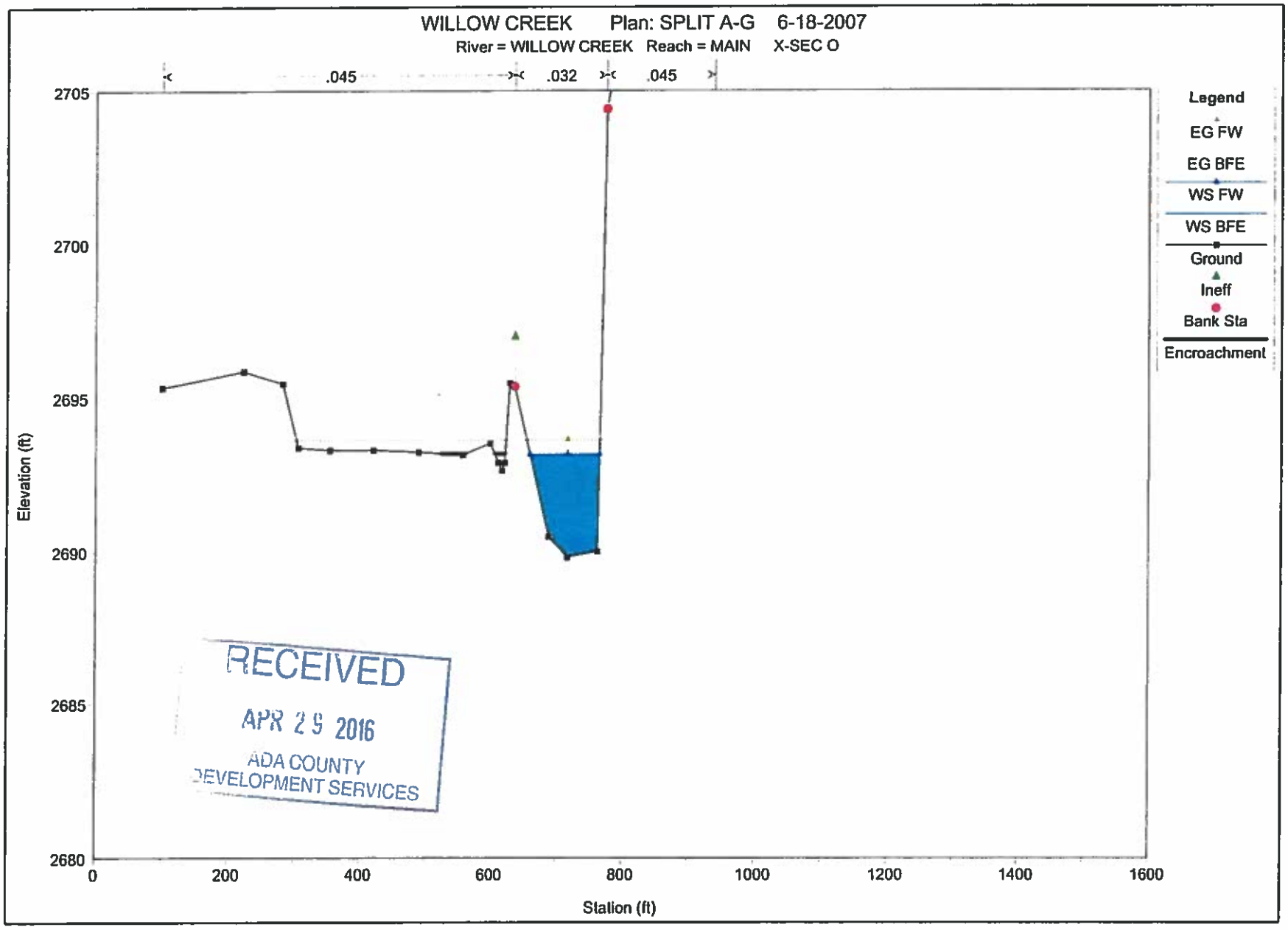
ADA COUNTY
DEVELOPMENT SERVICES



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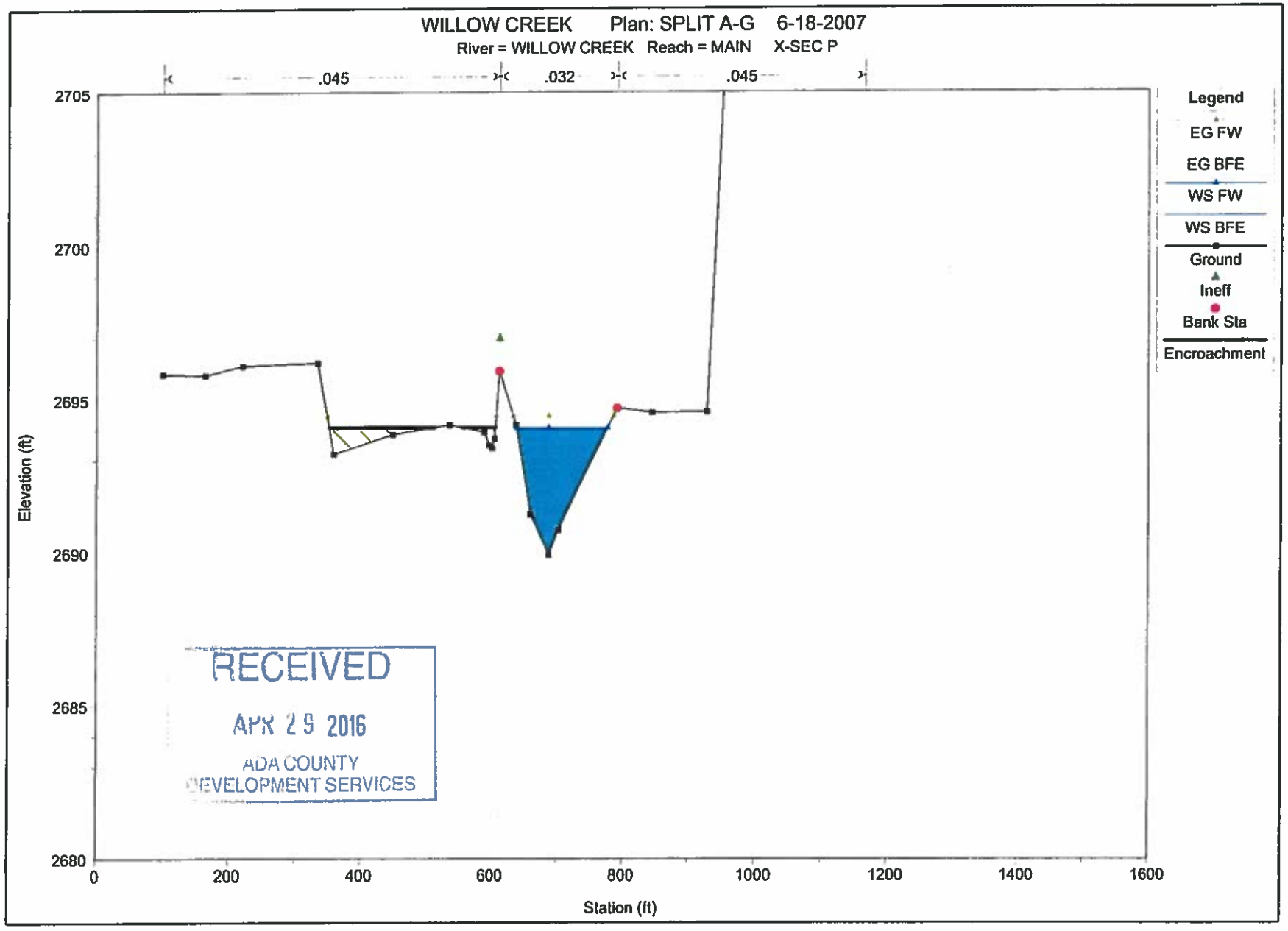
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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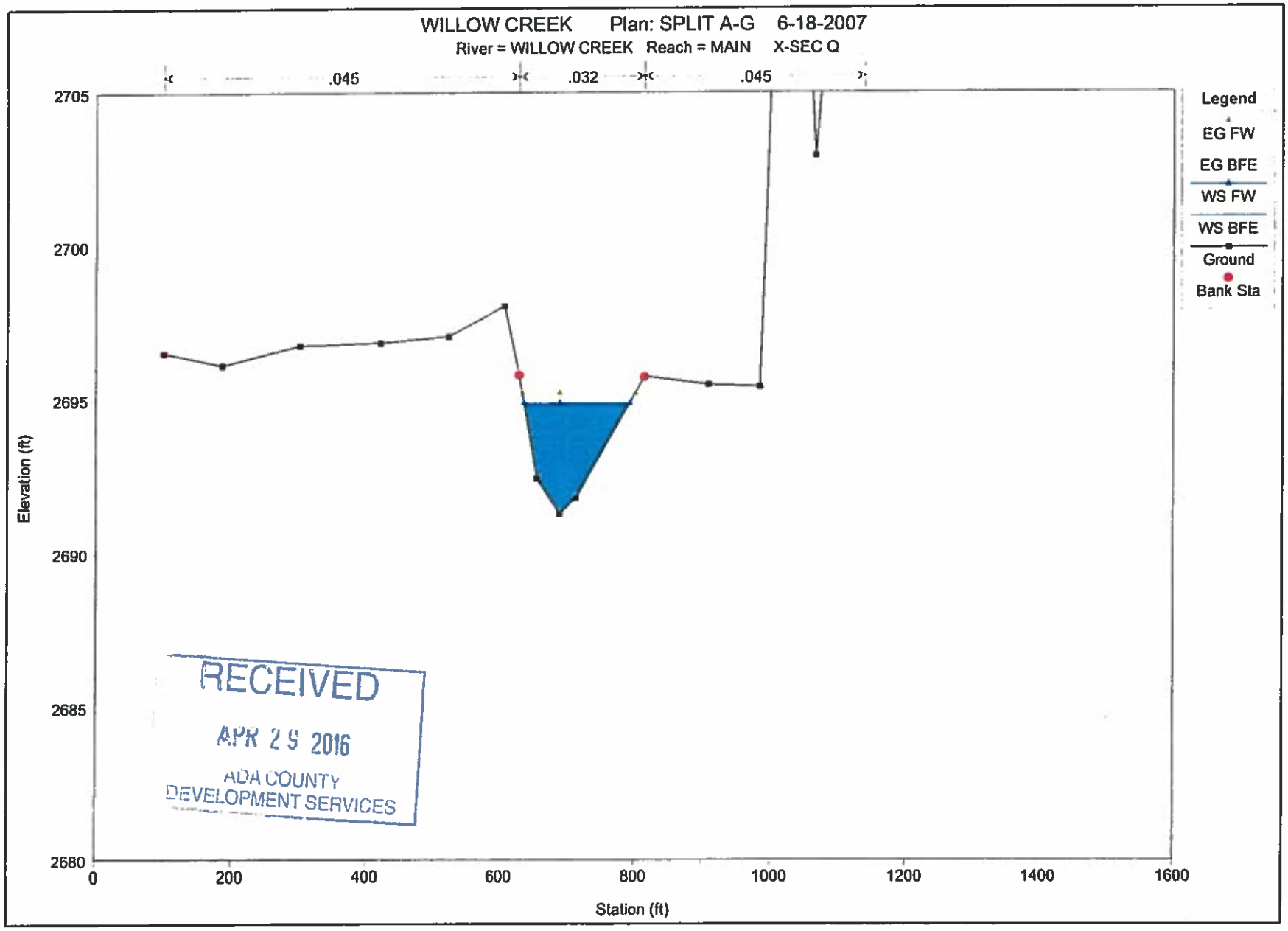
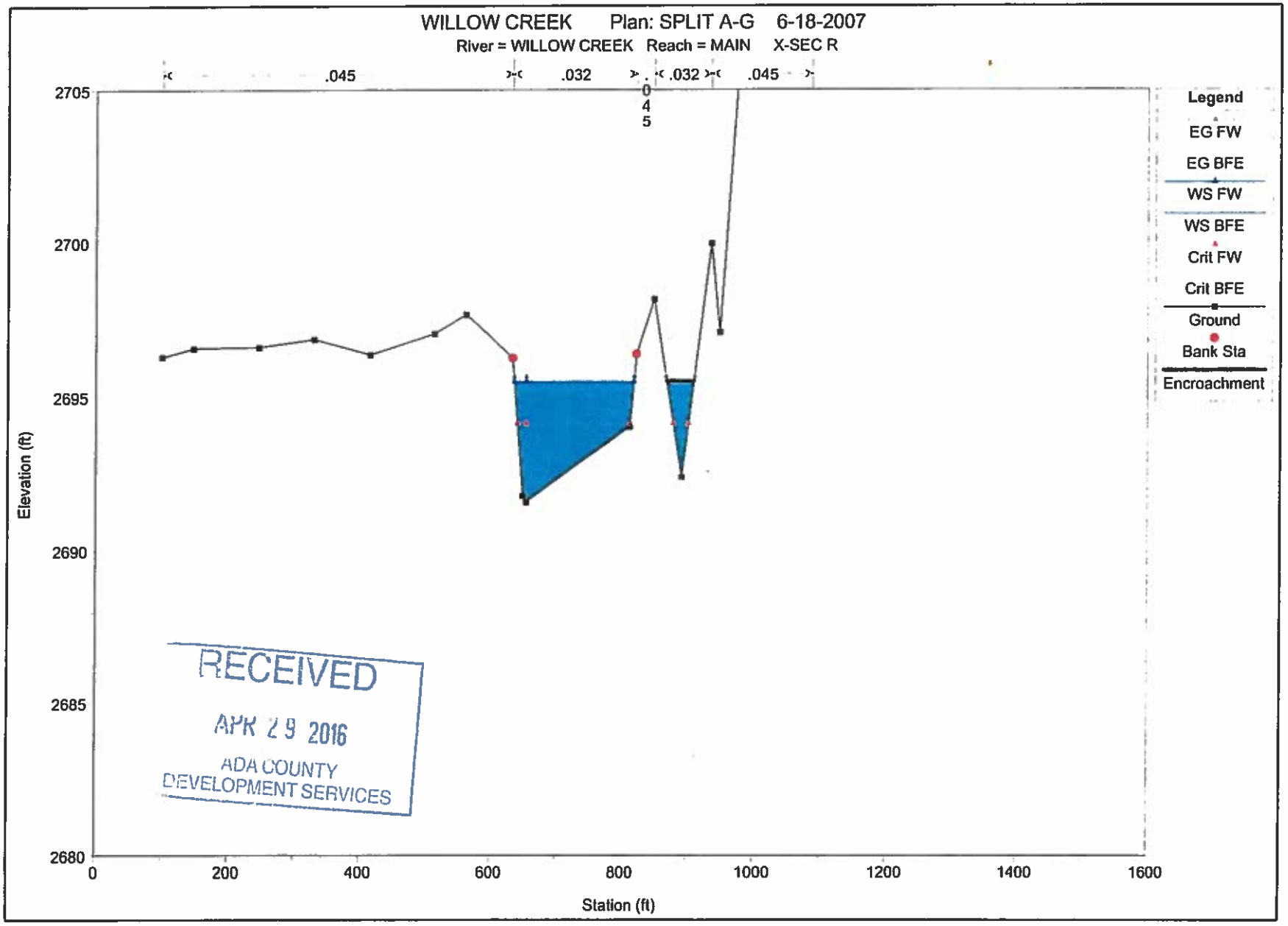
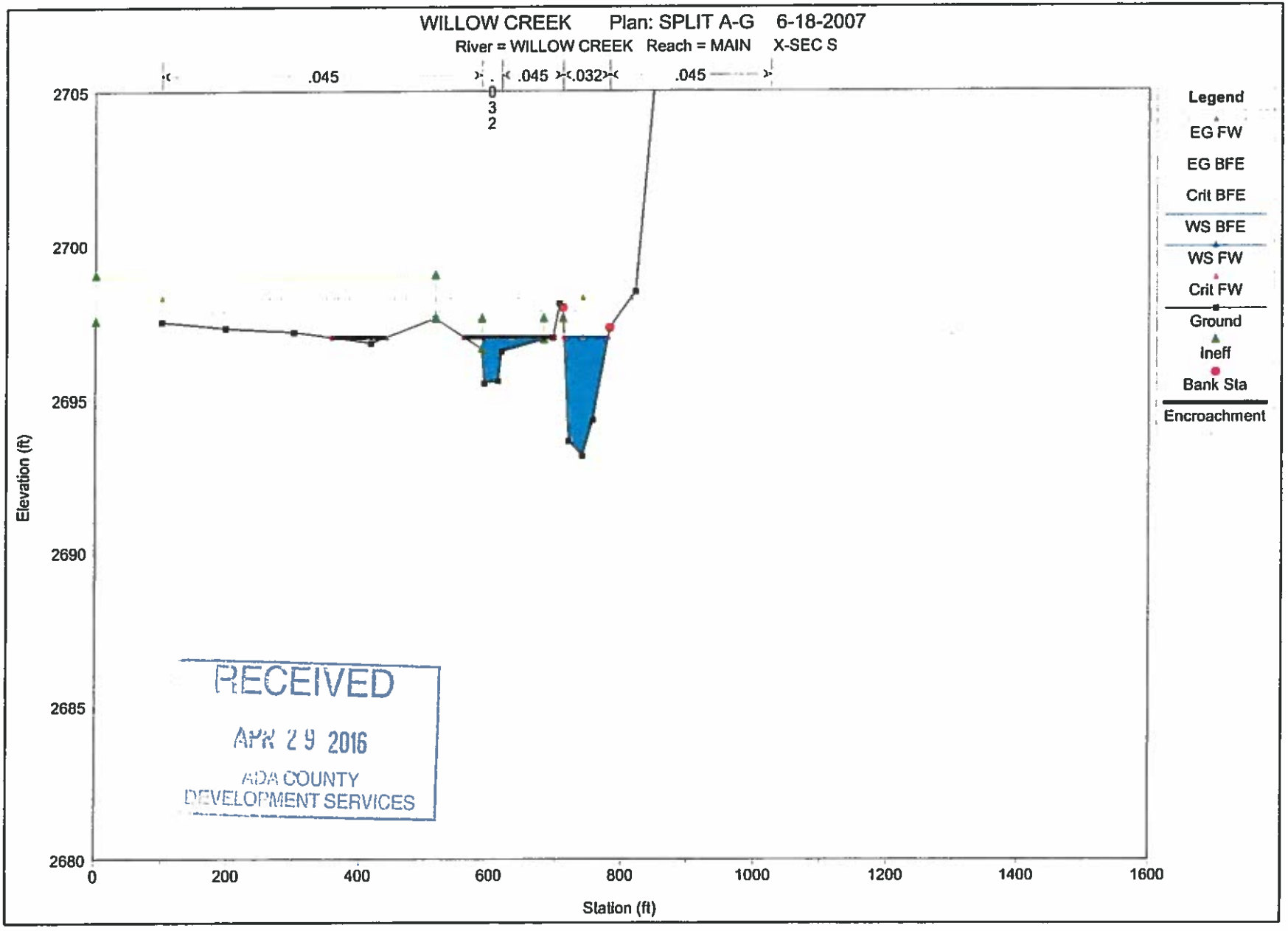
ADA COUNTY
DEVELOPMENT SERVICES



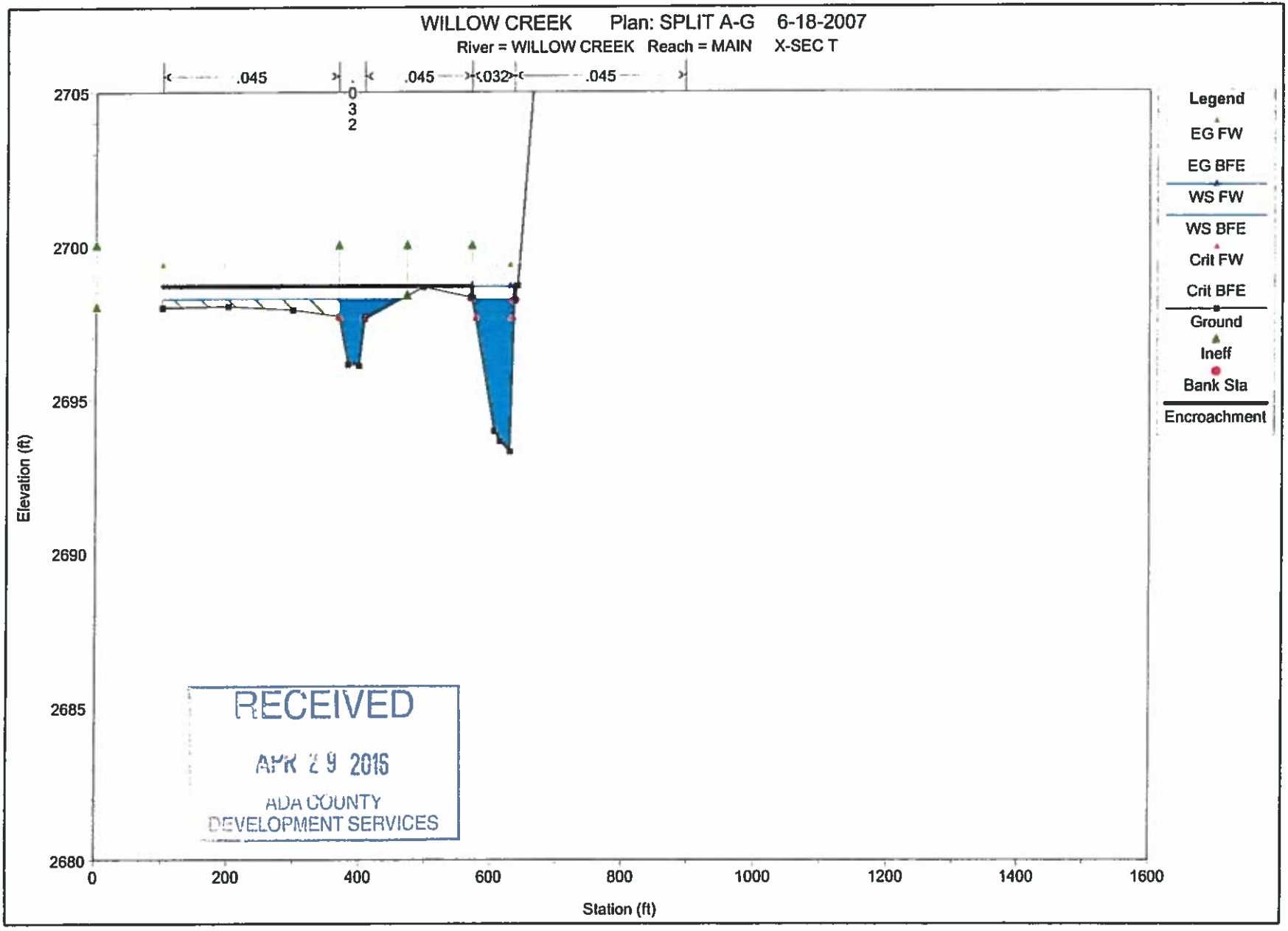
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
APR 29 2015
ADA COUNTY
DEVELOPMENT SERVICES

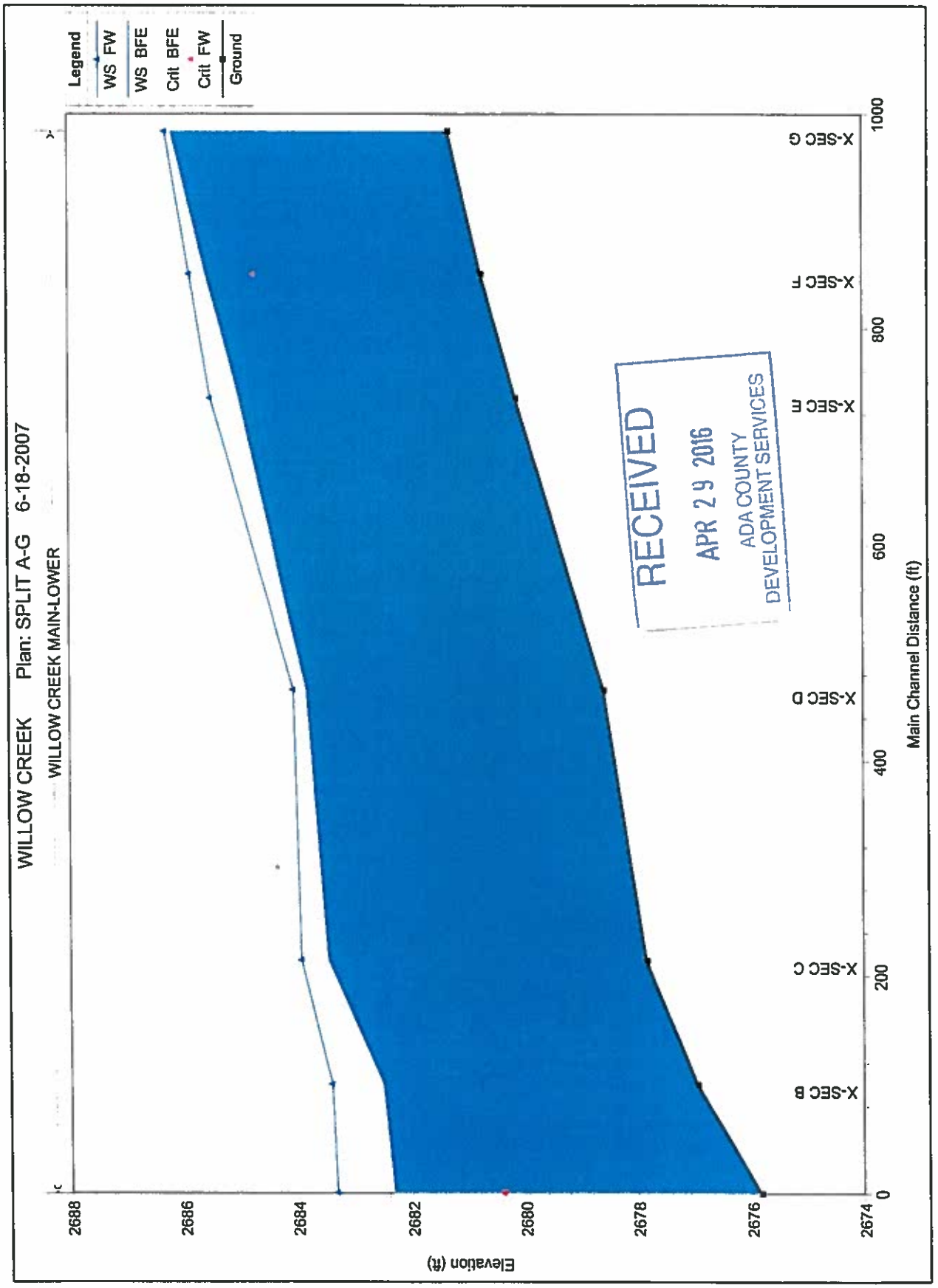
Appendix A2

Willow Creek Hydraulic Model Results

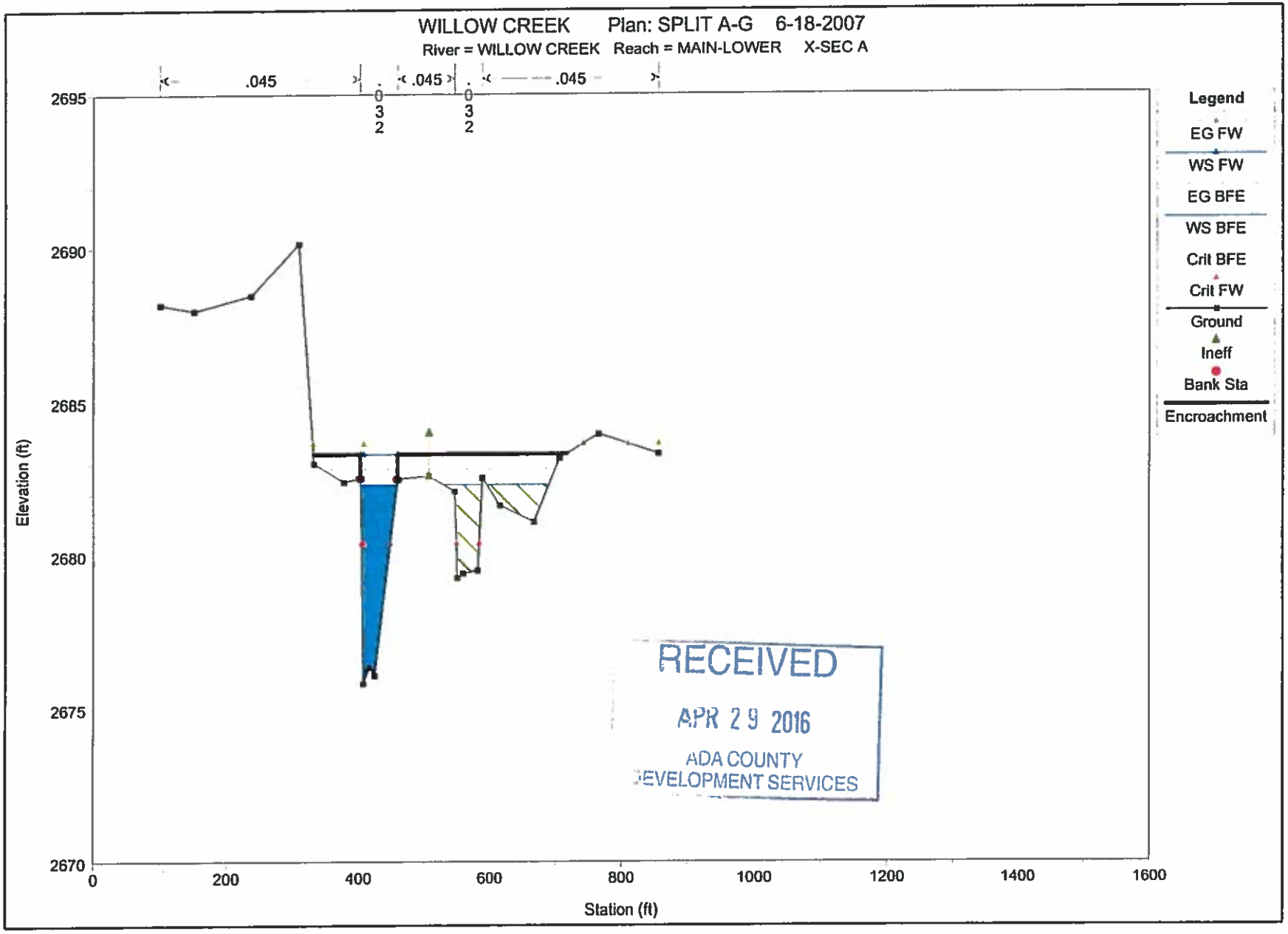
Water Surface Profile
Cross-Sections

LOWER WILLOW CREEK
Cross Sections "A" through "G"

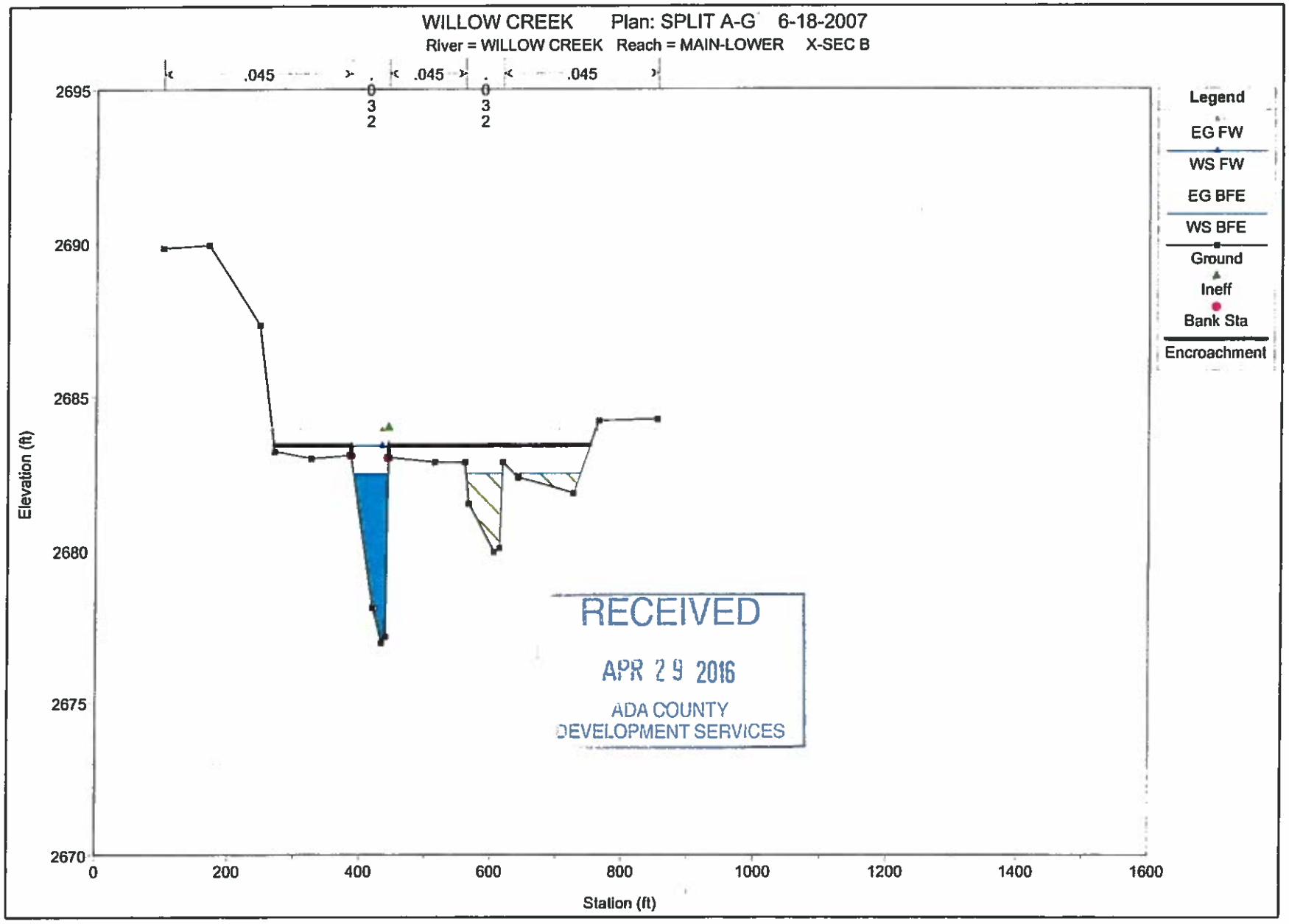
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



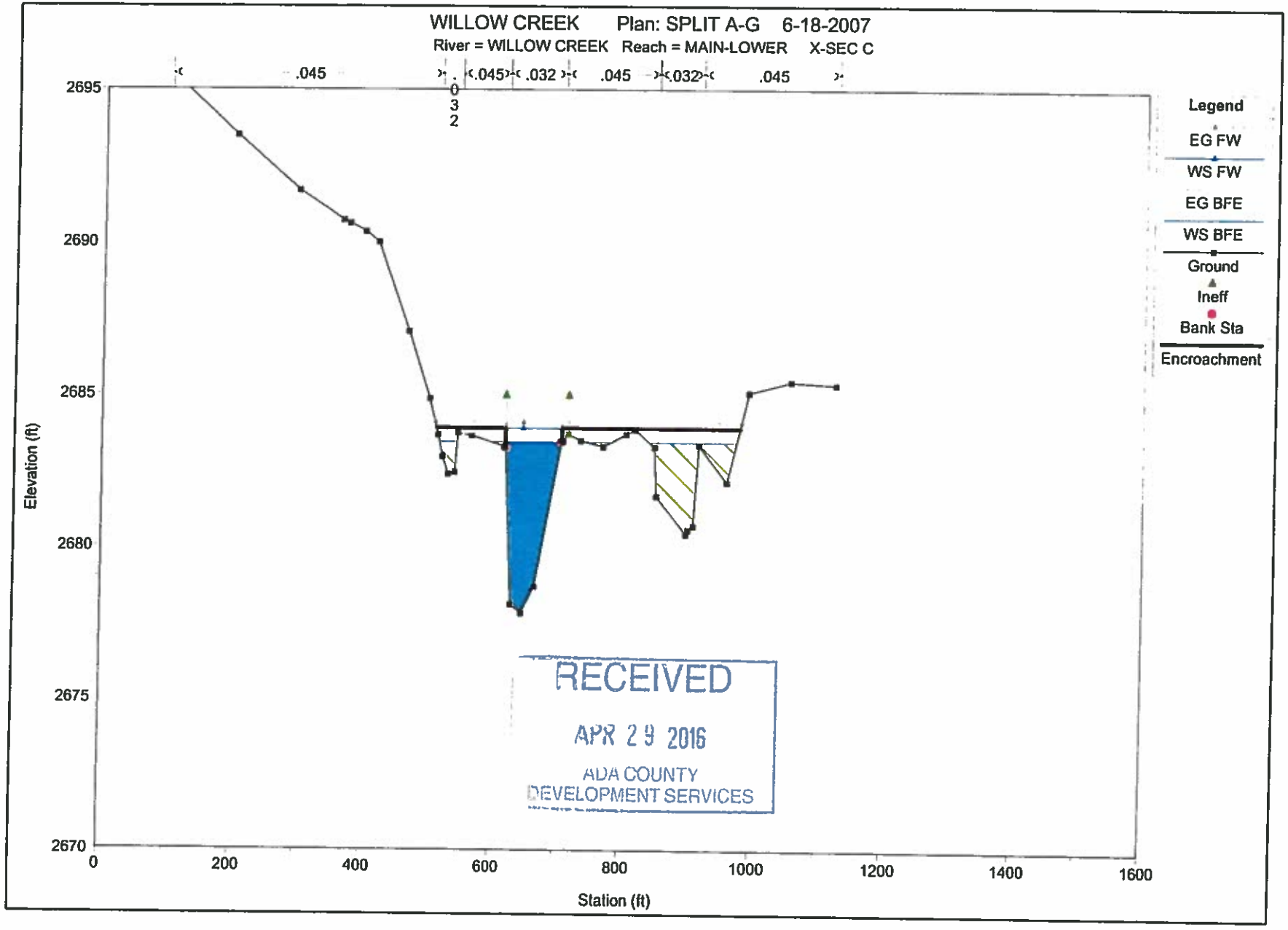
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



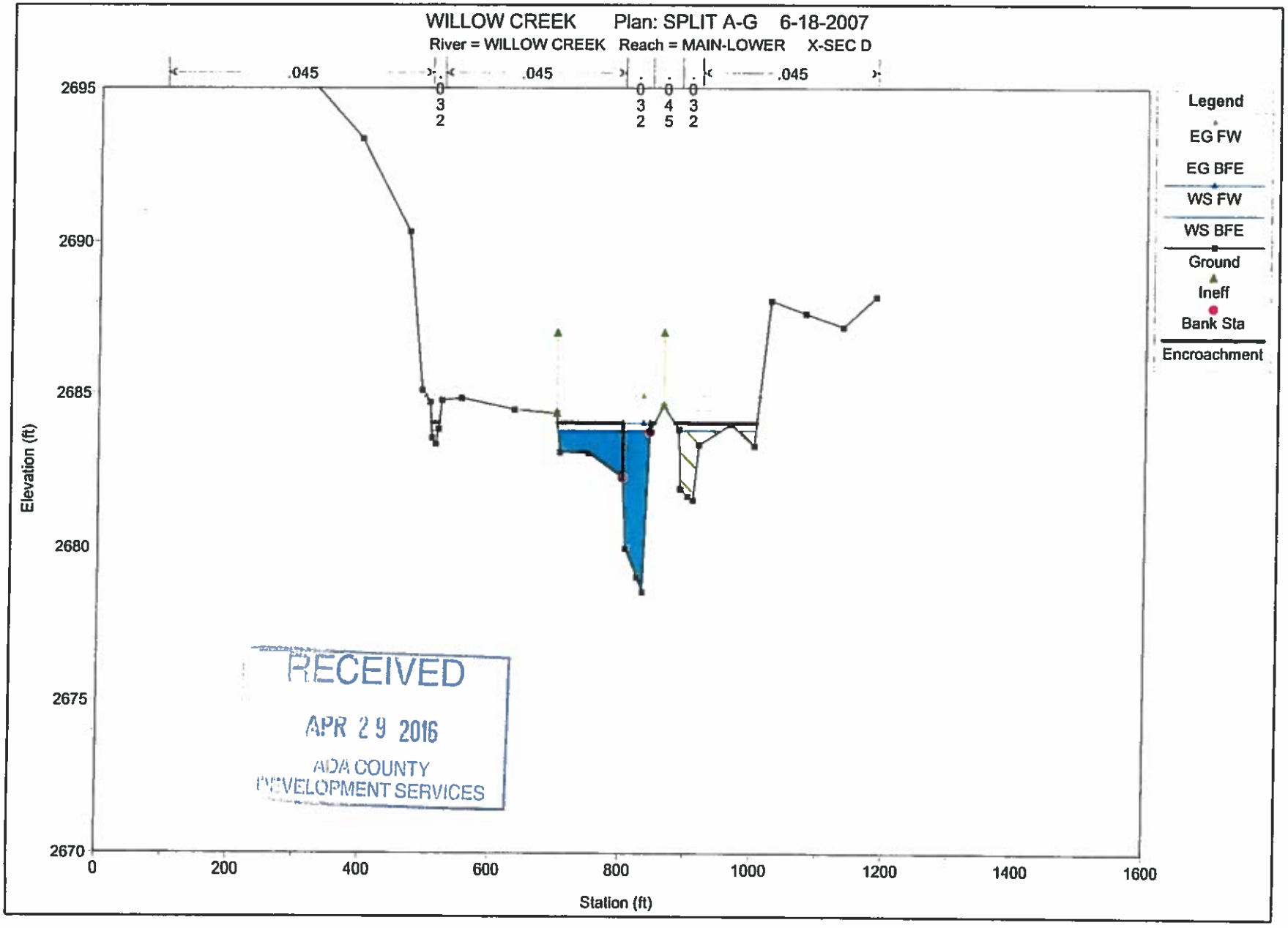
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



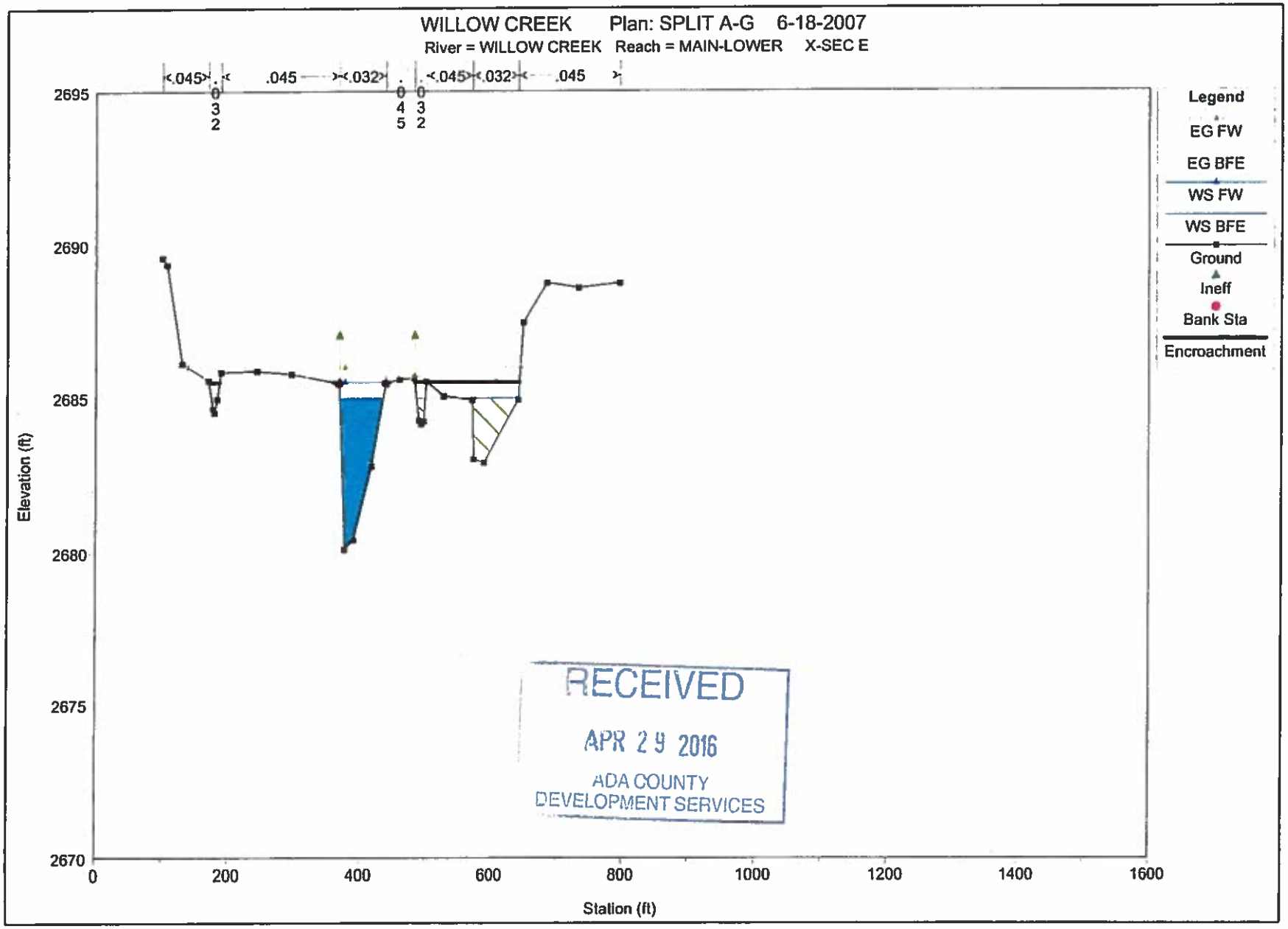
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



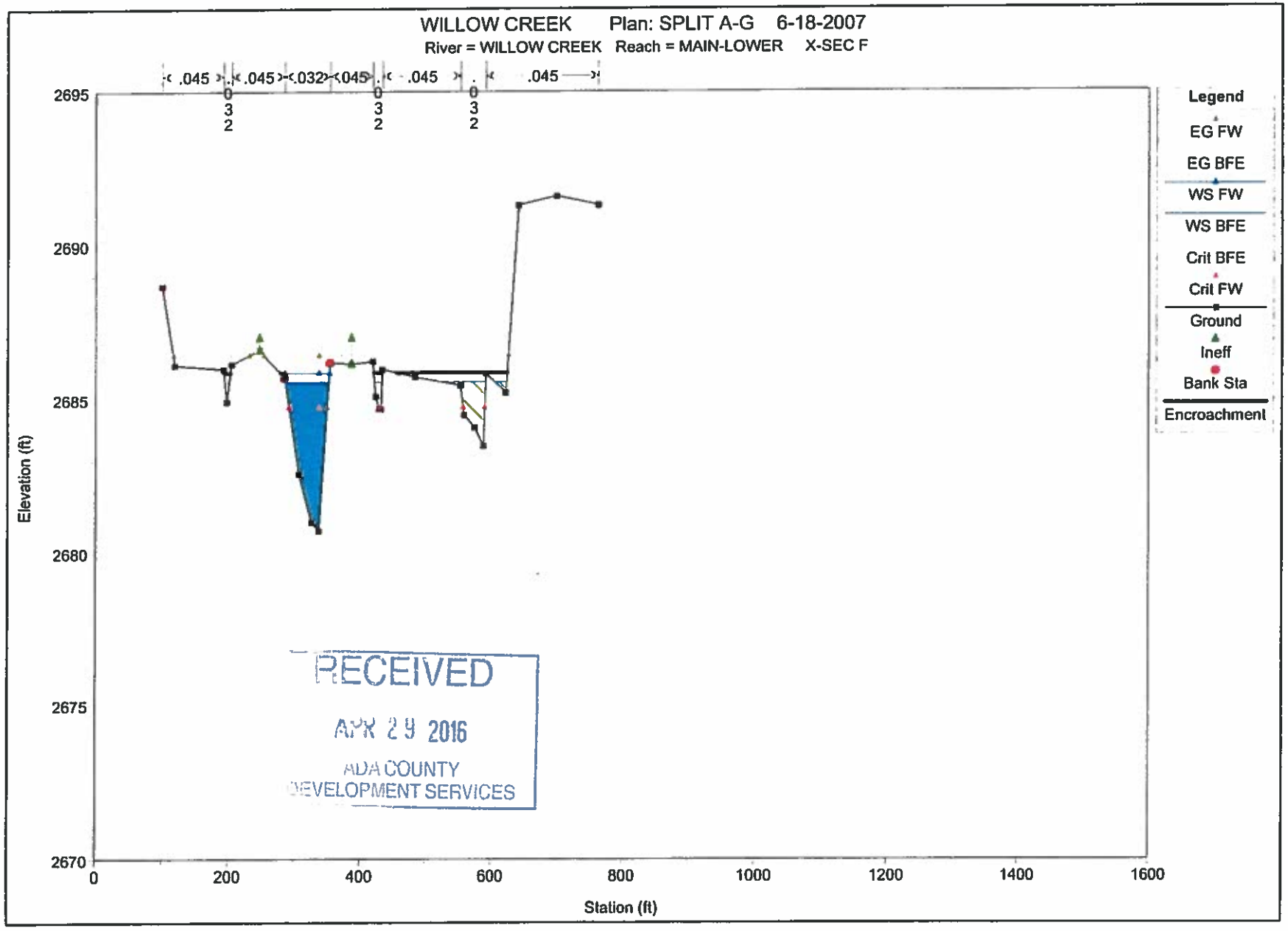
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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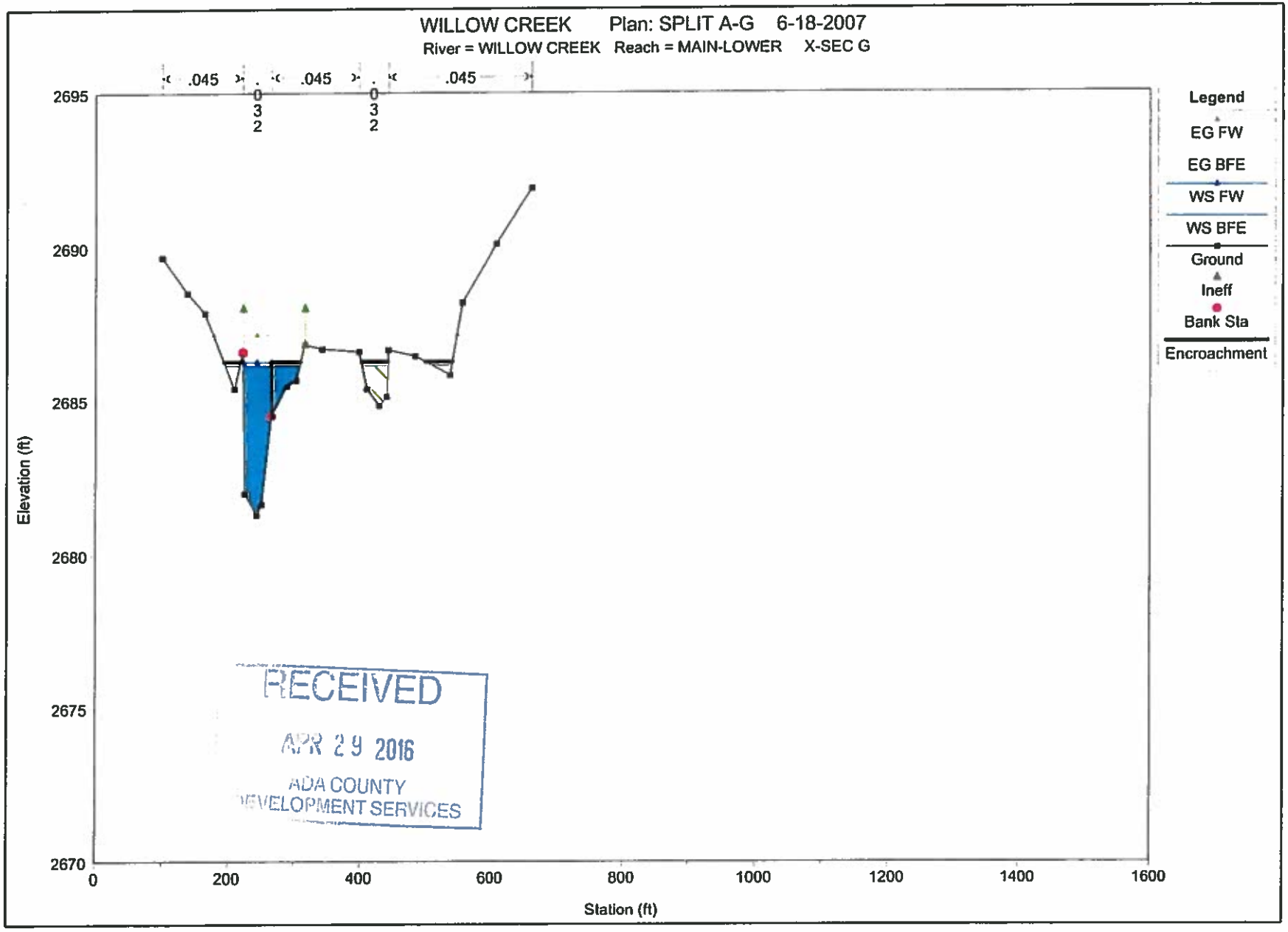
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

Appendix A3

Willow Creek Hydraulic Model Results

Water Surface Profile
Cross-Sections

LOWER WILLOW CREEK SIDE CHANNEL
Cross Sections "A" through "G"

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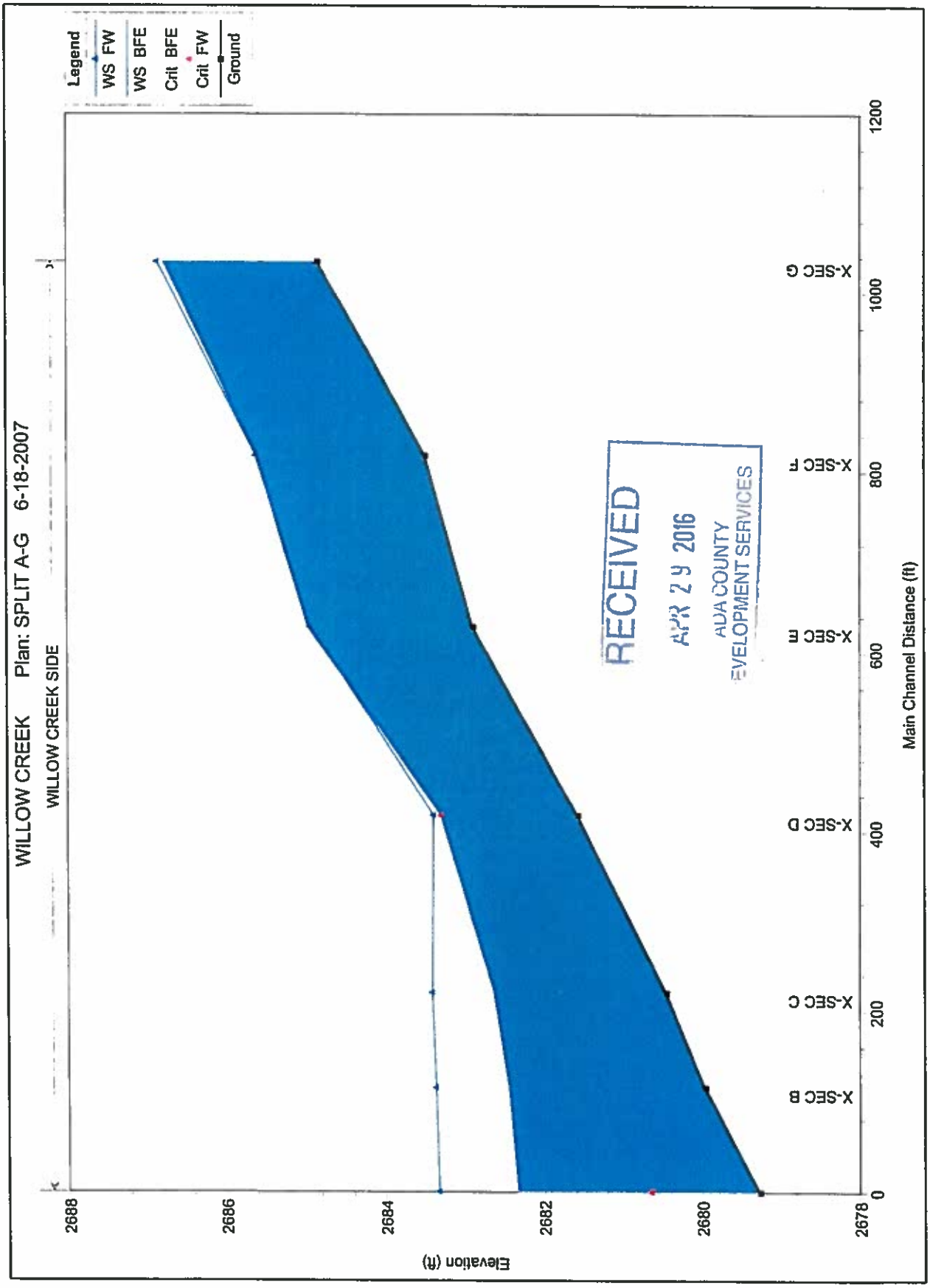
ADA COUNTY
DEVELOPMENT SERVICES



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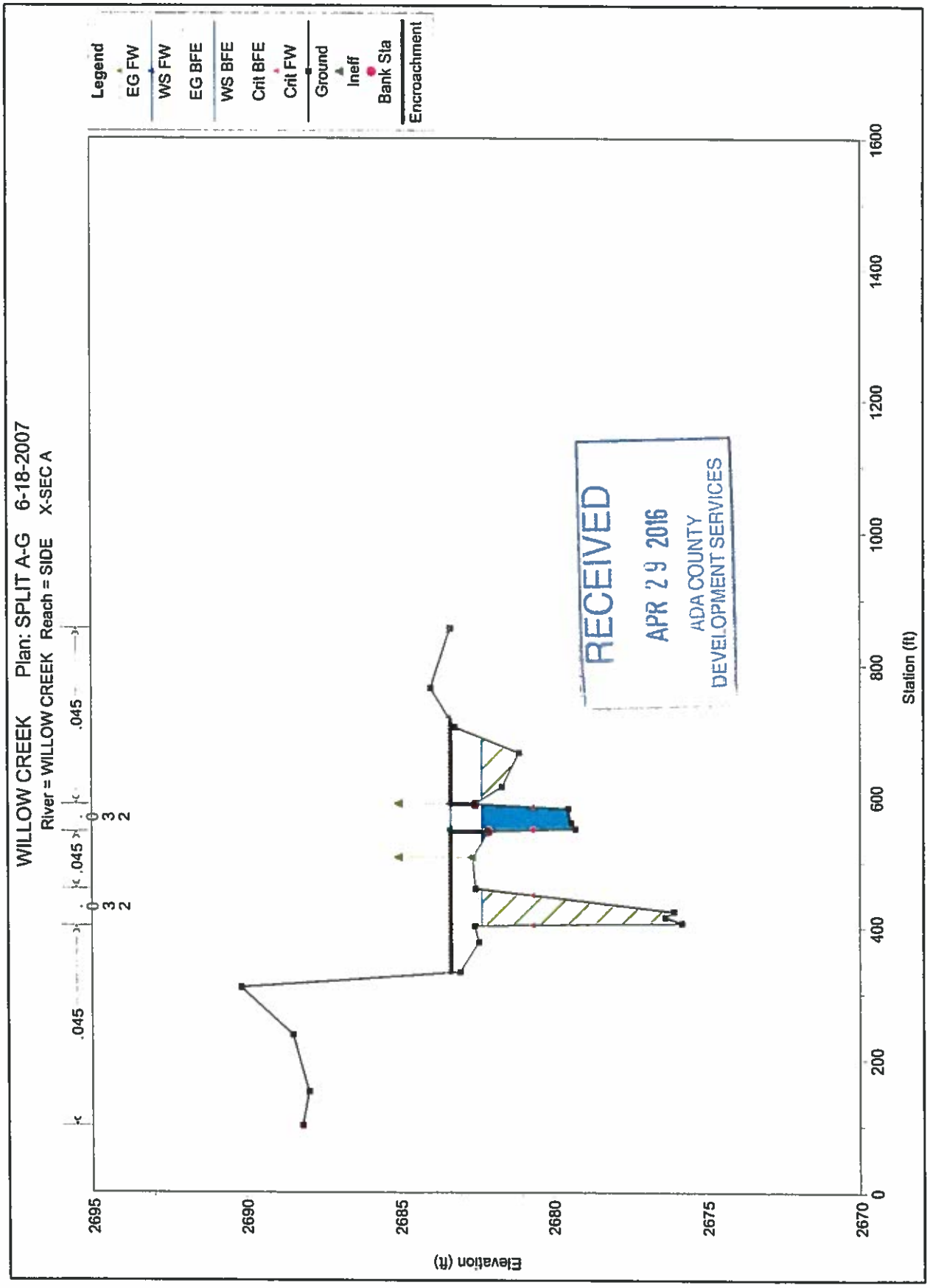
ADA COUNTY
DEVELOPMENT SERVICES


WILLOW CREEK Plan: SPLIT A-G 6-18-2007
River = WILLOW CREEK Reach = SIDE X-SEC A
Legend
EG FW
WS FW
EG BFE
WS BFE
Crit BFE
Crit FW
Ground
Ineff
Bank Sta
Encroachment
Elevation (ft)
Station (ft)
2695
2690
2685
2680
2675
2670
0
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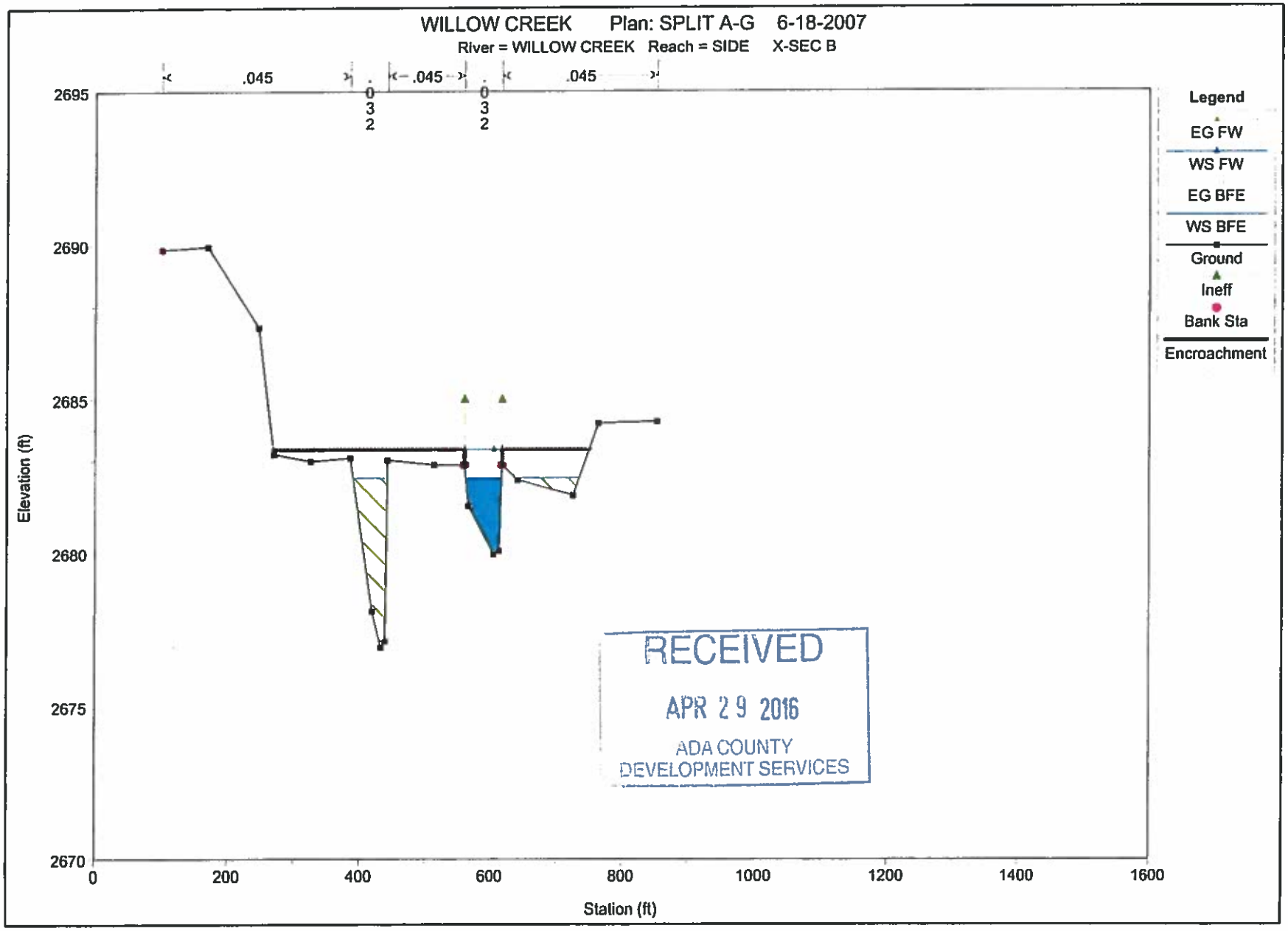
RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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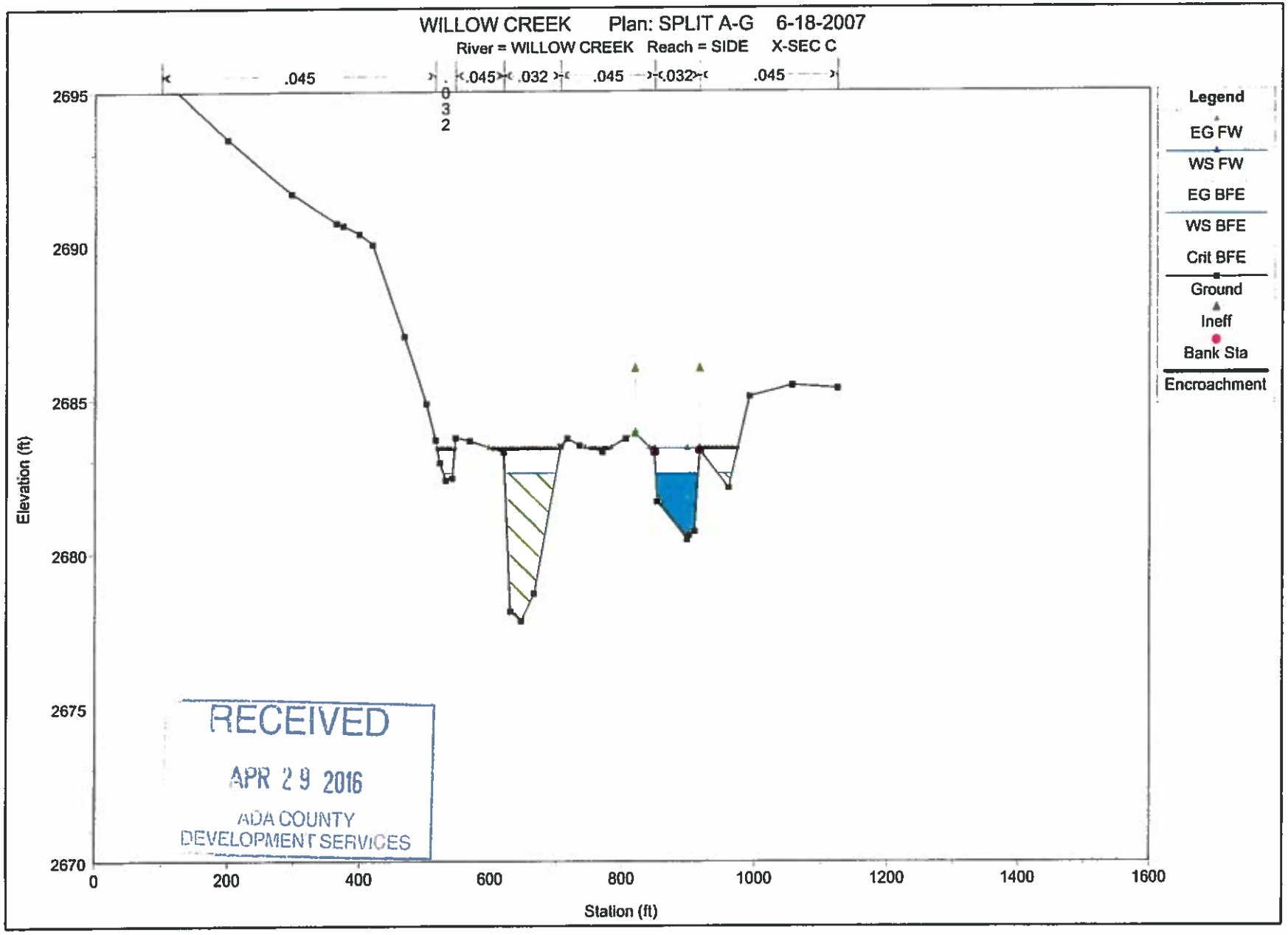
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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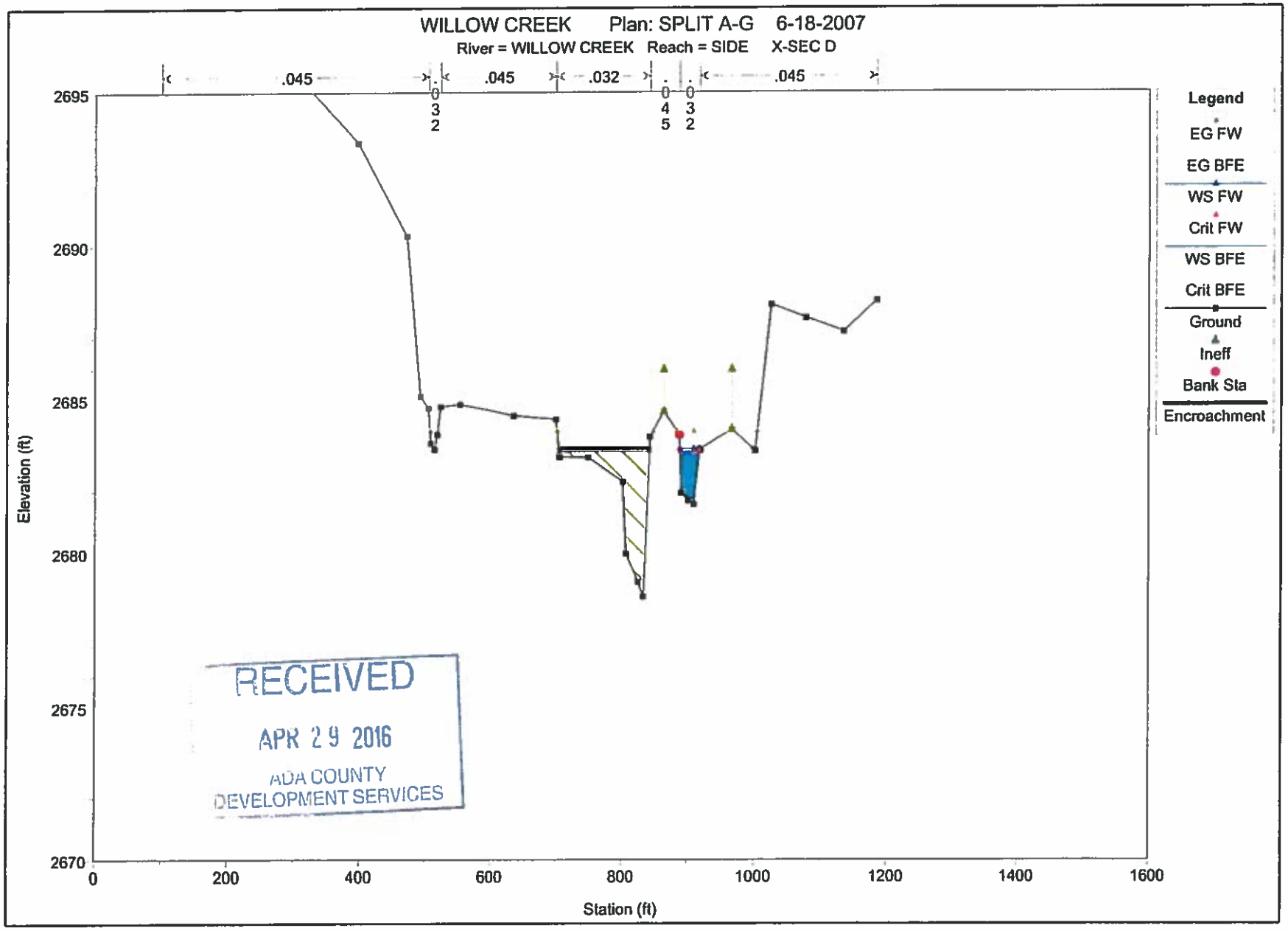
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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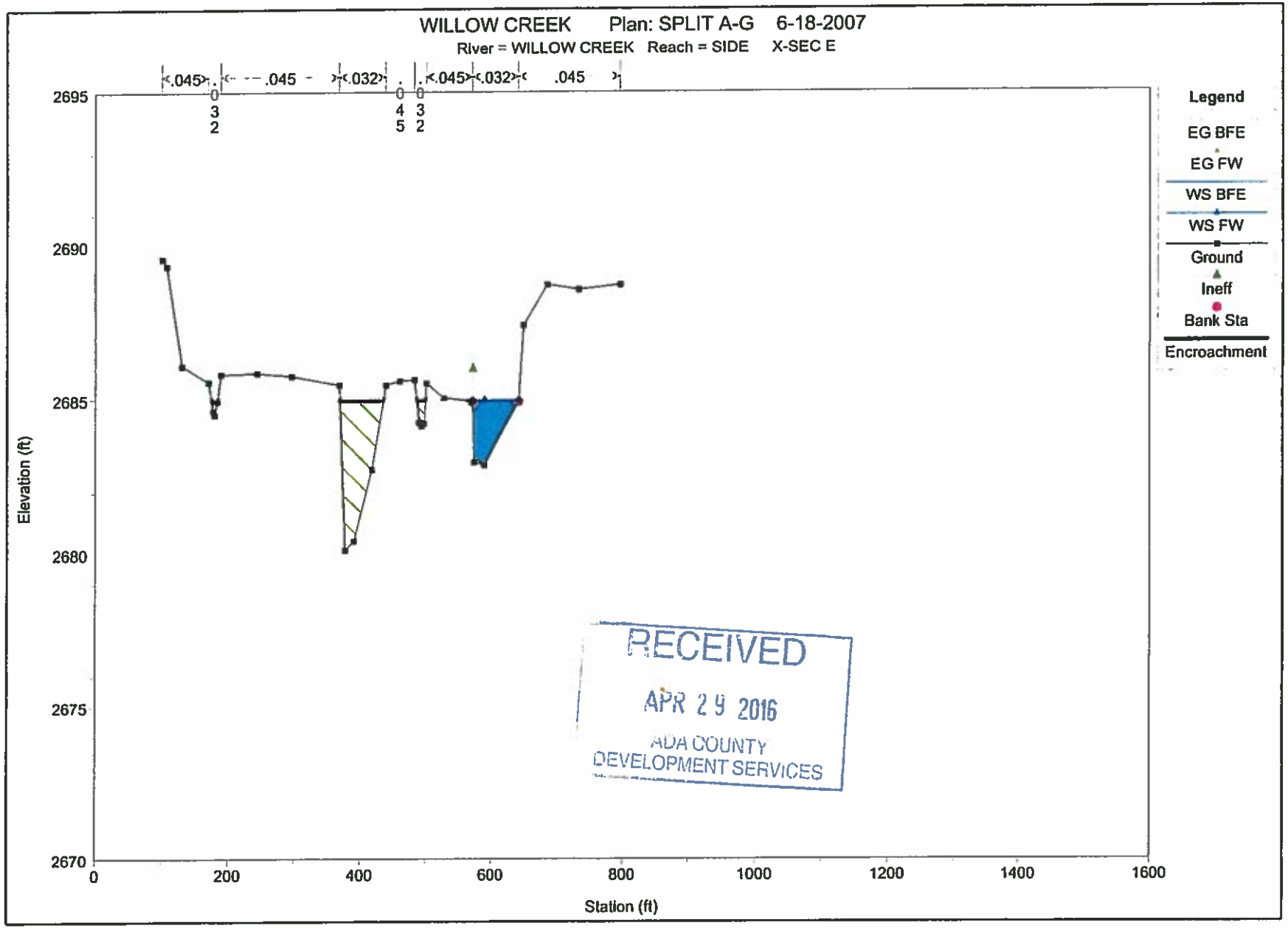
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES



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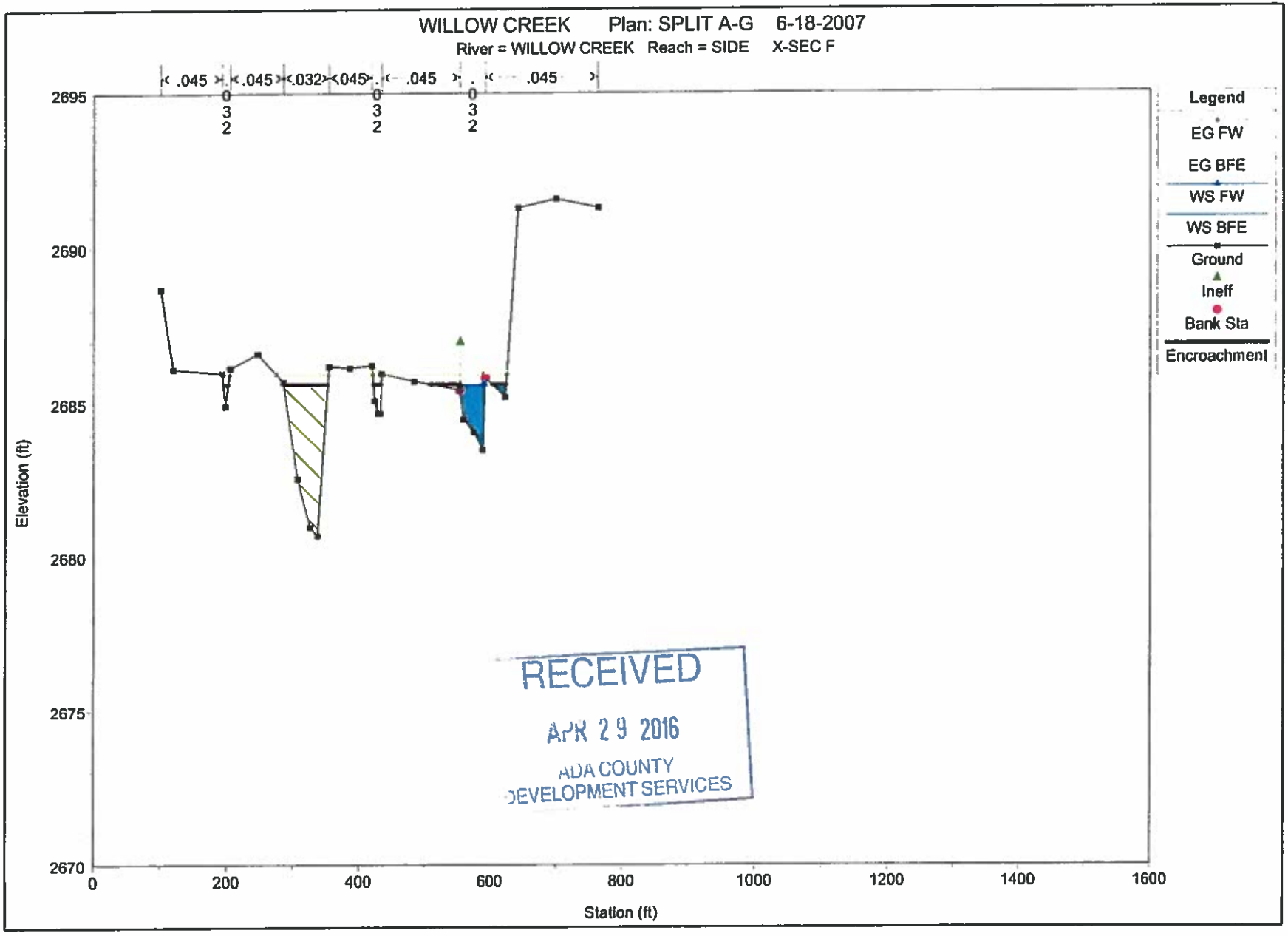
ADA COUNTY
DEVELOPMENT SERVICES



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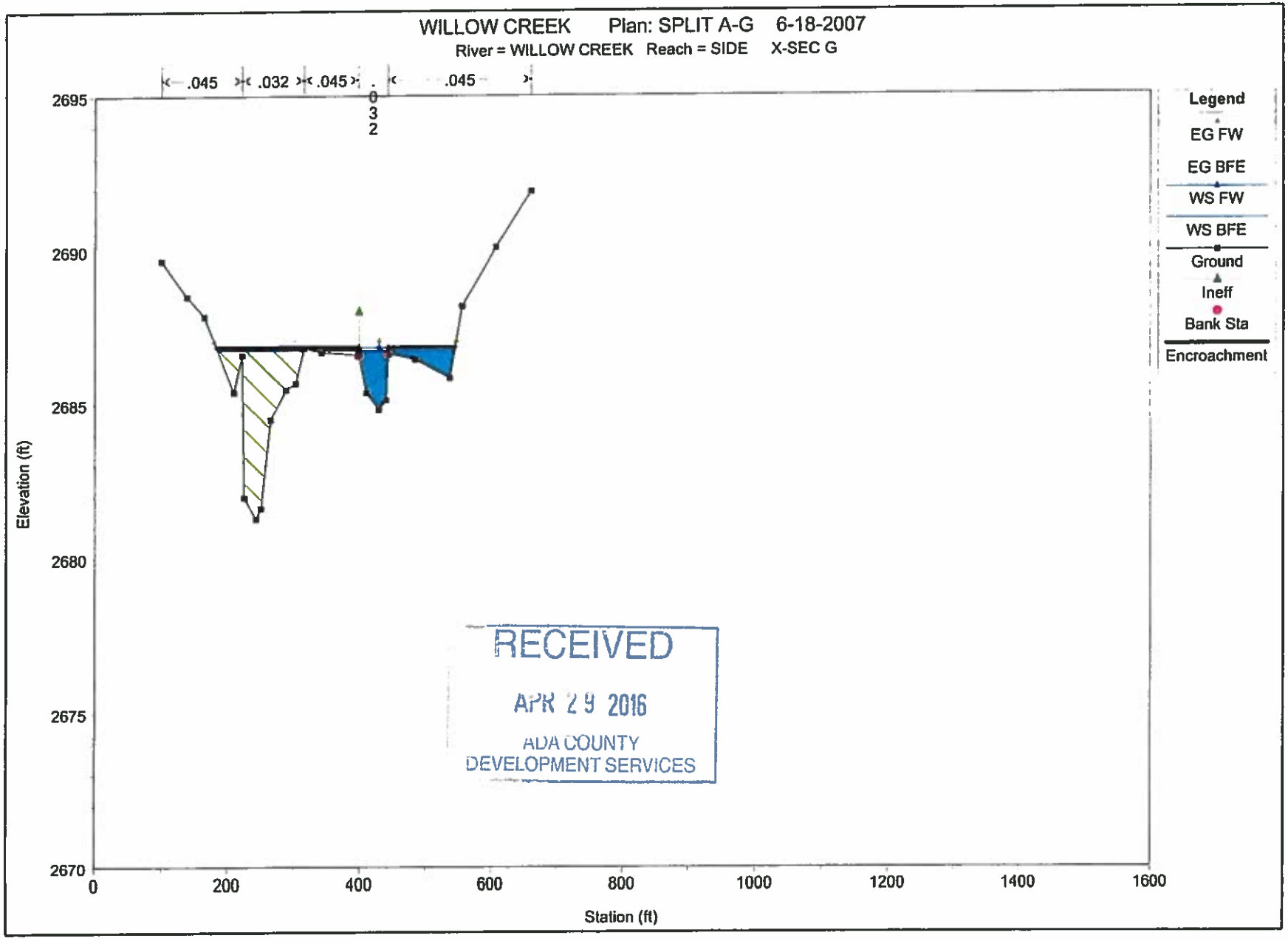
ADA COUNTY
DEVELOPMENT SERVICES



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ADA COUNTY
DEVELOPMENT SERVICES

Appendix B

Willow Creek Typical Proposed Road Crossing

Cross-Section

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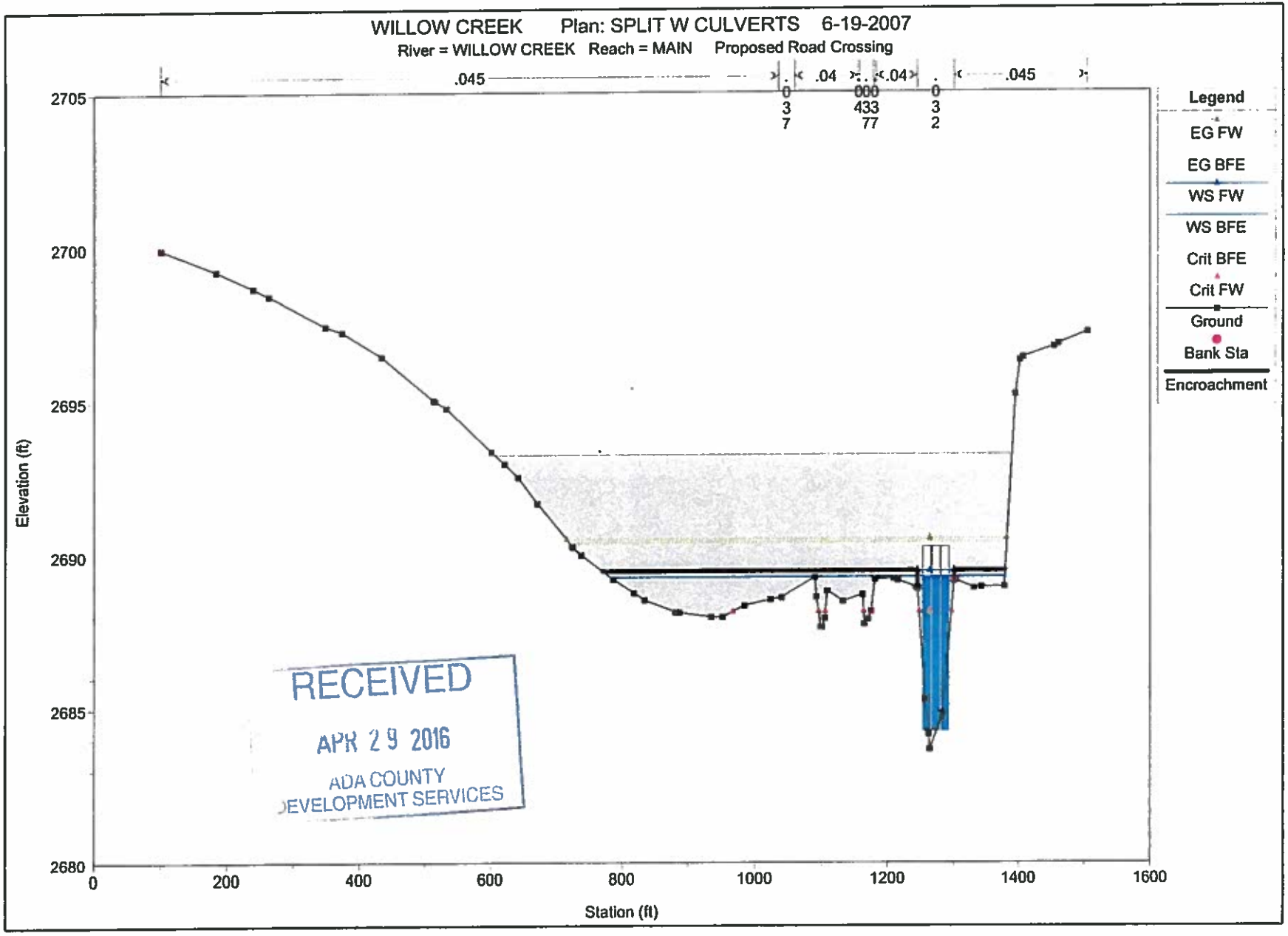
ADA COUNTY
DEVELOPMENT SERVICES



RECEIVED
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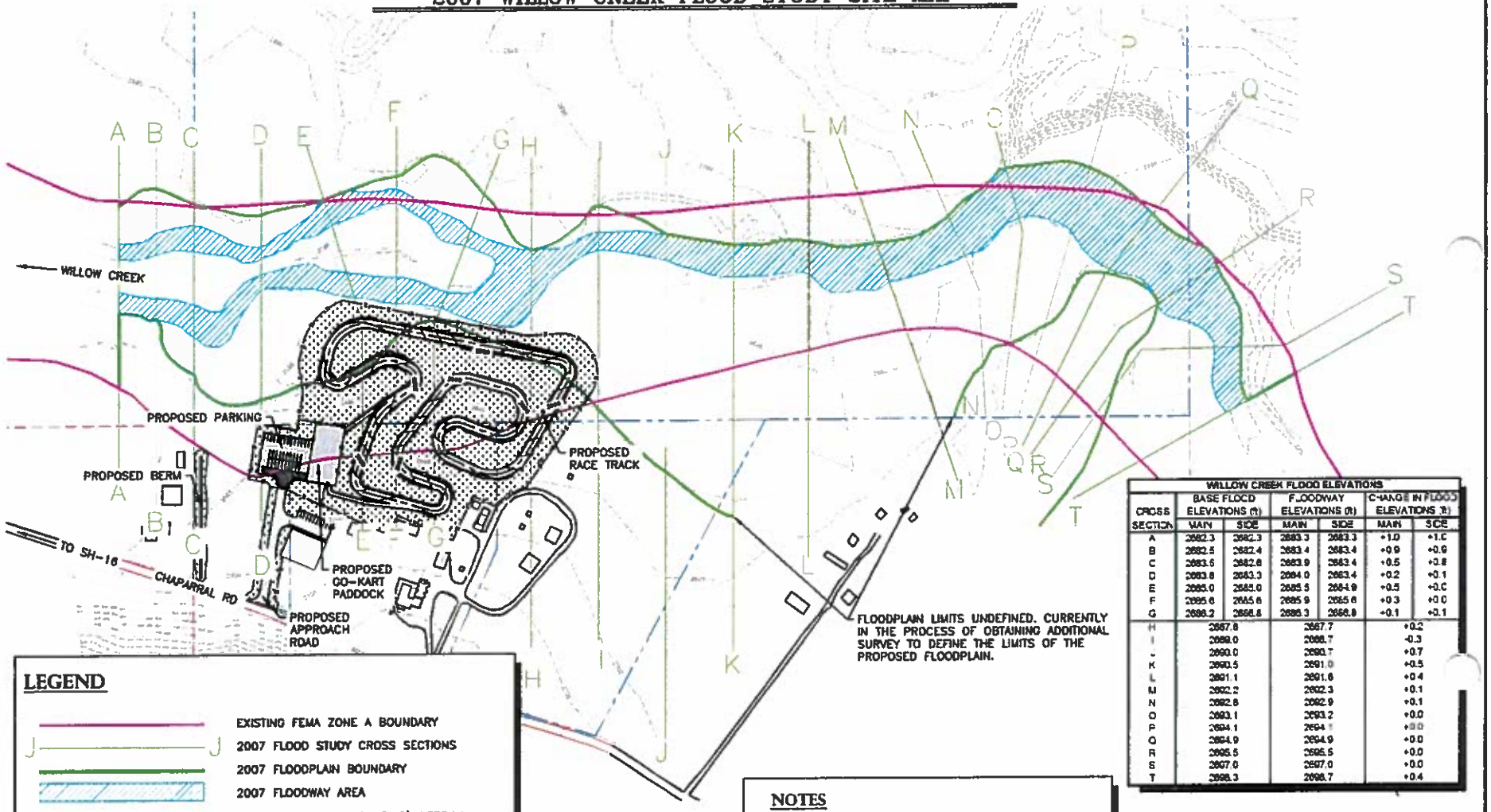
ADA COUNTY
DEVELOPMENT SERVICES

2007 WILLOW CREEK FLOOD STUDY SITE MAP



LEGEND

- EXISTING FEMA ZONE A BOUNDARY
- 2007 FLOOD STUDY CROSS SECTIONS
- 2007 FLOODPLAIN BOUNDARY
- 2007 FLOODWAY AREA
- EXISTING MAJOR CONTOUR, 5' INTERVAL
- EXISTING MINOR CONTOUR, 1' INTERVAL
- PROPOSED MAJOR CONTOUR, 5' INTERVAL
- PROPOSED MINOR CONTOUR, 1' INTERVAL

125 0 125 250
SCALE: 1" = 250'

NOTES

1. THIS EXHIBIT SHOWS THE 2007 ADA COUNTY APPROVED FLOOD STUDY LOCATIONS AND ELEVATIONS OF WILLOW CREEK. FEMA APPROVED WILLOW CREEK FLOOD STUDY WILL BE PROVIDED TO THE COUNTY PRIOR TO CONSTRUCTION WITHIN THE EXISTING FEMA ZONE A.

WILLOW CREEK FLOOD ELEVATIONS

CROSS SECTION	BASE FLOOD ELEVATIONS (ft)		FLOODWAY ELEVATIONS (ft)		CHANGE IN FLOOD ELEVATIONS (ft)	
	MAIN	SIDE	MAIN	SIDE	MAIN	SIDE
A	2682.3	2682.3	2683.3	2683.3	+1.0	+1.0
B	2682.5	2682.4	2683.4	2683.4	+0.9	+0.9
C	2683.6	2682.6	2683.9	2683.4	+0.5	+0.8
D	2683.8	2683.3	2684.0	2683.4	+0.2	+0.1
E	2685.0	2685.0	2685.5	2684.9	+0.5	+0.0
F	2685.6	2685.6	2685.9	2685.6	+0.3	+0.0
G	2686.2	2686.8	2686.3	2686.8	+0.1	+0.1
H	2687.8		2687.7		+0.2	
I	2689.0		2688.7		-0.3	
J	2690.0		2690.7		+0.7	
K	2690.5		2691.0		+0.5	
L	2691.1		2691.6		+0.4	
M	2692.2		2692.3		+0.1	
N	2692.8		2692.9		+0.1	
O	2693.1		2693.2		+0.0	
P	2694.1		2694.1		+0.0	
Q	2694.9		2694.9		+0.0	
R	2695.5		2695.5		+0.0	
S	2697.0		2697.0		+0.0	
T	2698.3		2698.7		+0.4	

T-O ENGINEERS
2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-6703
PHONE: (208) 323-2288 FAX: (208) 323-2399

E-FILE PRELIMINARY FLOOD STUDY DATE APRIL 2016 JOB 15C38

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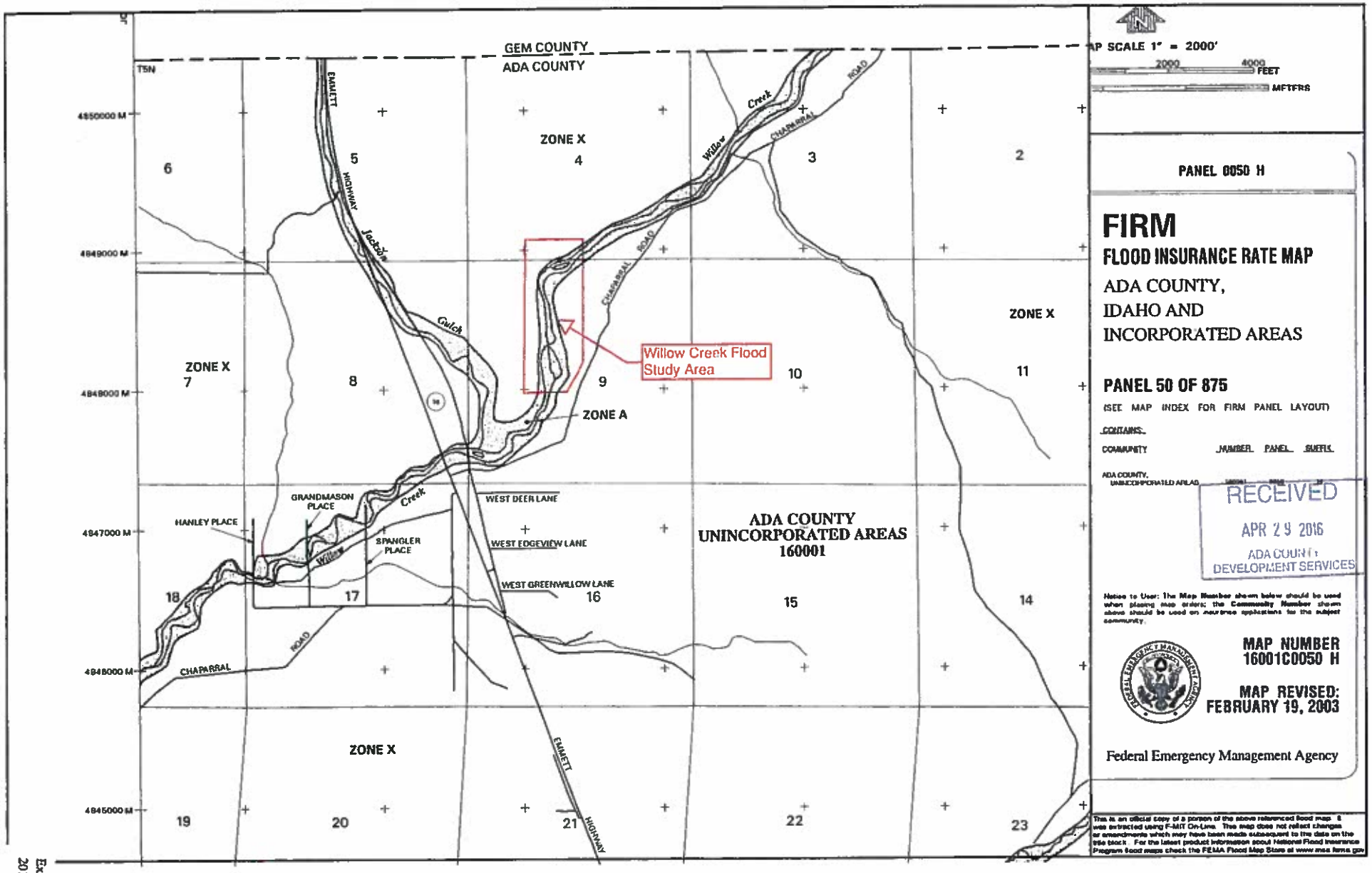
Exhibit 6.12
201600646-A (A&B)



MAP SCALE 1" = 2000'

2000 4000 FEET

METERS

PANEL 0050 H

FIRM

FLOOD INSURANCE RATE MAP

ADA COUNTY,
IDAHO AND
INCORPORATED AREAS

PANEL 50 OF 875

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ADA COUNTY, UNINCORPORATED AREAS	160001	0050	H

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DEVELOPMENT SERVICES

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
16001C0050 H

MAP REVISED:
FEBRUARY 19, 2003

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Exhibit 6.12
20160046-A (A&B)

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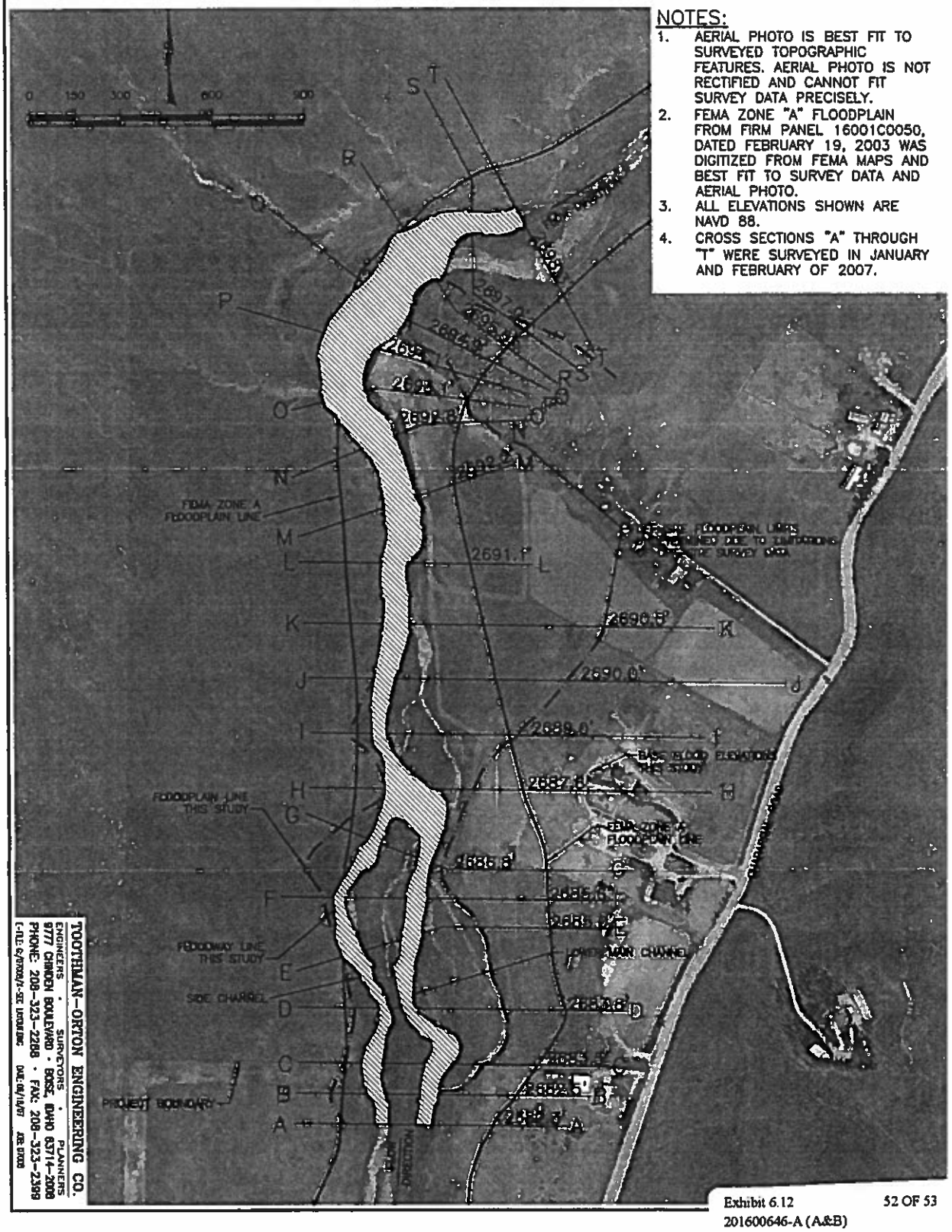
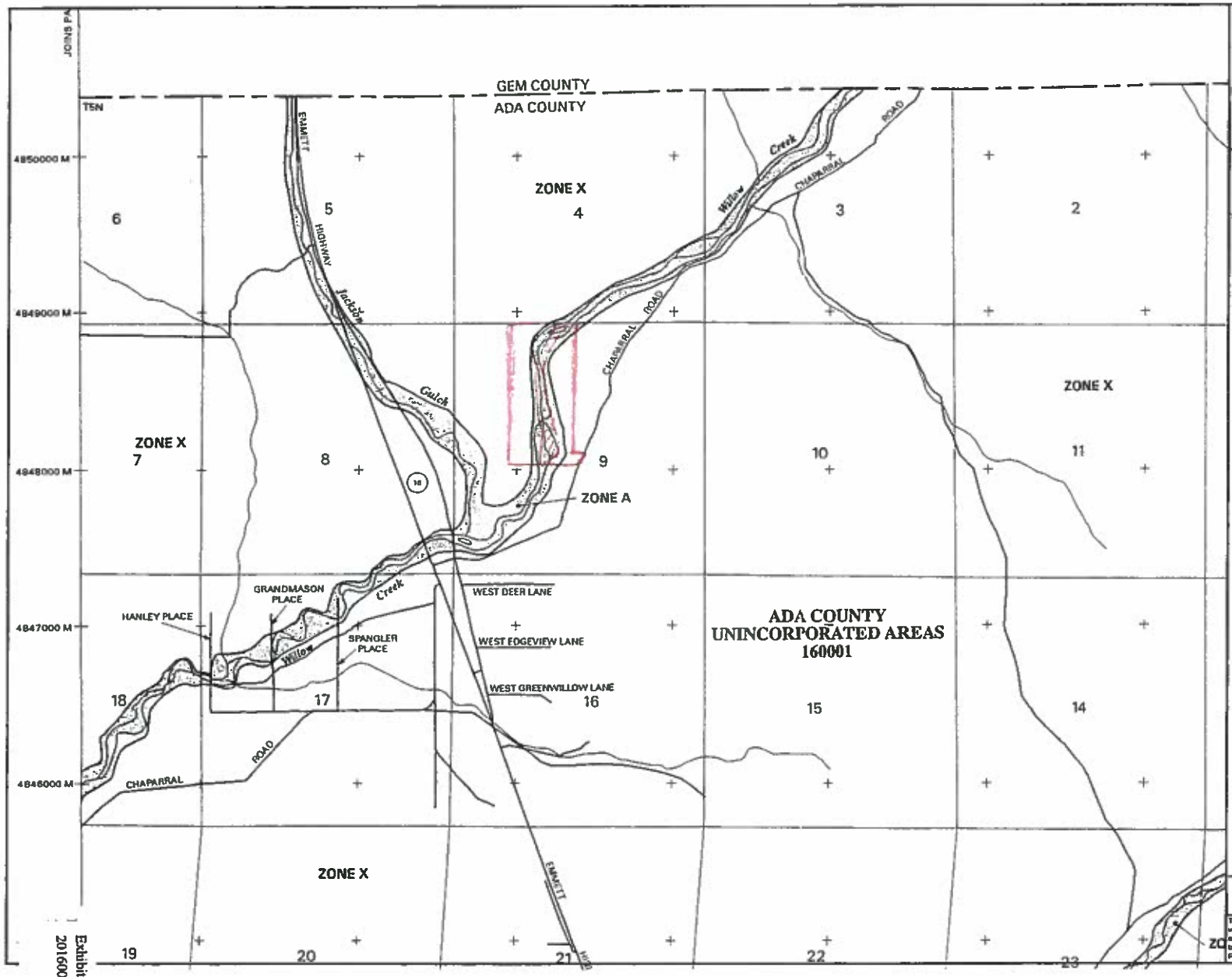
FIGURE 1.
WILLOW CREEK BASE FLOOD ELEVATIONS AND FLOODWAY DETERMINATION



NOTES:

1. AERIAL PHOTO IS BEST FIT TO SURVEYED TOPOGRAPHIC FEATURES. AERIAL PHOTO IS NOT RECTIFIED AND CANNOT FIT SURVEY DATA PRECISELY.
2. FEMA ZONE "A" FLOODPLAIN FROM FIRM PANEL 16001C0050, DATED FEBRUARY 19, 2003 WAS DIGITIZED FROM FEMA MAPS AND BEST FIT TO SURVEY DATA AND AERIAL PHOTO.
3. ALL ELEVATIONS SHOWN ARE NAVD 88.
4. CROSS SECTIONS "A" THROUGH "T" WERE SURVEYED IN JANUARY AND FEBRUARY OF 2007.

TOOTHMAN-ORTON ENGINEERING CO.
ENGINEERS • SURVEYORS • PLANNERS
9777 CHINDEN BOULEVARD • BOISE, IDAHO 83714-2008
PHONE: 208-323-2288 • FAX: 208-323-2399



MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

PANEL 0050 H

FIRM

FLOOD INSURANCE RATE MAP

ADA COUNTY,
IDAHO AND
INCORPORATED AREAS

PANEL 50 OF 875

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ADA COUNTY, UNINCORPORATED AREAS	160001	0050	H

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FEBRUARY 19, 2003

Federal Emergency Management Agency

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Exhibit 6.12
2016000646-A (A&B)

IDAHO DEPARTMENT OF FISH AND GAME
SOUTHWEST REGION
3101 South Powerline Road
Nampa, Idaho 83686

C.L. "Butch" Otter / Governor
Virgil Moore / Director

April 25, 2016

Arthur Thomas
T.O. Engineers
2471 S. Titanium Place
Meridian, Idaho 83642-6703
athomas@to-engineers.com

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APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

RE: Conditional Use Permit – Wood Go-kart Track

Dear Mr. Thomas,

The Idaho Department of Fish and Game (Department) has reviewed your request for an analysis of sensitive plant and wildlife species potentially affected by the construction and operation of a go-kart track and associated facilities. John Wood is requesting a Conditional Use Permit, Floodplain Permit, and Master Site Plan approval allowing the construction and operation of a go-kart track, paddock, 42-lot paved parking lot, four-foot chain-link fence, and landscaping on approximately 25 acres in Section 30, T1S, R1W, Boise Meridian.

Section 8-4E-4 of Ada County Code requires applicants to include a Natural Features Analysis as part of the Conditional Use Permit application. Subsection 8-4E-4D5 states:

> Sensitive Plant and Wildlife Species: Analysis of sensitive plant and wildlife species of the site including, but not limited to, those species listed in the Idaho conservation data center (state of Idaho department of fish and game).

The Department has no records of any federally listed threatened or endangered species or critical habitat within or immediately adjacent to the proposed project area, nor do we anticipate such species to be present. Additionally, the Department has no records of any Species of Greatest Conservation Need, nor do we anticipate such species to be present.

Subsection 8-4E-4D8 of the Natural Features Analysis states:

> Impact On Natural Features: The applicant shall provide a written statement explaining how the design of the plan protects or mitigates impacts on the natural features of the site.

Ada County staff have indicated that wildlife is one component of the natural features of a site. Because the site has been heavily disturbed in the past, the Department does not anticipate significant additional impacts to wildlife resources as a result of these activities.

Thank you. Please contact Rick Ward in the Southwest Regional Office at (208)475-2763 or rick.ward@idfg.idaho.gov if you have any questions.

Sincerely,

Scott Reinecker
Southwest Regional Supervisor

SR/rw
ccc: Kiefer/ HQ
R3 staff
cc: Gold file

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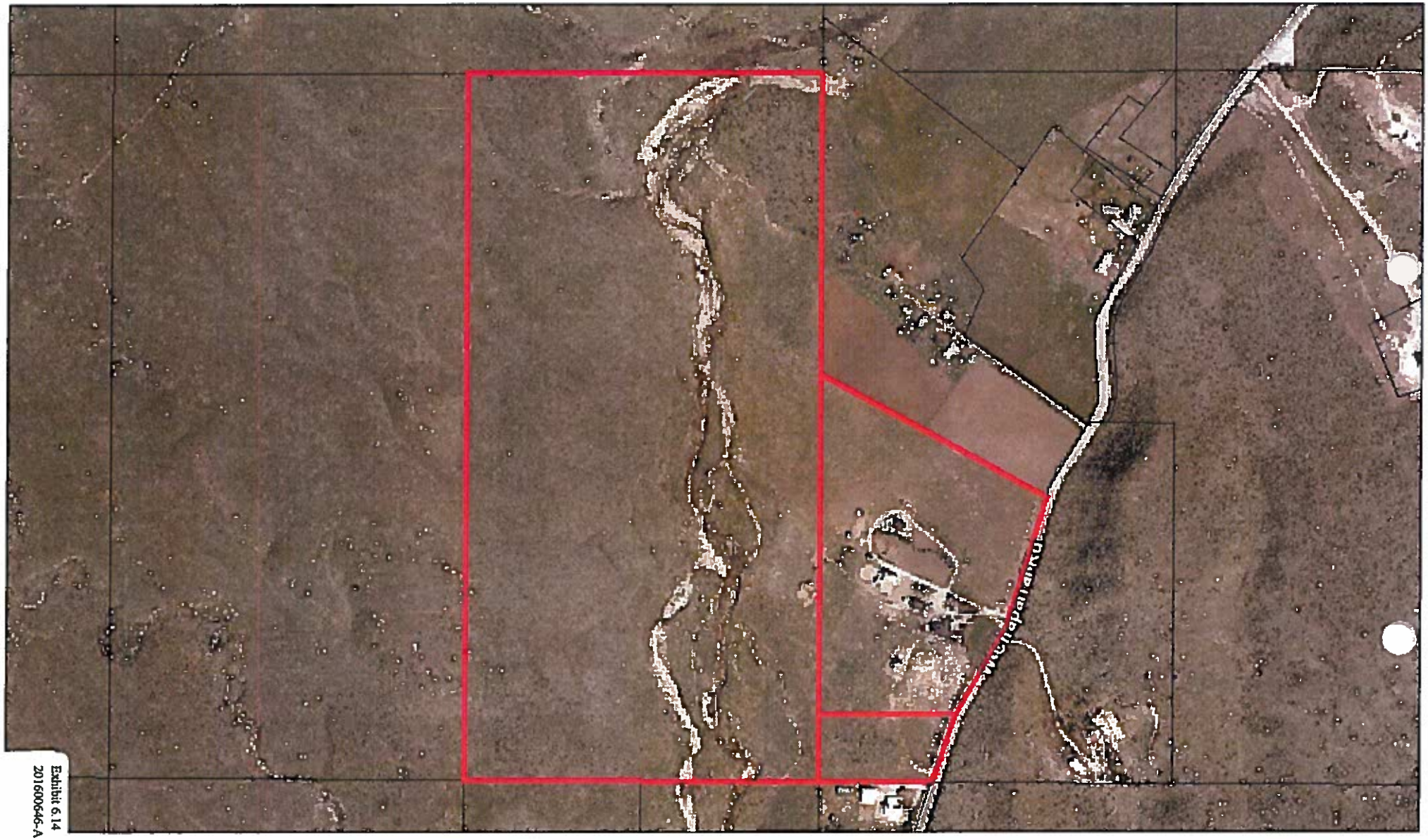
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES

201600646-CU-MSP-FP - Aerial Map



earch Results: City Limits
arcels
arcels

BOISE
EAGLE
GARDEN CITY
KUNA
MERIDIAN
STAR
Street Names
Major Streets
Parks

0 0.05 0.1 0.2 Miles

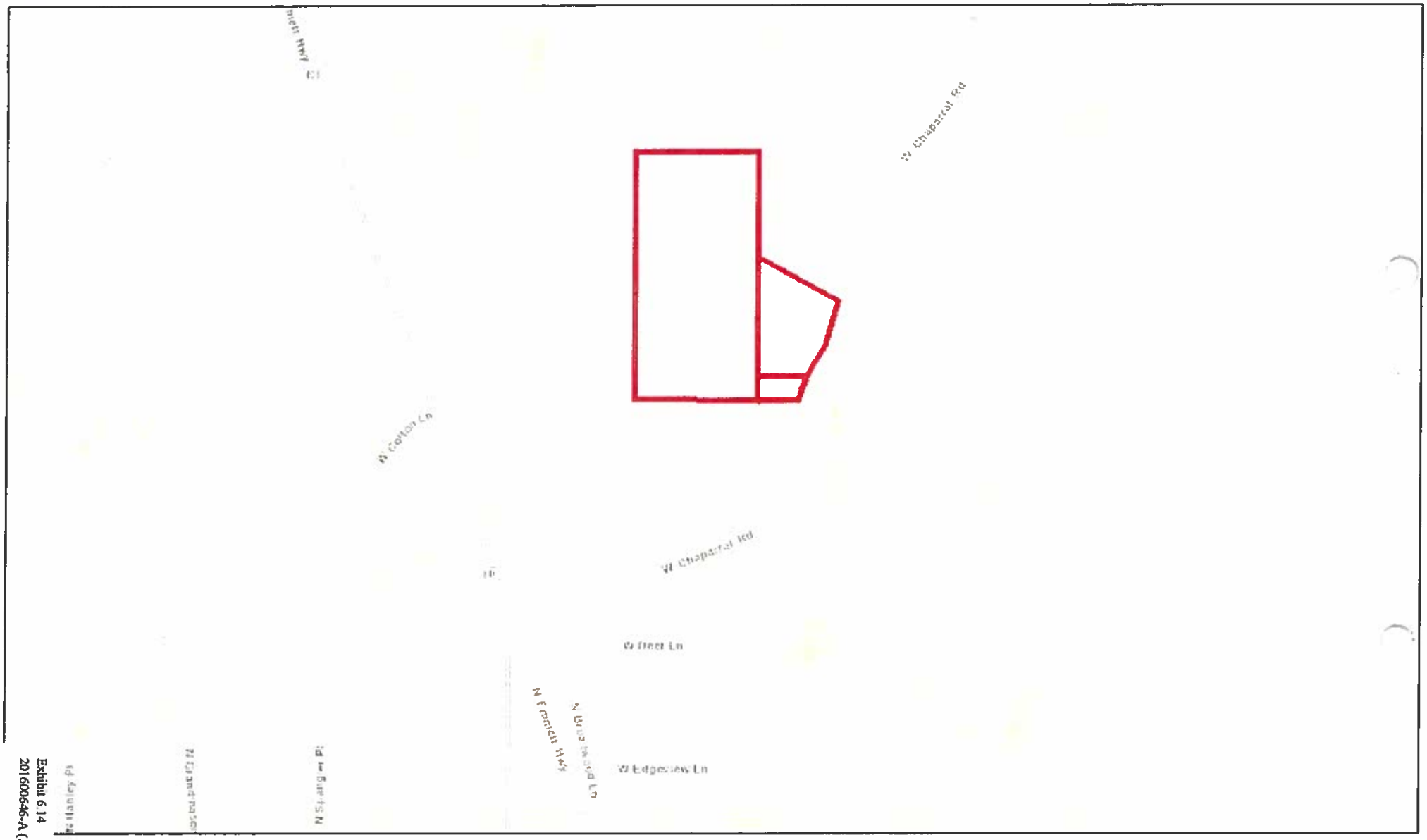
Date: 6/29/2016

N

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Exhibit 6.14
201600646-A (A&B)

201600646-CU-MSP-FP - Vicinity Map



Search Results:
Parcels
imits
BOISE

EAGLE
GARDEN CITY
KUNA

MERIDIAN
STAR
Parks

0 0.15 0.3 0.6 Miles

N

Date: 6/29/2016

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Exhibit 6.14
201600646-A (A&B)

Kristy Inselman

From:	Kristy Inselman
Sent:	Monday, May 02, 2016 5:01 PM
To:	Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Dale Ann Barton; rkinney@republicservices.com; jstuber@republicservices.com; Kristy Inselman
Cc:	Kristy Inselman
Subject:	Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-CU / FP / MSP	**X-Reference**: NONE
Description: Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers.	
Reviewing Body: P AND Z	**Hearing Date**: 7/14/2016
Applicant: T-O ENGINEERS	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 5/17/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,

KRISTY INSELMAN, ASSOCIATE PLANNER
200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

ADA COUNTY DEVELOPMENT SERVICES

Planning & Zoning Division Transmittal

To: IDAHO STATE FIRE MARSHALL	Date: 5/2/2016
File Number: 201600646-CU / FP / MSP	X-Reference: NONE

Description: Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers.

Reviewing Body: P AND Z	Hearing Date: 7/14/2016
Applicant: T-O ENGINEERS	P & Z Recommendation:

Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.

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Sincerely yours,

KRISTY INSELMAN, ASSOCIATE PLANNER (208) 287-7998 kinselman@adaweb.net
200 W Front Street, Boise ID 83702

14 ADA COUNTY DEVELOPMENT SERVICES
200 W FRONT ST RM 2125
BOISE, ID 83702

IDAHO STATE FIRE MARSHALL
ATT: NESHA PABST
700 W STATE ST FL 3RD
BOISE ID 83702

MEMORANDUM

DATE: 5/5/2016

RE: 201600646-CU/FP/MSP Chaparral Track

TO: Kristy Inselman, Associate Planner

FROM: Mark Ferm, Ada County Building Official

Summary of Project:

Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. This project will be located at 87700 W Chaparral Road.

Findings and Conditions:

The Building Division has no objection to the proposed use of the land however the applicant should be aware that the structure to be used for storage will require a building permit for a change for a change of use and occupancy. Plans prepared by a licensed Architect and Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be nessasary along with the permit application.

Conclusion:

Approved with listed conditions.

Mark Ferm
Ada County Building Official
200 W Front Suite 2125
Boise Idaho 83702
Phone 287-7910

markf@adaweb.net

Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
Fax 208.287.7909
www.adacounty.id.gov

Department Divisions
Building
Engineering & Surveying
Permitting
Planning & Zoning

Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

May 9, 2016

John Wood
8700 W. Chaparral Road
Eagle, ID 83616

RE: PROJECT NO.**201600646-CU-MSP-FP; John Wood**

Dear Mr. Wood;

This is to notify you that your application has been scheduled to be heard by the Ada County Planning & Zoning Commission on **July 14, 2016.** This hearing will begin at 6:00 p.m. and will be held in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID. You or your representative must be present.

A copy of the staff report will be sent to you prior to the meeting. Please contact me if you have any questions or comments regarding this application, the staff report, or any conditions, which may be attached to the staff report.

In accordance with State law, "**Notice of Public Hearing**" must be posted on the site. Ada County recently amended the code to require the applicant to post the sign.

If the property is not posted correctly or the certification form is not submitted to Development Services at least seven (7) days prior to the public hearing, the application will be tabled until the next available hearing date. The sign is required to be posted ten (10) days in advance of the hearing. The certification form is available to download on our website at www.adaweb.net/DevelopmentServices.

The sign is required to be taken down no later than three (3) days after the final decision. If there are multiple hearings on the application, the sign **does not** need to be taken down between hearings. However, the sign will need to be updated with the new hearing dates as the application goes through the hearing process.

I can be reached at 287-7998 or via email at kinselman@adaweb.net.

Sincerely,

Kristy Inselman

Kristy Inselman
Associate Planner
Ada County Development Services, Planning & Zoning Division

Cc: Nancy Merrill
David Sterling, TO-Engineers

Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
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Fax 208.287.7909
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Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

May 9, 2016

Jode P. Stella
8754 Chaparral Rd.
Eagle, ID 83616

RE: Comments relating to Project #201600646 CU-MSP-FP; John Woods

Dear Ms. Stella,

Thank you for your comments in your letter dated April 25, 2016 (see attached). These comments will be exhibited as part of the public record and will be considered during the public hearing process.

We invite you to attend the public hearings and to provide any additional comments you may have. You will receive written notice of the public hearing, when it is scheduled, if you own property within 1,000 feet of the subject property. Registered neighborhood associations whose boundaries include the subject property will also receive notification.

If you have any questions or need further information, please do not hesitate to contact our office at (208) 287-7998 or via email at kinselman@adaweb.net.

Sincerely,

Kristy Inselman

Kristy Inselman
Associate Planner
Ada County Development Services, Planning & Zoning Division

Cc: File

CENTRAL DISTRICT HEALTH DEPARTMENT

CENTRAL DISTRICT HEALTH DEPARTMENT

Environmental Health Division

RECEIVED
MAY 19 2016
ADA COUNTY DEVELOPMENT SERVICES

Return to:
- ☒ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Kuna
- ☐ Meridian
- ☐ Star

Rezone # _____

Conditional Use # 201600646-CU/FP/MSP

Preliminary / Final / Short Plat _____

Sect. 9

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. We will require more data concerning soil conditions on this Proposal before we can comment.

☐ 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
- ☐ high seasonal ground water
- ☐ waste flow characteristics
- ☐ bedrock from original grade
- ☐ other _____

☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.

☐ 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
- ☐ central sewage
- ☐ community sewage system
- ☐ community water well
- ☐ interim sewage
- ☐ central water
- ☐ individual sewage
- ☐ individual water

☐ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
- ☐ central sewage
- ☐ community sewage system
- ☐ community water
- ☐ sewage dry lines
- ☐ central water

☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.

☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 12. We will require plans be submitted for a plan review for any:
- ☐ food establishment
- ☐ swimming pools or spas
- ☐ child care center
- ☐ beverage establishment
- ☐ grocery store

☐ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

☒ 14. An accessory use application is required. Any food sales or donation may require permitting

Reviewed By: Lori Brady

Date: 5/13/16

Exhibit 6.19
201600646-A (A&B)

15726-001EH1111

Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
Fax 208.287.7909
www.adacounty.id.gov

Department Divisions
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Permitting
Planning & Zoning

Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

May 25, 2016

Dear Property Owner:

LEGAL NOTICE IS HEREBY GIVEN THAT the Ada County Planning & Zoning Commission will hold a public hearing on **July 14, 2016**, at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear the following:

201600646-CU-MSP-FP, John Wood: A conditional use, master site plan, and floodplain application to allow the applicant to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 square foot asphalt track, landscaping, and recycled asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage of material and equipment for the go cart track. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property is located at 21000 S. Pleasant Valley Rd. and contains 80 acres; Section 21, T.1N, R.2E.

Contact Kristy Inselman, Associate Planner, at 287-7998 or kinselman@adaweb.net for more information.

This is an Official Notice of Public Hearing regarding the use of a property near your own. You have been notified because records indicated that you own property near or within 2640' of the applicant's project boundary. You are invited to attend the public hearing and offer your comments for consideration. If you are unable to attend, you may send comments to our office before the hearing date, and they will be entered in the public hearing record.

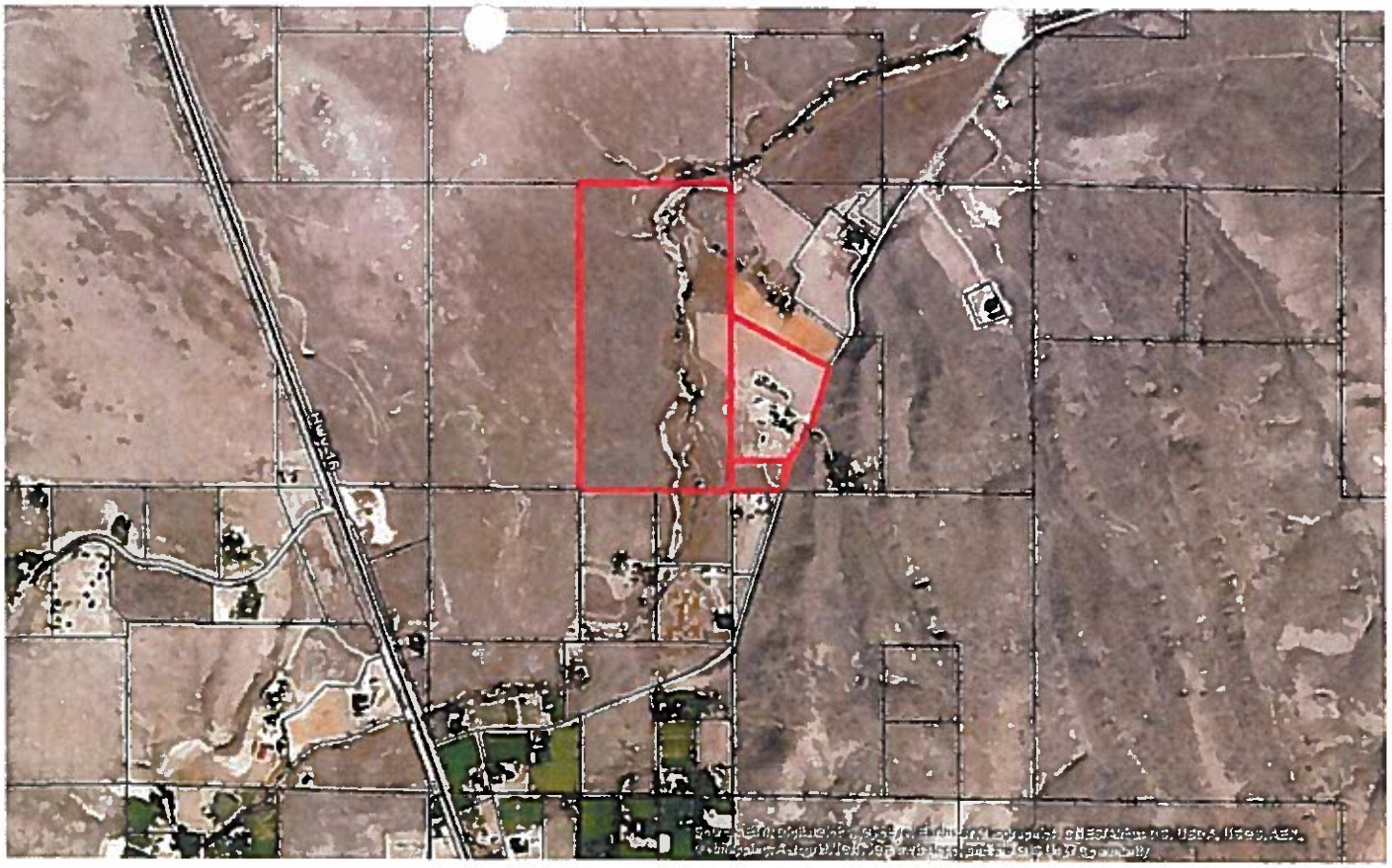
This application can be viewed online by completing the following:

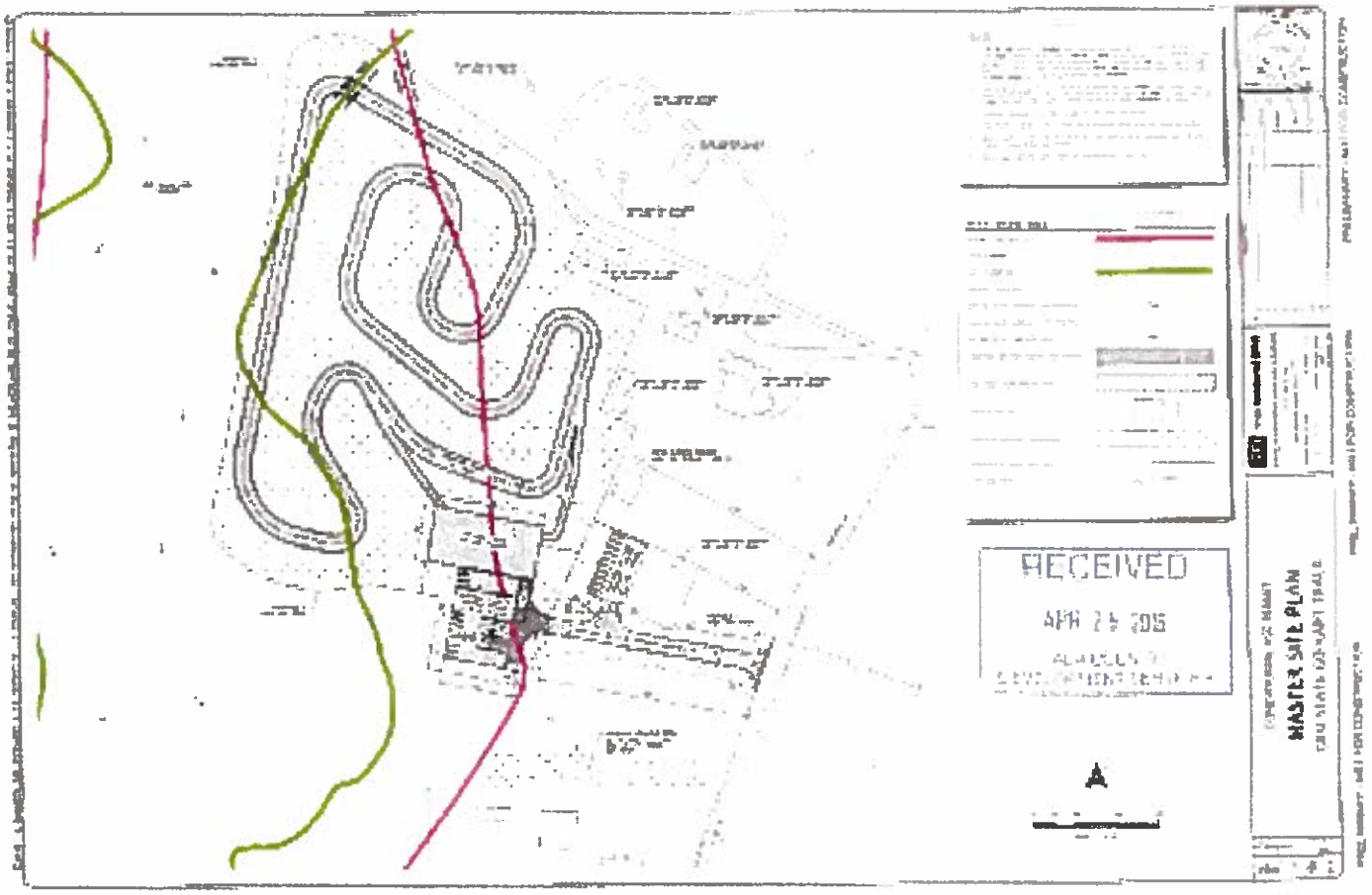
1. **Type gisx.adaweb.net/acdsv2/**
2. **Enter "201600646-CU" in search application by file number**
3. **Click on 'Application Information'**
4. **Review documents by clicking on 'Supporting Documents'**

Five (5) days prior to the hearing you can go the www.adacounty.id.gov to view the agenda or staff report.

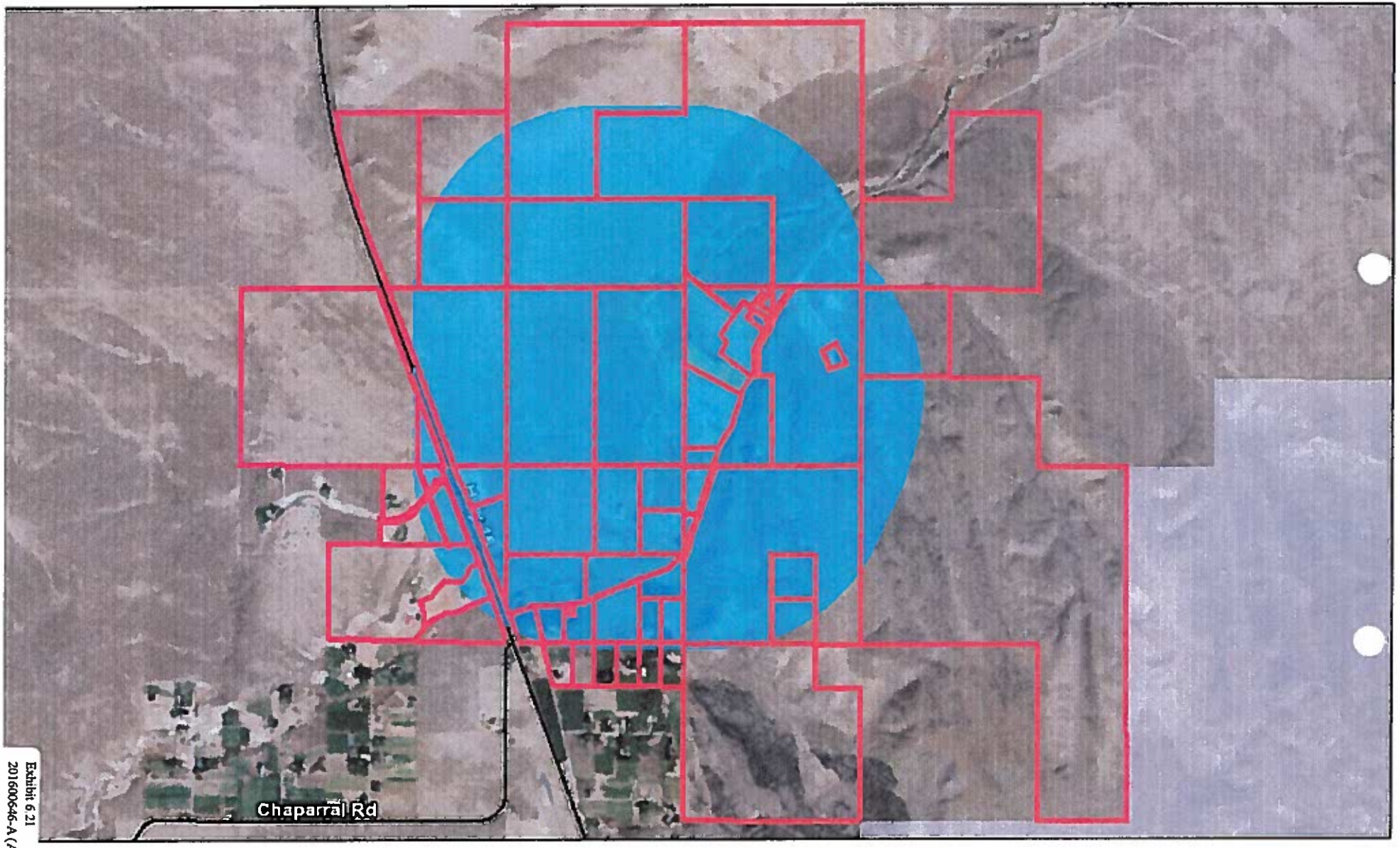
NOTES:

- This item may not be heard at the scheduled time of 6:00 p.m. as multiple items may be considered during the hearing.
- Video, audio, PowerPoint, or other computer-generated visuals used to present testimony, must be provided to the Planner ½ hour prior to the start of the hearing: file format compatibility cannot be guaranteed.
- Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 three days prior to this public hearing to make arrangements.




RECEIVED
APR 25 2016
MASTER SOIL PLAN
A

201600646-CU-MSP-FP- Radius Map



earch Results:
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DISE

EAGLE
GARDEN CITY
KUNA

MERIDIAN
STAR
Major Streets

Parks

0 0.2 0.4 0.8 Miles

Date: 5/25/2016

N

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Exhibit 6.21
201600646-A (A&B)

1 OF 3

PRIMOWNER	SECOWNER	ADDCONCAT	STATCONCAT
ARANT JEFFREY L &	DEBORAH K	9660 N BROADWOOD RD	EAGLE, ID 83616-0000
BENNETT CYNTHIA A &	SCHWEIZER EDWARD B	PO BOX 986	MERIDIAN, ID 83680-0000
BENSINGER DAVID W &	DEBORAH R	7258 N SPRINGCREST PL	MERIDIAN, ID 83646-0000
CAVEN JERRY L		911 E WINDING CREEK AVE STE 100	EAGLE, ID 83616-0000
CHAPARRAL WATER ASSN INC		8875 W DEER LN	EAGLE, ID 83616-0000
COE BRETT		9195 W DEER LN	EAGLE, ID 83616-0000
COLTON RANCH HOA INC		10707 W COLTON LN	EAGLE, ID 83616-0000
COX RALPH WE III		10103 W COLTON LN	EAGLE, ID 83616-0000
DAHL SHEEP LLC		1036 E IRON EAGLE DR STE 100	EAGLE, ID 83616-0000
DOCKSTADER WESLEY D		9335 HWY 44	MIDDLETON, ID 83644-7638
FLYNN LONNIE L &	KIMBERLY D	8660 W CHAPARRAL RD	EAGLE, ID 83616-0000
HALLSTROM ERIC L &	KANDY L	8669 W CHAPARREL RD	EAGLE, ID 83616-0000
HARDIN JANET G		225 MILL RD	CLEARWATER, ID 83552-0000
HIGHLAND LIVESTOCK & LAND CO LTD		PO BOX 488	EMMETT, ID 83617-0488
IP IRREVOCABLE TRUST		104 E 44TH ST	GARDEN CITY, ID 83714-0000
JONES BROOKE A		8249 W CHAPARRAL RD	EAGLE, ID 83616-0000
JONES JERRY L &	ELIDA	9191 W CHAPARRAL RD	EAGLE, ID 83616-1415
JORGENSEN ROGER K &	ELIZABETH D	10124 W COLTON LN	EAGLE, ID 83616-0000
KIMBALL CALLY W		2608 E AMITY AVE	NAMPA, ID 83687-0000
KOOP NATHAN M &	HEATHER M	6660 W BARSTOW AVE	FRESNO, CA 93723-0000
LEAKE ROBERT B &	SVETLANA V	8919 W DEER LN	EAGLE, ID 83616-0000
LINDSEY CAROLYN L		9091 W DEER LN	EAGLE, ID 83616-0000
LITTLE ENTERPRISES LTD PARTNERSHIP		PO BOX 488	EMMETT, ID 83617-0488
LUCKOW GINA &	KERSEY BEVERLY	8968 W DEER LN	EAGLE, ID 83616-0000
LYNN MARJORIE JOY &	MARK & MARJORIE TRUST B	4050 W CHAPARRAL RD	EAGLE, ID 83616-0000
LYNN WADE &	SHELLY	8774 W CHAPARRAL RD	EAGLE, ID 83616-1414
MCFADDAN LYLE L		8600 W CHAPARRAL RD	EAGLE, ID 83616-1432
MILLER DON C		9611 N BROADWOOD LN	EAGLE, ID 83616-0000
MINOR WILLIAM T &	DOROTHY J	8889 W CHAPARRAL RD	EAGLE, ID 83616-1415
EIL JOHN J &	TONIA	PO BOX 376	EAGLE, ID 83616-0000
K HAMPTON LLC		3390 W FLINT DR	EAGLE, ID 83616-0000
HARD MERT G &	DEBORA L	9390 W CHAPARRAL RD	EAGLE, ID 83616-1414
VARD SANDRA L &	SCOTT A	8875 W DEER LN	EAGLE, ID 83616-0000

SPENCER JANE K		10059 N HWY 16	EAGLE, ID 83616-0000
SPENCER JUSTIN		10055 N HWY 16	EAGLE, ID 83616-1425
STELLA JODE P		8754 W CHAPARRAL RD	EAGLE, ID 83616-1414
STOGDELL JEB &	TERESA REBECA	8830 W DEER LN	EAGLE, ID 83616-0000
USA (BUREAU OF LAND MANAGEMENT)		1387 S VINNELL WAY	BOISE, ID 83709-0000
WALDRON PHILIP T &	LORA A	9500 N BROADWOOD LN	EAGLE, ID 83616-0000
WHITTEMORE FAMILY REVOCABLE TRUST		9105 W DEER LN	EAGLE, ID 83616-1417

MEMORANDUM

DATE: May 26, 2016

RE: Recommendation Regarding File201600646 CU MSP FP, Go Kart Track at 8700 W/ Chaparral Rd, Eagle, ID

TO: Kristy Inselman, Associate Planner

FROM: Angela Gilman, Ada County Engineer

Kristy,

Per your request I have reviewed the project referenced above. The documents reviewed include:

- Detailed Letter
- Site Plan
- Flood Study dated June, 2007

My comments and Conditions of Approval are as follows:

The proposed use of recycling asphalt for the approach road and parking area is acceptable.

Flood Hazard

The documents submitted are acceptable. In addition, in accordance with Ada County Code Section 8-3F-8-2B, New Development or Substantial Improvement – A/D Zones, a LOMC shall be prepared, submitted to, and approved by FEMA prior to issuance of any building permit. Please provide documentation that this process has been completed.

Drainage

A Drainage Study and Drainage Plan need to be submitted in accordance with Ada County Code 8-4A-11.

All drainage from the proposed improvements shall be retained on site, during and after construction, so as to not negatively impact adjacent properties.

The applicant/engineer of record shall schedule a final inspection with me, the County Engineer, upon completion of the project.

At the conclusion of the approved work, the engineer of record shall submit a letter to me stating that the work has been executed in compliance with the approved plans.

Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
Fax 208.287.7909
www.adacounty.id.gov

Department Divisions
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Engineering & Surveying
Permitting
Planning & Zoning

Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

May 27, 2016 - REVISED

Dear Property Owner:

LEGAL NOTICE IS HEREBY GIVEN THAT the Ada County Planning & Zoning Commission will hold a public hearing on **July 14, 2016**, at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear the following:

201600646-CU-MSP-FP, John Wood: A conditional use, master site plan, and floodplain application to allow the applicant to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 square foot asphalt track, landscaping, and recycled asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage of material and equipment for the go cart track. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property is located at **8700 W. Chaparral Rd. and contains 100.25 acres; Section 9, T.5N, R.1W**.

Contact Kristy Inselman, Associate Planner, at 287-7998 or kinselman@adaweb.net for more information.

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2. **Enter "201600646-CU" in search application by file number**
3. **Click on 'Application Information'**
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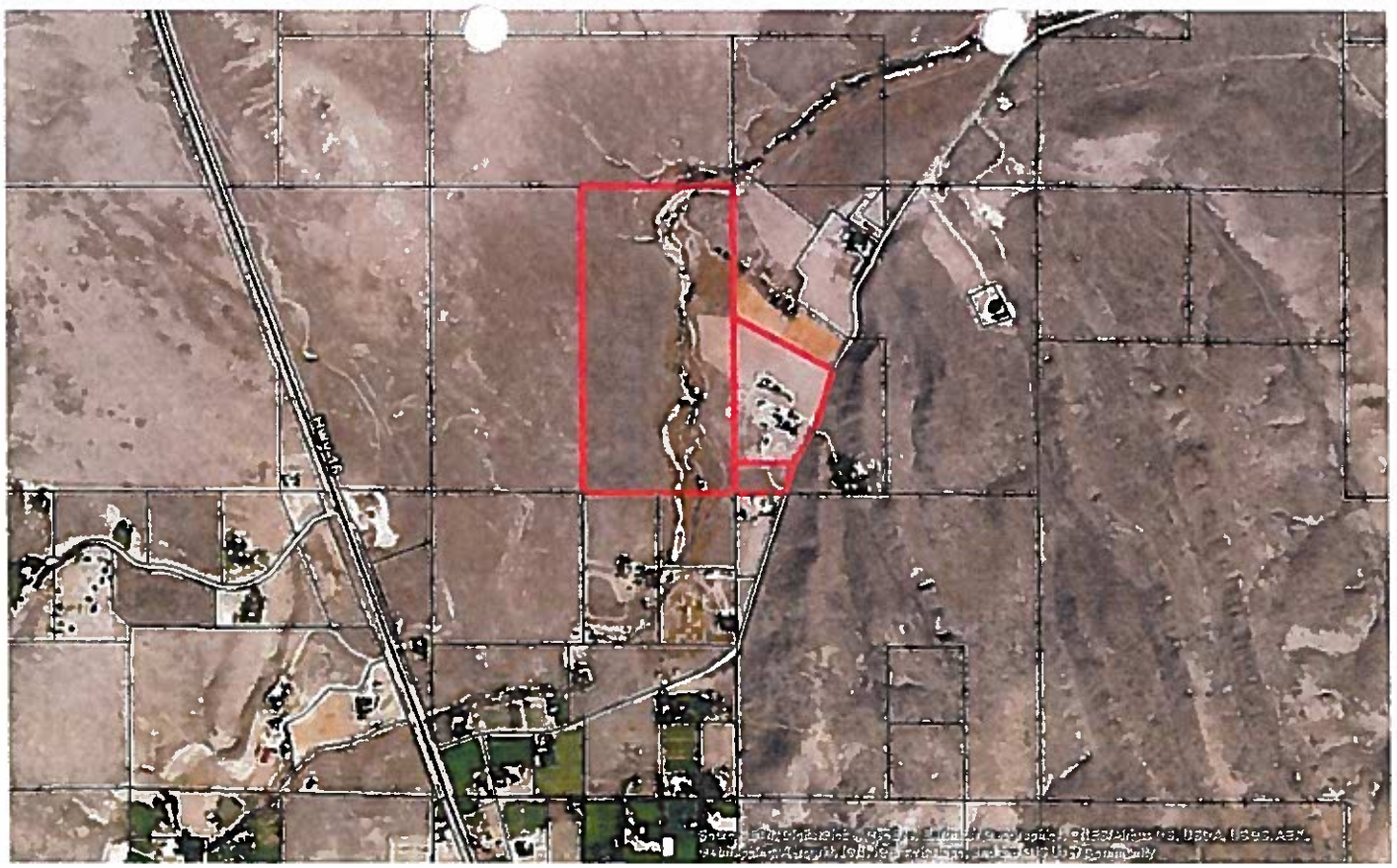

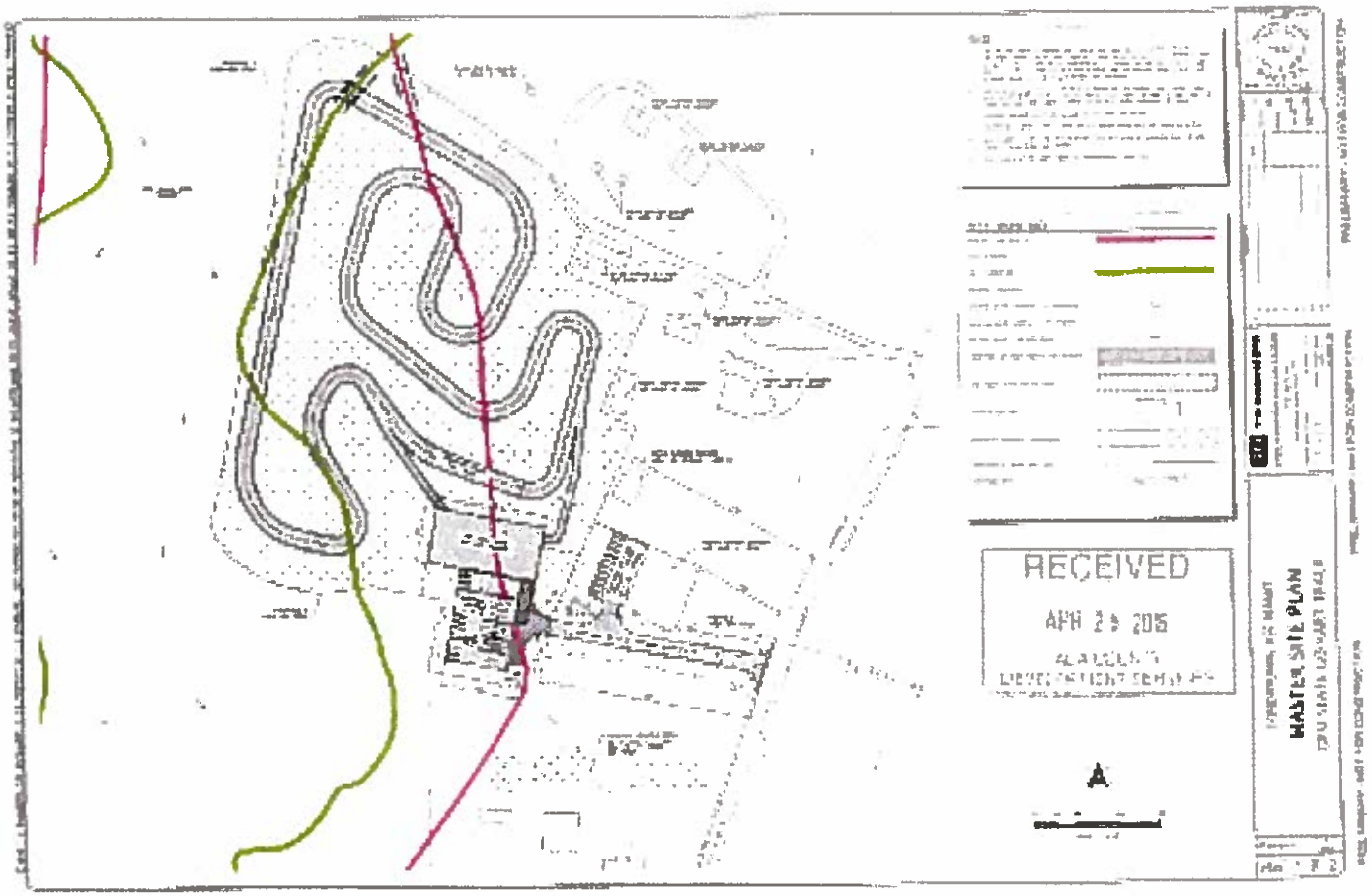
RECEIVED
APR 2 5 2016
MASTER SITE PLAN
A

RECEIVED
JUN 22 2016
ADA COUNTY
DEVELOPMENT SERVICES

June 13,2016

Janet S. Hardin, 225 Mill Rd, Clearwater, ID 83552

Dear Ms. Leatherman and Ada County Planning and Zoning Committee:

Thank you for the notification of the proposed Go-Kart track. I inherited the property on Chaparral Rd within 2640' Of the applicant's project boundary from my mother's estate and may build on it someday. It is zoned for Agriculture and rural Preservation. The neighborhood is quiet and there is a lot of wild life; such as deer, turkeys, quail, white owls, and badgers. It is far enough from the city to see the stars at night. Big lights around a track would ruin the view at night.

All of the property where the go-cart is proposed to go is zoned for Rural Preservation. There are homes and farm land properties in that very area. The noise will disturb the cattle, horses, goats and wild life, let alone the people who moved out there for a quiet rural community to live in. Five to fifteen carts, as the applicant has proposed would make a lot of noise. People yelling to encourage the riders would also be noisy. Tracks made of asphalt would be unsafe for the natural creek bed that runs through that area in the spring. The last range fire that started from fireworks, nearly wiped out homes, including my mother's home at that time. People had to evacuate their homes. The Eagle fire department fought it and risked their lives getting it out. If it had not been for people keeping the wild grasses mowed around their properties, they would have lost their homes.

A Go- Kart establishment with such plans as you have mentioned; special activities of races, would cause a lot of fire hazard from sparks from the cars and lighted cigarettes from those viewing the kids, and more than likely, fireworks on the 4th of July. Portable toilets would be unsightly for the neighborhood, and smelly for the homes located nearby.

Five to twenty participants and guests per event/class are estimated, with up to four volunteers. The applicant proposes to operate Wednesday through Sunday, (9AM to 8PM), which causes more traffic before and after these proposed hours. Please consider the safety and livelihood of pets and cattle, horses and sheep, let alone families wanting a peaceful atmosphere and early evenings to rest.

My husband, Joel and I are against changing the zoning from RP (Rural Preservation) to a noisy Go-Kart track. I urge you to keep the zoning as it is and not allow a recreational park of any kind be built in the nice quiet area which was set aside for Agriculture.

Sincerely,

Janet S. Hardin

Joel C Hardin

Joel Hardin and Janet Steiner Hardin

3 copies-county Com

LEGAL NOTICE OF PUBLIC HEARING Legal notice is hereby given that the Ada County Planning and Zoning Commission will hold a public hearing on July 14, 2016 at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear a request for: 201600646-CU-MSP-FP, JOHN WOOD; Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recycled asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property contains 100.25 acres and is located at 8700 W. Chaparral Rd., Eagle, ID 83616 in Section 9, T. 5N, R. 1W. Kristy Inselman 287-7998. 201600664-S, RILEY PLANNING SERVICES; A preliminary plat application for a four (4) lot residential subdivision. The property contains 20.91 acres and is located at 60 W. Beacon Light Rd., Eagle, ID 83616 in Section 32, T. 5N, R. 1E. Brent Danielson 287-7913. 201600795-ZC-DA-MSP, DAVE EVANS CONSTRUCTION; Zoning ordinance map amendment, master site plan and development agreement application for a 120-unit multi-family development with a clubhouse and playground. The applicant is also seeking to rezone the property from R6 to R20 for the multi-family portion with C2 zoning at the intersection to be developed in the future. The applicant is proposing 253 parking stalls and access onto both W. Lake Hazel Road and S. Maple Grove Road. The property contains 8.876 acres and is located at the southwest corner of W. Lake Hazel Road and S. Maple Grove Road at 6267 S. Maple Grove Rd. Boise, ID 83709 in Section 2, T. 2N, R. 1E. Kristy Inselman 287-7998. 201600840-CU-MSP, CUSTOM STEEL STRUCTURES; Proposed 2,500 square foot storage building, 2,000 square foot covered parking area, and 400 square foot glass showroom for vehicles. The property contains 2 acres and is located at 4471 & 4473 S. Henry Rd., Boise, ID 83709 in Section 30, T. 3N, R. 2E. Diana Sanders 287-7905. Staff Reports Available On-Line 5 Days before Hearing Date - adaweb.net Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 or 287-7979 (TDD) by 5:00 p.m. three days prior to this public hearing so that arrangements can be made. ADA COUNTY PLANNING AND ZONING COMMISSION Mark Perfect Planning & Zoning Administrator Pub. June 28, 2016 **Publish Dates:** 6/28/2016 -7/12/2016

Kristy Inselman

From: Christy Little <Clittle@achdidaho.org>
Sent: Tuesday, June 28, 2016 1:34 PM
To: Kristy Inselman; Stacey Yarrington; Mindy Wallace
Cc: Dawn Battles
Subject: RE: Ada County Application Transmittal Notice.

Kristy – Looks like this one got stuck in a pile. I don't know if we can get a formal letter to you by Friday, but here is what I see:

1. Driveway is okay, and will need to be paved 30-feet back.
2. Chapparral pavement looks good, and we won't require any improvements.
3. Trip generation is difficult to determine based on the use. There are two trips generated per vehicle that comes to the site (one coming/one leaving). Typically with this type of use, there are multiple customers to a vehicle. Employees also generate trips, as do trash and services though those are limited.
4. The applicant will have to pay impact fees, and we will have to work with them on this calculation.

Thanks!
Christy

From: Kristy Inselman [mailto:kinselman@adaweb.net]
Sent: Tuesday, June 28, 2016 10:16 AM
To: Christy Little; Stacey Yarrington; Mindy Wallace
Subject: FW: Ada County Application Transmittal Notice.

Good morning all!
Could one of you let me know who is working on this application? I need to get my packet submitted this Friday. Thank you! =)

Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

From: Kristy Inselman
Sent: Monday, May 02, 2016 5:01 PM
To: Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Dale Ann Barton; rkinney@republicservices.com; jstuber@republicservices.com; Kristy Inselman
Cc: Kristy Inselman
Subject: Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-CU / FP / MSP	**X-Reference**: NONE
Description: Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers.	
Reviewing Body: P AND Z	**Hearing Date**: 7/14/2016
Applicant: T-O ENGINEERS	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 5/17/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,
KRISTY INSELMAN, ASSOCIATE PLANNER
200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

Kristy Inselman

From: Knute Sandahl <Knute.Sandahl@doi.idaho.gov>
Sent: Wednesday, June 29, 2016 9:14 AM
To: Kristy Inselman; Cecily Willerton; Tom Mroz
Subject: RE: Ada County Application Transmittal Notice.

Kristy,

Thank you for the opportunity to comment. Since I'm familiar with this area, you might want to include the Star Fire Protection District for their comments as this is in their fire district.

From our perspective, the greatest risk would be from fast moving wildfires. I would recommend no less than a 30' "green" space around the property, especially buildings. Based on the information provided, the only building would be classified as a S-1 (moderate hazard storage) The 2012 edition of the International Fire Code, as adopted by the State of Idaho does not require the installation of automatic fire sprinklers based on its square footage and use. General fire safety requirements would apply, ie fire extinguishers, fuel storage, etc.

If you have any further questions, please feel free to contact me.

Knute C. Sandahl
State Fire Marshal
700 W. State Street, 3rd Floor
Boise, Idaho 83720
(208) 334-4370 Office
(208) 921-7838 Cell

From: Kristy Inselman [mailto:kinselman@adaweb.net]
Sent: Tuesday, June 28, 2016 5:30 PM
To: Cecily Willerton <cwillerton@adaweb.net>; Knute Sandahl <Knute.Sandahl@doi.idaho.gov>; Tom Mroz <Tom.Mroz@doi.idaho.gov>
Subject: FW: Ada County Application Transmittal Notice.

Good afternoon,
Could you please comment on the proposed go cart track application below regarding fire safety? They are located in the WUFI. Any comment or information would be greatly appreciated. Please let me know if you have any questions or concerns. Thank you.

Ada County 2025
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www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St.,
Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

From: Kristy Inselman
Sent: Monday, May 02, 2016 5:01 PM
To: Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Dale Ann Barton; rkinney@republicservices.com; jstuber@republicservices.com; Kristy Inselman
Cc: Kristy Inselman
Subject: Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-CU / FP / MSP	**X-Reference**: NONE
Description: Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers.	
Reviewing Body: P AND Z	**Hearing Date**: 7/14/2016
Applicant: T-O ENGINEERS	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 5/17/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,
KRISTY INSELMAN, ASSOCIATE PLANNER
200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

Kristy Inselman

From: Salvatore Iovino <siovino@its-llc-us.com>
Sent: Wednesday, June 29, 2016 11:07 AM
To: Kristy Inselman
Subject: Kart Track

Kristy,

Let me take a quick second and introduce myself. My name is Salvatore Iovino and I am currently a resident of Atlanta, GA. My family and often visit Idaho and the Boise area about two times per month due to my own racing schedule. Karting for kids is an awesome experience and brings a family together for fun, laughs and learning.

Being an outsider to the Boise area, my family and I have found limited to do and not a lot of attractions. We personally believe the track on Chaparral Rd would be huge benefit to the community and help create a visitor attraction, since attractions are limited in Boise.

Have a blessed day and thank you for your time!

Thanks in Advance,

Salvatore Iovino
Director of Operations
(404) 782-4558
200 Rope Mill Parkway STE 1
Woodstock, GA 30028
www.its-llc-us.com

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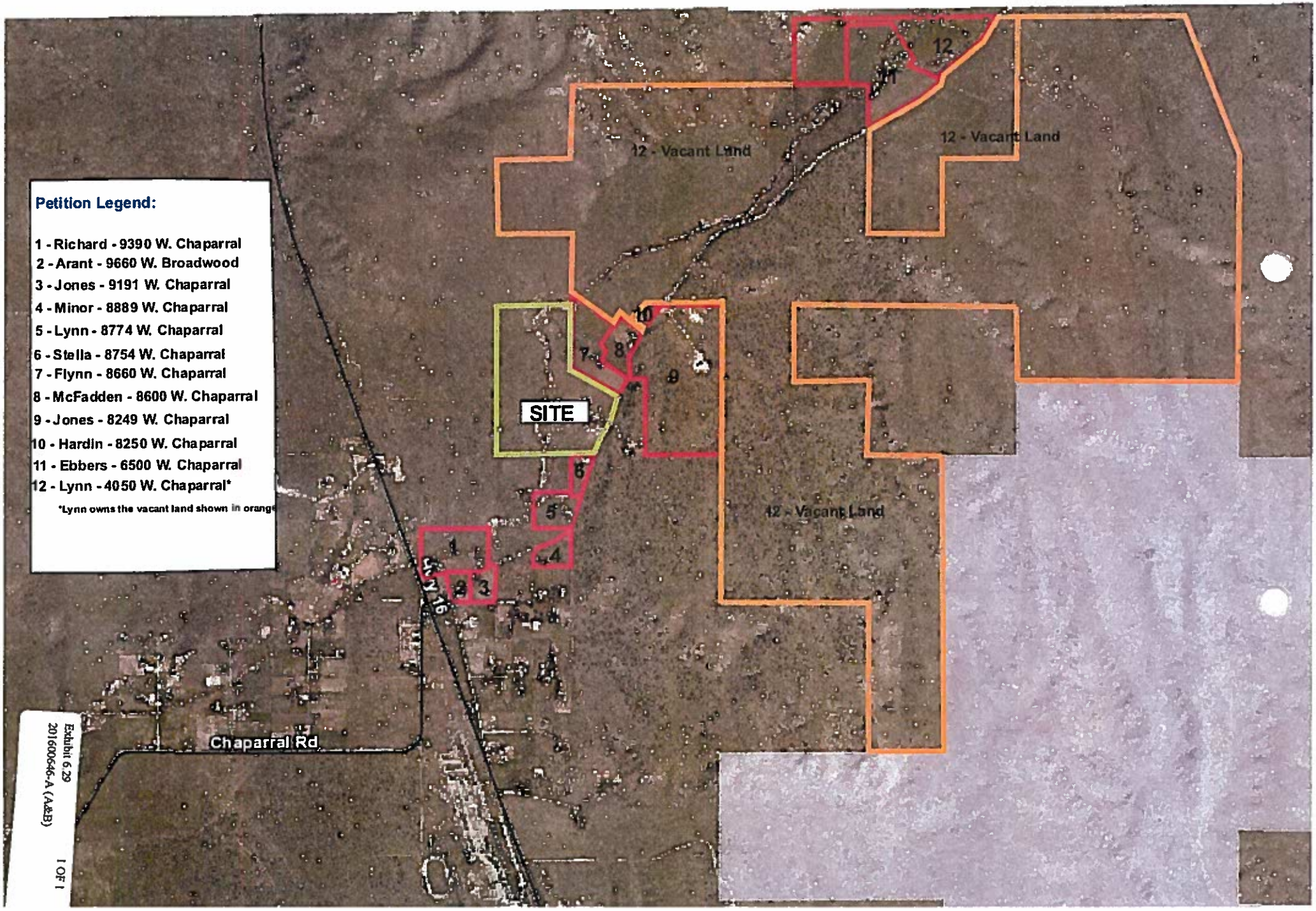
Petition Legend:
1 - Richard - 9390 W. Chaparral
2 - Arant - 9660 W. Broadwood
3 - Jones - 9191 W. Chaparral
4 - Minor - 8889 W. Chaparral
5 - Lynn - 8774 W. Chaparral
6 - Stella - 8754 W. Chaparral
7 - Flynn - 8660 W. Chaparral
8 - McFadden - 8600 W. Chaparral
9 - Jones - 8249 W. Chaparral
10 - Hardin - 8250 W. Chaparral
11 - Ebbers - 6500 W. Chaparral
12 - Lynn - 4050 W. Chaparral*
*Lynn owns the vacant land shown in orange
SITE
12 - Vacant Land
12 - Vacant Land
12 - Vacant Land
Chaparral Rd
Exhibit 6.29
201600646-A (A&B)
1 OF 1

119 E 46th St
Ste 207
Garden City, Idaho 83714

www.eshifterkart.com
Ph (208) 384-KART
info@eshifterkart.com

Ada County Commissioners,
Jim Tibbs, Rick Yzaguirre, Dave Case
bocci@adaweb.net

Kristy Inselman
kinselman@adaweb.net

To Whom It May Concern:
We want to express our encouragement and excitement for the proposed go kart track on Chapparral Road. The treasure valley has many motor sports athletes and fans and we believe this would be a new addition that would enhance a popular and growing segment in our local economy. As a local business owner, this would affect us directly by helping to grow the sport of go kart racing and raise awareness of what we are about. We pride ourselves as being a family friendly community and enjoy offering race opportunities for all ages from 5 to retired. Thank you for the opportunity to express our support for this project.

Sincerely,

James O'Brien
Owner
eShifter Kart

Kristy Inselman

From: Myers Dirk <Myers.Dirk@westada.org>
Sent: Wednesday, June 29, 2016 1:27 PM
To: Kristy Inselman
Subject: Fwd: Proposed Karting Facility

Sent from my iPhone

Begin forwarded message:

From: Myers Dirk <Myers.Dirk@westada.org>
Date: June 29, 2016 at 10:14:48 AM MDT
To: "bocci@adaweb.net" <bocci@adaweb.net>
Subject: Proposed Karting Facility

Atthention: Ada County Commissioners - Jim Tibbs, Rick Yzaguirre, Dave Case

The following email is being written to offer insight into my own personal experiences with karting. I started racing karts at the age of 10 at the current complex off of Can-Ada road. I had grown up in a racing family and this was the next step. Karting help me build confidence in myself, the ability to deal with victory and loss, problem solving skills, and and outlet for aggressiveness. Not all families are into youth sports and karting gave me the outlet I needed. It is a family sport that can be enjoyed by the young and old and it also provided me a means to go fast without breaking the laws on the roadways. Racing helped shape me into the man that I am and I have fond memories of the time spent racing and relationships made.

Thank you for your time.

Dirk Myers
Sawtooth Middle School
6th Grade Math
Math Skills Lab
E-Mail: mailto:myers.dirk@westada.org
http://www.westada.org/Myers' Math

Kristy Inselman

From: Eagle Magazine <em@eaglemagazine.com>
Sent: Wednesday, June 29, 2016 1:46 PM
To: Kristy Inselman
Subject: Support of Karting Facility

To Whom it May Concern,

I'm writing to express my support for the Proposed Karting facility on Chaparral Road, East, in Eagle, Idaho.

I am a married, working mother with three young children. Over the last while I've come to know about motorsports in general and karting in particular with my work with Eagle Magazine – the people, the machines, and most of all the culture. I had no idea how much the sport has to offer. The driving skills are important but the skills acquired in problem solving, relationships, mechanics, strategy, and so many other things are awesome. The fitness requirements are considerable.

And most of all, the karters I've met seem to form a giant family. Many of them have friends across the country and the world.

What John Wood's aims to accomplish is something Eagle – and Idaho – truly needs. He's building a place for people to learn and have fun, and the way the group has chosen to design it will make it something all of Eagle can be proud of. In my work at Eagle Magazine I've seen lots of great projects, and certainly this one will be enrichen our community and give us all a wonderful place to spend time with one another.

Tia Crabtree
Tia@eaglemagazine.com
208-484-8215

Kristy Inselman

From: Larry Robb <6t6stingray@gmail.com>
Sent: Wednesday, June 29, 2016 3:06 PM
To: Kristy Inselman
Subject: Kart track

Kristy Kinselman, I have been notified that you should hear my story about the Karting industry. There is not enough time to express how important the sport is pertaining to my family and friends in this incredible opportunity. We have been traveling from city to city for nearly ten years to compete in a sport that has become my son's profession. He is now 14 is continuing to compete in many different states and countries. It was a huge challenge for him to become proficient at racing here because the nearest decent track is 300 miles away in Tri-cities, Washington. It has always been surprising to me that our great Boise area has not had such a facility as is proposed for the area on Chaparral Road that is very close to the Firebird Raceway, and MUCH less noisy than even the traffic on the highway. The other aspect is the commercial value to our area. Most racers bring 5-10 people along and spend 5-7 days in the cities that they race in.

Please consider the positive of such a great aspect for our area. You can call me any time to discuss if you wish.
Also, look at my son's website to give a flavor of the sport.
It is Stingrayrobb.com.

Sincerely,
Larry E. Robb
308-859-8405

Kristy Inselman

From: Doug Pederson <dpederson1298@gmail.com>
Sent: Friday, July 01, 2016 10:51 AM
To: Kristy Inselman
Subject: Fwd: Support for Kart Track on Chaparral Rd.

Karting is a great family sport that is based on fun, good sportsmanship, competition and camaraderie. I strongly support the proposed track on Chaparral Rd.

Thanks for your support!
Doug Pederson

Kristy Inselman

From: Dana Borgquist
Sent: Friday, July 01, 2016 9:16 AM
To: Kristy Inselman
Subject: 201600646-CU / FP / MSP go kart track application

Ms. Inselman,

In response to File Number 201600646-CU/FP/MSP, it is the opinion of the Sheriff's Office that there is serious risk of fire due to the location and natural fuel in and around the area of the preoperty for a go kart business. We do not feel that we could safely respond in a timely manner to a fire in order to prevent it from spreading rapidly into the surrounding area, or by providing emergency services to a participant/spectator. If the applicant were able to provide some mitigation to that issue such as having a fire suppression vehicle or system on scene during all of the events, we would feel more comfortable approving this application. Another option for the applicant would be to request annexation into a fire district which would allow a true fire department respond to the location.

Thank you,

Dana Borgquist

Captain Dana Borgquist
Police Services Bureau

7200 W. Barrister Drive - Boise, Idaho 83704 (208) 577-3711 dborgquist@adaweb.net www.adasheriff.org

"We make safer places for you to live, work, and play."

ADA COUNTY SHERIFF'S OFFICE

Bionomics Environmental, Inc.
1045 East Winding Creek Drive
Eagle, Idaho 83616
Phone: 208-939-1022
FAX: 208-368-0001

Bionomics Environmental, Inc.

Memo

To: John Wood
8700 Chaparral Road
Eagle, Idaho

From: Dave Aizpitarte

Date: July 1, 2016

Re: Noise Memorandum for the Gem State Go-Kart Track

Introduction

Bionomics Environmental, Inc. has been retained by John Wood of Eagle, Idaho to conduct and analyze a series of field noise measurements at the site of the proposed future Gem State Go-Kart Track located at 8700 Chaparral Road in Eagle, Idaho. The purpose of this study is to assess whether noise generated by the Go-Karts will substantially impact the neighbor located adjacent to the future track.

Project Description

A Proposal for a Conditional Use Permit and a Master Site plan is being requested for a Go-Kart Track located on 120.25 acres at 8700 Chaparral Road in Ada County (see Figure 1). The site is located within the City of Eagle impact area.

The proposed project is 80,100 sq. ft. asphalt Go-Kart Track that will be built with parking and landscaping buffers (see Figure 2). This project will require grading for the proposed track, paddock, parking, and approach road. The project provides the minimum 300 ft. distance from the adjacent property owner as required in Ada County Code (ACC) 8-5-3B.

The Gem State Go-Kart Track is being built for the purpose of Corporate Team building. For Corporate and local races the number of Go-Karts on the track usually range from 5-15.

Go-Kart racing is a sanctioned, competitive sport practiced around the world. The entire event, and each class, is governed by the rules of the appropriate sanctioning body, ensuring both fairness and safety. A typical race day would aim to start at 9 am and conclude before 8 pm.

The Go-Karts are small Briggs and Stratton engines ranging between 125cc to 206 cc engines. They each are also equipped with large mufflers. The noise level is similar to a small lawnmower. The noise level of the Go-Karts meets ACC 5-13-3A Prohibited Acts: Between the hours of ten o'clock P.M.one day and seven o'clock A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means

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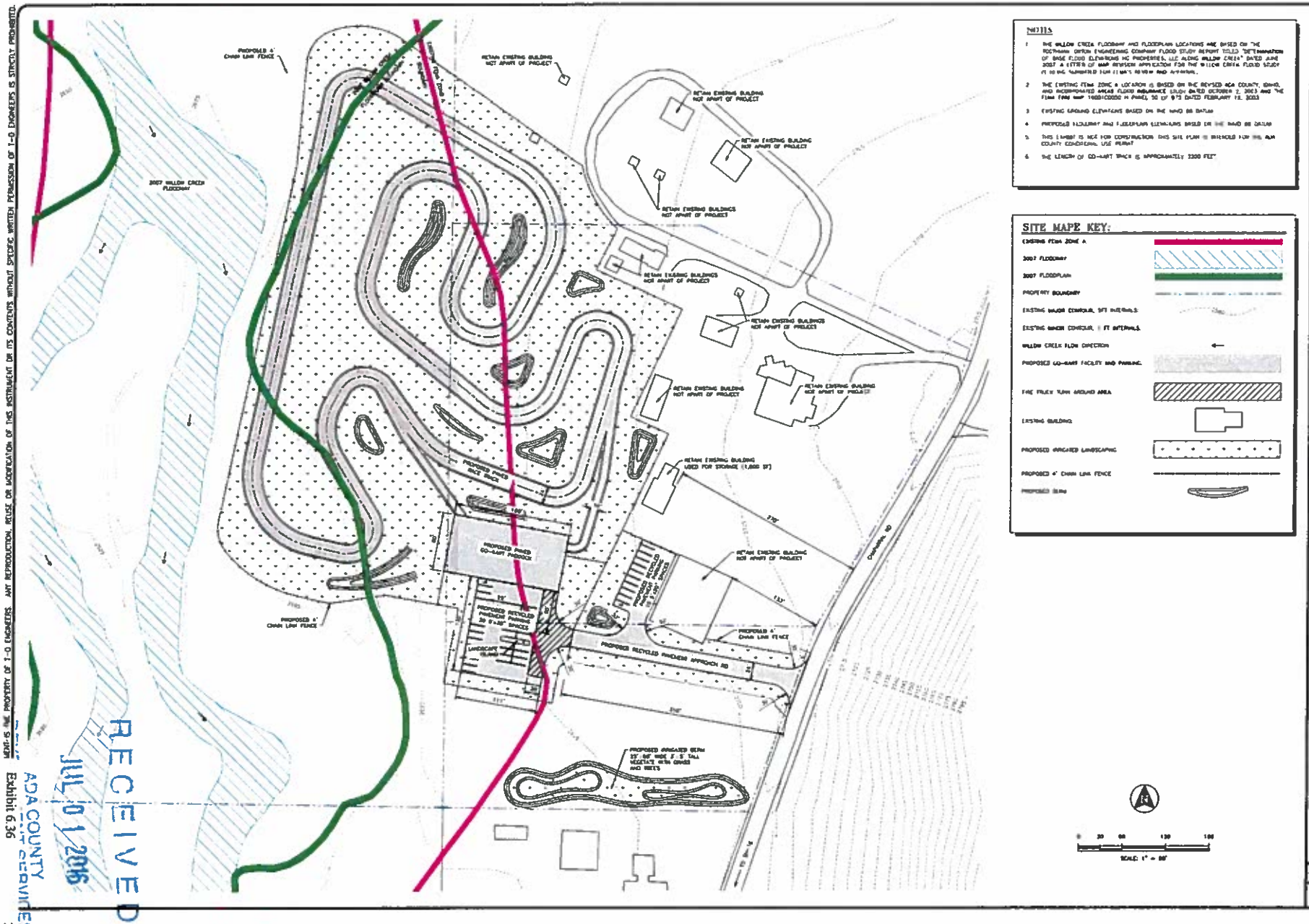


Exhibit 6.36

2016000646-A (A&B)

2 OF 11

LANDSCAPE NOTES.

1. All contractor work shall be conducted in accordance with ISPWC (Idaho Standard Public Works Construction), 2013, and Ada County, ID codes, standards and state and local regulations.

2. All lawn areas shall have min 6" of topsoil and and fill tree pits with topsoil. Topsoil shall be friable loam, pH range 6.5 to 7, a minimum of 5% organic material, free of stones 1 inch or larger or any other extraneous materials. It is acceptable to amend native soils to meet this topsoil specification if soil texture is loamy.

3. All plant material shall meet or exceed the minimum federal standards as regulated by ANSI z60.1, American Standard for Nursery Stock. Plants not meeting these standards for quality, or plants determined to be unhealthy by Owner's representative, will be rejected.

4. Trees shall not be planted within the 10' clear zone of all ACHD (Ada County Highway District) storm drain pipe, structures, or facilities.

5. Trees shall not be planted within clear vision triangles.

6. Seepage beds must be protected from any and all contamination during the construction and installation of the landscape irrigation system.

7. All landscape shall be irrigated with an automatic irrigation system operated by one controller, and designed with hydro-zones that function well within the water service provided for healthy growth of plant material. Year-round pressure irrigation service is required.

8. The irrigation system shall be designed and installed with the following specifications

- Coverage for different hydrozones
  - Lawns - Pop-up rotor sprinklers or MP rotor sprinklers with 100% double coverage.
  - Planting Beds - Pop-up sprinklers.
- Sprinkler heads shall have matched precipitation rates within each control valve circuit.
- Separate hydrozones shall be used for lawns and trees/shrubs/ground cover areas.
- Sprinklers shall not overspray onto impervious surfaces, building or structures in calm wind conditions.

Native Seed Mix at 60lbs P.L.S per acre		
Scientific name	Common Name	% of mix
Agropyron spicatum	Bluebunch Wheatgrass	20%
Panicum virgatum	Switch grass	15%
Elymus cinereus	Basin Wildrye	15%
Aristida oligantha	Prairie Three-Awn	10%
Gaillardia aristata	Western Blanket Flower	10%
Sphaeralcea munroana	Munro's Globe Mallow	5%
Eriophyllum lanatum	Oregon Sunshine	5%
Penstemon strictus	Rocky Mt Penstemon	5%
Lupinus albicaulis	Silver Lupine	5%
Triticum aestivum x Secale cereale	QuickGuard Annual Cover Crop	20%

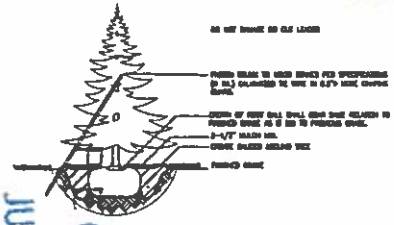
LANDSCAPE PLAN

0 50 100 200 300

SCALE: 1" = 100'

PLANTING SCHEDULE								
Key	Common Name	Botanical Name	Mature Size (HxW)	Min. Planting Size*	Water Zone (0-4)	Class Height	Quantity
	KENTUCKY COFFEE TREE OR BLACK LOCUST	Gymnocladus dioica	60x30'	2.5" cal.	1	I	15
	HACKBERRY	Celtis occidentalis	60x30'	2" cal.	1	I	8
	SHADE MASTER HONEYLOCUST	Gleditsia triacanthos inermis "Skyline"	50x40'	2" cal.	1	II	17
	AZALEA AND COTTONWOOD OR COTTONWOOD	Prunus cerasifera "Newport"	42x25'	2" cal.	1	III	41
	CHINKAPIN OR DOUGLAS HAWTHORN	Prunus virginiana or Crataegus douglasii	20x15'	6-12' in clump	3-1	I	18
	AUSTRIAN PINE	Pinus nigra	50x30'	7-8' ht.	1	EVERGREEN	24
	WESTERN JUNIPER	Juniperus occidentalis	20x8'	7-8' ht.	1	EVERGREEN	13

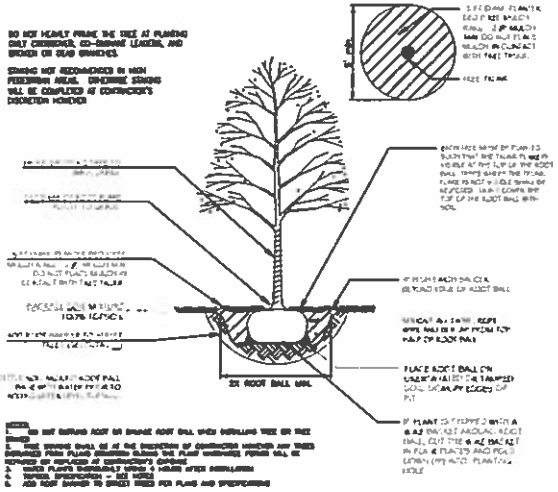
LANDSCAPE MATERIAL SCHEDULE			
Key	Material	Description	Notes/Specifications
	Drought Tolerant Lawn	Fescue Blend	Lawn area shall have 6" topsoil and irrigated with pressurized automatic underground irrigation system.
	Natural mulching area	Mix of drought tolerant ground cover and trees. Installed at 50 lbs per acre	See native seed mix schedule
	Clear Vision Triangle	Triangle formed 30' along each leg	See plans
	Earthwork	1:3 Earthen berms, Berms and mounds	Slopes not to exceed 3:1. Apply transitions to Engineer's proposed grading



EVERGREEN TREE PLANTING DETAIL

N.T.S.

Landscape Calculations	
Parking Area	Approximately 40% shade shade coverage. 20' perimeter landscaping - Lawn with mix of evergreen and canopy trees
Vision Triangle	No trees or shrubs within vision triangle
Perimeter Landscape and Screening	South buffer (adjacent real residential use, 415'); berm 360' long, 35-45' wide, 4'-5' high with 3:1 slopes, mix of evergreen and canopy trees and native seeding (580 pts). Also berming and plantings around track, drive and parking areas as shown on plans
Vegetation to be saved	No trees to be removed
Trees used	Shown at 75% maturity, Maximum 2" cal. planting size. All trees native or drought tolerant
*** This plan satisfies Ada County Landscaping and Screening standards.	



2 TREE PLANTING DETAIL

N.T.S.

CONDITIONAL USE PERMIT

LANDSCAPING CONCEPT

GEM STATE GO KART TRACK

SHEET 1 OF 1

PRELIMINARY - NOT FOR CONSTRUCTION

THE PROPERTY OF T-O ENGINEERS. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF T-O ENGINEERS IS STRICTLY PROHIBITED.

Exhibit 6.36

2016006646-A (A,B,E)

of voice, musical instrument, horn, radio, loudspeaker, automobile, machinery, other sound amplifying equipment, domesticated animals, or any other means which disturbs the peace, quiet, and comfort of any reasonable person of normal sensitiveness residing in the area.

Loud or offensive noise is that which is plainly audible within any residence of business, other than the source of the sound, or upon a public right of way or street at a distance of one hundred feet (100') or more from the source of the sound.

Typical operating hours will be Wednesday through Sunday from 9 am to 8 pm, May through September. The events will be as scheduled by the corporations and will range from 5-15 participants.

Bleachers, lights, and outdoor speakers are not being requested.

The required number of parking stalls for such a facility is not listed within the Ada County Code section 8-4G-6. However, a crushed recycled asphalt paved approach drive and two parking lots will be provided. One parking lot will have 30 stalls and the other will have 10 stalls. A total of 40 parking stalls for the participants and families. Two of the parking stalls will be marked for ADA, one in each parking lot. All parking stalls will have a 90 degree parking angle with a stall width of 9 ft. and a stall depth of 20 ft. A minimum 25 ft. two way driving aisle will be provided for both parking areas. The approach drive and parking lots will be screened with plantings.

The Go-Karts are not Off Road Vehicles and will not be run off the track, thus eliminating fire concerns of the neighbors. The Go-Karts will be run only on the asphalt paved track. Every corner worker station will have 2-3 fire extinguishers on site. Insurance requirements also require on site ambulances and EMTs for any sanctioned race.

The events and classes will be scheduled through Corporations and Businesses. A projected number of participants for an event or class may range from 5-15 participants and 5-20 guests, depending on the number that has signed up to race for the day. The track event and classes will be supervised by 4 volunteers that are experts in the field of Go-Kart Racing.

An existing 1800 SF building will be used for the storage of the Go-Karts. The Go-Karts are small and are stacked upon roll-about karts that enable them to be moved about in the building when not in use. This building is located on the east side of the track and parking lot and adds additional screening of the track and noise from Chaparral Road.

A landscaped grass strip will be built along both sides of the road leading to the parking lot. Landscaping will also be planted and maintained around the track providing for a defensible fire barrier that will vary from 15-60 feet in width. A new approved well will provide additional water for irrigation and for fighting any potential fires.

Noise Background

Sound is created by a "source" that through vibration causes the air to vibrate at a frequency that can be heard by the human ear. This sound propagates through the air and is affected by environmental factors such as distance, barriers, atmospherics and other influences. It is then picked up as sound by the receiver and can also be impacted by the sensitivity of that receiver (e.g. human ear, microphone).

The human ear can hear sounds from 20 micro Pascals (.00002 Pascals, a measure of air pressure) to as much as 6,500,000 micro Pascals. Because of this wide range, the decibel was developed as a logarithmic measure of sound specifically heard by the human ear. Using this scale a doubling of sound will only add 3 decibels so; for example, doubling the amount of

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traffic on a road would only increase the sound from 50 to 53 decibels. An actual perception of sound being twice as loud would be 10 decibels and would be a ten-fold increase in the sound energy.

Frequency is another component of sound that can be distinguished by the human ear. The frequency range of hearing for the human ear is approximately 20 Hertz (cycles per second) to 20,000 Hertz. A piano ranges from 32 Hertz on the base to 4,000 Hertz on the high end with "Middle C" being 256 Hertz.

Because the human ear is less sensitive to higher and lower frequencies, the A-weighted scale was developed and the unit of measurement is known as the dBA (decibel A-weighted). In the A-weighted scale the lower and higher frequency decibel levels are reduced while the middle decibel levels that the human ear is more sensitive to are increased. All noise levels in this report are stated as hourly L_{eq} (energy-averaged equivalent sound pressure level) in terms of dBA. An example of different noise levels is illustrated in Table 1.

Table 1. Common indoor and outdoor noises.

Common Outdoor Noises	Sound Pressure Level (dBA)	Common Indoor Noises
Jet Flyover at 300 meters	110	Rock Band at 5 meters
Gas Lawn Mower at 1 meter	100	Inside Subway Train (New York)
Diesel Truck at 15 meters	90	Food Blender at 1 meter
Noisy Urban Daytime	80	Garbage Disposal at 1 meter or Shouting at 1 meter
Gas Lawn Mower at 30 meters	70	Vacuum Cleaner at 3 meters
Commercial Area	60	Large Business Office and Normal Speech at 1 meter
Quiet Urban Daytime	50	Dishwasher in next room
Quiet Urban Nighttime Quiet Suburban Nighttime	40	Large Conference Room (background)
Quiet Rural Nighttime	30	Bedroom at Night
	20	Recording Studio
	0	Threshold of Hearing

Source: FHWA Highway Noise Fundamentals

As noise spreads out from a source, the sound intensity will drop at a rate of 3 decibels per doubling of distance for a line source such as a road and at 6 decibels per doubling of distance for a point source such as a race car track or piece of heavy equipment. The future Go-Kart track would represent a point source. The type of ground (hard or soft) can also affect this rate of drop in the sound level as well as natural barriers such as trees and changes in elevation.

Noise Field Results

On June 27, 2016, field noise measurements were performed by Dave Aizpitarte at the location of the future Gem State Go-Kart Track located at 8700 Chaparral Road in Eagle, Idaho (see Table 2). Readings were taken approximately 100 feet away from a running Go-Kart and at the property line of the neighbor located adjacent to the future track (see Figure 3). Readings were taken for five minutes when the Go-Kart was idling and for two minutes when it was running at approximately 4,000-5,000 revolutions per minute (rpm). The Go-Kart used had a Briggs & Stratton Local Option 206 12 horsepower engine and will be the model used for approximately 90 percent of the racing. At 12 horsepower, it is the most powerful engine of its class. During field readings on June 27, 2016, the wind was blowing at 5.6 miles per hour (mph) toward the nearest resident, the temperature was 87.6 degrees

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Figure 3. Field Noise Measurement Locations for the future Gem State Go-Kart Track Eagle, Idaho

Legend

- Go-Kart
- Field Measurement

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Fahrenheit and the humidity was 18 percent as measured by a Kestrel 3000 Wind Meter.

Table 2. Results of the field noise measurements at two locations for the proposed Go-Kart racing track.

Location and Engine Level	Time	Leq (dBA)
100 feet from Go-Kart – engine idling	4:45 pm	57.1
	4:50 pm	57.4
100 feet from Go-Kart – engine revving	4:55 pm	67.8
	4:59 pm	66.5
Property Line – engine idling	5:05 pm	43.9
	5:11 pm	44.9
Property Line – engine revving	5:19 pm	47.2
	5:28 pm	48.2

Calculations on Multiple Go-Karts

Based on the principal that, mathematically, as equal noise sources are added to each other, the noise increases on a logarithmic basis. This can be expressed in the following equation:

$$L_{wt} = 10 \log(n N / N_0)$$

$$= 10 \log(N / N_0) + 10 \log(n)$$

$$= L_{ws} + 10 \log(n) \qquad (1)$$

where

L_{wt} = *the total sound power level (dB)*

L_{ws} = *sound power level from each single source (dB)*

N = *sound power (W)*

$N_0 = 10^{-12}$ - *reference sound power (W)*

n = *number of sources*

Therefore, taking the loudest dBA measurement from Table 2 nearest the property line and adding another Go-Kart would increase the sound three dBA. Table 3 indicates expected noise levels as additional Go-Karts are added to the track. It is anticipated that no more than 15 Go-Karts will be racing any given time.

Table 3. Expected noise from multiple Go-Karts at the property line.

Number of Go-Karts	Decibel Increase	Decibels measured at the property line
1	0	48.2*
2	3	51.2
3	4.8	53.0
4	6	54.2
5	7	55.2
10	10	58.2
15	11.8	60.0
20	13	61.2
60	17.7	65.9

*Physical Measurement at the Property Line

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Conclusion

Since there are no actual decibel criteria, one could use the FHWA Noise Abatement Criteria (NAC) as a guideline for noise level limitations. Table 4 depicts the various categories of noise receptors and the dBA level that results in a noise impact. The FHWA Absolute NAC is defined by the predicted noise level approaching (1 dBA below the FHWA NAC) or exceeding the FHWA NAC. For instance, a Category B residential receptor would be impacted at 66 dBA.

Table 4. FHWA NAC.

Activity Category	L_{eq} (dBA) FHWA	Evaluation Location	Description of Activity Category
Category A	57	Exterior	Land on which serenity and quiet are of extraordinary significance and serve an important need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
Category B	67	Exterior	Residential
Category C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
Category D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
Category E	72		Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D
Category F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
Category G	--	--	Undeveloped lands that are not permitted
Substantial Increase	15		A substantial increase of 15 dBA over the existing noise levels
			Source: 23 CFR 772

According to Table 3, it would take 60 Go-Karts racing simultaneously to meet the FHWA NAC for surrounding residential properties, which is 5 times the amount that will be allowed on the track at any given time. The owners are also constructing a noise berm between the residence and track at the property line to minimize the noise as much as possible. This would further reduce the sound resulting from the track.

In addition, the ACC noise ordinance indicates the following:

> Between the hours of ten o'clock (10:00) P.M. one day and seven o'clock (7:00) A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means of voice, musical instrument, horn, radio, loudspeaker, automobile, machinery, other sound amplifying equipment, domesticated animals, or any other means which disturbs the peace, quiet, and comfort of any reasonable person of normal

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sensitiveness residing in the area. Loud or offensive noise is that which is plainly audible within any residence or business, other than the source of the sound, or upon a public right of way or street at a distance of one hundred feet (100') or more from the source of said sound.

The proposed race track will be located 300 feet from the nearest residential receptor; therefore, within the noise parameters defined.

References

Federal Highway Administration, June 2010, Highway Traffic Noise: Analysis and Abatement Guidance.

"Adding Decibels." *The Engineering Toolbox.* The Engineering Toolbox, n.d. Web. 28 June 2016.

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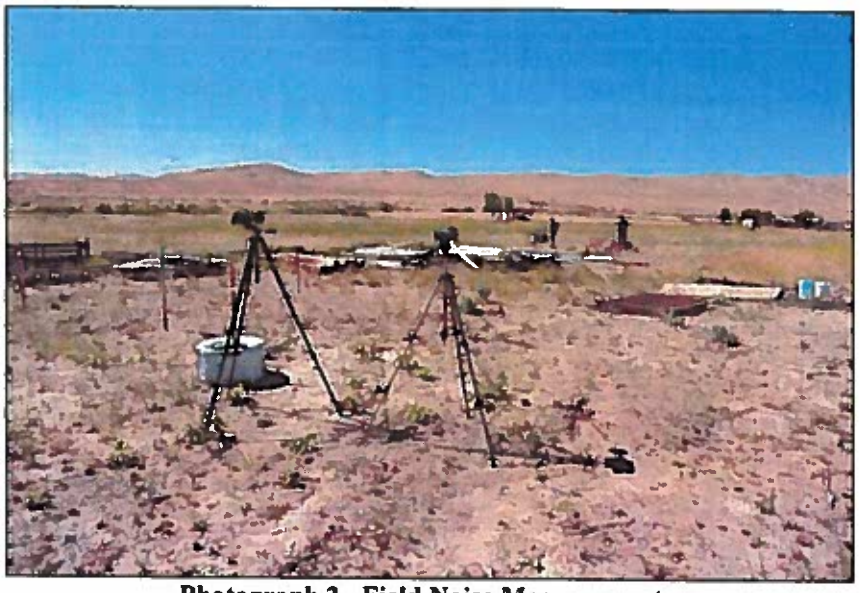
SITE PHOTOGRAPHS

Photograph 1. Field Noise Measurements. The noise meter can be seen by the white tire in the distance.



Photograph 2. Field Noise Measurements. The Go-Kart can be seen in the distance.

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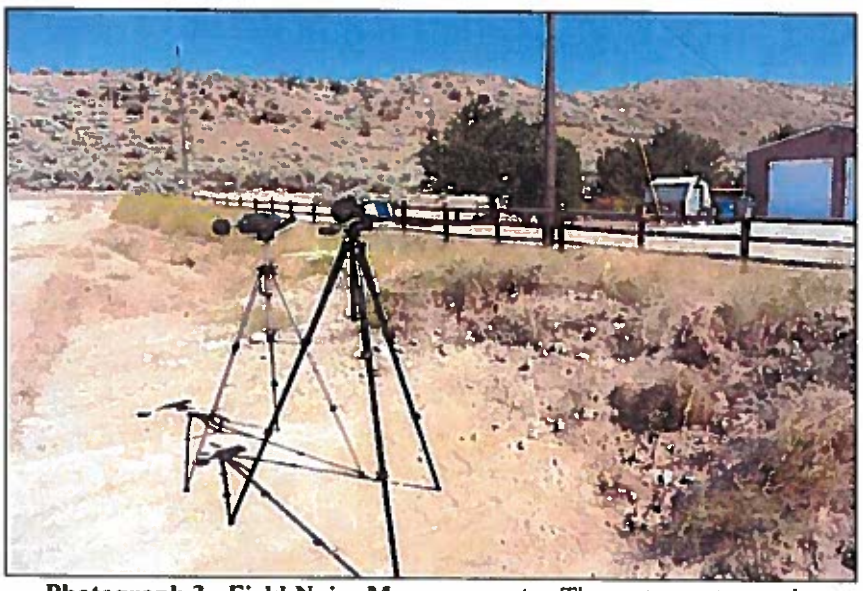
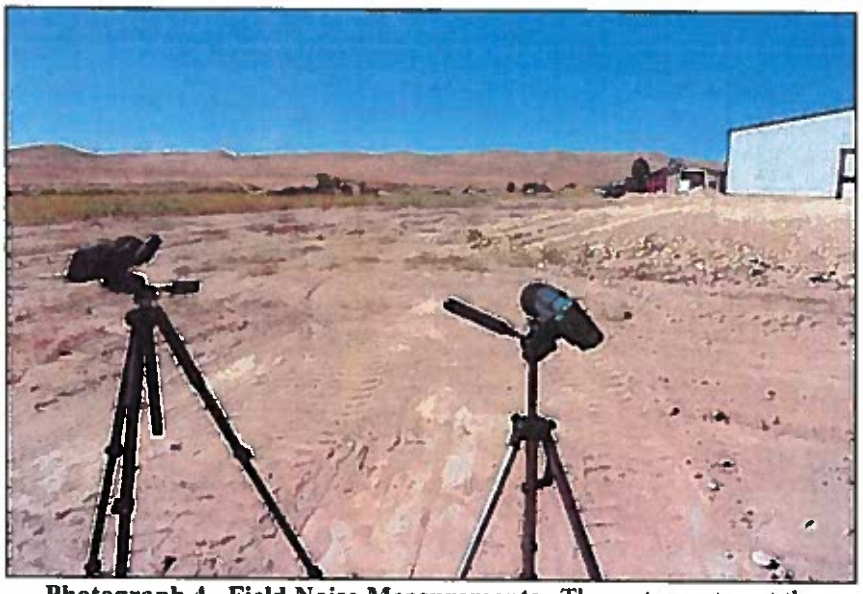


Photograph 3. Field Noise Measurements. The meters setup at the property line of the neighbor located adjacent to the future track.



Photograph 4. Field Noise Measurements. The meters setup at the property line of the neighbor located adjacent to the future track, pointed toward the Go-Kart in the distance.

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Sign Posting Certification

ADA COUNTY DEVELOPMENT SERVICES, 200 W Front Street, Boise, Idaho 83702 www.adaweb.net | (208) 287-7900

GENERAL INFORMATION:

You must post the property at least ten (10) days prior to the scheduled public hearing. The Certification form must be submitted at least seven (7) days prior to the scheduled public hearing. Please review Section 8-7A-5 of the Ada County Code for all sign posting requirements.

Please attach dated photographs of each sign with the certification.

PROJECT INFORMATION:

Location:	Quarter: NE	Section: 9	Township: 5N	Range: 1W	Total Acres: 100.25
Project Name: Gem State Go-Kart Track				Lot: N/A	Block: N/A
Site Address: 8700 W. Chaparral Rd, Eagle ID 83606				Tax Parcel Number(s): S0309121187, S0309131605, S0309212400	
File Number: Project Number: 201600646-CU-MSP-FP				Date Posted: 6/30/2016	

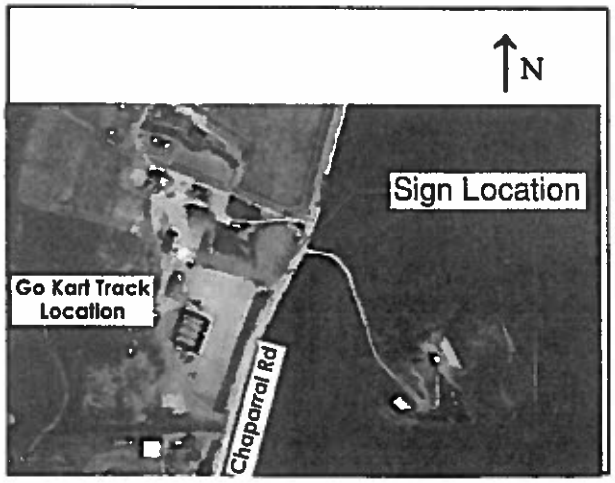
APPLICANT:		
Name: Arthur Thomas		
Address: 2471 S. Titanium Place		
City: Meridian	State: ID	Zip: 83642
Telephone: 208-323-2288	Fax: 208-323-2399	

I certify that the property was posted at least ten (10) days prior to the scheduled public hearing and have attached dated photographs of each sign in accordance with Section 8-7A-5 of the Ada County Code.

Arthur M. Thomas 07/01/16

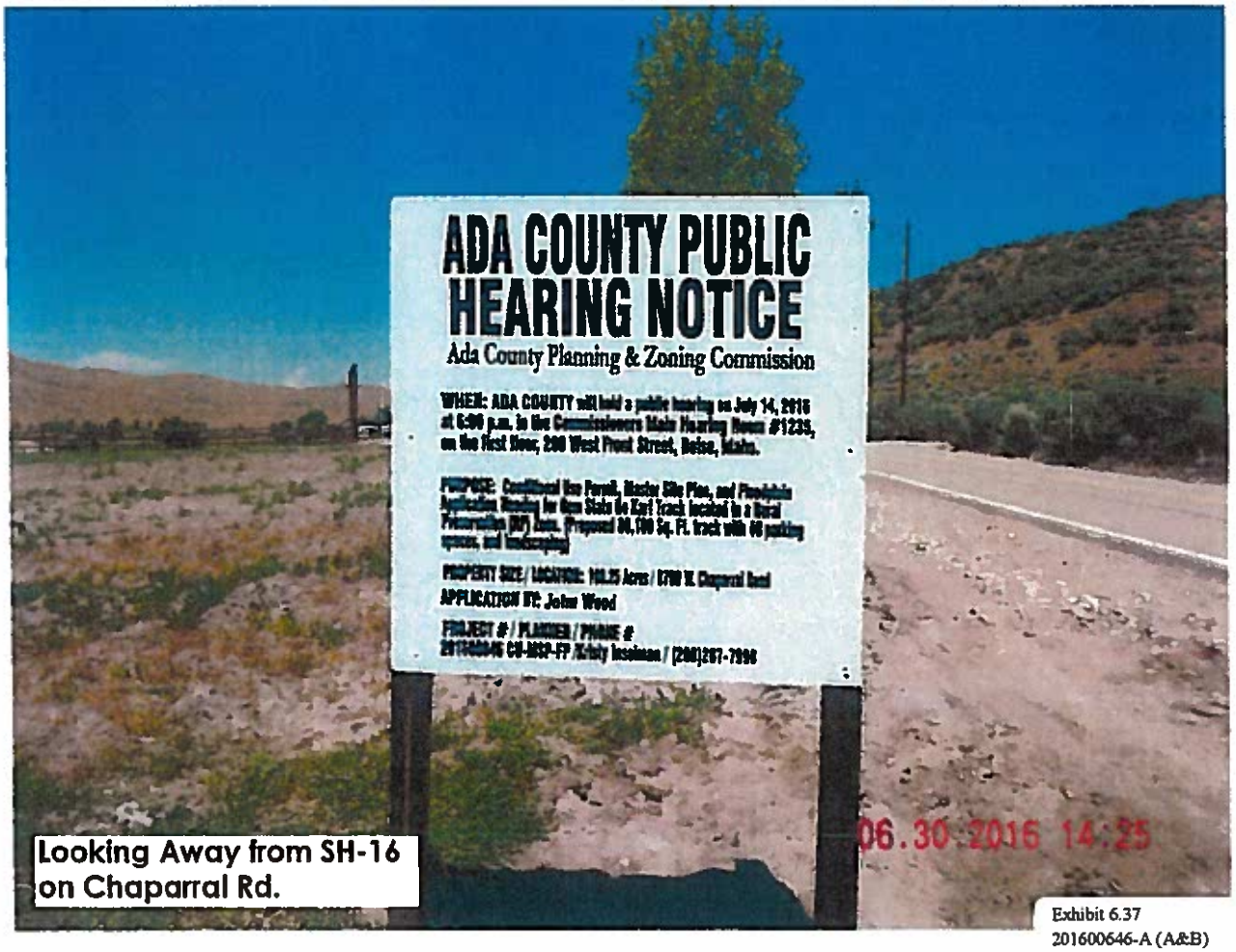
Signature: (Applicant) | Date

Please draw a diagram of sign location(s) on the property



OFFICE USE ONLY			
File No.:	Received By:	Date:	Stamped:

Looking towards SH-16 on Chaparral Rd.



Looking Away from SH-16 on Chaparral Rd.

Exhibit 6.37
201600646-A (A&B)

Kristy Inselman

From: Jesse Iwuji <jesse.iwuji@gmail.com>
Sent: Wednesday, June 29, 2016 12:06 PM
To: Kristy Inselman
Subject: Please support the new Kart facility

Kristy,

I am in full support of the new Kart Track in construction on Chaparral rd. This new facility will help continue to take this city to the next level. More and more people have been coming to Idaho for motorsports including myself and this would definitely be a gateway toward even more coming for this new state of the art attraction. Here's a little info on me...

-Age 28, Nigerian descent, born and raised in Texas -US Naval Academy grad in 2010 -Played 4 years of D1-A football and track at the Naval Academy -I'm currently active duty naval officer, I'm a lieutenant -Stationed in Monterey, CA -I have 2 Arabian gulf deployments under my belt -I'm a driver in the NASCAR K&N Pro Series West working my what up to the top level of NASCAR(http://www.nascar.com/en_us/news-media/articles/2016/5/25/jesse-iwuji-hosts-garage-cam-memorial-day-special-nascar-salutes-edition.html)

I ask that you support this track because in the making of it you actually will be supporting veteran causes. The track will have many functions but one of the most notable will be its function to support the charity "208 Cares" whose main mission is to support wounded veterans through house giveaways. Thank you for your support!

Very Respectfully,

LT Jesse E. Iwuji
Surface Warfare Officer
US NAVY
NASCAR K&N Pro Series driver

Very Respectfully,

LT Jesse E. Iwuji
Surface Warfare Officer
US NAVY
NASCAR K&N Pro Series driver

Kristy Inselman

From: John <newhouse26@live.com>
Sent: Wednesday, June 29, 2016 3:38 PM
To: Kristy Inselman
Subject: Kart track!

To whom it may concern my name is John Newhouse from Twin Falls Idaho. I am sending this email showing my support for the new go kart track at chaparral, I am a 46 year old male that has been racing my whole life started racing in Star Idaho at the go kart track as my kids of both did through the years now I have a son who races cars and a daughter who is sponsored by Boise State University in a super late model race car. hannahnewhouse.com, myself and all of my kids spent numerous hours on the road driving to the Boise area for races, stayed in many hotels and spent thousands of dollars enjoying what we love to do. Go kart racing is a family sport for all ages and would do nothing but good for the area. Boise has needed an up dated facility for years. I hope you will all consider this as for me I may have to take my retirement go kart suit out and come try out the new track if it all becomes real. Thanks for your time. John Newhouse. 208-731-7007

Sent from my iPhone

Kristy Inselman

From: Kristy Inselman
Sent: Friday, July 01, 2016 4:35 PM
To: 'Nancy Merrill'
Subject: Go Kart Track

Nancy,
I don't see anywhere that identifies how many classes/day they are proposing? Please let me know. Thank you.

Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

Kristy Inselman

From: Nancy Merrill <merrillnancyc@gmail.com>
Sent: Saturday, July 02, 2016 12:20 PM
To: Kristy Inselman
Subject: Go Kart Track

Hello Kristy,
Information for Go Kart Track is as follows:
The track might be open by appointment as scheduled, Wednesday through Sunday from 9:00 am to 8:00pm. If no one schedules a time, no one will be there.

Mr. Woods actually lives on site, so he will be there to help people when they come.

The Karts will be used by Businesses for Team building events, clubs or classes.

There is no fee for people to come and use the track or watch.
If they use one of John's Karts they will pay to rent it for the time they are there.

This is pretty low key, as people will have to call and schedule a time to come and use the track. There are no lights, speakers or bleachers, no refreshments. Folk can bring lawn chairs to sit on the grass and watch if they like.

This is not a big WAZOO track that is running all the time all day and night.

Thanks
Please contact me if you need anything else.

Nancy

Sent from my iPad

Kristy Inselman

From: BROOKE Jones <jbjones_1@msn.com>
Sent: Sunday, July 10, 2016 9:51 PM
To: Kristy Inselman
Cc: gre.wilson@lgo.idaho.gov jennifer.okief@lgo.idaho.gov
Subject: Chaparral go-kart track
Attachments: go kart.docx

Kristy Inselman,

My name is Brooke Jones and I am contacting you again about John Woods application for a Gem State Go-Kart Track at 8700 Chaparral Rd. Eagle Idaho 201600646-CU-MSP-FP. I have attached a letter stating my concerns and have mailed them to your office. I look forward to speaking at the meeting Thursday the 14th but wanted to submit my concerns to be sure they are considered by the committee.

Regards,
Brooke Jones

To Whom It May Concern,

Development Services Department

Ada County Planning & Zoning

I am writing in regards to a conditional use, master site plan and flood plain application to allow for events and classes for Gem State Go Kart Track (commercial) located at 8700 Chaparral Rd. Eagle Idaho in a RP zone, submitted by John Wood 201600646-Cu-MSP-FP. Myself and my husband are completely opposed to Mr. Woods go-kart track as well as any similar business proposal in the area.

We purchased land on Chaparral Rd. several years ago and built our home in this rural area to raise our children in the country. My husband's grandfather was a cattle rancher in Gooding, Idaho and we hoped to have the same experience here. We purchased our 80 acres with the dream of having our own cattle and preserving a family way of life. This is the beautiful state of Idaho. A state, that I believe, protects areas like ours. A state that stands behind rural preservation, farming, ranching, and wildlife. To allow 80,100 sq. ft. of asphalt go-kart track to impact this area would be an unforgivable shame. I believe this would impact the health of local livestock and horses, deter wildlife, prevent the leasing of lands to cattle ranchers, decrease property values, create excessive traffic to our country road (which will require repair & maintenance by the state), and completely ruin our country community. This will cause us direct harm.

Our residence as well as Mr. Woods is located in a rural preservation zone. According to Ada County zoning 8-2A-3: Allowed Uses: amusement or recreational facility, outdoor is prohibited.

Rural preservation 8-2A-1: Purpose: indicated that RP zoning

1. Promote the public health, safety, and welfare of the people of Ada County by encouraging the protection of prime agriculture lands; to ensure the important environmental features of the state and Ada County ae protected and enhanced; to direct urban density development inside areas of city impact; and to protect fish, wildlife, and recreation resources, consistent with the purpose of the "local land use planning act", Idaho Code section 67-6501.
2. Implement the Ada County comprehensive plan goal to protect prime agricultural land and to maximize opportunities for agricultural activities and an agricultural lifestyle in areas designated as agriculture/rural lifestyles on the comprehensive plan generalized future land use map.
3. Allow the development of agricultural industries and agriculture service establishments when such uses do not take prime agricultural land out of crop production;
4. Protect agricultural and range land uses and wildlife management areas from undue adverse impacts from adjacent development; and
5. Permit the development of schools, churches, and other quasi-public uses in rural areas consistent with the applicable comprehensive plan.

Rural Preservation in no way encompasses a go-kart track. We are vehemently opposed to the Gem State Go-Kart Track. If planning & zoning allows such a business in our community they will be inflicting harm upon us.

Respectfully,

Brooke & Jake Jones

Kristy Inselman

From: Jennifer Claassen <jenniferclaassen12@gmail.com>
Sent: Monday, July 11, 2016 8:06 AM
To: Kristy Inselman
Subject: Proposed go kart track

Kristy,

I am emailing you today to express my support for the proposed go kart track being built near Emmett. Nothing keeps a community as strong as a families. Although we love living in the Treasure Valley, family activities in the area are at a minimum. One of the many intended purposes for the go cart track is to provide a place for families to gather and experience sportsmanship, bonding and family fun. Noise tests have shown the go cart track is no louder than Highway 16 already is. The more activities there are for kids of all ages the less likely they will engage in activities they otherwise should not be engaging in.

Thank you for your consideration.

Jennifer Claassen

--
Sent from Gmail Mobile

Kristy Inselman

From: Virginia Buford <vbuford8140@gmail.com>
Sent: Monday, July 11, 2016 8:13 AM
To: Kristy Inselman

I am writing in support of the Kart track. It will be a place for families to come together for a positive experience, and the noise will be comparable to what already exists from hwy 16.

Please support the Kart track development.

Thank you,

Virginia Buford

Kristy Inselman

From: John Ferris <johnferrisjr@yahoo.com>
Sent: Monday, July 11, 2016 9:32 AM
To: Kristy Inselman
Subject: New Karting Facility

Ada County Planning & Zoning Commission

To whom it may concern:

The World Karting Association (WKA) is a membership-owned, non-profit corporation formed in 1971 to regulate and promote the sport of competitive kart racing. WKA establishes the rules and procedures to set standards by which to sanction tracks and to conduct annual championships for various types of karting. WKA has grown to over 10,000 active members and 120 sanctioned tracks nationwide to make it the largest sanctioning body for kart racing in the United States and one of the largest in the world.

The "go-kart" phenomenon began in the late 1950s as a fun and affordable form of motorsports with informal parking lot events rapidly growing into organized competition on purpose-built tracks. Since then, the sport has spread around the world, forming a true "grassroots" of motorsports and spawning a multi-billion dollar industry. Karting (properly spelled with a "k") has gone on to become a primary recreational activity for an estimated 150,000 + Americans annually.

What is a kart? They have no suspension, are about 72" long, 55" wide, and weigh approximately 150 pounds minus the driver. Engines vary from 5 to over 30 horsepower, depending upon the class. The sprint kart is the most common type of kart. It normally runs short races on purpose-built, paved tracks with left and right turns.

WKA organized events are available to individuals beginning at age 5. Formal competitive classes begin at the junior stage generally run in 3-year age groupings until "senior" status is reached (age 15 or 16, depending on the series). Around 45% of competitive event entrants are juniors.

There is not a better way of introducing yourself to motorsports. It is an excellent opportunity to enjoy racing that is safe, economical, and fun. From the beginner to the experienced veteran, it is a sport that involves the entire family. It teaches the humble way to enjoy a victory and continued success, as well as, overcoming defeat and moving on to the next race. Karting is a great way to grow as a family, a person, and as a driver.

For all the above reasons WKA strongly supports the addition of new, modern tracks.

Sincerely.
John Ferris
President
World Karting Association

Kristy Inselman

From: Nikki Bentz <nbentz@boisechatterbox.com>
Sent: Monday, July 11, 2016 11:27 AM
To: Kristy Inselman
Subject: Eagle go kart track

To whom it may concern,

I support and am in favor of the new go kart track going in on Hwy 16. This track will be great for kids of ALL ages, a place for families to enjoy, learn about sportsmanship and spend time together. I am a co-owner of Chatterbox Pediatric Therapy Center and we currently have many families that go to Meridian speedway with their children to enjoy the races, spend time together as families, and teach their children life skills and sportsmanship. A new track would be of great value to the city of Eagle.

Thank you,

Nikki Bentz, MS, CCC-SLP
Co-Owner ~ Chatterbox

Kristy Inselman

From: Karen Smith <ksmith@boisechatterbox.com>
Sent: Monday, July 11, 2016 11:47 AM
To: Kristy Inselman
Subject: Strong Support of Eagle Kart track

Dear Ms. Inselman,

I am a pediatric occupational therapist at Chatterbox Pediatric Therapy Center and also serve Idaho Arts Charter School. I am sending this email in support of the go-kart track in Eagle. My son started racing go-karts when he was 11 years old. He was a very quiet reserved boy who grew significantly in terms of confidence and assertiveness. As he learned how to drive, set-up his kart and maneuver through traffic, he grew both mentally and emotionally. The grin on his face when he won his first trophy was priceless. Go karting is time we spend together on the weekends. I pack a picnic lunch, chairs, and a canopy and set up a day spot which gives us quality family time together. In addition, the bond that karting has created between my son and his father and the endless hours they have spent together is irreplaceable.

Go-kart racing has given my son direction in life. Through learning how to work on his kart he has developed an interest in engineering. He has now graduated with honors from Eagle High School and is starting Boise State in the fall to complete an engineering degree. I am confident that go-karting and racing will continue to shape his future.

Go karting is active. Rather than children engaging in sedentary activity like playing video games, go-karting offers opportunity to grow and learn through movement, which is supported and strongly recommended by the therapeutic community. Children who are active tend to learn better. Go-karting gives kids and families movement. There is plenty of research on the value of movement for children that I have recently forwarded to the Superintendent of Schools and would be happy to provide.

From a therapeutic perspective, go-karting is a multi-sensory activity that is fun, but also builds confidence. Go-karting involves motor planning, develops body awareness and an understanding of visual-spatial concepts. For example, how close is the vehicle to the curb or other driver and what other drivers are around you, how to turn the wheel and accelerate/decelerate for optimal control and speed, and how much pressure to apply to the gas and break. Starting at slow to moderate speeds and developing the ability to gradually increase speeds and safe operation, develops neurological pathways that will also help with body awareness, spatial awareness and general coordination. The confidence people gain from challenging themselves and succeeding is a valuable experience that can be achieved through go-karting. Kids with sensory seeking patterns (often with Attention Deficit Hyperactivity Disorder, Autism and Sensory Processing Disorder) need sensory input, which can be provided through karting. This then calms and organizes the neurological system for improved performance in life. For those children and adults who are sensory sensitive or overresponsive, systematic exposure to a cool and fun activity can enable them to develop a tolerance for noise, vibration, and movement, that will also serve them to better cope with their environments.

My understanding, is that this kart track will provide learning opportunities for adults and children of all ages and needs. In addition, I understand there will be opportunities for community groups to use the facility in a variety of ways, and fundraising opportunities to meet the needs of individuals, special populations and the community.

For these reasons, I strongly support the development this kart track. Should you have any questions or concerns, please do not hesitate to contact me. Email is the best method of communication.

Karen Smith OTR/L

Chatterbox Speech & Language Center
320 11th Avenue South Suite 204
Nampa, Idaho 83651
208-466-1077 (Phone)
208-467-2201 (Fax)

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Kristy Inselman

From: Mandy Page <mandy@gooutlocal.com>
Sent: Monday, July 11, 2016 1:50 PM
To: Kristy Inselman
Subject: Supporting Kart Track

I heard about the future / potential karting facility in Eagle and am excited to see it come to fruition.

My job is to provide resources and encourage the community to get up, go out and explore... have fun... try new things... and support local. We see a lot of businesses come and go, and it seems the more unique and activity based businesses gain traction quickly.

I feel that this would be a great venue for the ever growing Treasure Valley community to not only further expand the area's resources for entertainment options, but to seriously build an infrastructure for young aspiring racers to get a great start, learn team building and sports etiquette.

We've seen some awesome talent come out of the Boise area in many different areas, giving Idaho national media coverage and recognition that impacts our local community. But I feel this would be more of an asset for our youngsters to prepare for professional sporting careers.

I wish you all the best and please let me know what else we can do to help this along!

--

Mandy Page
Community Relations Director, Go Out Local
208.571.1187 | Mandy@GoOutLocal.com | www.GoOutLocal.com

Why B2B Social Media?
This is a public video, created by Erik Qualman of Socialomics fame. This video illustrates why business cannot afford NOT to consider social media as an intrinsic part o...
by Nomsindo | 2014-02-06 | 1920

Kristy Inselman

From: Eric Claassen <eric@kempernorthwest.com>
Sent: Monday, July 11, 2016 2:14 PM
To: Kristy Inselman
Subject: New Kart Track

Kristy,
I just want to express my support for a new kart track. I have heard that the proposed track will introduce people in the area to something new and it will be good clean family fun. I believe our area has grown a lot and any time something new comes around, there is a lot of interest. Thank you for your time.

Eric Claassen
Cell: (208) 401 - 4424
Office: (208) 649 - 1000
Fax: (208) 649 – 1011
Please notice our office number and fax have changed
eric@kempernorthwest.com
http://www.kempernorthwest.com

Kemper NORTHWEST
(208) 649 - 1000
223 Roedel Ave
Caldwell, ID 83605

This e-mail is intended solely for the use of the individual or entity to whom it is addressed and its content shall be regarded as confidential unless explicitly otherwise. If you received this e-mail by mistake, please notify the sender immediately by e-mail and delete this e-mail from your system.

Kent Goldthorpe, President
Paul Woods, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

July 12, 2016

To: John Wood
8700 W. Chaparral Road
Eagle, ID 86616

Subject: ADA16-0044/ 201600646-CU-MSP-FP-ENG
8700 W. Chaparral Road
Gem State Go Kart Track

In response to your request for comment, the Ada County Highway District has reviewed the submitted application and site plan for the item referenced above. It has been determined that ACHD has site specific conditions of approval for this application.

A. Findings of Fact

1. Driveways
    a. Driveway Location Policy: District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.
    b. Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.
    c. Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.
    d. Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
    e. Applicant's Proposal: The applicant is proposing a paved 24-foot wide curb return driveway located 75-feet from the south property line.
    f. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved as proposed.

2. Chaparral Road
    a. Chaparral Road is improved with 2-travel lanes, 25-feet of pavement, 3-foot wide gravel shoulders, and no curb, gutter or sidewalk abutting the site. ACHD is not requiring any additional improvments to Chaparral Road.

B. Site Specific Conditions of Approval

1. Construct a 24-foot wide curb return type driveway located 75-feet from the south property line.
2. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
3. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner (see below) for information regarding impact fees.
4. Plans shall be submitted to the ACHD Development Review Department for plans acceptance, and impact fee assessment (if an assessment is applicable).
5. Comply with the Standard Conditions of Approval as noted below.

C. Traffic Information

Trip Generation

1. Trip generation for the proposed use is unknown due to the varied hours of operations and the type of events that are proposed as part of this application.

Condition of Area Roadways: ***Traffic Count is based on Vehicles per hour (VPH)***

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Chaparral Road	272-feet	Local	N/A	

Average Daily Traffic Count (VDT): ***Average daily traffic counts are based on ACHD's most current traffic counts***

- No current traffic counts for Chaparral Road.

If you have any questions, please feel free to contact me at (208) 387-6218.

Sincerely,

Dawn Battles

Dawn Battles
Planner I
Development Services

cc: Ada County, via email
Nancy Merrill, via email
TO Engineers, via email

Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

    a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

    b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary of Highway Systems, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

    c. Time to Reply: The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

    d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

    e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

Kristy Inselman

From: Doug Pederson <dpederson1298@gmail.com>
Sent: Tuesday, July 12, 2016 10:15 PM
To: Kristy Inselman
Subject: Chaparral Go-kart Track

I fully support the proposed go kart track on Chaparral Road. Go-karting is a wholesome family oriented sport that supports comrade, fair play and good fun competition. Please support this facility. Thanks

Kristy Inselman

From: Chris Stroud <tiene222@live.ca>
Sent: Wednesday, July 13, 2016 6:26 AM
To: Kristy Inselman
Subject: Why to Build a Go Kart Track

I would like to share why building a go kart track in Eagle would be important to our family. Our family lives in Eagle ID however my son and I live in Canada. We have been coming to visit twice a year for over 10 years now and a big part of that experience has included go karting. My son has even come down alone for a couple of weeks to visit with his aunt and uncle and cousins to continue his involvement. It has been such a healthy bonding experience for my son, it has helped him to focus, follow direction, attention to detail, discipline, while learning and interacting in an outdoor sport with others who share his enjoyment of the sport.

With so many kids sitting on the couch playing video games, go karting is an opportunity to get them motivated to participate while it engages the mind and body. There are so many benefits beyond the physical and mental experience but the camaraderie and learning. I believe that these benefits considerably outweigh any potential hiccups by those who have not participated in the full go carting experience themselves and that the go kart track would be a necessary addition to Eagle.

Sincerely, Chris Stroud

Kristy Inselman

From: Marchelle Wilson <anjell53@yahoo.com>
Sent: Thursday, July 14, 2016 11:15 AM
To: Kristy Inselman
Subject: Kart track project - Eagle Idaho

To whom it may concern,
I am writing this letter in support of the kart track project in Eagle, Idaho.
It is my opinion, this project would be beneficial to the local community and the treasure valley area. Main stream sports are not for all youth and this facility would enable youth to explore other avenues and learn valuable life lessens that will assist in a positive path to maturity. This facility would also provide a place for families to participate in events/activities which in return helps in building family unity.

Sincerely,
Marchelle Wilson
Eagle, Idaho

Kristy Inselman

From: Sterling, Dave <dsterling@to-engineers.com>
Sent: Thursday, July 14, 2016 1:48 PM
To: Kristy Inselman
Subject: 201600646-CU-MSP-FP Letter Addressing Conditions of Approval
Attachments: 201200646-CU-MSP-FP Letter 7-14-16.pdf

Hi Kristy,

Attached is letter asking the P&Z Commission to revise two of the conditions of approval at tonight hearing. We will bring copies of the letter and discuss these requested changes at the hearing.

Also the applicant asked that I let you know that the LOMR was submitted to Angie Gilman for review and community signature. Once we have her signature we can submit to FEMA.

Please let me know if you have any questions.

DAVID STERLING, PE | *Project Manager*

T-O ENGINEERS
2471 S. Titanium Place | Meridian, Idaho 83642
P 208.323.2288 M 208.860.7946
www.to-engineers.com

T-O ENGINEERS

July 14, 2016

Kristy Inselman – Associate Planner
Ada County Development Services
200 W. Front St.
Boise, ID 83702

RE: Project No. 201600646-CU-MSP-FP; John Wood

Dear Kristy:

Thank you for the work and time for completing the staff report for the above mentioned project. We appreciate the complete and well thought out report and recommended conditions of approval.

After reviewing the conditions of approval with the project owner we would like to request the following changes to the conditions of approval based on the needs of the owner. We plan on presenting these to the Planning and Zoning Commission at tonight's hearing.

We respectively request that the Planning and Zoning Commission amend condition of approval No. 4 as follows.

4. The applicant and/or owner shall submit a revised landscape plan to be approved by the Director prior to the issuance of any building permit identifying the following:

~~a) Additional landscaping or a sound wall adjacent to the north side of the racetrack (approximately 4000 feet in length)~~

~~b) Additional landscaping or a sound wall adjacent to the south side of the racetrack (approximately 350 feet in length)~~

~~c)~~ a)-A minimum of 30-feet of greenspace adjacent to the racetrack and parking areas, as required by either the Sheriff's Department or Fire District.

Reasoning for changing condition No. 4.: The plan already proposes a large landscape berm along the property line on the south near the nearest existing residence. There are two additional residences to the south (one owned by the applicant) these residences are located 1,000 feet beyond the property boundary. The Noise study provided by Bionomics shows that additional sound buffering is not needed. The nearest residence on the north side of track is located over 750' from the proposed track. Again the noise study shows that no additional noise buffering is required. In

addition this is in conflict with condition number 14. "Only minimal grading shall be allowed in the Unnumbered A flood zone as identified on the master site plan. The Project shall not result in significant grade changes to the flood zone."

17.)~~The days and hours of operation for the use are Wednesday through Saturday, between the hours of 9:00am and 8:00pm and during the months of May through September.~~
The days and hours of operation for the use are Wednesday through Saturday, between the hours of 9:00am and 8:00pm and Sunday between the hours of 10:00 am and 5:00 pm.

- During the months of April to October, 1 sanctioned event per month will be allowed.
- During the months of January to December (year round) scheduled non-sanctioned events and corporate team buildings will be allowed.

Reasons for changing condition number 17:

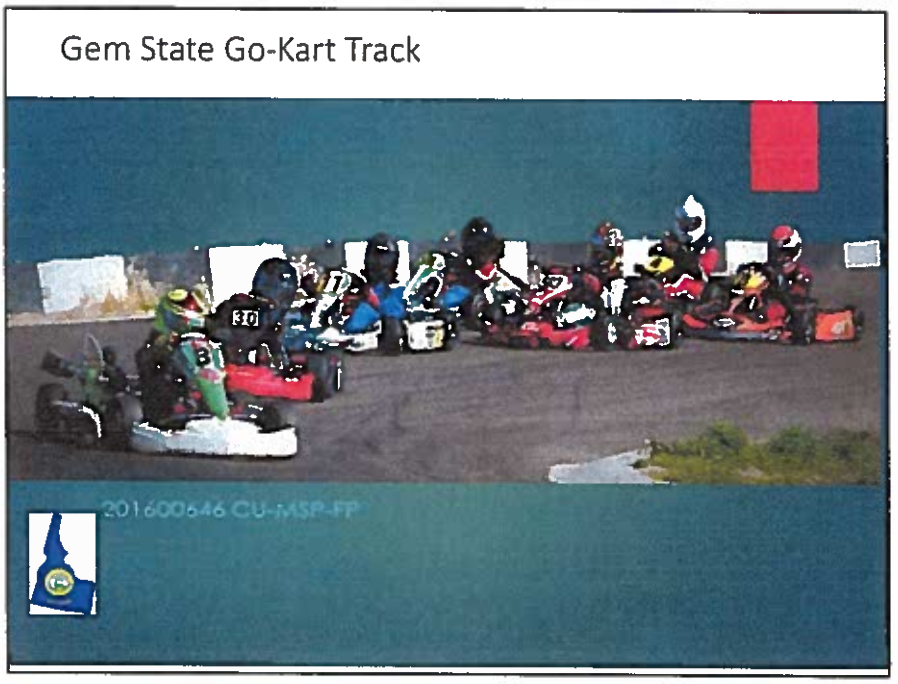
1) Many karting enthusiasts work on Saturdays, either as student jobs or adults working in the service industry, or have other obligations, which is why virtually all karting 'clubs' schedule events on Sundays. Including Sunday as well as Saturday will provide necessary choice for these people. To limit operation to just one day on the weekend compromises their opportunity to participate.

2) Off Season: The owner wants to offer options to hold fundraisers and related events for organizations inline with their own calendars. Furthermore, some events may be time sensitive, such as raising money for the sick or injured; deploying soldiers; and others. As such the owner would like to reserve the right to support such groups with events.

Sincerely,

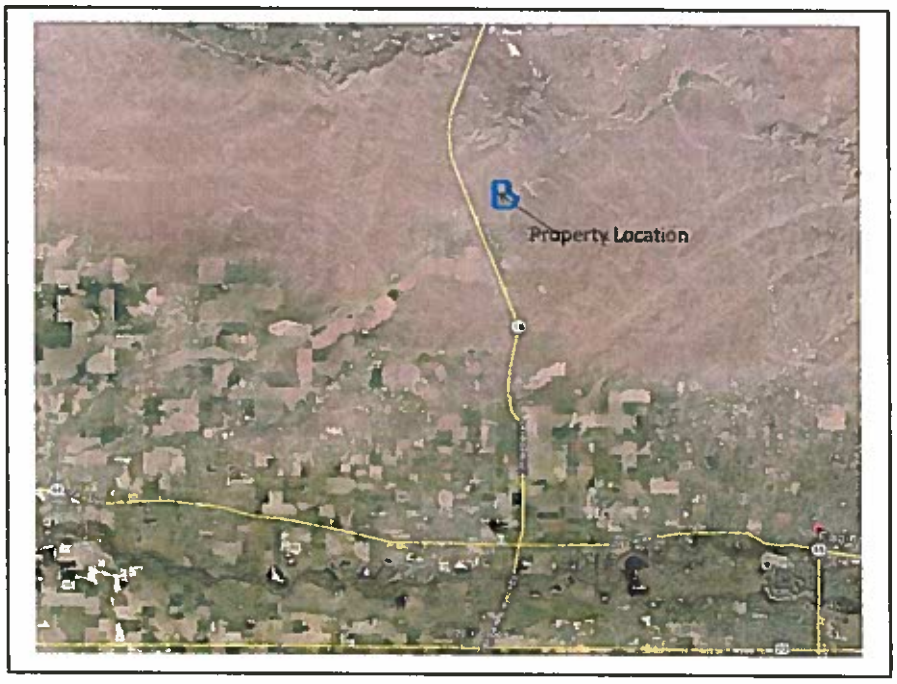
T-O ENGINEERS, INC.

David N. Sterling, P.E.
Project Manger

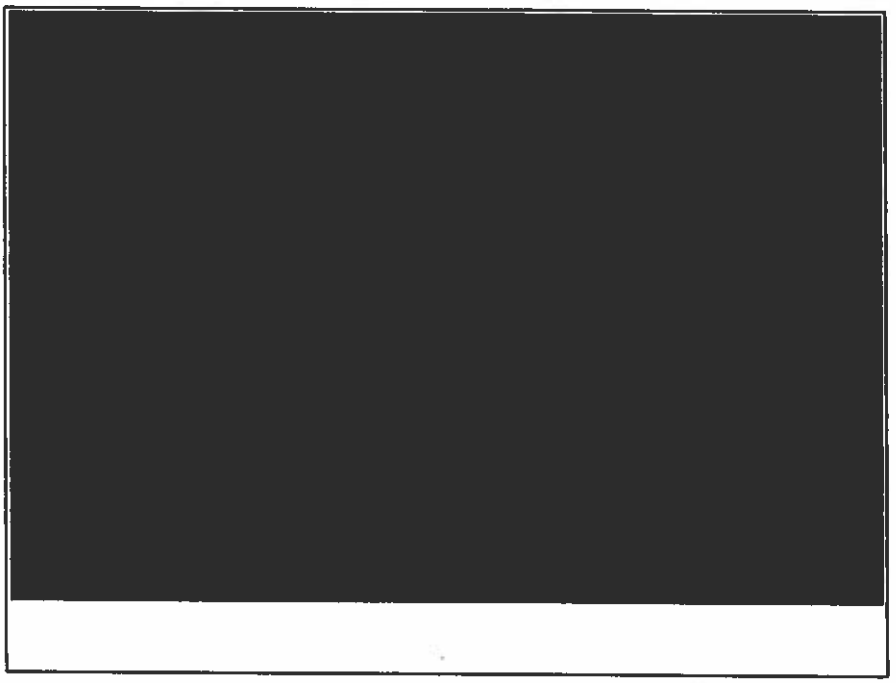


Introduction: Dave Sterling TO Engineers, Kent Smith Advisor on the design and operations of the project, licensed through the Porche Driving School, Dave Aspatarte Biometrics Sound Studies, Property owner John Woods and his son Ethan who also drives go_karts.

We are asking for a Conditional Use Permit to build a Go Kart Track on 120 acres located at 8700 W Chaparral Road in Ada County



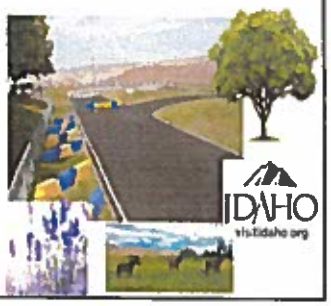
The project is located off of Highway 16 on Chaparral road, in Ada County



An overhead Ariel will show you the owners property, and the neighbors and the area where the track is proposed to be built.

Why Are We Building this Track?

- There is no other modern sanctioned paved track within 300 miles from the Treasure Valley
- It will be a World Kart Association (WKA) approved track that will meet all the requirements and strict regualtions for safety and for fire prevention.
- Volunteers are trained in the sport and on site at each of the corners with fire extinguishers,
- An Ambulance and EMT will also be on site for any emergencies that may arise.
- We are proposing a maximum of 7 sanctioned races between April and October.
- Hours of Operation for the races would be between Wednesday and Sunday. Wednesday through Saturday 9:00 am to 8:00 pm.
- Sundays from 10:00 am to 5:00 pm



There is a need in Ada for this type of facility. There is not another modern sanctioned track within 300 miles. The closest in out dated, too short of a track, not taken care of, sits on borrowed leased land.

Go Karting on a paved track is an up an coming sport. It is a training grounds for future NASCAR drivers.

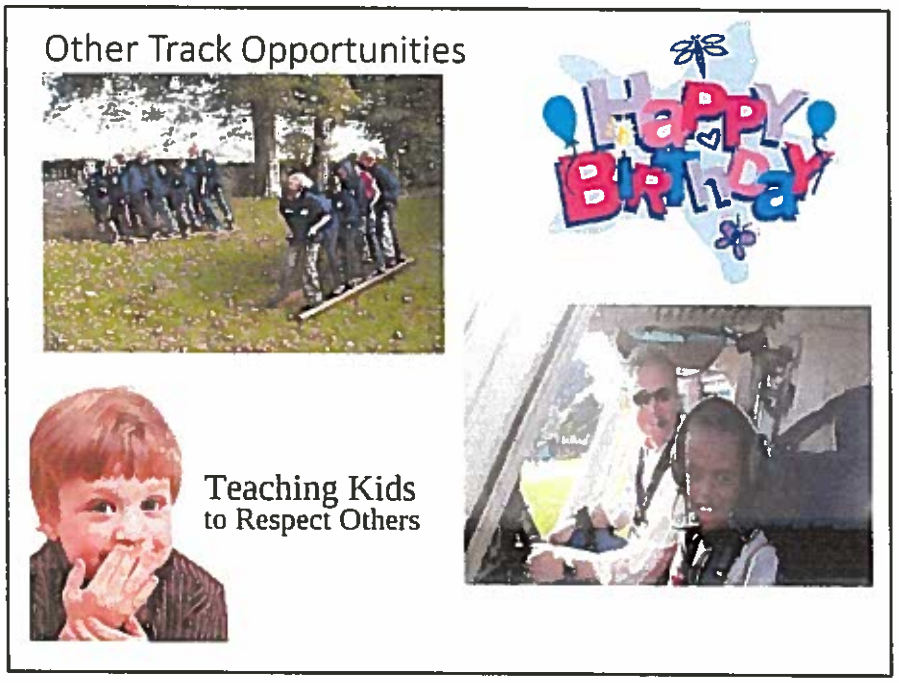
This facility is owner occupied. With the applicant being the owner He lives on the property and will be there to monitor and take care of the track.
This will be a sanctioned tract through the world kart association. It will have to meet all the guidelines and requirements for the track to be of the highest standards.

The most number of Karts on the track at any one time is 5 -20.

There are other uses for the track that can benefit the Community.

Mr Woods Does not want to limit the track to a few enthusiasts, but would like this track to be able to be available for special needs.

Opportunities for Make a Wish Foundation or Achievement awards for youth that reach a goal.



Corporate or business team building, Sheriff mentoring programs, or maybe just a day for a father and son to enjoy a day at the track.

All of these events would still be bound by the same size kart with the same size of engine, with the same muffler with a silencer and a spark arrester.

However these could occur year round as the weather permits and as the owners schedule allows.

These would have to be made by appointment.

We are asking that these type of opportunities be allowed through out the year but kept to the same days of Wednesday through Sunday and to the same times of 9-8 Monday through Saturday and 10-5 on Sundays.
The reason we are asking for the ability to offer these to folks year round is because they are so unpredictable as t o when someone might want to use the track.

Proposed Go-karts

- Engine size is limited to 50 cc to maximum of 206cc

These are not the big karts, they are small 50cc to 206 cc maximum, they are not the big Karts most people think of when someone says GoKarts

Mufflers and Silencers

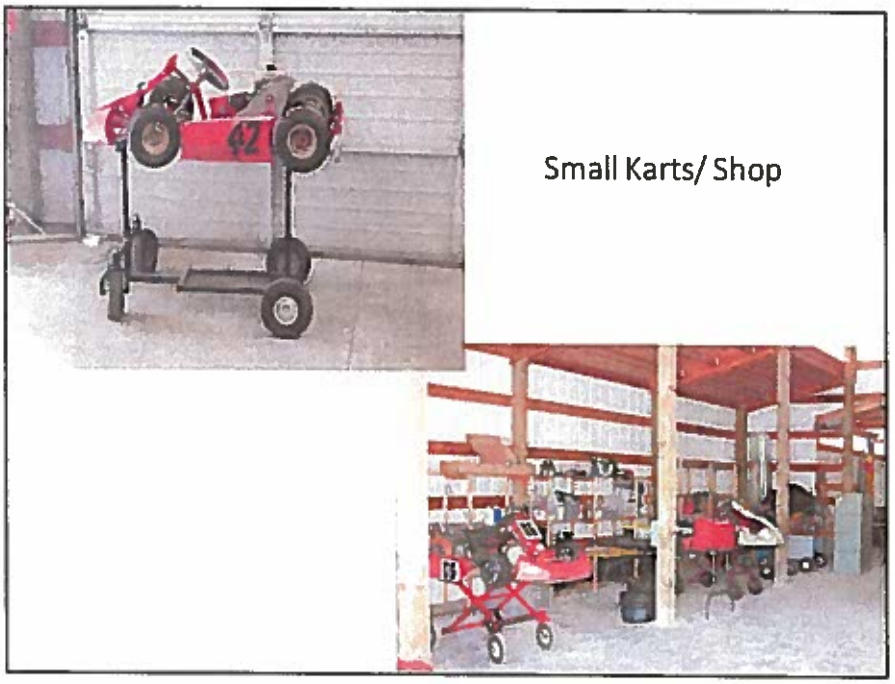
Spark Arresters Mandatory

Size of Lawn Mower

All Karts have large mufflers with silencers on them. Spark Arresters are mandatory on all Karts. The largest engine is a 206cc Briggs and Stratton engine, with the same noise level as a push lawn mower. The smallest is a 50cc engine for the smaller drivers. The sound from these small go karts is about the same as a weed eater.

The noise of the Go-Kart meets the ACC 5-13-3A which says ,Loud or Offensive noise is prohibited between the hours of 10PM and 7AM at a distance of 100' from the source of the sound. We will show that the noise from these karts is minimal and certainly not loud or Offensive.

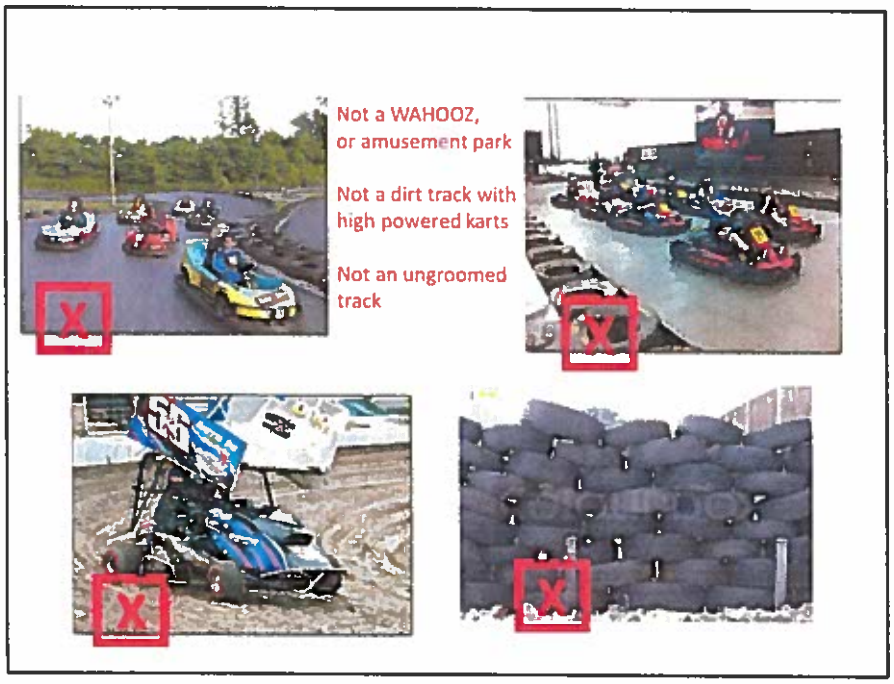
We are proposing 9:00 AM to 8:00PM Wednesday through Saturday and 10:00 AM – 5:00 Pm on Sundays. They will not be running intothe night or early in the morning. We are more than 100 ' away from the nearest neighbor as required by ACC.



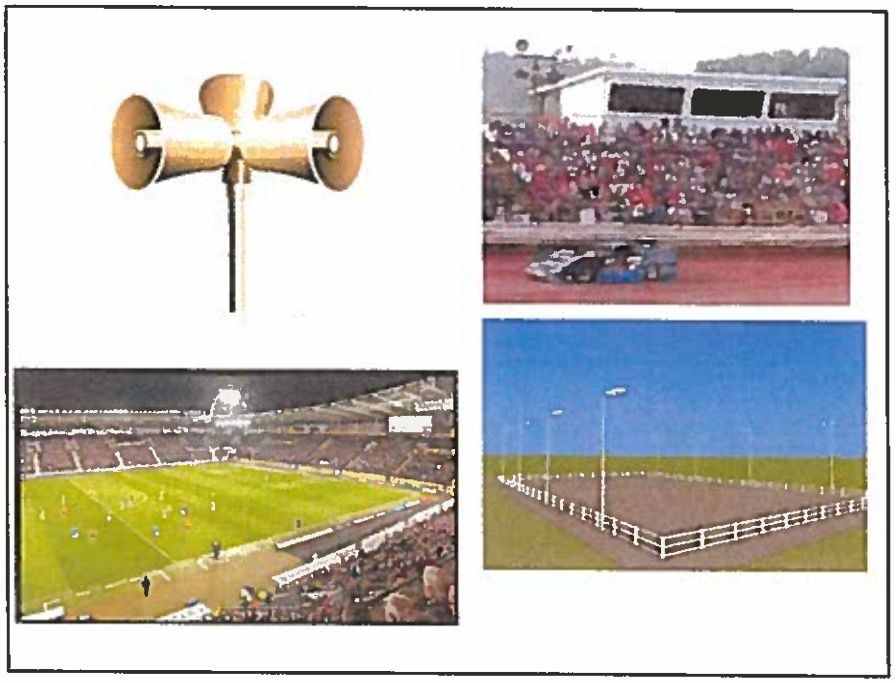
The karts will be stored on roll about carts allowing easy access to move them about and work on them in the shop where they will be stored.
All Karts that run on this sanctioned track will range from the smallest at 50 cc to the largest at 206 cc

This picture show the smallest Kart (on the roll cart) and the largest 206cc Kart, (bottom picture)

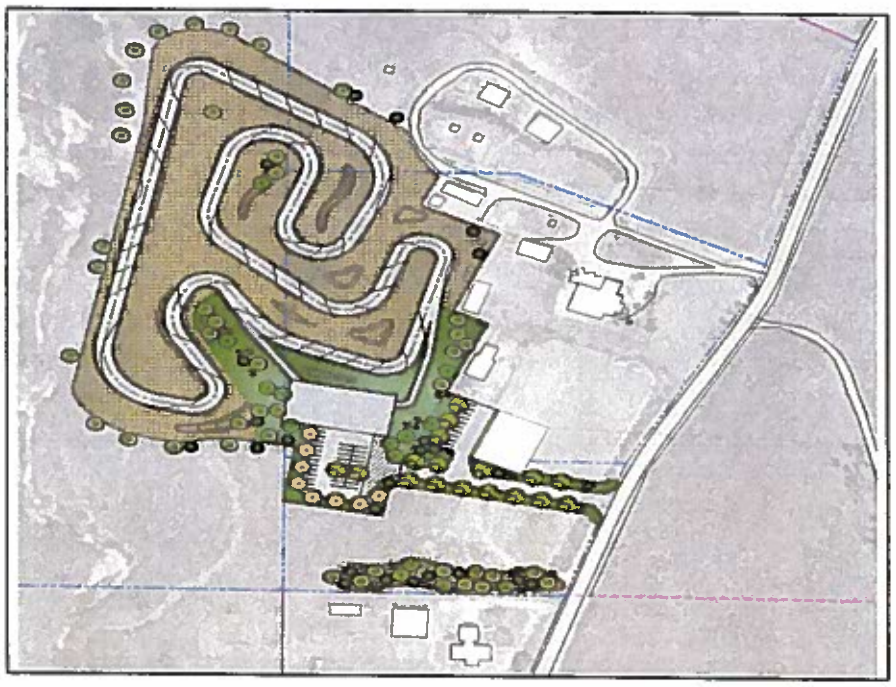
Go Karting is not just about running around a track. It teaches valuable life skills , such as preparation, Practice, planning, Grace under pressure, strong relationships, finances, Physical and mental fitness, determination and hard work.



This is not an every hour of the day, every day of the week amusement park type of track, nor is it an off road dirt track. It is also not a dumpy ungroomed dirt track running without supervision.



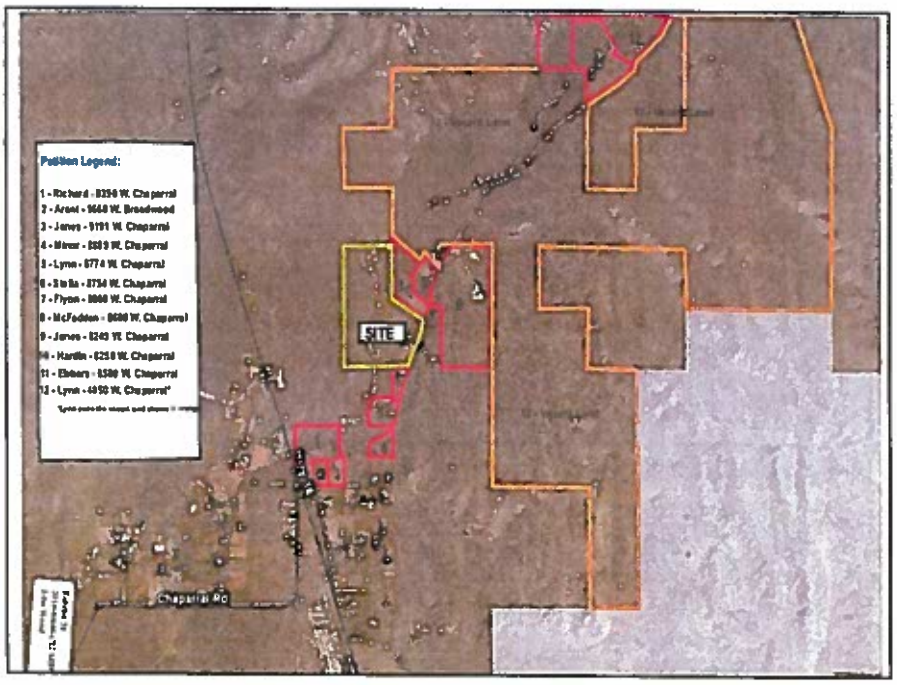
It will not have loud speakers, or large bright lights. It will not have bleachers for a ton of spectators. It will be organized, and Supervised, It will have all the safety requirements and features of a WKA Sanctioned paved Track,, with plenty of landscaping where families will bring their own lawn chairs and refreshments. They will spend the day enjoying a sport they love.



This will be the most improved property on Chaparral road with irrigated landscaping creating a defensive fire barrier. An oasis in the middle of otherwise dry fields and foothills. The entrance, parking lot, and track will all be paved, creating a dust free zone. It will also be helpful in preventing fires.

It will have a landscaped entrance with trees and shrubs on both sides of the road. A landscaped berm next to the nearest neighbor will help mitigate any concerns for noise, and also screen from the Go Kart track. The existing buildings are new or in good repair . The owner lives on the property with his family, and also has livestock and horses onsite. It is his desire to build a beautiful place that all can enjoy.

We have tried to address and mitigate all of the concerns from the neighbors.



We had our onsite neighborhood meeting on March 24, 6 neighbors attended.
Their concerns included: loss in property values, fire danger, safety, and noise.

We would like to also address the petition the County received from 12 property owners. In addition to the original concerns from the neighborhood meeting,
the petition listed impacts to quality of air, wildlife, horses and cattle, existing facilities should be used in lieu of this facility, and, inability to enforce the conditions of approval. With Earth Point I ran the measurement tool from the center of the proposed Go Kart Track to the property boundaries of those on the petition.
The closest neighbor Jode Stella measured 657 feet from the center of the track to her property boundary.
The furthest is the Ebbers who are nearly 1-3/4 mile away at 8,299 ft. The Go Kart track would be built where the elevation drops to the back of the property

1.Richard 9390	W Chaparral	3,297	
2. Aarant 9660	W Broadwood	4,119	It is unlikely that anyone who signed this petition would see or hear the go karts from their
3. Jones 9191	W Chaparral	3,564	property
4. Minor 8889	W Chaparral	2,881	
5. Linn 8774	W Chaparral	2,077	
6. Stella 8754	W Chaparral	657	

7. Flynn 8600 W Chaparral **1,172**
8. McFadden 8600 W Chaparral 1,371
9. Jones 8249 W Chaparral **2,404 across street, up and behind a hill surrounded with trees**
10. Hardin 8250 W Chaparral 1,758
11. Ebbers 6500 W Chaparral **8,299**
12. Lynn Vacant Land.

Distances from Neighbors

• 1. Richard 9390	*W Chaparral*	*3,297*
• 2. Aarant 9660	*W Broadwood*	*4,119*
• 3. Jones 9191	*W Chaparral*	*3,564*
• 4. Minor 8889	*W Chaparral*	*2,881*
• 5. Lynn 8774	*W Chaparral*	*2,077*
• 6. Stella 8754	*W Chaparral*	***657***
• 7. Flynn 8660	*W Chaparral*	*1,172*
• 8. McFadden 8600	*W Chaparral*	*1,371*
• 9. Jones 8249	*W Chaparral*	*2,404*
• 10. Hardin 8250	*W Chaparral*	*1,758*
• 11. Ebbers 6500	*W Chaparral*	***8,299***
• 12. Lynn Vacant Land		

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The closest neighbor Jode Stella measured 657 feet from the center of the track to her property boundary.
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9. Jones 8249	W Chaparral	**2,404**
10. Hardin 8250	W Chaparral	**1,758**
11. Ebbers 6500	W Chaparral	**8,299**
12. Lynn Vacant Land		

It is unlikely that anyone who signed this petition would see or hear the go karts from their Property.

Impacts to Quality of Air, Wildlife, and Horses and Cattle

- IDFG Letter dated 4/25/16 and included in the staff report states that
  - No records of any federally listed Threatened, Endangered Species or Species of Greatest Conservation Need or their critical habitat is anticipated to be present on or near the site
- Applicant/Property owner has horses and other livestock onsite

We received a letter back from Fish and Game indicating they did not have any record of any federally threatened or endangered species, nor did they anticipate any to be present on or near the site. They have no objection to this application.

. The applicant and owner also has horse and livestock on his property. He would not build track that would scare or harm his or any of his neighbors livestock.

Fire Protection

- Landscape Plan proposes 15-60' irrigated landscape buffer (will increase to minimum 30') per State Fire Marshall comments
- Go Karts will run on paved track
- Sanctioned races require Station Workers to have fire extinguishers, EMTs and ambulances on site.
- Onsite water truck will be provided
- Will comply with Hillside and WUFI
- Overlay Areas ACC 8-5-3B
- Mandatory Spark Arresters

Fire protection seemed to be of the biggest concern to the neighbors. We believe this project will not cause any fires because of the extra precautions with green space and irrigation, and with the strict regulations required for safety on a Sanctioned track.

We will be planting a defensible green space around the track with 30-60 feet of irrigated lawn, trees and shrubs. (an increase of additional15 ft for the minimum as requested by the State Fire Marshall).

The volunteers will also be carrying fire extinguishers.

The owner is willing to purchase a water truck to keep onsite not only for these events, but also for the neighbors

We will comply with all of the Hillside and overlay areas as outlined in Ada County Code 8-5-3B

Spark Arrestors are mandatory on all Karts per the WKA strict requirements.

Traffic

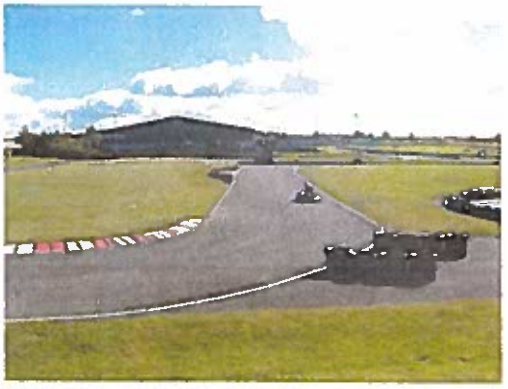
- ACHD estimated 2 trips per vehicle with multiple visitors typically sharing one vehicle it is difficult to estimate number of trips per event.
- Chaparral road is improved with 2-travel lanes, 25-feet pavement,3 foot gravel shoulders.
- ACHD is not requiring any additional improvements to Chaparral Road
- Staff Recommendations: The applicants proposal meets the district policy and should be approved as proposed.

This is a destination sport. The participants arrive and stay until the event is over. Limiting the number of Karts on the track, also limits the number of participants and spectators. ACHD does not believe there will be an increase in traffic or a need for improvements to Chaparral road.

Property values: this piece of property will be beautifully bermed and landscaped. A new approved well will provide plenty of water to keep everything green.
The track is built to the back of the owners property in an area where the elevation drops. It is away from the road, and away from the neighbors.

Property Values

- The project will be bermed and fully landscaped
- Track will be built to the back of owners property, and screened from view of neighbors and roadway with existing buildings, berms and landscaping
- Only material capital investment on Chaparral road



Existing Facilities should be used in lieu of this location

- The site listed in the neighbors letter, **Gem Cycle Park**, is for **off road vehicles,** not the type of on pavement go-karts that this facility will offer.
- There is no track that conforms to the WKA (World Kart Association)
- Standards within 300 miles

Existing facilities should be used in liew of this location

This article is talking about The Gem Cycle track which is an area for off road dirt bikes and ATVs. This is not the same type of facility. These Karts are not off road vehicles. They are driven on paved tracks. There is no other modern sanctioned track of this type for 300 miles. The closest track is Salt Lake City or Spokane.

The only other paved track in the valley is a club track which no one else can use. It is out of date, in misrepair, the track is too short for the karts, and it is on leased borrowed land.

Noise Level

Noise Study by Biometrics : Dave Asparte

Probably the most misunderstood concern is for noise. These karts are not what you see at amusement parks. They don't huge engines.
We hired a professional sound company by the name of Biometrics to run a full scale sound test. This company is the same one that ITD uses for sound studies.
I would like to introduce you to the owner Dave Aspartate.

Revisions to Conditions of Approval

- LOMR vrs CLOMR
- Sundays 10 am to 5 pm
- April to October - 1 race per month for a sanctioned event
- Year round non-sanctioned events as scheduled ex. Corporate team building, Make a Wish, mentoring programs, incentive awards, lunch box program and others
- Remove 2 new berms near Willow Creek, not needed per sound study and located in the low part of the site and within Flood plain and Floodway

We would like to ask for these revisions to the conditions of approval

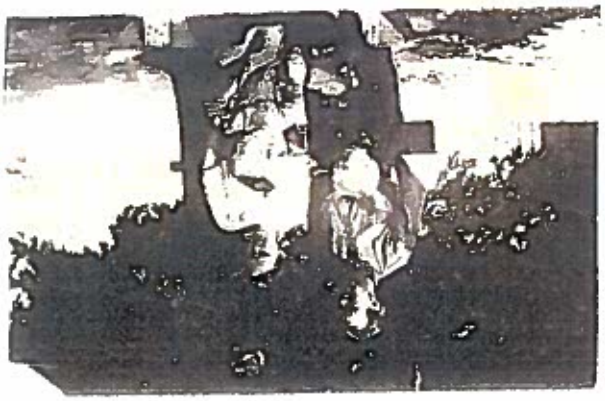
Thank You

Shoshone Indians

July 2 2016

← 80 acres of hills that John Wood has ~~$~~ added for go-karts.

Hills contain artifacts of Shoshone Indians



Kristy Inselman

From:	Kristy Inselman
Sent:	Monday, August 01, 2016 4:48 PM
To:	Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; kmcclenny@eaglefire.org; sbuck@eaglefire.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Kristy Inselman
Cc:	Kristy Inselman
Subject:	Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-A / CU / FP / MSP	**X-Reference**: NONE
Description: Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward).	
Reviewing Body: BOCC	**Hearing Date**: 9/14/2016
Applicant: LEAKE ROBERT LANA	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

***Please Note: Two separate appeal applications were submitted on this application.**

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 8/16/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,
KRISTY INSELMAN, ASSOCIATE PLANNER

200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

ADA COUNTY DEVELOPMENT SERVICES
Planning & Zoning Division Transmittal

To: CITIZENS FOR A SAFER 16	Date: 8/2/2016
File Number: 201600646-A / CU / FP / MSP	X-Reference: NONE
Description: Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward).	
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KRISTY INSELMAN, ASSOCIATE PLANNER (208) 287-7998 kinselman@adaweb.net
200 W Front Street, Boise ID 83702

14 ADA COUNTY DEVELOPMENT SERVICES
200 W FRONT ST RM 2125
BOISE, ID 83702

CITIZENS FOR A SAFER 16
ATT: LILAS MCCOLM-TRASKA
4688 SHAWNEE WAY
BOISE ID 83709

ADA COUNTY DEVELOPMENT SERVICES
Planning & Zoning Division Transmittal

To: IDAHO STATE FIRE MARSHALL	Date: 8/2/2016
File Number: 201600646-A / CU / FP / MSP	X-Reference: NONE
Description: Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward).	
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BOISE, ID 83702

IDAHO STATE FIRE MARSHALL
ATT: NESHA PABST
700 W STATE ST FL 3RD
BOISE ID 83702

Kristy Inselman

From:	Kristy Inselman
Sent:	Monday, August 01, 2016 4:50 PM
To:	Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; kmcclenny@eaglefire.org; sbuck@eaglefire.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Kristy Inselman
Cc:	Kristy Inselman
Subject:	Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-A(B) / CU / FP / MSP	**X-Reference**: NONE
Description: Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom).	
Reviewing Body: BOCC	**Hearing Date**: 9/14/2016
Applicant: JONES BROOKE JAKE	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

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Planning & Zoning Division Transmittal

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File Number: 201600646-A / CU / FP / MSP	X-Reference: NONE
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200 W FRONT ST RM 2125
BOISE, ID 83702

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4688 SHAWNEE WAY
BOISE ID 83709

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Planning & Zoning Division Transmittal

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File Number: 201600646-A / CU / FP / MSP	X-Reference: NONE
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Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

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200 W FRONT ST RM 2125
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IDAHO STATE FIRE MARSHALL
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700 W STATE ST FL 3RD
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Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
Fax 208.287.7909
www.adacounty.id.gov

Department Divisions
Building
Engineering & Surveying
Permitting
Planning & Zoning

Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

August 3, 2016

Robert & Lana Leake
8919 W. Deer Ln.
Eagle, ID 83616

RE: PROJECT NO.**201600646-CU-MSP-FP-A (A)**

Dear Applicants;

This is to notify you that your appeal application has been scheduled to be heard by the Board of Ada County Commissioners on **September 14, 2016.** This hearing will begin at 6:00 p.m. and will be held in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID. You or your representative must be present.

A copy of the staff report will be sent to you prior to the meeting. Please contact me if you have any questions or comments regarding this application, the staff report, or any conditions, which may be attached to the staff report.

In accordance with State law, **"Notice of Public Hearing"** must be posted on the site. Ada County recently amended the code to require the applicant to post the sign.

If the property is not posted correctly or the certification form is not submitted to Development Services at least seven (7) days prior to the public hearing, the application will be tabled until the next available hearing date. The sign is required to be posted ten (10) days in advance of the hearing. The certification form is available to download on our website at www.adaweb.net/DevelopmentServices.

The sign is required to be taken down no later than three (3) days after the final decision. If there are multiple hearings on the application, the sign **does not** need to be taken down between hearings. However, the sign will need to be updated with the new hearing dates as the application goes through the hearing process.

I can be reached at 287-7998 or via email at kinselman@adaweb.net.

Sincerely,

Kristy Inselman

Kristy Inselman, Associate Planner
Ada County Development Services, Planning & Zoning Division

Cc: Guy G. Whittemore
Jerry L. Jones
Dorothy Minor
Carolyn Lindsey
Sandra Seward

Megan M. Leatherman, MCRP
Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
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Department Divisions
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Ada County Commissioners
Jim Tibbs, First District
Rick Yzaguirre, Second District
David L. Case, Third District

ADA COUNTY
Development Services Department

August 3, 2016

Jake & Brook Jones
8249 W. Chaparral Road
Eagle, ID 83616

RE: PROJECT NO.**201600646-CU-MSP-FP-A (B)**

Dear Applicants;

This is to notify you that your appeal application has been scheduled to be heard by the Board of Ada County Commissioners on **September 14, 2016.** This hearing will begin at 6:00 p.m. and will be held in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID. You or your representative must be present.

A copy of the staff report will be sent to you prior to the meeting. Please contact me if you have any questions or comments regarding this application, the staff report, or any conditions, which may be attached to the staff report.

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I can be reached at 287-7998 or via email at kinselman@adaweb.net.

Sincerely,

Kristy Inselman

Kristy Inselman, Associate Planner
Ada County Development Services, Planning & Zoning Division

Cc: David Bensinger (via email)
Marjorie J. Lynn
Lonnie L. Flynn
Bobbi & Lyle McFaddan
Jode & Monica Stella
Eric Hallstrom

ADA COUNTY DEVELOPMENT SERVICES
200 W FRONT ST BOISE ID 83702

August 4, 2016

Dear Property Owner:

LEGAL NOTICE IS HEREBY GIVEN THAT the Board of Ada County Commissioner's will hold a public hearing on **September 14, 2016,** at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear the following:

201600646-CU-MSP-FP-A(A) (Appeal 1 of 2), Applicant's (Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward) **appeal** of the Planning & Zoning Commission's decision to approve a conditional use, master site plan, and floodplain application for a Go Kart Track. The proposed track is an 80,100 square foot asphalt track, landscaping, and recycled asphalt parking areas to total 40-spaces. An existing 1,800 square foot agricultural structure would be used for storage of material and equipment for the go cart track. The number of carts on the track will range from 5-15 carts. The hours of operation would be Wednesday through Saturday 9am to 8pm, and Sunday 10am to 5pm. During the months of April to October, one (1) sanctioned event per month would be allowed and during the months of January to December (year round), scheduled non-sanctioned events and corporate team buildings will be allowed. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property is located at 8700 W. Chaparral Rd. and contains 100.25 acres; Section 9, T.5N, R.1W

Contact Kristy Inselman, Associate Planner, at 287-7998 or kinselman@adaweb.net for more information.

This is an Official Notice of Public Hearing regarding the use of a property near your own. You have been notified because records indicated that you own property near or within 2640' of the applicant's project boundary. You are invited to attend the public hearing and offer your comments for consideration. If you are unable to attend, you may send comments to our office before the hearing date, and they will be entered in the public hearing record.

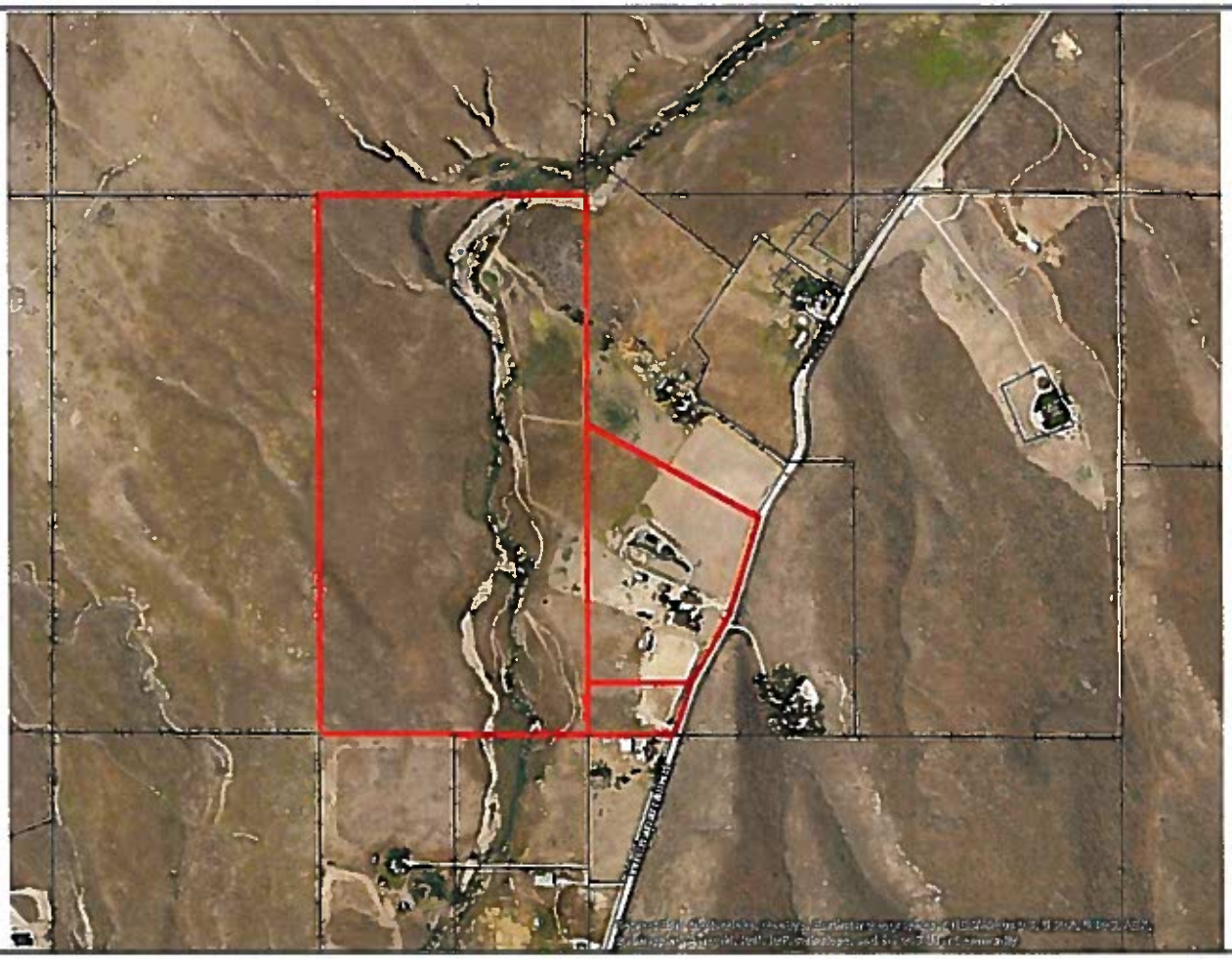
This application can be viewed online by completing the following:

1. **Type gisx.adaweb.net/acdsv2/**
2. **Enter "201600646-A" in search application by file number.**
3. **Click on 'Application Information'.**
4. **Review documents by clicking on 'Supporting Documents.**

Five (5) days prior to the hearing you can go the www.adacounty.id.gov to view the agenda or staff report.

NOTES:

- This item may not be heard at the scheduled time of 6:00 p.m., as multiple items may be considered during the hearing.
- Video, audio, PowerPoint, or other computer-generated visuals used to present testimony, must be provided to the Planner ½ hour prior to the start of the hearing: file format compatibility cannot be guaranteed.
- Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 or 287-7979 (TDD) three days prior to this public hearing to make arrangements.



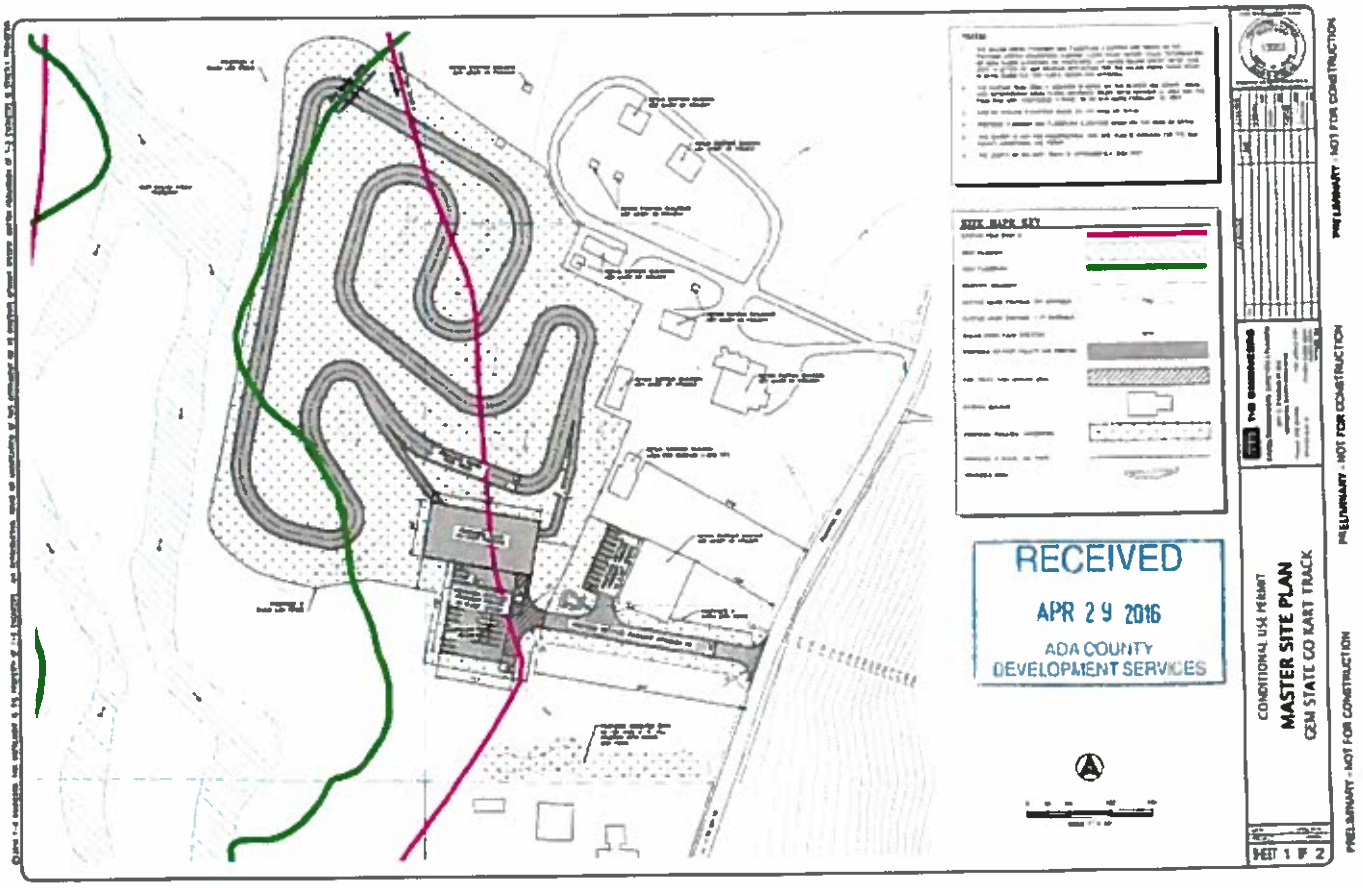


Exhibit 11
201600646-A (A&B)

ADA COUNTY DEVELOPMENT SERVICES
200 W FRONT ST BOISE ID 83702

August 4, 2016

Dear Property Owner:

LEGAL NOTICE IS HEREBY GIVEN THAT the Board of Ada County Commissioner's will hold a public hearing on **September 14, 2016,** at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear the following:

201600646-CU-MSP-FP-A(B) (Appeal 2 of 2), Applicant's (Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom) **appeal** of the Planning & Zoning Commission's decision to approve a conditional use, master site plan, and floodplain application for a Go Kart Track. The proposed track is an 80,100 square foot asphalt track, landscaping, and recycled asphalt parking areas to total 40-spaces. An existing 1,800 square foot agricultural structure would be used for storage of material and equipment for the go cart track. The number of carts on the track will range from 5-15 carts. The hours of operation would be Wednesday through Saturday 9am to 8pm, and Sunday 10am to 5pm. During the months of April to October, one (1) sanctioned event per month would be allowed and during the months of January to December (year round), scheduled non-sanctioned events and corporate team buildings will be allowed. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers. The property is located at 8700 W. Chaparral Rd. and contains 100.25 acres; Section 9, T.5N, R.1W

Contact Kristy Inselman, Associate Planner, at 287-7998 or kinselman@adaweb.net for more information.

This is an Official Notice of Public Hearing regarding the use of a property near your own. You have been notified because records indicated that you own property near or within 2640' of the applicant's project boundary. You are invited to attend the public hearing and offer your comments for consideration. If you are unable to attend, you may send comments to our office before the hearing date, and they will be entered in the public hearing record.

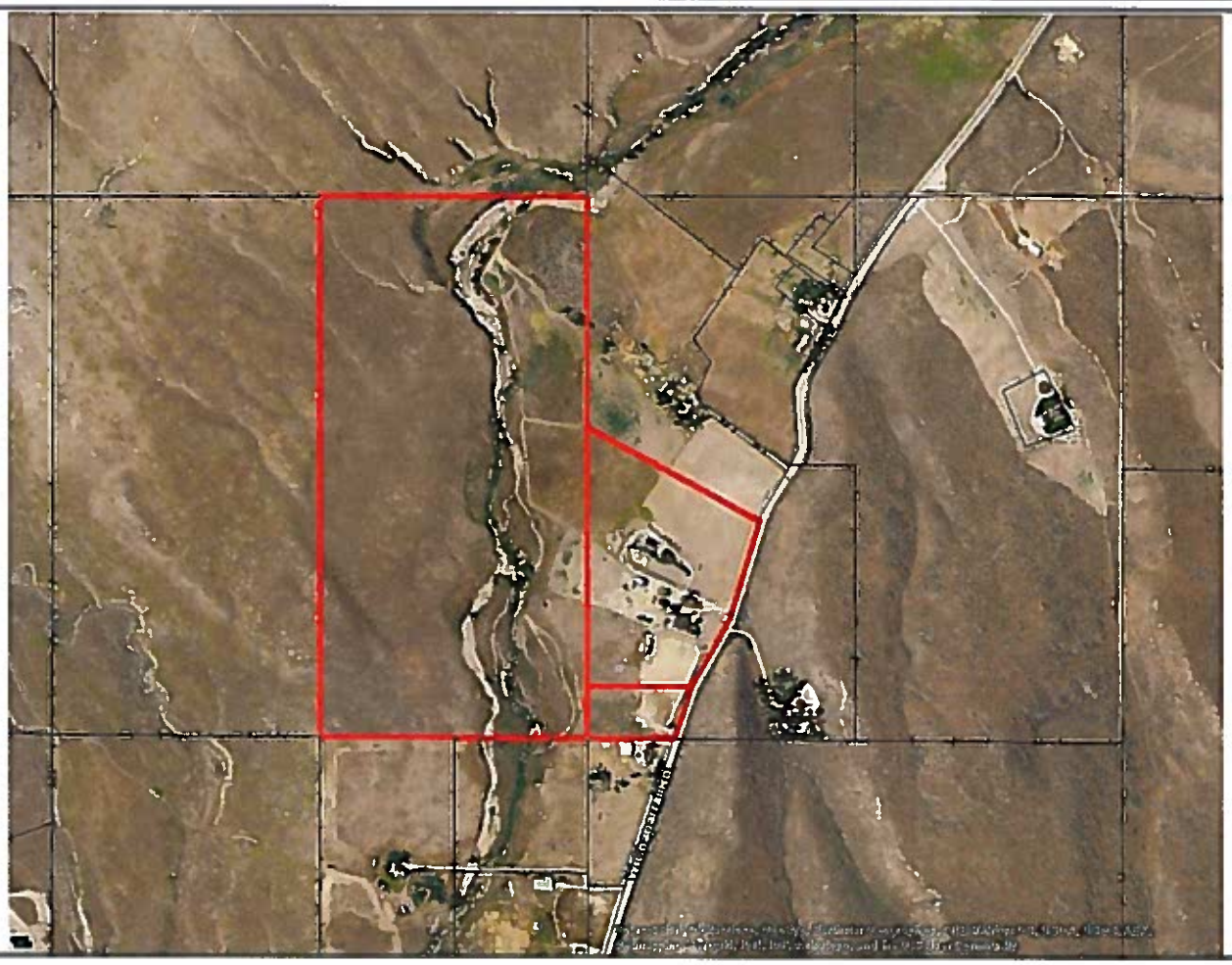
This application can be viewed online by completing the following:

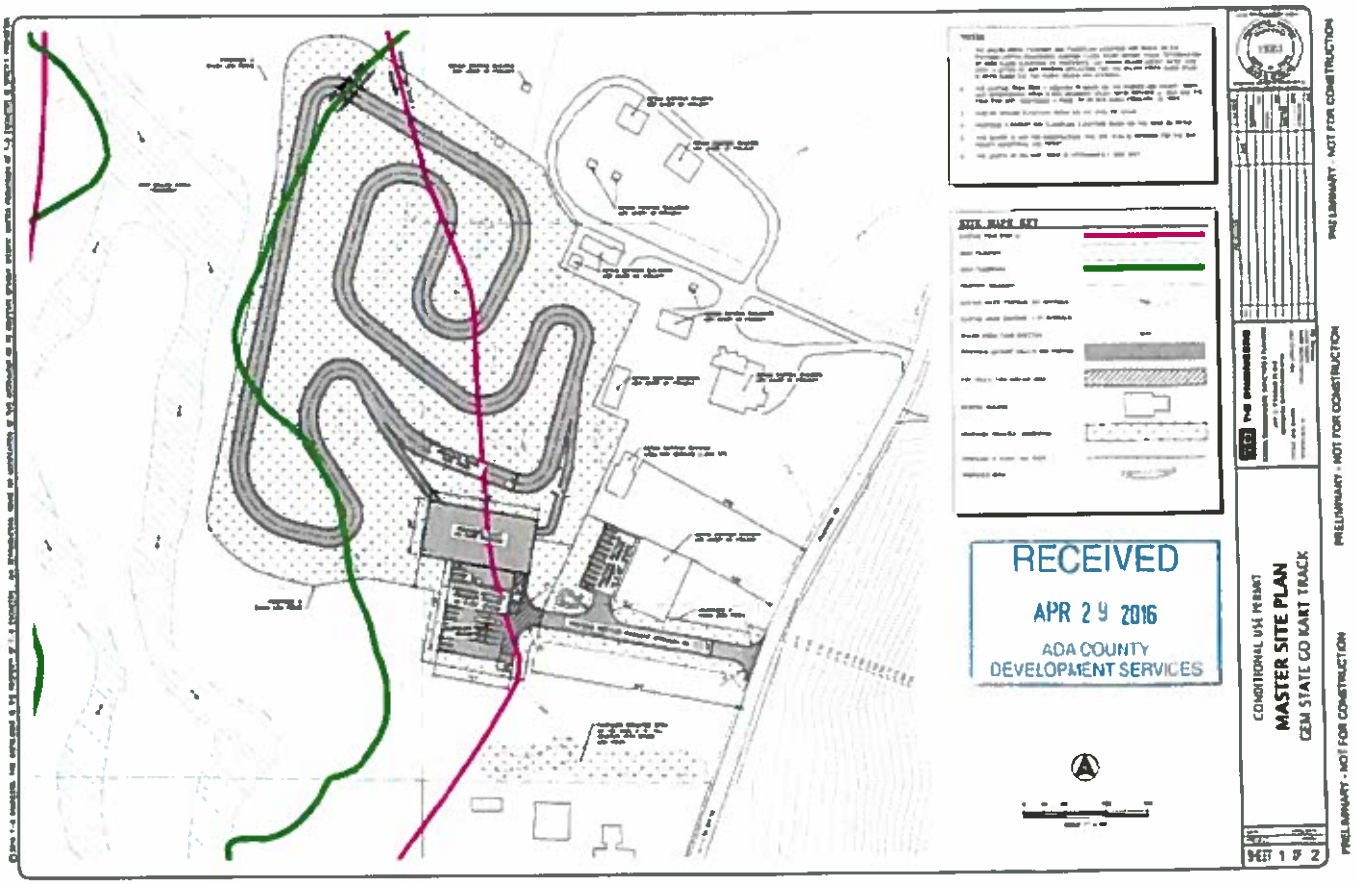
1. **Type gisx.adaweb.net/acdsv2/**
2. **Enter "201600646-A" in search application by file number.**
3. **Click on 'Application Information'.**
4. **Review documents by clicking on 'Supporting Documents.**

Five (5) days prior to the hearing you can go the www.adacounty.id.gov to view the agenda or staff report.

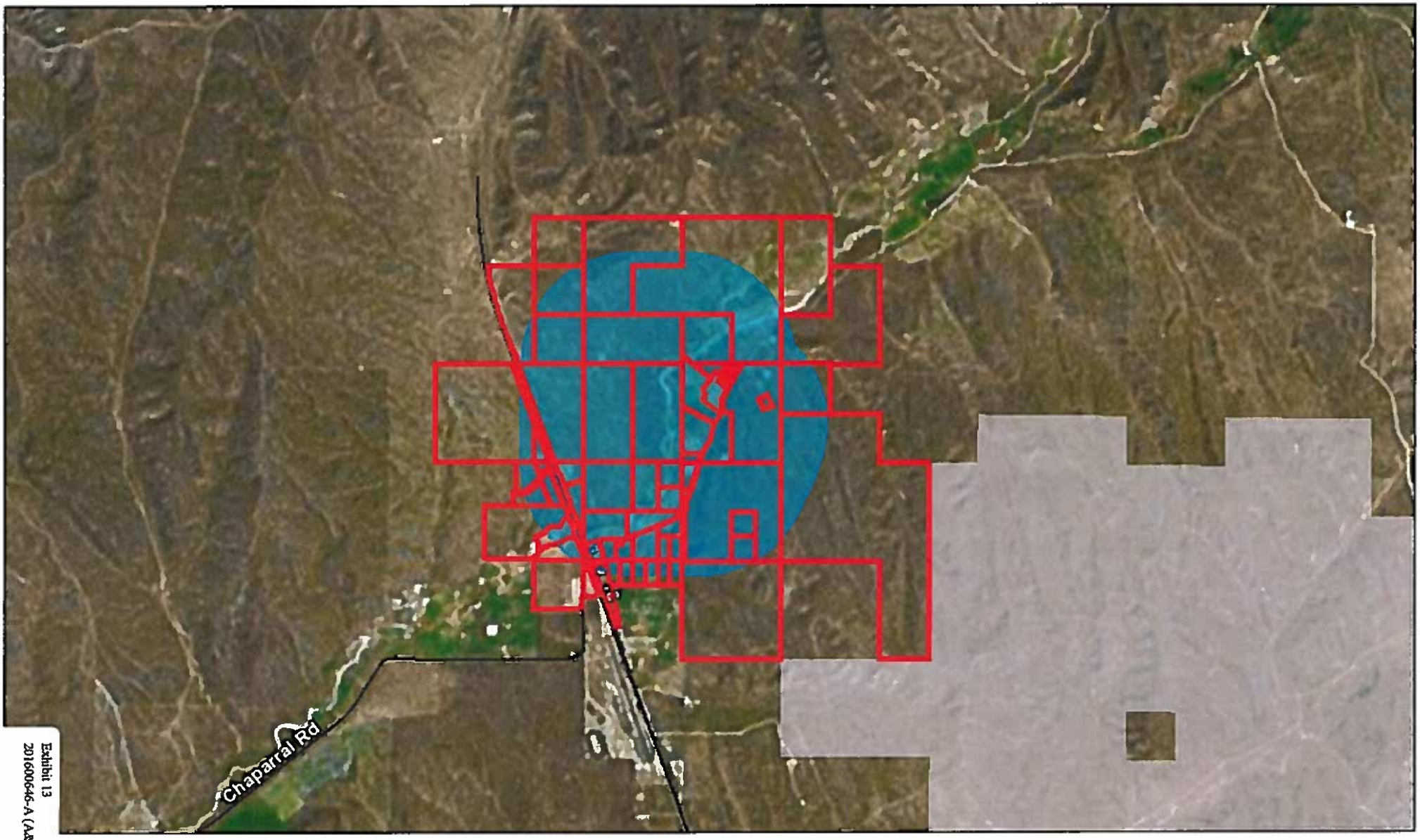
NOTES:

- This item may not be heard at the scheduled time of 6:00 p.m., as multiple items may be considered during the hearing.
- Video, audio, PowerPoint, or other computer-generated visuals used to present testimony, must be provided to the Planner ½ hour prior to the start of the hearing: file format compatibility cannot be guaranteed.
- Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 or 287-7979 (TDD) three days prior to this public hearing to make arrangements.




RECEIVED
APR 29 2016
ADA COUNTY
DEVELOPMENT SERVICES
CONDITIONAL USE PERMIT
MASTER SITE PLAN
CEM STATE GO KART TRACK
SHEET 1 OF 2
PRELIMINARY - NOT FOR CONSTRUCTION

201600646 - CU - MSP - FP - A: Radius Map



Search Results:
Parcels
Limits
BOISE

EAGLE
GARDEN CITY
KUNA

MERIDIAN
STAR
Major Streets

Parks

0 0.375 0.75 1.5 Miles

Date: 8/3/2016

N

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Exhibit 13
201600646-A (A&B)
1 OF 3

PRIMOWNER	SECOWNER	ADDCONCAT	STATCONCAT
ARANT JEFFREY L	ARANT DEBORAH K	9660 N BROADWOOD RD	EAGLE, ID 83616-0000
BENNETT CYNTHIA A	SCHWEIZER EDWARD B	PO BOX 986	MERIDIAN, ID 83680-0000
BENSINGER DAVID W	BENSINGER DEBORAH R	7258 N SPRINGCREST PL	MERIDIAN, ID 83646-0000
CAVEN JERRY L		911 E WINDING CREEK AVE STE 100	EAGLE, ID 83616-0000
CHAPARRAL WATER ASSN INC	LAND WAYNE J & JANICE	8875 W DEER LN	EAGLE, ID 83616-0000
COE BRETT		9195 W DEER LN	EAGLE, ID 83616-0000
COLTON RANCH HOA INC		10707 W COLTON LN	EAGLE, ID 83616-0000
COX RALPH WE III		10103 W COLTON LN	EAGLE, ID 83616-0000
DAHL SHEEP LLC		1036 E IRON EAGLE DR STE 100	EAGLE, ID 83616-0000
DOCKSTADER WESLEY D		9335 HWY 44	MIDDLETON, ID 83644-7638
FLYNN LONNIE L	FLYNN KIMBERLY D	8660 W CHAPARRAL RD	EAGLE, ID 83616-0000
HALLSTROM ERIC L	HALLSTROM KANDY L	8669 W CHAPARREL RD	EAGLE, ID 83616-0000
HARDIN JANET G		225 MILL RD	CLEARWATER, ID 83552-0000
HIGHLAND LIVESTOCK & LAND CO LTD		PO BOX 488	EMMETT, ID 83617-0488
IP IRREVOCABLE TRUST		104 E 44TH ST	GARDEN CITY, ID 83714-0000
JONES BROOKE A		8249 W CHAPARRAL RD	EAGLE, ID 83616-0000
JONES JERRY L	JONES ELIDA	9191 W CHAPARRAL RD	EAGLE, ID 83616-1415
JORGENSEN ROGER K	JORGENSEN ELIZABETH D	10124 W COLTON LN	EAGLE, ID 83616-0000
KIMBALL XENIYA	ARK ROOFING LLC	16706 SAND HOLLOW RD	CALDWELL, ID 83607-0000
KOOP NATHAN M	KOOP HEATHER M	6660 W BARSTOW AVE	FRESNO, CA 93723-0000
LEAKE ROBERT B	LEAKE SVETLANA V	8919 W DEER LN	EAGLE, ID 83616-0000
LINDSEY CAROLYN L		9091 W DEER LN	EAGLE, ID 83616-0000
LITTLE ENTERPRISES LTD PARTNERSHIP		PO BOX 488	EMMETT, ID 83617-0488
LUCKOW GINA	KERSEY BEVERLY	8968 W DEER LN	EAGLE, ID 83616-0000
LYNN MARJORIE JOY	LYNN MARK & MARJORIE TRUST B	4050 W CHAPARRAL RD	EAGLE, ID 83616-0000
LYNN WADE	LYNN SHELLY	8774 W CHAPARRAL RD	EAGLE, ID 83616-1414
MCFADDAN LYLE L		8600 W CHAPARRAL RD	EAGLE, ID 83616-1432
MILLER DON C		9611 N BROADWOOD LN	EAGLE, ID 83616-0000
MINOR WILLIAM T	MINOR DOROTHY J	8889 W CHAPARRAL RD	EAGLE, ID 83616-1415
O'NEIL JOHN J	O'NEIL TONIA	PO BOX 376	EAGLE, ID 83616-0000
PARK HAMPTON LLC		3390 W FLINT DR	EAGLE, ID 83616-0000
PRICE RANDALL K	PRICE DEEDRA S	9601 W CHAPARRAL RD	EAGLE, ID 83616-0000
RICHARD MERT G	RICHARD DEBORA L	9390 W CHAPARRAL RD	EAGLE, ID 83616-1414

SEWARD SANDRA L	SEWARD SCOTT A	8875 W DEER LN	EAGLE, ID 83616-0000
SPENCER JANE K		10059 N HWY 16	EAGLE, ID 83616-0000
SPENCER JUSTIN		10055 N HWY 16	EAGLE, ID 83616-1425
STEELE ROBERT		9614 W CHAPARRAL RD	EAGLE, ID 83616-1413
STELLA JODE P		8754 W CHAPARRAL RD	EAGLE, ID 83616-1414
STOGDELL JEB	STOGDELL TERESA REBECA	8830 W DEER LN	EAGLE, ID 83616-0000
THREE BAR INVESTMENTS LLC		8106 WASHINGTON ST	MIDVALE, UT 84047-0000
USA (BUREAU OF LAND MANAGEMENT)		1387 S VINNELL WAY	BOISE, ID 83709-0000
WALDRON PHILIP T	WALDRON LORA A	9500 N BROADWOOD LN	EAGLE, ID 83616-0000
WHITTEMORE FAMILY REVOCABLE TRUST	WHITTEMORE GUY TRUSTEE	9105 W DEER LN	EAGLE, ID 83616-1417

201600646-CU-MSP-FP-A: Aerial Map

earch Results: City Limits
arcels
arcels

BOISE
EAGLE
GARDEN CITY
KUNA
MERIDIAN
STAR
Street Names
Major Streets
Parks

0 0.05 0.1 0.2 Miles

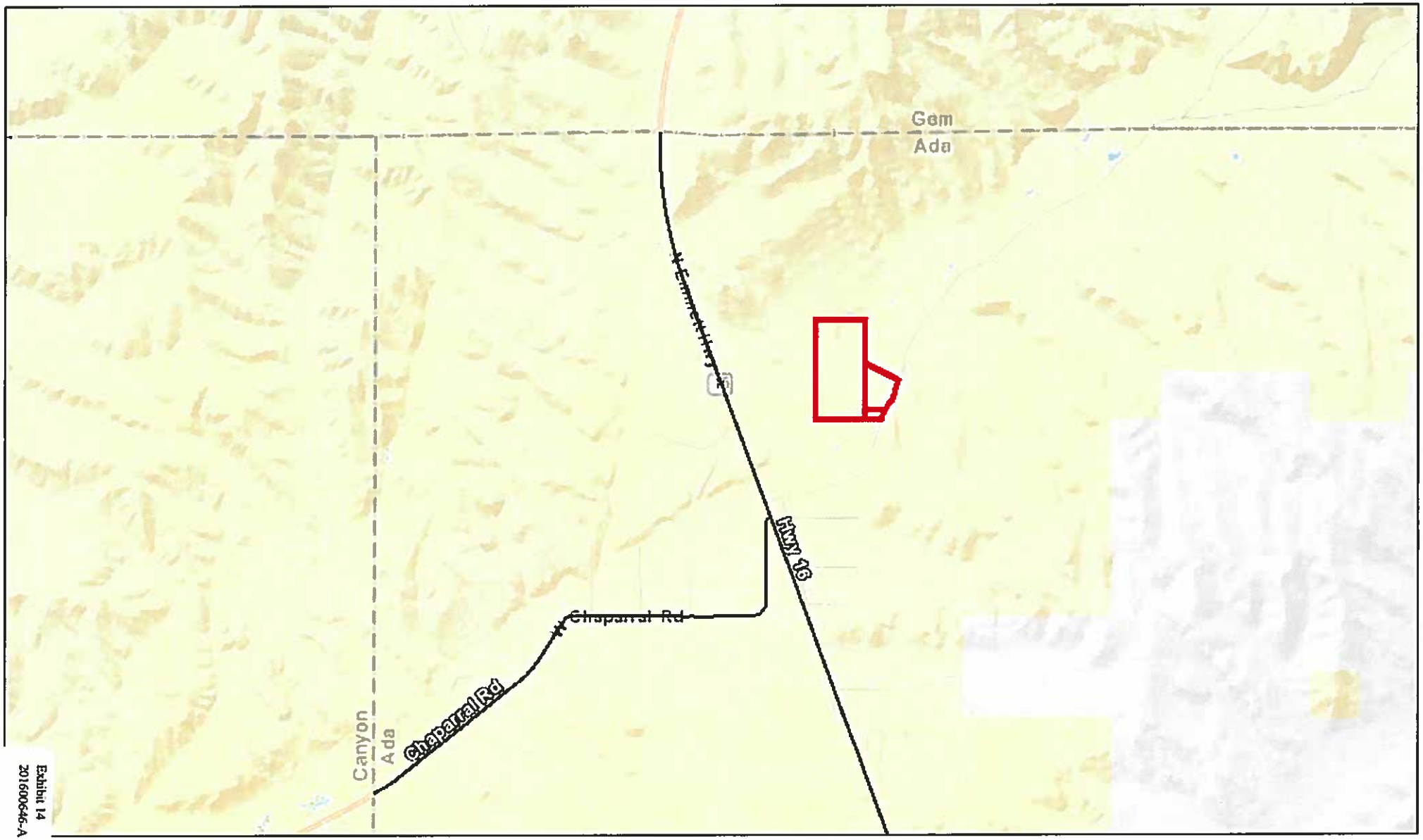
Date: 8/3/2016

N

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Exhibit 14
201600646-A (A&B)

201600646-CU-MSP-FP-A: Vicinity Map



Search Results:
Parcels
Limits
BOISE
EAGLE
GARDEN CITY
KUNA
MERIDIAN
STAR
Major Streets
Parks

0 0.375 0.75 1.5 Miles

Date: 8/3/2016

N

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Exhibit 14
201600646-A (A&B)
2 OF 2

Janet Hardin

RECEIVED
JUL 29 2016
ADA COUNTY
BOARD OF COMMISSIONERS

Janet Hardin
225 Mill Rd.
Clearwater, Idaho 83552

READ BY: INITIAL
Comm. Dist. 1
Comm. Dist. 2
Comm. Dist. 3
cc. Meg Leatherman

Dear Mr. Jim Tibbs:

Ten years ago, when my mother passed away, I inherited two acres in Eagle, Idaho rural area, part of my mother's estate. Her parents homesteaded in Willow Creek valley. They raised alfalfa seed, wheat and cattle, sheep and turkeys. My grandmother provided bee hives and gathered the honey. That homestead has been broken up and sold to many families.

I sense that there may be fraud or "money" buying the approval for a go-kart park, right in the middle of this small community of farmland, just outside of Eagle, Idaho, on Chaparral Rd. John Wood, has asked, and received a permit to build a track for his girlfriend's son and his friends with the stipulation that they will hold competitions and bring in portable toilets for the spectators. Parking lot applied for would be large enough to accommodate people to watch the races, which is estimated to be 5-20 Karts and up to 4 volunteers. If you look at the permit, it looks like an ongoing business bringing traffic, and need for concern. The area is dry and smoking and sparks from the cars could easily start fires.
This permit that was applied for by John Wood is: 201600646-CU-MSP-FP. I do not know if he will charge for use of karts, that would require a business license and paying taxes. Why would the planning and zoning committee allow this?

I received notification of this from Ms. Megan Leatherman, director of the MCRP, because our property; two acres, is located nearby within limit of 2640'. The meeting by the Ada County Planning and Zoning commission, was held July 14, 2016. I sent a letter to them and also to Ada County Commissioners :you, Mr.Tibbs, First District, Rick Yzaguirre, Second District, and David L. Case, Third District. My letter said that we are against the go-kart track going in. It sounds like a "business" that will be noisy and interfere with the zoning which is agriculture and rural. There were 40 people who also protested to the development; a go-kart business. Ada County Planning and Zoning approved this Go-Kart business without consideration of the 40 families against it. After the upcoming appeal, next Friday, it will go before the county commissioners. I hope that you will be able to go look at the area. Property is located at 8700 W. Chaparral Rd and contains 100.25 acres: Section 9, T.5N, R.1W.

There is a natural creek that should run during the spring when there is overflow from the reservoir built up the creek. It flowed every spring when as a child, I played at my grandparents' homestead there. Asphalt will not be good for the creek and all the noise from Wed. through Sunday will be hard on wildlife, they will leave the area.

Mr. Cook has told the zoning commission that there were only 7 protests, but there were actually 40. I believe that it should all be looked into by someone who is not connected with the new "business." The request by Mr. Cook asked to build a Go-Kart track, and there will be 15 karts. This will be noisy and will interfere in the quiet rural farmland that has been zoned. **The development committee approved of his proposal which has sickened the neighborhood, who have moved there in the first place for peace and quiet.** They have horses, cattle, goats, chickens, pets and normally peace and quiet with little traffic at the end of the day. **This is urgent, must be repealed before Friday the 26th of July, 2016.**

Here is some of the location online for the project, there is a site to hear voiced and written appeals, but I am not sure how to get it. (adacourtyid.gov/development servicespzagenda, click on item 11. Browse to the plus symbol and click on it, then scroll to 20160064646-CU.
For a review of the application online:

1. Type gisx.adaweb.net/acdsv2/

2. Enter "201600646-CU" in search application by file number. File # above.
3. Review documents by clicking on "Supporting Documents"
4. There are recordings of two meetings that can be listened to,

I heard from Miss Leatherman's office that I can appeal, but the form is on line and cost is $350. This seems steep to me. Appeals have to be in by this Friday, July26.

I am wondering if fraud is involved, because the area is zoned for agriculture. I think that someone on the zoning committee may have been "bought. "Please look into it before Mr. Cook builds any more of his go-cart "business."

Thank you for your time.

Sincerely,

Janet Hardin

Janet Hardin
Hm: 208-926-4184 or cell: 360-319-9002

MEMORANDUM

DATE: 8/2/2016

RE: 201600646-A CU/FP/MSP Appeal of Chaparral Track

TO: Kristy Inselman, Associate Planner

FROM: Mark Ferm, Ada County Building Official

Summary of Project:

Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Jake & Brook Jones, David Bensinger, Marjorie Lynn, Lonnie Flynn, Bobbi & Lyle McFaddan, Jode & Monica Stella, and Eric Hallstrom).

Findings and Conditions:

The Building Division has no objection to the proposed appeal of the land use however the applicant should be aware that the structure to be used for storage will require a building permit for a change for a change of use and occupancy. Plans prepared by a licensed Architect and Engineer including a thorough Code and structural analysis based on the 2012 International Building Code will be nessasary along with the permit application.

Conclusion:

Approved with listed conditions.

Mark Ferm
Ada County Building Official
200 W Front Suite 2125
Boise Idaho 83702
Phone 287-7910

markf@adaweb.net

MEMORANDUM

DATE: August 4, 2016

RE: Recommendation Regarding File201600646 A CU MSP FP, Go Kart Track at 8700 W/ Chaparral Rd, Eagle, ID

TO: Kristy Inselman, Associate Planner

FROM: Angela Gilman, Ada County Engineer

Kristy,

I have no engineering related comments on the Appeal Application.

Thank you,

Angie

Kristy Inselman

From: Angela Gilman
Sent: Friday, August 05, 2016 9:23 AM
To: Kristy Inselman
Subject: RE: Ada County Application Transmittal Notice.

Hey Kristy,

The applicant is required to submit a LOMC for the project which will define the AE floodplain and Floodway. The new floodplain boundary is the green line. They can build a landscape berm or sound wall within the floodplain boundary as long as they don't negatively impact the drainage path of the floodplain (ie it will need to be designed/located by an engineer and might need some openings along the bottom). The new Floodway is the hatched area shown on the plan sheet. That section needs to be avoided completely.

I hope that helps.

Thanks,

Angie

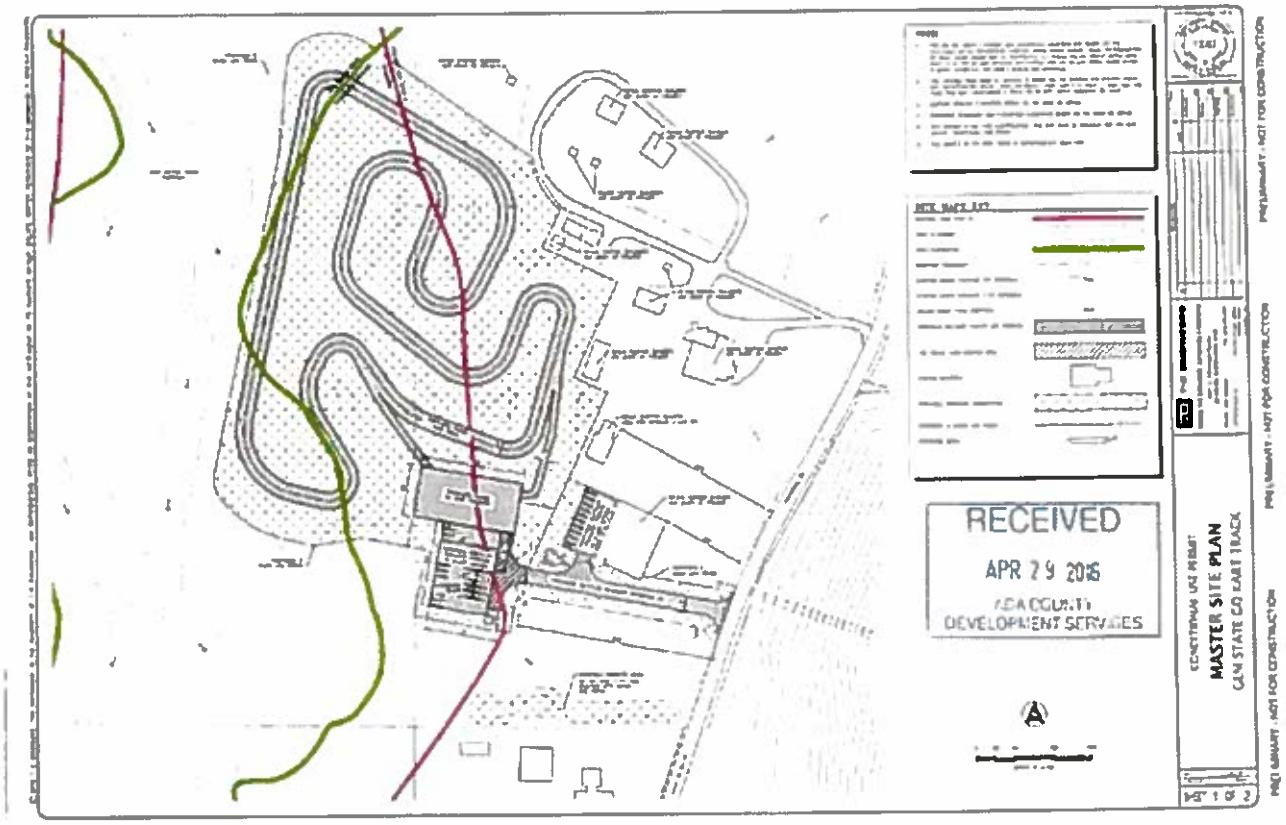
Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Angela M. Gilman, PE, CFM
County Engineer
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7925 *office*
(208) 287-7909 *fax*

From: Kristy Inselman
Sent: Thursday, August 04, 2016 9:59 AM
To: Angela Gilman
Subject: RE: Ada County Application Transmittal Notice.

Thank you!

On a related side note, although this property has a portion of it located in the A floodplain, what would be allowed within that flood zone for noise buffering? Could they put a landscape berm or a sound wall? Or would those not be allowed? My recommendation was to provide some type of landscaping or sound wall to mitigate the impact to the adjacent property owners, but Nancy argued that nothing would be allowed. Can you let me know your thoughts? Thank you!



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Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

From: Angela Gilman
Sent: Thursday, August 04, 2016 9:42 AM
To: Kristy Inselman
Subject: RE: Ada County Application Transmittal Notice.

Hi Kristy,

Here is my review of the appeal.

Thanks

Angie

Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Angela M. Gilman, PE, CFM
County Engineer
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7925 *office*
(208) 287-7909 *fax*

From: Kristy Inselman
Sent: Monday, August 01, 2016 4:48 PM
To: Cecily Willerton; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; kmcclenny@eaglefire.org; sbuck@eaglefire.org; rward@idfg.idaho.gov; sp@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Kristy Inselman
Cc: Kristy Inselman
Subject: Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-A / CU / FP / MSP	**X-Reference**: NONE
Description: Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants: Robert & Lana Leake, Guy Whittemore, Jerry Jones, Dorothy Minor, Carolyn Lindsey, and Sandra Seward).	
Reviewing Body: BOCC	**Hearing Date**: 9/14/2016
Applicant: LEAKE ROBERT LANA	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

***Please Note: Two separate appeal applications were submitted on this application.**

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 8/16/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,

KRISTY INSELMAN, ASSOCIATE PLANNER
200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

Kristy Inselman

From: Megan Leatherman
Sent: Tuesday, August 09, 2016 4:39 PM
To: Kristy Inselman
Subject: FW: Thursday P and Z -- Go Cart Track

Sorry, I just found this in my emails...

Megan M. Leatherman, MCRP
Director
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7900 *office*
(208) 287-7909 *fax*

From: Bruce Wong [mailto:bwong@achdidaho.org]
Sent: Wednesday, July 13, 2016 8:23 AM
To: Megan Leatherman
Subject: Thursday P and Z -- Go Cart Track

Meg – I hope this finds you in the best of health and spirits. I understand that you will be hearing a proposal and request this Thursday regarding a proposed go cart track being envisioned in Ada County. I will not be able to attend the P and Z hearing but would like to offer my absolute support for this exceptional innovation for our community. I am sure you will hear testimony Thursday evening regarding the "what, how, and why" but I wanted to assure that you were also aware that this proposed facility will not only a tremendous community asset offering diverse experiences, but, as I understand it, will also be a center of excellence for supporting children with special needs and providing life enhancing experiences for our military members that have rejoined our communities. I also understand that they will be working closely with the 208 Cares Group to raise money to reunite former military members with their working dogs – a proven PTSD support function that works. Additionally, I am aware of their plans to offer generous discounts for our veterans, and a sponsorship program for children whose parents are deployed. This is right in line with the Governor's Proclamation declaring 2016 the Year of Idaho's Military Families.

Meg – this is a type of grassroots innovation that will have far reaching positive impacts not only to our County, but has the potential for becoming a National "best in class". I respectfully ask that you give them the green light!

Bruce S. Wong
Director Ada County Highway District

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Monday, August 15, 2016 4:12 PM
To: Kristy Inselman
Subject: Chaparral Karting Complex - Road way information
Attachments: Chapparral Kart - Ada & Canyon Exec Summary Defining the Vision.pdf; Chaparral Kart - Ada & Canyon Funded Schedule.pdf; Chaparral Kart - Survey & Design for SH16 & Chaparral Interchange.PDF

Hi Kristy,

John Wood has asked me to send you the attached information, and draw your attention to certain details therein.

(1) **Ada & Canyon Executive Summary** - overall, and especially on Page 9, the highlighted section regarding SH!6, "widen to four lane limited access....with interchanges at Beacon Light and Chapparal [sic] Road" (CIM 2050 Priority Corridor #14)

(2) **Ada and Canyon Counties - Funded Schedule** - overall, and especially item #13, "SH16: Ada/Gem line I-84 construct expressway with interchanges at Chaparral Road, Beacon Light..."

(3) **Survey & Design for SH16 & Chaparral** - overall, noting the significant redesign of the interchange to enable significant traffic ingress and engress for Chaparral road. The design includes a dedicated exit from northbound SH16 to Chaparral Road East; a dedicated egress from Chaparral road east to SH16 North; and, the redevelopment of the west entrance as well.

Both individually and combined these describe county and area's intent to enable and support for noteworthy development along Chaparral road.

EXECUTIVE SUMMARY

DEFINING THE VISION

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.

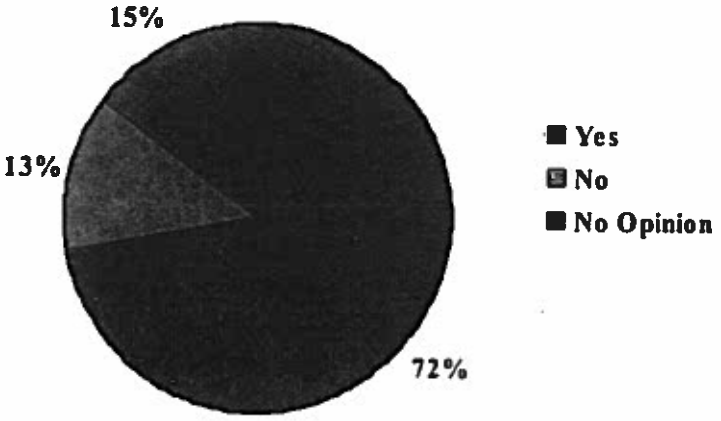
Communities in Motion (CIM) is the regional long-range transportation plan for Southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. *Communities in Motion* evaluates projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment.

Communities in Motion offers a vision for land use, known as "Community Choices" and addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

The CIM planning process identified a broad vision, community goals, objectives, and measurable tasks. This was accomplished by engaging people early in the process. Over 2000 residents, stakeholders, and elected officials participated in developing the plan.

Of those who reviewed and commented on the plan, 72 percent supported it.



Goals:

Connections

Provide options for safe access and mobility in a cost-effective manner in the region.

Coordination

Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment

Minimize transportation impacts to people, cultural resources, and the environment.

Information

Coordinate data gathering and dispense better information.

Communities in Motion supports:

Balance between housing and jobs

Choices in housing types

Choices in transportation and shorter commuting distance

Connectivity through higher densities

Preservation of open space and farmland

The Community Planning Association of Southwest Idaho (COMPASS) is responsible for producing the region's long-range transportation plan. COMPASS outlined these guidelines when beginning the planning process:

- Projects from prior plans would not be carried over automatically.
- Projects would be selected by a rational evaluation process.
- Land use preferences would start the planning process.
- Regional perspectives and inter-community projects would be the focus.
- Public transportation would be considered in a meaningful way.
- The plan would be financially constrained and include only projects that could be funded with existing levels of revenue over the next twenty-five years.

GROWING OUR REGION

"Community Choices" encourages growth inside city "areas of impact," and emphasizes higher densities and mixed-uses with jobs, shopping and services closer to housing. If growth and development do not follow "Community Choices" and instead follow the current pattern (known as "Trend"), it will be possible to drive through Southwest Idaho and not be able to tell when you've left one town and entered another because residential growth will have blurred the boundaries.

More and more people commute to Ada and Canyon counties from Gem, Payette, Boise and Elmore counties every day. For example, more than half of Boise County's working population and 37 percent of Gem County's commuted to Ada and Canyon in 2000 according to the U.S. Census, and the percentages keep growing. Other travel pressures exist as well. Recreational travel affects Boise County, while Payette County faces heavy truck traffic along U.S. 95.

But the traffic problems of today will pale in comparison to the problems in 2030, due in part to population growth. In 2000, the six-county region had slightly over 500,000 residents; by 2030, the population may swell to nearly 1 million or more. The location of jobs to support this growing population will be critical. Growth and what it means for the future of our region is the reason for *Communities in Motion*.

The *Communities in Motion* planning process looked at how our region might develop. Using input from public workshops, local governments, stakeholders, and elected officials, COMPASS developed the growth scenario -- **"Community Choices"** -- on which the plan is based. The scenario offers a vision for a more cost-effective, multi-modal transportation system. To support this vision, funding for public infrastructure must be directed to areas of growth consistent with those outlined in CIM. If done, new growth patterns will mean that our region will:

- Consume less land
- Save more open space
- Offer more housing choices
- Foster the use of public transportation
- Cut one million daily vehicle miles of travel
- Ease traffic congestion
- Reduce fuel consumption

DESIGNING THE FUTURE

Communities in Motion identifies the need for roads and transit for the region through 2030. With a population approaching 1 million in 2030, and with significant investment, the roadway system will still be over capacity by 23 percent. Without this investment, the system will be over capacity by 43 percent.

Some believe that 1.5 million people will live in the region in 2030. If so, more than 70 percent of the roads will be over capacity.

Just 5 percent of the roads are over capacity today (2006).

CIM recommends a transit system more than ten times the size of the system today. The State of Idaho, however, neither provides funding for transit nor an option for communities to tax themselves to pay for expanded transit, so this expanded transit system is unfunded in the plan. Getting the funding for transit is a high priority for implementation.

Communities in Motion does not preclude local governments from approving development that is not consistent with the location, nature and amount of growth shown under the "Community Choice" scenario. Public funding, however, would not be available for transportation infrastructure to serve such growth.

Roadways

Roadway improvements identified in *CIM* focus on regional corridors. This focus means *CIM* does not include "minor" improvements such as intersections, traffic signals and shorter-length roadway projects. Many of the corridors cross multiple jurisdictions and several of these roadways connect county to county. Each corridor is described in detail in Chapter 4 and includes:

- Regional importance
- Characteristics and use
- Recommendations to meet *CIM* goals
- Land use decisions required to implement *CIM* goals (actions needed to occur to preserve the corridor for the future improvements)
- Opportunities or challenges
- Past, current or programmed improvements
- Recommended investments in the funded portion of CIM
- Additional desired improvements (illustrative) or other actions needed in the future—perhaps beyond 2030

The need for an optimal transportation system simply outweighs the amount of money the region has available over the next twenty plus years. Therefore, *CIM* ranks corridors for funding based on the ability of the corridor to save time, to fill in gaps in the system, to support growth areas identified in "Community Choices" and to support a regional transit route.

Ultimately, the corridors selected for funding will be those that support areas of desired growth and where the transportation benefits are highest.

Funded Road Corridors in Ada County and Canyon County[1]

Amity Road: Southside Blvd-Cloverdale Road.
Widen from 2 lanes to 5 lanes.

Cherry Ln: Middleton Road-Ten Mile Road.
Widen from 2 lanes to 5 lanes.

Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.

Fairview Ave.: Meridian Road-Orchard.
Widen from 5 lanes to 7 lanes.

Franklin Road: Can Ada Road-Linder Road. Widen from 2 lanes to 5 lanes.

Greenhurst Road: Middleton Road-Happy Valley Road. Widen from 2 lanes to 5 lanes.

I-84: Cole/Overland IC-Isaacs Canyon IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.

I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd interchanges and existing over/underpasses.

I-84: Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin.

I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.

Lake Hazel Road: Happy Valley - Eisenmann Road (including Gowen Road Realignment)

Meridian Road: Waltman Dr-Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road.

SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Road. Overpass/underpass at other roadways

SH 44: I-84-Ballantyne Road. Widen from 2 lanes to 4 lane limited access divided highway. Includes a new alternate route around Middleton.

SH 44 (State Street): SH 55 (Eagle Road) to downtown Boise (Multi-Modal Center)

Ten Mile Road: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.

Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.

US 20/26: Exit 29-Eagle Road. Widen from 2 lanes to 4 lane limited access divided highway.

Ustick Road: Caldwell/Nampa Blvd.-Curtis Road. Widen from 2 lanes to 5 lanes.

[1] Additional unfunded and transit corridors are described in Chapter 4.

Transit

CIM supports transit, walking and biking. Both a fixed-guideway system and a scheduled fixed-route service are options for transit. A fixed-guideway system can be light rail, commuter rail or bus rapid transit services, all of which offer higher-speed transportation on separate travel ways — a real benefit when the streets are congested.

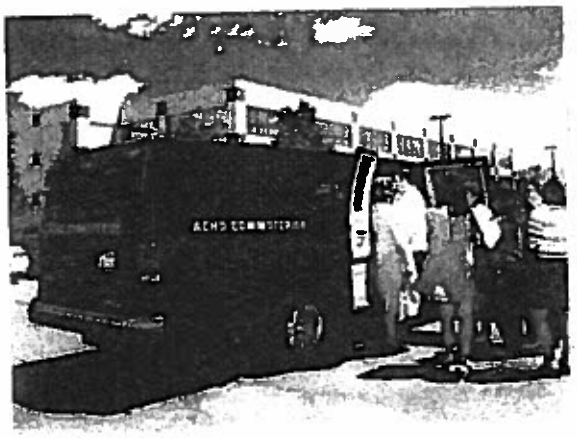
Scheduled fixed-route services, such as a buses operating on specific streets, are important for linking into guideway systems as well as serving more local trips and lower density corridors.

The proposed transit system will have:

- Fifteen minute frequency during peak hours
- Expanded service on evenings and weekends
- Commuter bus services expanded to Elmore, Payette, Gem and Boise counties
- Rail or other fixed-guideway service between Caldwell, Nampa, Meridian and Boise
- Bus rapid transit service between Eagle and Boise

The transit system in the Treasure Valley will not improve much beyond what we have today without a local funding source.

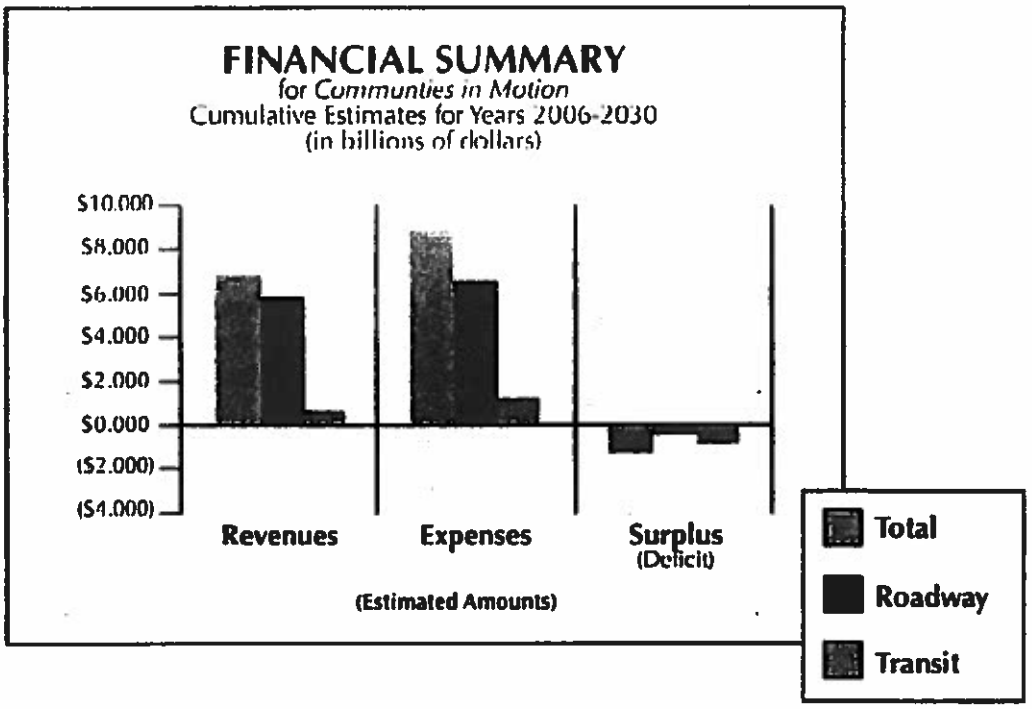
To obtain local funds for transit, the Idaho Legislature needs to provide local governments the option to ask citizens to tax themselves – locally – to pay for the optimal system.



FINDING THE MONEY

There is not enough money to complete all the corridors included in the optimal transportation system. The region has slightly over $6 billion available for roads and almost $700 million for transit between 2006 and 2030, and most of it will be used for operations and maintenance. We need another $629 million for roadways, and $1.1 billion for transit, or $1.7 billion needed for road and transit together.

What do these large numbers mean for a resident of our region? The total shortfall could be met with additional revenues of less than $200 per household per year. Funding for transportation comes from three general sources: federal funds, state highway distribution account and local funds. Funding is not equally available, either. In some counties, there are very few resources in place to build new major roadways or offer transit services.



PUTTING *COMMUNITIES IN MOTION* INTO ACTION

A plan is not a solution. It is a guidebook. Where do we want to be? How might we get there? What are the opportunities and costs? Implementing the plan is essential. Between now and the next update in 2010, COMPASS and its members will focus on putting the vision and goals for *Communities in Motion* into effect. If we fail to move forward with the plan, it means we are willing to accept current development patterns

What steps do we take to ensure a brighter future?

- Search and ensure funding streams
- Protect corridors for future needs
- Develop guidelines for how transportation routes function, look, feel
- Refine how projects are selected
- Track changes in plans and ordinance and work with local governments to encourage a more compact and diverse pattern of development where appropriate
- Citizen involvement

The future community envisioned in *Communities in Motion* is a metropolitan area of at least 825,000 – and probably more. The area will have more congestion, but well-designed streets, an effective transit system, and a mixture of housing and business can result in a vital future for Southwest Idaho.

Project and Brief Description	Estimated Cost[5]	CIM 2040 Priority Corridor
SH 45 Reroute, City of Nampa – provide a more efficient route from SH 45 directly to I-84. This project will include changes to 2nd and 3rd Streets South, 11th and 12th Avenues South, 11th Avenue North, 7th Street South, Yale, and Northside Boulevard.	$24,800,000	13
SH 16 (Emmett Highway) / McDermott Road, Kuna-Mora Road to Ada/Gem County line: **McDermott Road, Kuna-Mora to I-84** – widen to four lanes with access control, construct new connection to Kuna-Mora Road and new railroad overpass. Widen to five lanes from Lake Hazel Road to new I-84 Interchange. **SH 16 Expressway, I-84 to SH 44** – construct new four lane expressway with interchanges at I-84/Franklin Road, Ustick Road, US 20/26 and SH 44. **SH 16 Highway, SH 44 to Ada/Gem County line** – widen to four lane limited access highway with interchanges at Beacon Light Road and Chapparal Road.	$476,000,000	14
Boise Downtown Circulator – add circulator service in downtown Boise to improve mobility among primary destinations.	$41,900,000	15
***Valleyconnect*, Medium Term Capital Expansion and Operating** – expand upon *Valleyconnect* Near Term by adding approximately twenty new routes. *Total Cost Estimate for the Medium Term is $903,200,000. Cost shown is the net change from the Near Term to expand service in Medium Term.*	$360,300,000	16
SH 55, SH 44 to Ada/Boise County line – widen to four lanes and construct three new interchanges.	$85,700,000	17
Middleton Road, SH 55 to Main Street – widen to five lanes with curb, gutter, sidewalks, and bike lanes, reconstruct I-84 overpass and river crossing.	$85,300,000	18
Overland Road Multi-Model Corridor Study, Ten Mile Road to Vista Avenue - develop a multi-model plan to expand and evaluate other options.	TBD	19
City of Kuna North/South Railroad Crossing – railroad crossing in the City of Kuna, based on recommendations of a study, which is expected to be complete by the end of 2013. [Note: description and projected costs will be updated pending the outcome of the study].	TBD	20
Cherry Lane / Fairview Avenue, Middleton Road to Black Cat Road - widen to five lanes with curb, gutter, sidewalks, and bike lanes.	$78,000,000	21
Lake Hazel Road, McDermott Road to Linder Road - widen to five lanes with curb, gutter, sidewalks, and bike lanes. Also see Greenhurst Road, priority 30.	$9,300,000	22
Amity Road, Southside Boulevard to Black Cat Road, widen to five lanes with curb, gutter, sidewalks, and possibly bike lanes.	$14,500,000	22
SH 55/Midland Boulevard Bottleneck – [project will be locally funded and likely complete by 2018 per City of Nampa.]	$900,000	23
SH 45, Bowmont Road to Greenhurst Road - widen to four lanes.	$64,200,200	24
Victory Road, Happy Valley Road to McDermott Road - widen to three lanes.	$8,500,000	25
US 20/26, City of Parma to I-84 Exit 26 - widen to four lanes and reconstruct Exit 26 to accommodate the additional lanes.	$78,800,000	26
Three Cities River Crossing, SH 44 to US 20/26 (Chinden Boulevard) – construct new four lane river crossing.	$82,500,000	27

ADA AND CANYON COUNTIES – FUNDED
In Alphabetical Order

1	Amity Road: Southside Blvd-Cloverdale Road. Widen from 2 lanes to 5 lanes.	$51,900,000	$51,900,000
2	Cherry Ln: Middleton Road-Ten Mile Road. Widen from 2 lanes to 5 lanes.	$49,100,000	$101,000,000
3	Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.	$43,600,000	$144,600,000
4	Fairview Ave.: Meridian Road-Orchard. Widen from 5 lanes to 7 lanes.	$41,010,000	$185,610,000
5	Franklin Road: Can Ada Road-Linder Road. Widen from 2 lanes to 5 lanes.	$26,700,000	$212,310,000
6	Greenhurst Road: Middleton Road-Happy Valley Road. Widen from 2 lanes to 5 lanes.	$26,700,000	$239,010,000
7	I-84: Cole/Overland IC-Isaacs Canyon IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.	$293,000,000	$532,010,000
8	I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd interchanges and existing over/underpasses.	$513,800,000	$1,045,810,000
9	I-84: Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin.	$73,600,000	$1,119,410,000
10	I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.	$192,400,000	$1,311,810,000
11	Lake Hazel Road: Happy Valley - Eisenmann Road (including Gowen Road Realignment)	$104,210,000	$1,416,020,000
12	Meridian Road: Waltman Dr-Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road.	$12,700,000	$1,428,720,000
13	SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Road. Overpass/underpass at other roadways	$241,860,000	$1,670,580,000
14	SH 44: I-84-Ballantyne Road. Widen from 2 lanes to 4 lane limited access divided highway. Includes a new alternate route around Middleton.	$83,600,000	$1,754,180,000
15	SH 44 (State Street): SH 55 (Eagle Road) to downtown Boise (Multi-Modal Center)	$43,840,000	$1,798,020,000
16	Ten Mile Road: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.	$39,920,000	$1,837,940,000
17	Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.	$55,000,000	$1,892,940,000
18	US 20/26: Exit 29-Eagle Road. Widen from 2 lanes to 4 lane limited access divided highway.	$202,930,000	$2,095,870,000
19	Ustick Road: Caldwell/Nampa Blvd.-Curtis Road. Widen from 2 lanes to 5 lanes.	$103,200,000	$2,199,070,000

RECORD OF SURVEY NO. _____

A SURVEY FOR THE IDAHO TRANSPORTATION DEPARTMENT LOCATED IN SECTIONS 4 & 9 T.4N., R.1W., and SECTIONS 5, 8, 9, 16, 17, 21, 28 & 33 T.5N., R.1W., B.M., ADA COUNTY, IDAHO and in SECTIONS 16, 17, 18, 21, 28, 29 & 32 T.6N., R.1W., B.M., GEM COUNTY, IDAHO

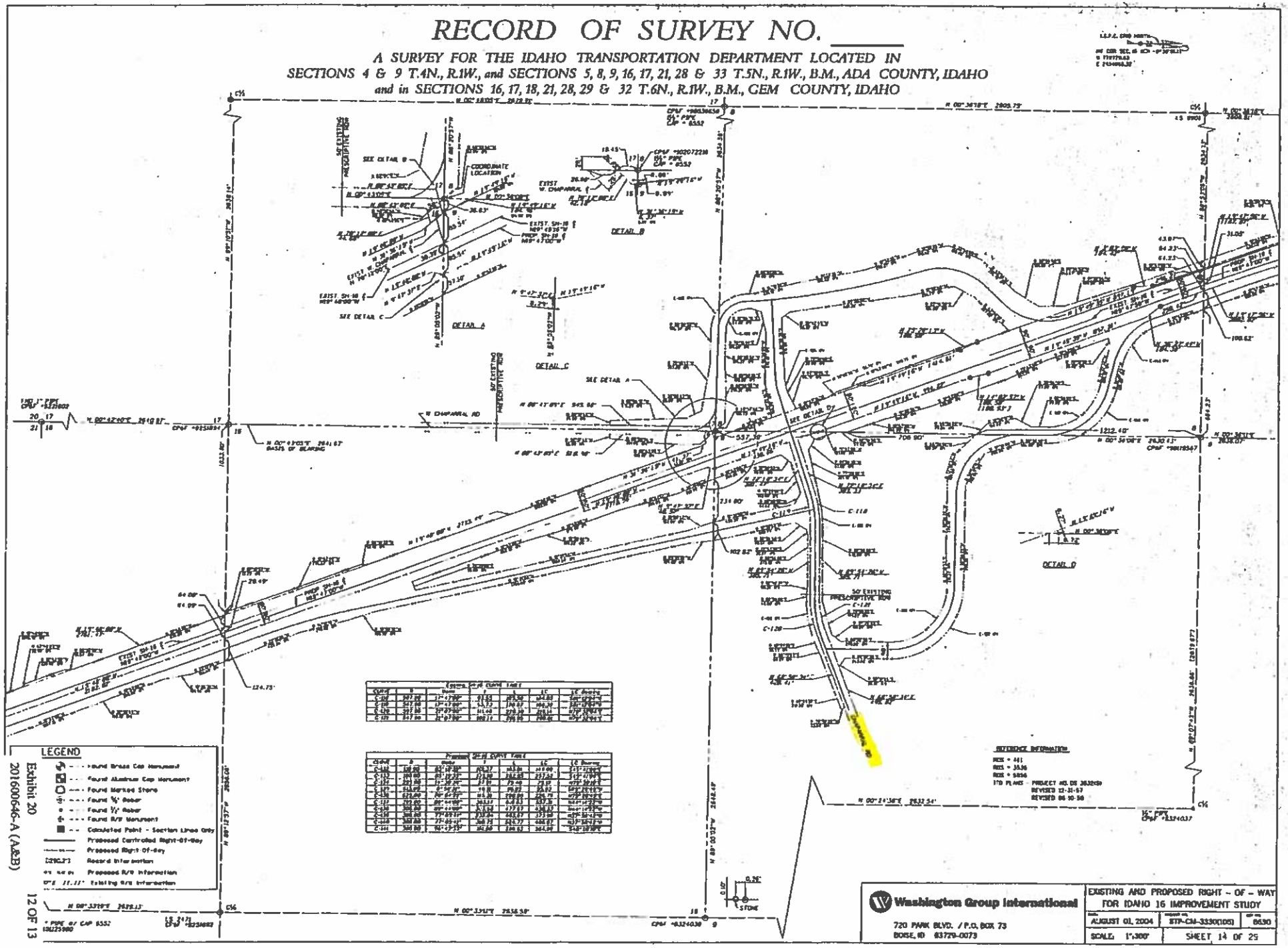
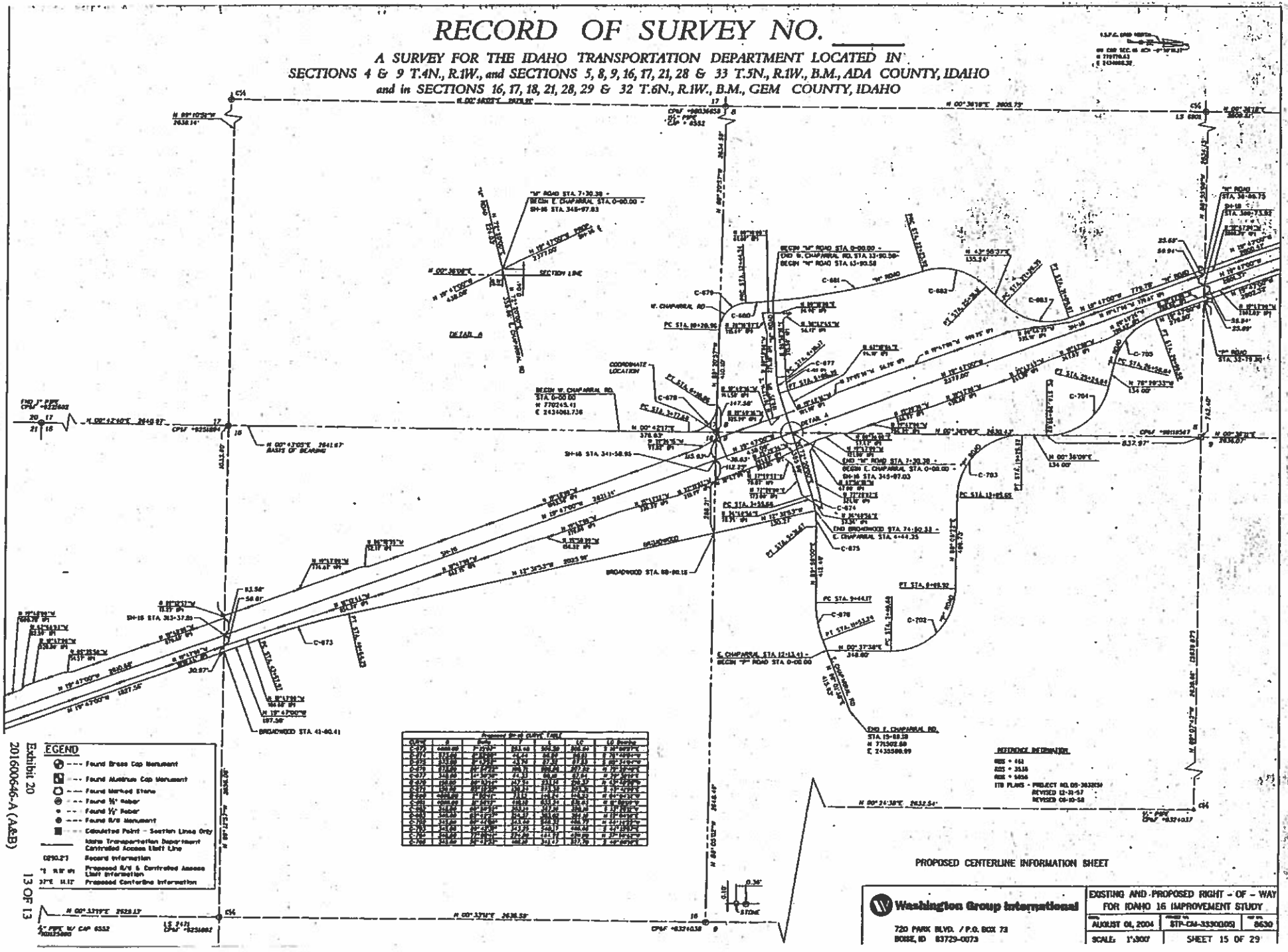


Exhibit 20

201600646-A (A&B)

RECORD OF SURVEY NO. _____

A SURVEY FOR THE IDAHO TRANSPORTATION DEPARTMENT LOCATED IN
SECTIONS 4 & 9 T.4N., R.1W., and SECTIONS 5, 8, 9, 16, 17, 21, 28 & 33 T.5N., R.1W., B.M., ADA COUNTY, IDAHO
and in SECTIONS 16, 17, 18, 21, 28, 29 & 32 T.6N., R.1W., B.M., GEM COUNTY, IDAHO



EGEND

- Found Brass Cap Monument
- Found Aluminum Cap Monument
- Found Marked Stone
- Found ½" Rebar
- Found ½" Pipe
- Found B/S Monument
- Calculated Point - Section Lines Only
- Idaho Transportation Department Controlled Access Limit Line
- 0290.27 Record Information
- Proposed R/W & Controlled Access Limit Information
- Proposed Centerline Information

Exhibit 20
20160046-A (A&B)

August 16, 2016

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702

Dear Kristy,

I am writing in regard to the Appeal of the Planning and Zonings approval of a Go Kart Track at 8700 Chaparral Road, Project No. 201600646.

This application is in the Rural Preservation designation of Ada County.
8-2A-Purpose: Encourages the protection of **prime agricultural lands,** and to protect the environmental features such as fish, wildlife and recreation resources.
Most of the Common Purpose Statement deals with Prime Agricultural lands with crop production and rangeland being protected from adjacent development and recreation resources

This is **not** an area with lush green croplands or cattle roaming the rangeland. Most of this area is vacant dry fields and weeds. There are no estate homes in this area.

8-2A-3-C: A Race Track, vehicle or Animal is an allowed use in the Rural Preservation Zone with a Conditional Use Permit

8-2A-3-C Allowed Uses: Conditional Uses shall be allowed in accord with the procedures in chapter 7 of this title, the specific use standards in chapter 5 of this title, and the use regulations of chapter5, Article A

Regarding the **Rural Preservation Designation;** Land to the **North, East and West** the land is single family and vacant natural vegetation, **South** the land is single family residence and agricultural. The natural vegetation in the area is a mostly dry field, not lush agricultural crop producing fields due to lack of enough water to irrigate the fields.

The distances from the proposed track and the nearest neighbor is 657 feet. The neighbors to the North, East and West range from 1,371ft to 3,564ft.
The Firebird Racetrack is closer to many of the neighbors and runs more events into the evening hours, than what is being proposed by this applicant.

We have received transmittals from the Fish and Game, and Ada County Highway District. They have addressed the lack of Wild life impacts as well as the lack of traffic impacts and are not opposed to the Go Kart Track.

The Sheriff Department requested that we provide a 30 ft greenspace barrier for fire protection, which we have agreed to do. The entrance will also be landscaped and

bermed to screen the nearest neighbor. The entrance road and the parking lot will be paved to also prohibit any fire hazards.
The Sheriff has requested that we also provide a water truck onsite for fire prevention. . We will provide a water truck and have also requested annexation into Eagle Fire District

The Appeal also addresses 8-4E-4D Natural Features Analysis,
The appeal states that the racetrack will channel polluted water into Willow Creek. This is a false statement, as the track will not be built near nor impact Willow Creek. A ACOE permit is not needed. There is a significant greenspace between the track and Willow Creek. Properties will not be flooded, as no work will be done in the creek or along it's banks. Parking is not in the area of Willow Creek, but nearer to the entrance and buildings on a paved parking lot. The FEMA Permit has been submitted and is being reviewed.

The Plan meets the Comprehensive Goals 5:7 Allowing for a limited amount and range of commercial uses in rural area consistent with the Rural Character. This track is being proposed on acreage that will also remain as farmland. Horses and other animals are farm buildings will remain on the property.
Policies 5.7.3, fences and barriers including an 8 ft berm will be built and maintained. 6.2.6. Floodplain will not be altered. 6.8.2.Fire Safety is utmost important and is being addressed with green space, landscaping, a water truck and annexation into the Eagle Fire District.

The Owner of the Property lives on site and also has horses and animals. The Go Kart Track will be built to the back of the 120 acres away from any neighbors. He will be on site to monitor the activities and maintain the property. A noise study was commissioned by Biometrics that indicates there will be no significant sound impact on any of the neighbors, especially at a distance of 657 ft to 3,564 ft. An 8ft-landscaped berm will screen the closest neighbor from site and any noise.

The site will **not** have large outdoor lights, loud speakers or large crowds with bleachers.

All of the Go Karts have large mufflers and spark arresters. The sound is nearer to the sound of a push lawnmower, and much less than a commercial mower used at golf courses with homes that back onto the greens. The karts meet ACC 5-13-3A which states; loud or offensive noise is prohibited between the hours of 10 PM and 7AM at a distance of 100 ft from the source of the sound. We are 657 ft away from the nearest neighbor, and much much farther away from any other neighbor.

We have addressed the fire concerns of the neighbors and of the Sheriffs Department. The applicant has received a permit from IDWR to drill a well that will also provide adequate water for sprinkling the site.

I realize that this application brings anxiety with the "Fear of the Unknown", however the applicant has addressed all of the concerns of the neighbors and is providing a recreational opportunity that many are requesting and are eager to participate in.
There is not another paved modern sanctioned track within 300 miles. It will be built under the strict requirements of the World Kart Association. Sanctioned events would run approximately 7 times a year. Other events that could occur anytime during the year that there is a nice day, could be a Make a Wish Foundation child and his or her family and friends, or a corporate or business team building group, or a Sheriffs youth mentoring program. Perhaps a Race for Smiles or, a merit badge or Scouts.
There are numerous opportunities that could use this Go Kart Track in a positive manner.
The applicant is willing to share this track for many positive opportunities.
Hours of operation are Wednesday through Saturday, between the hours of 9:00am and 8:00pm, and Sunday between the hours of 10:00am and 5:00pm.

a) During the months of April through October, one sanctioned event per month will be allowed.

b) During the months of January to December scheduled non-sanctioned events and corporate team buildings will be allowed as scheduled appointments.

A Racetrack in a Rural Preservation zone is allowed with a Conditional Use.

We agree with the entire site specific conditions placed upon us except for item 18 and 19.
We did not make this clear during our Planning and Zoning hearing.

We are also asking that these items be changed.

Item 18: strike in its entirety; as an event may run all day, as several ball games do during a weekend of a tournament, or there may be one corporate team building class scheduled in the morning, and a Sherriff mentoring a youth wanting to schedule in the afternoon.

Item 19: strike Racers/riders not to exceed fifteen per day. Reword: Racers and riders shall not exceed fifteen on the track at any one time.

I am asking that you deny this appeal of the Go Kart Track. This is a great project for Ada County, and will have very little impact to the neighbors. It will provide a recreational opportunity for many that enjoy this sport.

Thank You
Nancy Merrill

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Monday, August 22, 2016 1:07 PM
To: Kristy Inselman
Subject: Chaparral Karting Complex Proposal - Fire Mitigation Plan
Attachments: Chaparral Karting Complex Fire Prevention Plan.pdf

Hi Kristy,

Please find attached materials relating to our Fire Mitigation Plan, in response to issues raised by some neighbors, for the appeal hearing September 14th. As you will notice, we had the Ada County Sheriff department's Dana Borgquist review and provide feedback.

We are also in the process of seeking to have the property at 8700 Chaparral Road East annexed into the Eagle Fire District.

If you have any questions, please let me know.

Very Best,
Kent Smith
208.488.5626

PROPOSED KART TRACK AT 8700 CHAPARRAL ROAD EAST

FIRE MITIGATION PLAN

In addition to seeking annexation into the Eagle Fire District, we intend to adopt a comprehensive Fire Mitigation plan. Along with committing to work with the appropriate authority to ratify the plan, we asked Dana Borgquist (Captain, Ada County Sheriff's Office) to review our plans – since currently the property is in their jurisdiction.

We have included the following materials

- Email asking Dana Borgquist to review our plan;
- Email response from Dana Borgquist
- Copy of the Fire Mitigation Plan including Exhibits

We are confident that our measures will mitigate any potential risk and indeed make the property less prone to fire than others in the Willow Creek Valley.

Sincerely,

John Wood & Kent Smith

Request to Dana Borgquist from Kent Smith on behalf of John Wood for review of the Fire Mitigation Plan for the Kart Track at Chaparral Road

Gmail

Kent Smith <kentsmith616@gmail.com>

John Wood - Kart Track at Chaparral Road Property

Kent Smith <kentsmith616@gmail.com>
To: dborgquist@adaweb.net

Fri, Aug 19, 2016 at 3:11 PM

Hi Dana

I am working with John Wood for the development of the proposed karting facility at his property on 8700 Chaparral Road East. As you are aware, concerns have been expressed about the risk of fire. I have attached a draft of our fire prevention plan, and we are hoping you could review it and provide suggestions. We want to be sure we are taking the strongest measures not just because there are concerns, but because it's the right thing to do!

Do you have time for a quick call?

Very Best,
Kent Smith
208.488.5626

Chaparral Karting Complex Fire Prevention Plan DRAFT.docx
1921K

Response from Dana Bogrquist to Kent Smith on behalf of John Wood (August 22, 2016)

Gmail

Kent Smith <kentsmith616@gmail.com>

John Wood - Kart Track at Chaparral Road Property

Dana Borgquist <dBorgquist@adaweb.net>
To: Kent Smith <kentsmith616@gmail.com>

Mon, Aug 22, 2016 at 8:18 AM

Kent, this is great and we appreciate your willingness to work with us on a fire mitigation plan! I do not have any concerns with this plan, thank you very much for including me!

Dana

CHAPARRAL KARTING COMPLEX - KENT SMITH 208.488.5626

FIRE MITIGATION PLAN

The purpose of this document is outline our FIRE MANAGEMENT PLAN in order to mitigate the risk of fire at the proposed Karting Facility at 8700 Chaparral Road East, Eagle, ID. We are also pursuing having the property annexed into the Eagle Fire District, with our application submitted during September of 2016.

We are confident that these measures will make the property less like to have a fire, and indeed more fire-resistant than any other in the area.

- Landscaping will produce year-round ground cover far more resistant to fire, and indeed create a zone of resistance greater than any adjacent or nearby property in the Willow Creek Valley.
    - Permit for high capacity well has been secured.
    - The grounds will be fully irrigated, thereby replacing a very arid ground cover with greenery.
    - This landscaping will cover the entire track infield and extend no less than 30 feet from the outer boundaries.
    - All common areas will be landscaped and/or covered with recycled pavement. This will produce ground cover far more resistant to both enabling the start of a fire, and of it spread.
    - The track surface will be paved. The pre-grid / staging areas will be paved. The parking areas will be surfaced with recycled pavement. No competitor will be allowed to drive in, park, or work in a non-irrigated zone (if any.)
    - Sprinkler zones will be clearly marked so that if there is a risk of a fire, the appropriate zone can be immediately activated.
    - Many of the adjacent areas will be irrigated and farmed (ie., lavender), making them fire resistant during the summer.
    - There will be no piles of refuse, old building materials, or other collections of materials as to present a fire hazard.
    - The irrigation system can be accessed by the Fire Department on site.

- Fire Suppression will ensure no fire spreads from its origins.
    - All corner worker stations, manned or not, will be equipped with a minimum 10 pound fire extinguisher.
    - All buildings will be equipped with fire extinguishers as per the Fire Marshall
    - The grid / staging area will be equipped with fire extinguishers as per the Fire Marshall
    - All competitors who bring their own karts to the track must have their own fire extinguisher as per World Karting Association (WKA) regulations.
    - Sprinkler zones will be clearly marked so that if there is a risk of fire, the appropriate zone can be immediately activated.

- The kart recovery vehicle (used when a kart has broken down) will be equipped with two fire extinguishers.
- The property owner will furnish a working truck with an approx. ~2,000 gallon water tank, pump, and other features to suppress or put out a fire.

- Kart Configuration drastically limits the chances of a fire.
  - All karts must have minimum exhaust lengths and fixed to the karts including the use of safety wire as specified by the WKA technical regulations,
  - All karts must have spark arrestors, the more stringent of Ada County's requirement and that in the technical regulations of the World Karting Association.
  - No kart may have a fuel tank in excess of 2 gallons.
  - Fuel tanks must be of the style homologated by the WKA and the World Council on Karting (CiK-FiA). Plastic fuel tanks are required; metal are prohibited as are any found to be leaking or in any state of disrepair. Fuel tank inspection is a pre-race technical inspection point.
  - All muffler parts, including the silencer, must be safety wired to the kart to prevent these from being thrown clear of the kart.

- Fuel and Fuel Tanks
  - The maximum size of a fuel tank on a kart is 2 gallons, as per WKA. Fuel tanks are inspected for leaks as part of the WKA pre-inspection protocol.
  - Only standard "pump gas" will be permitted, with a maximum 93 octane. No accelerants, racing gas, or other fuel types are permitted.
  - The maximum size of fuel canister for any competitor who brings their own kart is 5 gallons. The fuel canister must have a long flexible hose, and they must use a funnel to fill the kart's fuel tank. Refueling can only take place on recycled pavement. A fire extinguisher must be present. The engine must be off and cooled prior to refueling. See photo overleaf.
  - On premise fuel will be stored in a separate, ventilated, cinder block building, as per the regulations of the World Karting Commission (CiK-FiA).
  - Refueling by staff will be by means of 14-gallon maximum Polyethylene Gas Caddy, so as to minimize and chance of spilling. See photo overleaf.

- Other Fire Prevention Measures
  - No smoking will be permitted on the grounds except in designated smoking areas required by law.
  - Competitors will be encouraged not to bring their own portable generators to the track
  - Ingress to the property and movement about will be satisfactory to the appropriate Fire prevention authorities.
  - Cleaning supplies will be limited to non-chlorinated brake cleaner and simple green in order to limit the accelerants on sites
  - No BBQs or other cooking equipment, or means to generate very hot surfaces or flame, will be allowed in the parking lot.

Exhibit A – Kart Gas Tank.

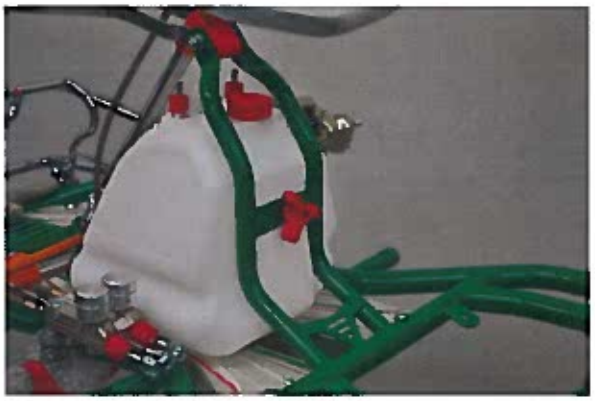


Exhibit B – 5 Gallon Refueling Tank with Flexible Hose

Exhibit C – 14 Gallon Gas Plastic Caddy with pump, hose, and trigger.

Exhibit D – Example of Water Truck with 2,000 Gallon Tank

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Wednesday, August 24, 2016 5:44 PM
To: Kristy Inselman
Subject: Kart Track at 8700 Chaparral Road
Attachments: JW Land Use Agriculture.pdf

Ms Inselman

In relation to the application for the kart track and the appeal, please find attached an overview of the planned land use across John Wood's 100 acre property on 8700 Chaparral Road, demonstrating that the kart track area represents 15% or less of the property, and that up to 75% of the overall property will be active agriculture. This represents more utilization than we can find evidence anywhere nearby his property.

Kent

PROPOSED KART TRACK
TOTAL PROPERTY LAND USE AT 8700 CHAPARRAL ROAD EAST

- Concerns raised by some in the area that the development will somehow compromise argricultural use. In reality there is has been very little agricultural activity in the valley for many years. **The vast majority of the valley is not actively utilized for agriculture for many years.**

- John Wood's plans call for extensive agricultural use for the property, Of large lavender fields, livestock grazing, and equestrian. These are the only material investments in agriculture in the valley that we know of. John's investment to date in his property is ~$1.8 million. He spent many years assembling the land and obtaining a 1,000 gallon-per-minute well.

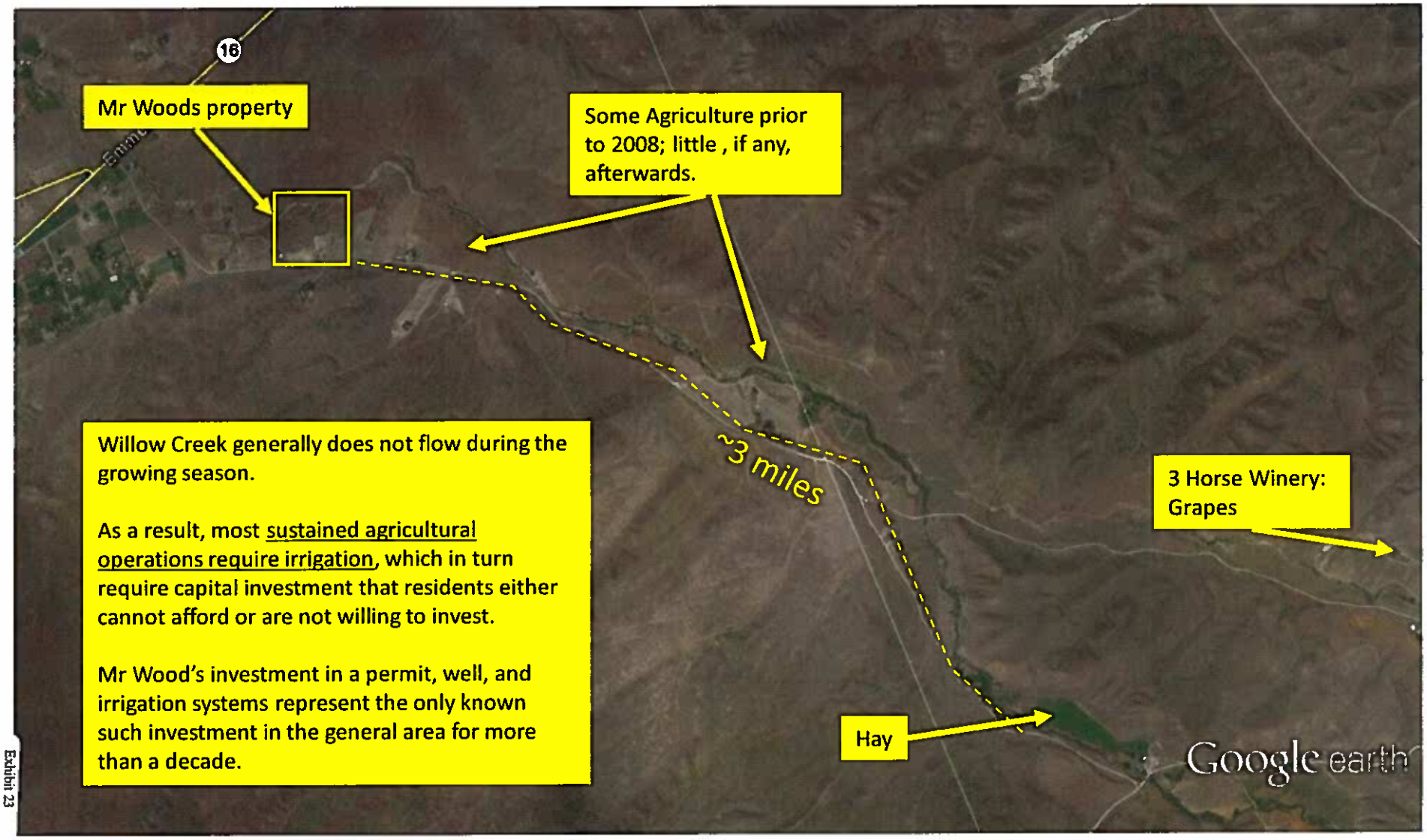
- Of the +/- 100 acre property, about 18 acres are not 'usable' as they are floodways or immediate boundary areas.

- Of the remaining 82 acres, 53.4% will be allocated to livestock grazing, 21.4% to lavender fields or similar, 3.3% directly to equestrian, and 6.4% to the owner's private personal property which will be largely landscaped. **This totals to more than 75% of usable land being dedicated to agriculture / livestock / equestrian.**

- Plans call for the kart track areas to account for just **14.6% of the total land**, and almost completely bounded by agricultural or personal use.

- Very little active agricultural use can be observed in the Willow Creek Valley within miles of Mr Wood's property. A review of historical Google Earth imagery suggests only some use from 2000 – 2008, and very little since then. As a result, almost all of the area properties are unused and dry.

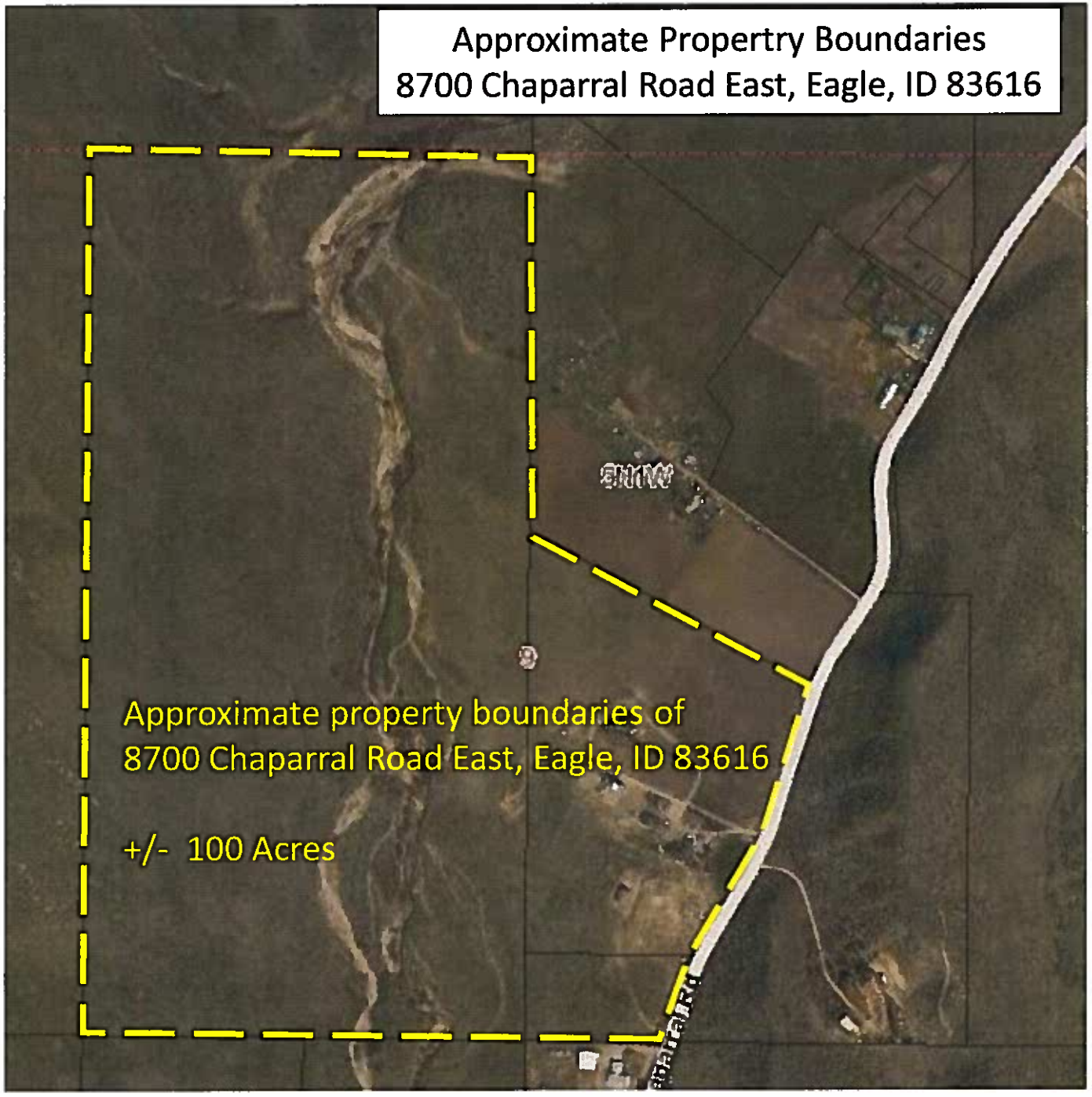
- **As a result, Mr Wood's propertry will contain more active agricultural use than almost any property in the Willow Creek Valley, and Mr Wood will be one of the very few "farmers" in the valley.**



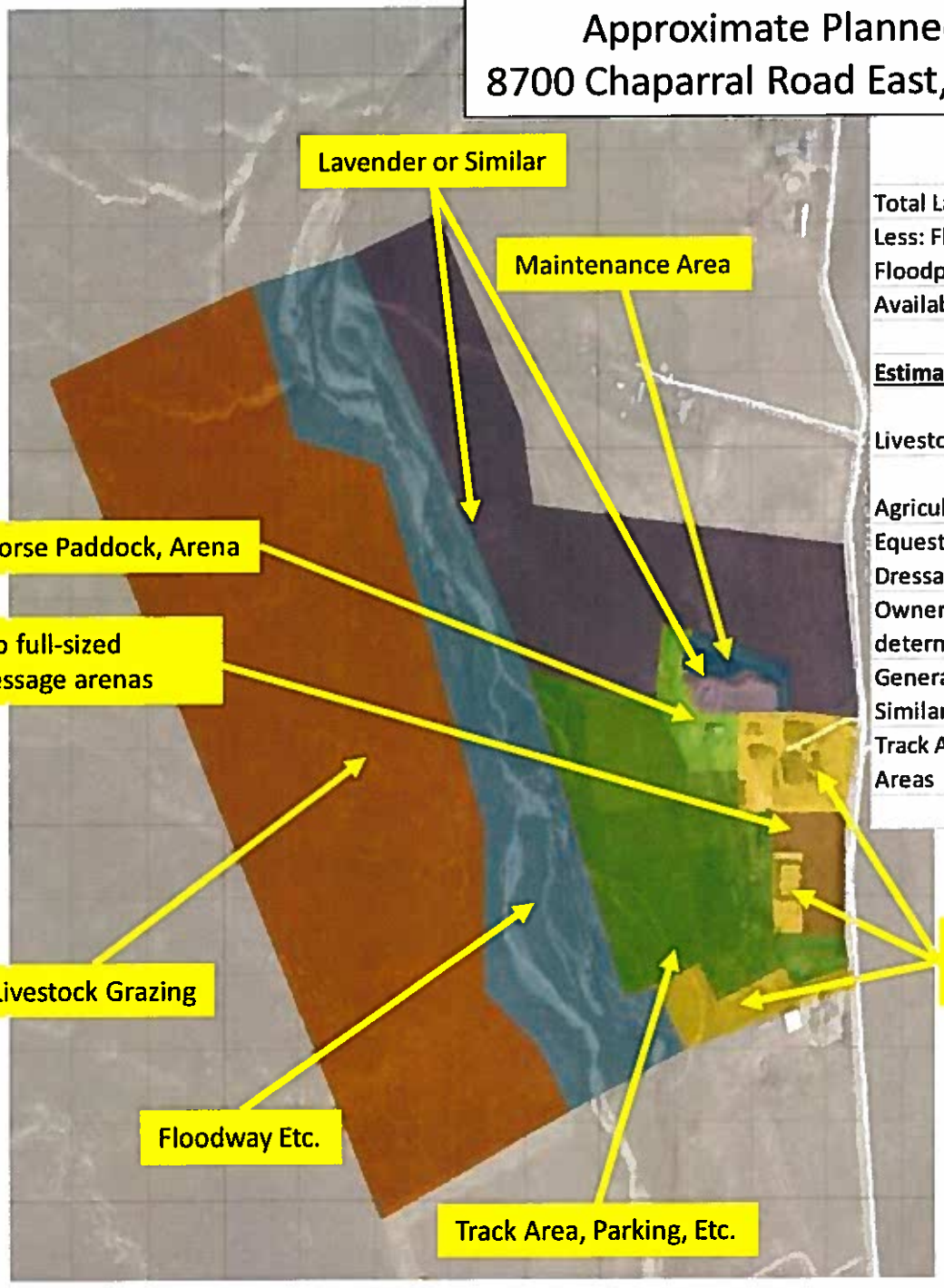
Willow Creek generally does not flow during the growing season.

As a result, most sustained agricultural operations require irrigation, which in turn require capital investment that residents either cannot afford or are not willing to invest.

Mr Wood's investment in a permit, well, and irrigation systems represent the only known such investment in the general area for more than a decade.


Approximate Propertry Boundaries
8700 Chaparral Road East, Eagle, ID 83616
Approximate property boundaries of
8700 Chaparral Road East, Eagle, ID 83616
+/- 100 Acres

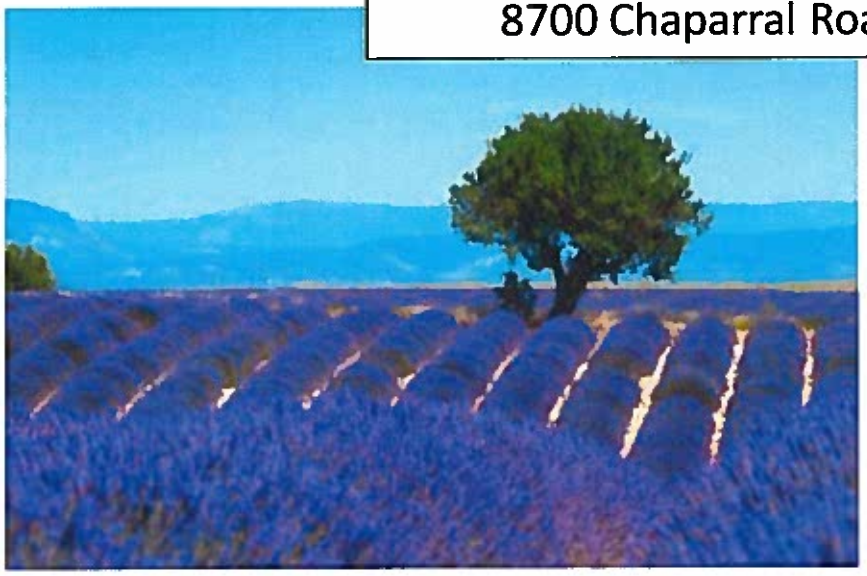
Approximate Planned Land Use
8700 Chaparral Road East, Eagle, ID 83616



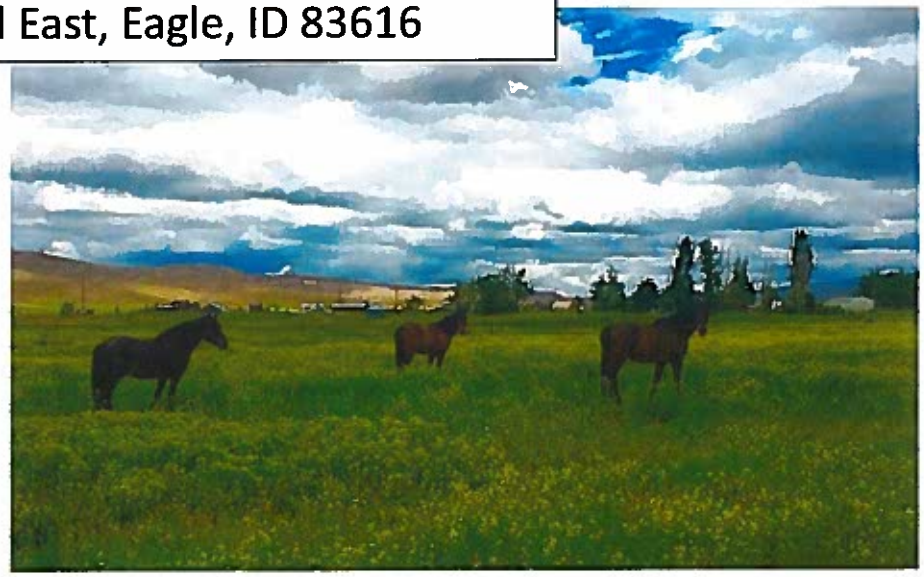
	Estimated Acres	Percentage of Available Land	Percentage of Total Land
Total Land Area (Acres)	100.0		100%
Less: Flood Way / Not Usable Floodplain	(18.2)		18%
Available for Use	81.8		82%
Estimated Land Use			
Livestock Grazing	43.7	53.4%	44%
Agriculture: Lavender or Similar	17.5	21.4%	18%
Equesterian - Horse Paddocks, Dressage Arena, and Related	2.7	3.3%	3%
Owner's Private Property, or not yet determined	5.3	6.4%	5%
General Maintenance Areas or Similar	0.7	0.8%	1%
Track Area, Parking Area, and Support Areas	11.9	14.6%	12%
	81.8	100%	82%

The Karting Operations account for only 15% of the total property – and most will be landscaped!

Approximate Planned Land Use – Illustrative Features
8700 Chaparral Road East, Eagle, ID 83616



18 Acres of the property will grow Lavender



Three of John Wood's Horses at the Property

Property will feature 2 full-sized Dressage Arenas, stretching over 30,000sqft

~44% of the land will feature cattle grazing

Kristy Inselman

From: Dana Borgquist
Sent: Friday, August 26, 2016 10:21 AM
To: Kristy Inselman
Subject: FW: Go-Kart Track (8700 Chaparral Rd)
Attachments: Chaparral Karting Complex Fire Prevention Plan.pdf

Kristy,

If the applicant is willing to do what they have indicated in their plan I am in support of this application. Thanks!

Dana

From: Cecily Willerton
Sent: Thursday, August 25, 2016 12:40 PM
To: Dana Borgquist
Subject: FW: Go-Kart Track (8700 Chaparral Rd)

I called Kristy about this because I didn't reply with concerns or mitigation requirements and she said that you had replied. So, this is really for you... not me.

From: Kristy Inselman
Sent: Thursday, August 25, 2016 12:17 PM
To: Cecily Willerton; Knute Sandahl
Cc: sbuck@eaglefire.org
Subject: Go-Kart Track (8700 Chaparral Rd)

Good afternoon,

We received an appeal application for the go-kart track at 8700 Chaparral Road. The appellants who are residents in the area have voiced concerns regarding fire safety with regard to the proposed use.

You had previously expressed concerned and mitigation requirements for the proposed use. The applicant's representative sent me the attachment and email below. If you could please provide feedback regarding their proposals and any issues you see, it would be greatly appreciated. I want to make sure that we are very clear on what the potential issues are and what you want to see as mitigation measures.

This item is scheduled before the Board on September 14th. Thank you for your assistance in this matter.

Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

From: Kent Smith [mailto:kentsmith616@gmail.com]
Sent: Monday, August 22, 2016 1:07 PM
To: Kristy Inselman
Subject: Chaparral Karting Complex Proposal - Fire Mitigation Plan

Hi Kristy,

Please find attached materials relating to our Fire Mitigation Plan, in response to issues raised by some neighbors, for the appeal hearing September 14th. As you will notice, we had the Ada County Sheriff department's Dana Borgquist review and provide feedback.

We are also in the process of seeking to have the property at 8700 Chaparral Road East annexed into the Eagle Fire District.

If you have any questions, please let me know.

Very Best,
Kent Smith
208.488.5626

Kristy Inselman

From: Kristy Inselman
Sent: Friday, August 26, 2016 10:45 AM
To: 'Kent Smith'; 'Nancy Merrill'; 'Sterling, Dave'
Subject: Go-Kart Track

Good morning,
If one of you could please provide clarification regarding the intensity of the proposed use. Currently, the descriptions of the use have been vague. Going forward to the Board, we need to know more specifics regarding the proposed use.

Please clarify how many classes per day you are proposing and length of each class. Does one class last one hour? Two? Maximum number of karts per class?

For the fundraising events, how many events per day are being proposed? What is the length of time anticipated for each of these type of events? For the fundraising will food be brought in or food vendor trucks? Maybe a description of how an event would work?

Please clarify how many "sanctioned events" are planned and the anticipated length of those events. On a given day, how long does a "sanctioned event" last? We are trying to get a much clearer picture of what is being proposed? For example, will a sanctioned event last all day, with groups of 5-15 carts arriving at intervals throughout the day? Or for a sanctioned event, does just one group of racers (5-15 karts) arrive and only those carts are racing (preliminary, heat, main race?)? What is the maximum number of karts that will arrive throughout the day during a sanctioned event and how many spectators?

Also, please define what a "sanctioned event" is?

Any clarification on these items would be greatly appreciated. Please let me know if you have any questions. Thank you!

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www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

Kristy Inselman

From: DeEdra Price <edyprice@hotmail.com>
Sent: Friday, August 26, 2016 12:16 PM
To: Kristy Inselman
Subject: Go Kart Proposal 201600646-CU-MSP-FP-A(B)
Attachments: Ada County go kart appeal.doc

Kristy,
We spoke a few weeks ago about the proposed go kart track on Chaparral Rd. My husband and I are unable to attend the Ada County Commissioners' hearing on the matter in September. I have attached our letter of complete dismay at the proposed site. Please forward this letter to the commissioners.

Also, would you please be so kind as to respond so that I know the letter has been forwarded to the commissioners? Also is it possible for you to respond about the results of the hearing? We are vehemently opposed to this venue and are very much interested in the outcome.

Thank you so much for allowing us to voice our concerns.

DeEdra Price

August 26, 2016

To Ada County Board of County Commissioners,

This letter is in response to a notice of a public hearing sent to me at my residence at 9601 W. Chaparral Rd, for the appeal process #201600646-CU-MSP-FP-A(B) (Appeal 2 of 2).

I am a property owner in the impact zone of the proposed Go Kart Racers race track proposed for development at 8700 Chaparral Rd. I am directly and extremely opposed to the approval of a conditional use permit for the development of this track for the following reasons.

1) Fire Danger: The area in question is without any reasonably close fire support facilities and outside any specific fire district. As we have witnessed from our front window, a fire can go from small to a devastating life threatening event in a small fraction of time. This venue for go kart racing wants to be operating 11 hours per day (9 hours on Sunday) during the months when the fire danger is at its peak. These "fun" vehicles have the ever present ability to start a fire, from the exhaust fuel or electrical systems should they wreck or just simply run off the track. To compound the problem, the developer wants to store dangerously flammable and explosive carcinogenic chemicals on the premises. In your notice it states that an 1800 square foot "AGRICULTURAL" structure would be used for said storage. It is highly unlikely that this said agricultural structure has any; let alone adequate fire suppression system in place. Should this building be involved in a range fire or catch on fire by itself, the burning of the building, the explosive and carcinogenic substances stored within could be catastrophic to the health and welfare not only to the people and farm animals that live in the area, but also to the animals and plants that form the ecosystem and keep it healthy. In Ada County any business that stores carcinogenic liquids has to have a containment walled pit of 3 feet in height to keep a spill from contaminating the ground. This venue should be no different. All petroleum products are known and proven to be carcinogenic and hazardous to people and animals.

2) Noise pollution and general nuisance: As home owners and residents here we already have to deal with a lot of noise issues; from packs of up to 100 motorcycles traveling on Highway 16 almost every weekend during the summer, whose noise and racket can be heard long before they come into view and long after they are visible, to diesel trucks using their "Jake Brakes" at all hours of the day and night to the noise generated by Firebird Raceway's drag races. We cannot really enjoy a summer day in our yard or on our deck. However, all these things preceded our buying of the property and were counted into the benefits vs detriments to buying this property. A Go Kart track with the droning of their non-compliant exhaust as far as sound control and the amplification of the incessant noise by the natural features of the landscape will prove to be intolerable and deprive us of the fair and right use of our property. While the drag strip at Firebird can be annoying at times, the runs there are mostly less than 15 seconds in duration. Also, Firebird, I believe, as well as its former incarnation as Thunder Ridge Raceway, probably precede the Ada County Rural Preservation District and the Rural Residential District. However, these districts have existed before your approval for the go kart race track in question. It is neither rural residential or agricultural in nature, thus it is in violation of the spirit and letter of the law.
3) Increased traffic and participants: In the letter sent to us, it states that the number of carts on the track would range from 5-15 carts. In the same paragraph it states that "participants and guests are estimated from 5-20 and up to 4 volunteers." This number seems remarkably low. I doubt that 5-15 people are going to keep a track that is open for 11 hours a day busy. The likelihood of 15 people racing for 11 hours is probably underinflated. I do believe the estimates of participants and spectators are artificially low to mislead the home owners in the area on the impact and cannot be taken seriously. The plan provides for 40 parking spaces, indicating that at least some of the time, 40 vehicles will need to be accommodated and if each one of these cars brought only one person to the venue, it would exceed the estimates. However, it is highly unlikely and most improbable that each car would only bring 1 person.
4) Sanitation and Health aspects: The letter states "restrooms will be provided by porta-potties". Porta-potties are not in any stretch of the imagination "restrooms". They would not qualify as a bathroom inside any structure. They are, at best, a temporary stop gap means to

provide toilet facilities for a short period of time, not for 50+ hours a week, week in and week out from April through October. Porta-potties provide no hot or cold running water to wash hands after going into these fecally contaminated, poor substitutes for a true restroom. No running water will only contribute to the spread of diseases such as C-diff and E. coli bacterial infections for the people who will utilize them. People in Ada County are not allowed to have "outhouse" facilities for sanitation reasons. Porta-potties are no more than glorified temporary outhouses. If you, the County Commissioners reject the appeal for this race track, the owner/developer should be required by code to have dedicated permanent restroom facilities for male/female/family and handicapped individuals and be in compliance with the Americans with Disabilities Act (ADA). Hot running water should be mandatory for sanitation purposes. Anything else is retrograde and ridiculous. Can you imagine the Towne Square Mall with only porta-potties in the parking lot?

5) Risk taking behavior: The people who participate in this type of "sport" are shown by numerous studies to fall into the "risk taking" category. As this type of behavior is also linked with the propensity to consume alcohol, smoke cigarettes and do 'recreational' drug use. At Firebird the alcohol consumption of the spectators raises their erratic behavior and out of control driving as some leave that venue. Evidence of that point can be found by walking the perimeter of our property to see the downed fences and alcohol containers that litter the roadside. This is a danger to the public, as well as private property. To increase that danger by adding an additional facility to promote this type of behavior is irresponsible.
6) Property Devaluation: The development of this facility would have nothing but detrimental effects on surrounding property values. It brings no jobs or any other benefits to the community of neighbors in the impact area. Nobody wants to live near a noisy venue such as this. When we bought our property next to Firebird we were able to weigh that fact before purchase. However, if the Chaparral Super Oval would have still been operating, we would not have purchased the property for the same reasons. We don't want a nuisance go kart track, the droning on and on as the vehicles race around in a circle. The go kart track proposed schedule of 11 hours a day, Wednesday through Saturday and 8 hours on Sunday from April 1 to October 31, interrupt and conflict with the prime months of family get togethers and enjoying the outdoor spaces of our property. Would you want the

incessant droning of co karts in your neighborhood for 11 hours a day? Of course not, nobody would.

7) Infrastructure: State highway 16 is not equipped with a northbound right only turn lane onto Chaparral Rd. Nor is there a center turn lane for southbound traffic entering Highway 16 from Chaparral Rd. There are currently many near misses of vehicles entering and leaving Chaparral Rd. There is also, already a lot of road rage and laying on of horns on an hourly basis due to traffic slow downs. Chaparral Rd was not built to accommodate the increased volume this venue would generate. It is disingenuous to state that there would only be 5-15 go karts and 5-20 spectators when the applicants own words state "people will be coming from hundreds of miles away to use this race track". The applicant will want to attract many more than 20 spectators to be more profitable. With space for only 40 cars in the parking lot, where are the trailers and other overflow vehicles going to be parked? Chaparral Rd is curvy and has driveways that are hidden until you are right in front of them.
8) Emergency services: With the increased traffic and the dangerous component inherent to go kart racing, there are no nearby medical facilities. Currently when there are serious accidents on Highway 16 medical help is delayed and the road is closed due to the 2 lane nature of the road. Even a minor accident backs up traffic for several miles. There are also no side roads to funnel the backed up traffic onto. To add a dangerous venue to an already bottlenecked situation is risking human life.

We certainly object to the proposed site. However, if the Commission approves this development in spite of all the objections to it and in the face of the dangers it presents, the Ada County Commissioners should take certain actions to mitigate the damages to all concerned parties.

A) Being that the asphalt track, buildings and parking lot would be permanent, there should be a requirement for permanent facilities for human waste disposal and hygiene. Hot and cold washing facilities and a septic system with an approved drain field should be required, in addition to provisions for gender specific and family restrooms with accommodations for people with disabilities.
B) A 72 inch high berm should be built around the perimeter of the track to control and mitigate damage to the surrounding environment, especially Willow Creek. The berm should be grass/lawn covered and

irrigated by an underground sprinkler system to create a "green zone" to act as a buffer between the track and the surrounding area. This would help to abate the propensity for the track being such a hazardous fir danger. It would also help with sound absorption.

C) Landscaping: It should be required to consist of 18-25 ft tall deciduous trees, as pine trees are too flammable, to help with sound reduction.

D) Infrastructure: The developer should be required to pay for the improvements to Chaparral Rd from the intersection with Highway 16 to 250 feet north/northeast of their venue to include (but not be limited to) expanding Chaparral Rd to 3 lanes, from its present 2 lanes, incorporating a center turn lane to provide for safe and adequate ingress and egress to their venue. In addition, they should provide sidewalks, curb and gutter plate with storm drains that would outlet somewhere on the owners' site of 100 acres.

E) Limitation of hours: Hours of operation should be limited to no later than 5 pm on any given day. We as residents neither need nor desire the light pollution that would come from night operation. This would also prohibit high intensity security lights. As rural property owners, we prize the ability to go outside and star gaze. We do not want one property owner to ruin this for the homeowners that surround the area. Additionally, limiting hours of operation would still allow for evening family gatherings, uninterrupted by the droning of go karts.

F) Fire danger abatement: In addition to the above mentioned green space and sprinkler watered berms, the storage facilities for fuel and other chemicals and equipment should be required to be concrete or concrete filled cinder block with a concrete roof and have an extensive fire suppression system contained within the building. No wooden or sheet metal structure for storage of flammable, explosive or volatile chemicals or equipment should be permitted.

G) Insurance and surety bond: The owner should be required to post a $1.000,000 cash surety bond and have in place a liability insurance policy in the amount of $25,000,000 to cover any and all damages related to the operation and ownership of said venue and the hazards it presents. This should adequately protect the public, environment and the private property owners, should the actions or existence of said venue create a catastrophic event whether from normal business operations, negligence or accident.

In summary, this plan is not good for the home and property owners that are in the impact area of this venue, or for the environment. If even one life is risked it certainly negates any potential benefit. Yet this plan risks hundreds of lives and permanent environmental damages. For the sake of prudent behavior permission for the venue should be rescinded. It is a bad idea, in the wrong place, at the wrong time. Consider the vast amount of people and property this would negatively affect compared to the benefit of only one property owner. Additionally, it offers no benefit to the community at large as there are already several go kart tracks in the county in much more appropriate settings, rather than in rural neighborhoods.

Thank you!

Randall K. Price
DeEdra S. Price

Kristy Inselman

From: dws8386 <dws8386@yahoo.com>
Sent: Friday, August 26, 2016 1:27 PM
To: Kristy Inselman
Subject: Proposed new Kart track on 8700 Chaparral Road East

Good afternoon,

My name is Dennis Stanley. My family and I have been in Karting and many other motorsports for over 30 years, Karting is a great foundation in many areas. It is a family sport that builds family unity, self confidence, respect for others and great leadership in our youth. I have four children, two daughters 23 and 19, and two sons 15 and 11. All of my children started racing Kart's at 5-9 years old and have done very well in life, not to mention very safe drivers on our roads and Highways. The proposed new Kart track would be a huge asset to the Treasure Valley, the venue that has been proposed will be one of the finest in the nation and with the plan that is in place for this facility it will be a destination for many clubs, fundraisers and all age groups.

My family and I are 100% in favor of this great facility and hope that you will do the right thing for our youth and the entire Treasure Valley by supporting this state of the art facility through completion.

Sincerely,
Dennis Stanley

22880 Channel Rd
Caldwell, Id 83607
208-249-0842

Kristy Inselman

From: Larry Robb <6t6stingray@gmail.com>
Sent: Friday, August 26, 2016 1:48 PM
To: Kristy Inselman
Subject: Fwd: Delivery Status Notification (Failure)

Sincerely,
Larry E. Robb

Begin forwarded message:

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: August 26, 2016 at 1:38:46 PM MDT
To: 6t6stingray@gmail.com
Subject: Delivery Status Notification (Failure)

Delivery to the following recipient failed permanently:

kinselman@adaweb.ne

Technical details of permanent failure:
DNS Error: 8869098 DNS type 'mx' lookup of adaweb.ne responded with code NXDOMAIN
Domain name not found: adaweb.ne

------ Original message -----

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed;
d=gmail.com; s=20120113;
h=from:content-transfer-encoding:mime-version:subject:message-id:date
:to;
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Exhibit 28
201600646-A (A&B)

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A==
X-Received: by 10.36.222.137 with SMTP id d131mr678226itg.1.1472240325107;
Fri, 26 Aug 2016 12:38:45 -0700 (PDT)
Return-Path: <6t6stingray@gmail.com>
Received: from [100.106.177.66] (251.sub-70-212-35.myvzw.com. [70.212.35.251])
by smtp.gmail.com with ESMTPSA id j16sm8220975iod.25.2016.08.26.12.38.43
for <kinselman@adaweb.ne>
(version=TLS1 cipher=ECDHE-RSA-AES128-SHA bits=128/128);
Fri, 26 Aug 2016 12:38:44 -0700 (PDT)
From: Larry Robb <6t6stingray@gmail.com>
Content-Type: text/plain;
charset=us-ascii
Content-Transfer-Encoding: quoted-printable
Mime-Version: 1.0 (1.0)
Subject: Kart track in Eagle
Message-Id: <E4C83667-0504-44E5-9289-8516EA61912A@gmail.com>
Date: Fri, 26 Aug 2016 13:38:42 -0600
To: kinselman@adaweb.ne
X-Mailer: iPhone Mail (13G34)

To whom it may concern: please know that the lives of many in my family have been greatly benefited by the sport of Karting. We chose Karting because the more popular sport in our area, which is moto-cross motor cycles seemed too dangerous and too noisy. It is also fairly age limited.

When my son, Sting Ray Robb was 5 years old he started racing his "Weed eater" engined go kart at a small track near Star, Idaho. We graduated to a larger Briggs and Stratton kart (similar to a lawn mower engine) and began to travel in an attempt to find more competition. We soon found that to get into greater competition there were hundreds of tracks throughout the world, but the nearest decent facility was 300 miles away. We also discovered that there are more licensed kart drivers in the world than any other Motorsport.

Now, nine years later, my son is competing in a NASCAR series and in open wheel race cars after cutting his teeth in karting in hundreds of races throughout the US and Europe. He is now 14 years old, ninth grader and carries a 4.17 grade average. We all attribute his character and growth at such a high level to the sport of Karting. We were fortunate and ambitious enough to accomplish many of our goals by traveling to those venues throughout the world, but it is rare. With the facility that is being propose in Eagle, many more young people would be allowed an opportunity to develop in this great sport. This is a TOTAL family sport. Kids, parents, and grand parents of all ages and and sizes learn to work and play together in a goal orie

activity that teaches incredible life lessons by interaction between all that attend. I can't think of one child that ever gets into trouble after they engage in an active karting driven career or past time. This new facility will greatly enhance our community's ability to engage children, adults and corporations alike in one of the largest sports in the world, one which is relatively unknown in our area, due mostly because we have no facility near us that is

----- Message truncated -----

Kristy Inselman

From: James Doucette <jdoucette3@gmail.com>
Sent: Friday, August 26, 2016 6:53 PM
To: Kristy Inselman
Subject: Karting track

We need a facility like this. It's an opportunity to get kids off the streets and away from drugs and trouble. This opportunity doesn't come along very often. John is building an amazing facility there and it's a once-in-a-lifetime chance for someone to be so generous as to sink the kind $ he is into it. The track will be home to team building, drive training, fund raisers, and be open for clubs to rent, practice, etc. A facility like this is so much more than just a race track. The track brings more families to town which in turn puts money back in to the community through local business. Let me ask you, do you want to be the one responsible for taking money away from your fellow community members? Thank you for your time.

Sent from my iPhone

Kristy Inselman

From: Knute Sandahl <Knute.Sandahl@doi.idaho.gov>
Sent: Monday, August 29, 2016 10:27 AM
To: Kristy Inselman
Subject: RE: Go-Kart Track (8700 Chaparral Rd)

Kristy,

I have reviewed the fire mitigation plan submitted and have determined it to be satisfactory. As I understand, the process to be annexed into the Eagle Fire District has begun. I suggest this plan be reviewed by Eagle Fire Department for their approval or additional input.

Sincerely,

Knute C. Sandahl
State Fire Marshal
700 W. State Street, 3rd Floor
Boise, Idaho 83720
(208) 334-4370 Office
(208) 921-7838 Cell

From: Kristy Inselman [mailto:kinselman@adaweb.net]
Sent: Thursday, August 25, 2016 12:17 PM
To: Cecily Willerton <cwillerton@adaweb.net>; Knute Sandahl <Knute.Sandahl@doi.idaho.gov>
Cc: Scott Buck <sbuck@eaglefire.org>
Subject: Go-Kart Track (8700 Chaparral Rd)

Good afternoon,

We received an appeal application for the go-kart track at 8700 Chaparral Road. The appellants who are residents in the area have voiced concerns regarding fire safety with regard to the proposed use.

You had previously expressed concerned and mitigation requirements for the proposed use. The applicant's representative sent me the attachment and email below. If you could please provide feedback regarding their proposals and any issues you see, it would be greatly appreciated. I want to make sure that we are very clear on what the potential issues are and what you want to see as mitigation measures.

This item is scheduled before the Board on September 14th. Thank you for your assistance in this matter.

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Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St.,
Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

From: Kent Smith [mailto:kentsmith616@gmail.com]
Sent: Monday, August 22, 2016 1:07 PM
To: Kristy Inselman
Subject: Chaparral Karting Complex Proposal - Fire Mitigation Plan

Hi Kristy,

Please find attached materials relating to our Fire Mitigation Plan, in response to issues raised by some neighbors, for the appeal hearing September 14th. As you will notice, we had the Ada County Sheriff department's Dana Borgquist review and provide feedback.

We are also in the process of seeking to have the property at 8700 Chaparral Road East annexed into the Eagle Fire District.

If you have any questions, please let me know.

Very Best,
Kent Smith
208.488.5626

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Monday, August 29, 2016 4:18 PM
To: Kristy Inselman
Cc: Nancy Merrill; Sterling, Dave
Subject: Re: Go-Kart Track

Hi Kristy
I see John this evening and will discuss.
Kent

On Monday, August 29, 2016, Kristy Inselman <kinselman@adaweb.net> wrote:

One additional item. I don't see on the proposed site plan where you have identified any truck/trailer parking? Where will the trucks with trailers park when they come for a race event? Any assistance would be appreciated. Thank you.

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Kristy Inselman

Associate Planner

Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 ***office***
(208) 287-7909 ***fax***

From: Kristy Inselman
Sent: Friday, August 26, 2016 10:45 AM
To: 'Kent Smith'; 'Nancy Merrill'; 'Sterling, Dave'
Subject: Go-Kart Track

Good morning,

If one of you could please provide clarification regarding the intensity of the proposed use. Currently, the descriptions of the use have been vague. Going forward to the Board, we need to know more specifics regarding the proposed use.

Please clarify how many classes per day you are proposing and length of each class. Does one class last one hour? Two? Maximum number of karts per class?

For the fundraising events, how many events per day are being proposed? What is the length of time anticipated for each of these type of events? For the fundraising will food be brought in or food vendor trucks? Maybe a description of how an event would work?

Please clarify how many "sanctioned events" are planned and the anticipated length of those events. On a given day, how long does a "sanctioned event" last? We are trying to get a much clearer picture of what is being proposed? For example, will a sanctioned event last all day, with groups of 5-15 carts arriving at intervals throughout the day? Or for a sanctioned event, does just one group of racers (5-15 karts) arrive and only those carts are racing (preliminary, heat, main race?)? What is the maximum number of karts that will arrive throughout the day during a sanctioned event and how many spectators?

Also, please define what a "sanctioned event" is?

Any clarification on these items would be greatly appreciated. Please let me know if you have any questions. Thank you!

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Kristy Inselman

Associate Planner

Ada County Development Services
200 W. Front St., Boise, ID 83702
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Brian A. Ertz
Ertz Law, PLLC
199 N Capitol Blvd., Ste. 601
Boise, Idaho 83702
brian@ertzlaw.org

P.O. Box 665
Boise, ID 83701
tel: 208.918.1663
fax: 208.545.9770

August 30, 2016

Ada County Board of County Commissioners
Ada County Court House
200 West Front Street
Boise, Idaho 83702

Re: Review of 201600646 CU-MSP-FP, for Racetrack
INITIAL ENVIRONMENTAL CONCERNS

Dear Ada County Board of Commissioners,

I have been retained by several Ada County residents against the above referenced Racetrack proposed in their Rural Preservation (RP) Zoned neighborhood.

After reviewing the 'Ada County Race Track Report.pdf' application documents provided on the Ada County website, and comparing the proposal with pertinent jurisdictional authorities, the following conclusions are of issue. The Racetrack development project application for a Conditional Use, Master Site Plan, and Floodplain application ("Proposed Project") presents a number of concerns. Given the nature of my investigation of this matter being limited to initial review, I will include a number of these concerns and briefly discuss:

A. The Racetrack development will impact resident and transient wildlife

The amount of noise and disturbance associated with the proposed racetrack development is indisputable. Many residents in immediate proximity to the proposed project have described their reason for residing in the area to be its relative isolation from the noises and disturbances of living in a more urbanized setting. Others have described their standard of living as being enhanced by the resident and transient wildlife including deer, turkey, quail, white owls, badger and others that frequent the area. This is precisely why they live the Rural Preservation Zone of Ada County.

The relative availability of wildlife is enhanced by the presence of Willow Creek. Natural watercourses, such as Willow Creek, provide necessary habitat for a variety of wildlife species that do not occur in semi-arid to arid upland habitats that are distant/remote from riparian and aquatic habitats. The immediate proximity of the Proposed Project to Willow Creek will have a variety of impacts that will disrupt wildlife habitation and frequency in the immediate and surrounding areas. These include:

1. Direct impact of the proposed race track and ancillary uses; and,

2. Increased human presence given commercial use of the property; and,

3. Increased noise will deter wildlife.

The Idaho Department of Fish and Game ("IDFG") provided a cursory statement, Report at 102-103, pertaining to the ACC § 8-4E-4D5 requirement that the applicant provide an analysis of sensitive plant and wildlife species listed on the Idaho conservation data center. This provision of the code requires an analysis of impacts to wildlife that is not limited to the species on the Idaho conservation data center. ACC § 8-4E-4D5. Furthermore, given the particularized identification of a number of wildlife values enjoyed by neighbors, Report at 121 (Hardin letter: "The neighborhood is quiet and there is a lot of wild life; such as deer, turkeys, quail, white owls, and badgers."), the applicant should include a statement explaining how the design of the plan will protect or will mitigate the inevitable impacts to those identified values. ACC § 8-4E-4D8.

B. The Racetrack project is proposed for the floodplain

Of significant concern is the immediate proximity of the property, and proposed development activities, to Willow Creek. The application identifies the fact that the Proposed Project will be situated on a floodplain, namely immediately adjacent to Willow Creek, and includes Floodplain documentation, Report Exhibit 11, pursuant to ACC § 8-3F. Proximity to the floodplain and floodway introduces a number of concerns related to insurance requirements (and necessary disclosures) as well as, for the purposes of this initial environmental review, concerns associated with stream-bank alteration and the apparent necessity to alter/construct/reinforce the bank of Willow Creek, subjecting the Proposed Project to a variety of regulatory requirements that the instant application has not addressed. Because the property is outside the jurisdiction of a municipality, prospective state and federal regulatory requirements should be undertaken, disclosed, and subject to review of the neighbors, the public, and county decision-makers. These regulatory requirements, including initial consultations and permitting applications, should be required prior to ultimate disposition of county approval of county applications as they will provide a more thorough and detailed analysis of existing and likely future conditions that will contribute to a better understanding of potential impacts to values currently protected in the county code.

C. Given the proximity to the Regulatory Floodway, it is unclear whether a Racetrack is permitted under county code

Given the proximity of the property subject to the Proposed Project to Willow Creek, Ada County requires the submission of a flood study. ACC § 8-3F-6-3C. Based upon the project's proximity, the county code proscribes certain types of development that impact the applied-for use:

LAND USE RESTRICTIONS:

Federal Emergency Management Agency (FEMA) designated A. AE, AH, AO, A, And D Zones And The Regulatory Floodway: Despite any other regulations of this title, the following uses, including any new construction or substantial improvements to such uses, are prohibited in the regulatory floodway, AE, AH, AO, A, or D zone where the base flood elevations have been determined or estimated:

Adult respite care center.
Children's treatment.
Daycare center.
Explosive manufacturing.
Flammable substance storage.
Foster home, group.
Gasoline, diesel, or alternative fuel sales.
Hospital.
Intermediate care facilities.
Junkyard or automobile wrecking yard.
Manufacture and/or storage of materials that are buoyant, flammable, toxic, radioactive or explosive or may present a hazard to public health or safety in time of flooding.
Manufacture of electronic or electrical products.
Manufacture or processing of hazardous chemicals or gases.
Manufactured home storage.
Nursing facility, skilled.
Portable classroom.
Residential care facility.
Sanitary landfill, restricted.
School, vocational or trade.
Soil or water remediation.
Tannery.
Vehicle impound yard.

B. Regulatory Floodway: Any new development or substantial improvements are not allowed within a regulatory floodway. If encroachment is unavoidable, development must comply with the standards detailed in subsection 8-3F-8-5A of this article. Provided, however, that new construction or substantial improvement of residential, commercial, or industrial uses is not allowed in the regulatory floodway. (Ord. 835, 12-3-2014)

ACC §§ 8-3F-8-1(A)(B). The Proposed Project is situated on a stretch of Willow Creek, and imminent floodway, that promises to invade onto the property on which the track is proposed unless dramatic intervention to the stream-bank is undertaken. See: *Infra*. The proposed use of the property involves activities that are reasonably understood to be proscribed by the county code including 'School, vocational or trade,' 'Flammable substance storage,' 'Manufacture and/or storage of materials that are buoyant, flammable, toxic. . . or may present a hazard to public health or safety in time of flooding.' The

applicant should be required to commit, and disclose, particularized assurances that none of the activities proscribed by ACC §§ 8-3F-8-1(A)(B) will occur on the property prior to approval of the application, and that mitigating measures to prevent encroachment of Willow Creek, subject to state and federal permitting requirements, are undertaken. Where there exists some question as to whether or not an activity may or may not constitute those proscribed by the code, the applicant should be required to commit to and disclose enforceable mitigating measures.

D. Recreational vehicles on site prohibited for more than 180 days

Given the Proposed Project would exist on the floodplain, county code requires particularized treatment for recreational vehicles:

> E. Recreational Vehicle - A/D Zones: Any recreational vehicle placed on property within an A zone or a D zone shall meet one of the following additional standards:
>
> > 1. The recreational vehicle shall be on site for fewer than one hundred eighty (180) consecutive days;
> > 2. The recreational vehicle shall be fully licensed and ready for highway use, be on its wheels or jacking system, be attached to the site only by quick disconnect type utilities and security devices, and have no permanently attached additions; or
> > 3. The recreational vehicle shall meet the anchoring requirements set forth in subsection D of this section. (Ord. 835, 12-3-2014; amd. Ord. 848, 12-9-2015)

ACC § 8-3F-8-2(E). Go Karts are recreational vehicles. Given the intended use of the property, it is reasonable to expect that Go Karts will be stored on the property.

E. Unless denied, the County should require consultation re: state and/or federal permitting requirements, and require that Racetrack applicant submit consultation/correspondences for the record *before* a decision is made.

The project proponent may need to procure a short-term activity exemption (STAE) from the Idaho DEQ given the project may involve dewatering of ground water and discharge back into surface water during excavation or at other times. Likewise, the project will require a National Pollution Discharge Elimination System (NPDES) permit, as well as a storm-water permit from the EPA given its size and immediate proximity to Willow Creek.

To maintain compliance with state regulations, the project will need to incorporate Best Management Practices ("BMPs") during construction and ascertain and disclose whether Willow Creek is subject to Total Maximum Daily Load regulations for pollutants given the high likelihood of persistent toxicant and pollutant storm-water discharges occurring from oil leaks/spills from the karts, other petroleum toxicants,

materials stored on-site, and other pollutants associated with use of the vehicles, maintenance of the vehicles, use and maintenance of the grounds, and from other sources not yet disclosed on the record that can be reasonably anticipated to accumulate from the proposed use of the track that will be discharged into Willow Creek during precipitation events.

In addition, the applicant will likely need to procure a permit for filling or dredging in waters of the United States from the U.S. Army Corps of Engineers given the immediate proximity of the proposed track to the banks of Willow Creek. The morphology of the stream strongly demonstrates likelihood that stream-bank/channel alteration and/or reinforcement will be inevitably necessary to sustain the intended use for the property.

These permitting processes include compilation and consideration of a variety of likely impacts that should be included in the application materials for this record such that stakeholders, neighbors, and decision-makers including the Commissioners themselves can have the opportunity be informed, analyze, comment, and make further inquiries of potential additional mitigation measures that may be appropriate and necessary to ensure compliance with existing county code. That said, the county should require state and federal permitting, and all supporting documentation, be included in the application and subject to public comment to inform decision-makers' ultimate disposition.

In short, the Proposed Project will implicate and impact a number of environmental values associated with the property. I hope that my office's identification of a few of the initial aforementioned concerns with the application benefits your better understanding of the impact it may have on the neighborhood. The above concerns relating to the environmental values, regulations, and permitting processes do not constitute a comprehensive list, but instead are meant to highlight a few of the key concerns identified upon initial review of the Report provided to my office.

Based upon the above referenced impacts of the proposed Race Track, we ask that you deny these applications.

Very truly yours,

Brian A. Ertz
Ertz Law, PLLC

Google Maps 8700 W Chaparral Rd

Imagery ©2016 Google, Map data ©2016 50 ft

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Tuesday, August 30, 2016 12:42 PM
To: Kristy Inselman
Subject: Wildlife at the proposed kart track at 8700 Chaparral Road East
Attachments: JW Property Wildlife will Flourish.pdf

Hi Kristy,

Please find attached Mr Wood's commentary on Wildlife at his property. It has been suggested the presence of the karting track will detract from wildlife. We expect the opposite to be true for the reasons explained in the attached.

Very Best,
Kent Smith for John Wood
208.488.5626

Kristy Inselman, ADA County Planning & Zoning

RE: REGARDING WILDLIFE AT THE PROPOSED KARTING FACILITY AT 8700 CHAPARRAL ROAD EAST

I want to take this opportunity to discuss wildlife at my property.

It has been suggested that the presence of a karting facility at my property would negatively impact the area's wildlife. I believe the overall program will have the opposite effect for the following reasons:

1. There is ample evidence of wildlife at existing racing facilities, including birds of prey. Indeed we see such at almost every track we visit. Just last weekend, at the speedway at Roseburg, OR – where there are no karts but instead very loud very high horsepower race cars such as those in the NASCAR K&N series – we observed birds of prey living and hunting at the track. (See photo attached.) This is a very similar phenomena as observed, for example, at Pat's Acres Racing Complex in Canby, Oregon – they not only kart *daily* there almost year-round, but also do very loud and busy motorbike and "drift" car series, rock concerts, and such – and it is my understanding that for as long as anyone can remember Osprey and Eagles nest in trees on the infield of the karting track.

2. Irrigation and our landscaping will provide food and shelter not otherwise present for animals. Our lavender fields will attract wildlife as will the cattle. We will be almost the only property in valley with expansive irrigation. We believe there will be *more* wildlife here than almost anywhere nearby. Other properties are very dry all summer and provide no food or water for animals.

3. At our property, Penny Wood passionately maintains our dressage horses, grows plants and flowers from seeds, and maintains a 6,500 square foot juniper grove (planted by The State years ago) to help birds. Combined no one else in the valley will do so much for wildlife. Further, we don't help the wildlife in order to hunt it – I don't own a gun and don't allow sport hunting on my property.

4. The appropriate government agencies (Fish & Game., etc.) have confirmed there is no wildlife in the area that is endangered or at risk.

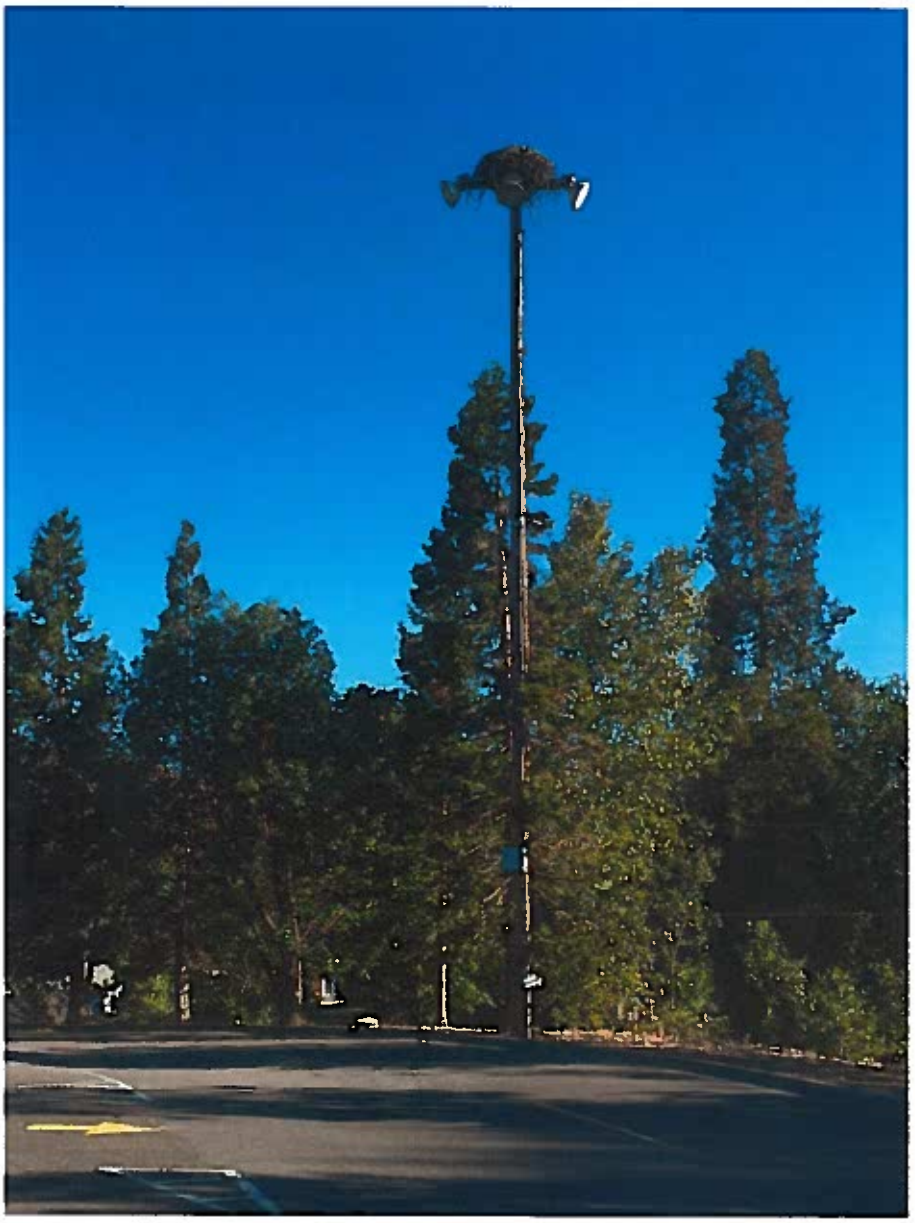
5. There will be no loud speaker system, no lighting for the track, and no bleachers.

Note that the (2) and (3) are part of my overall plans for the property, and the extent to which he undertakes such are contingent upon having the karting facility.

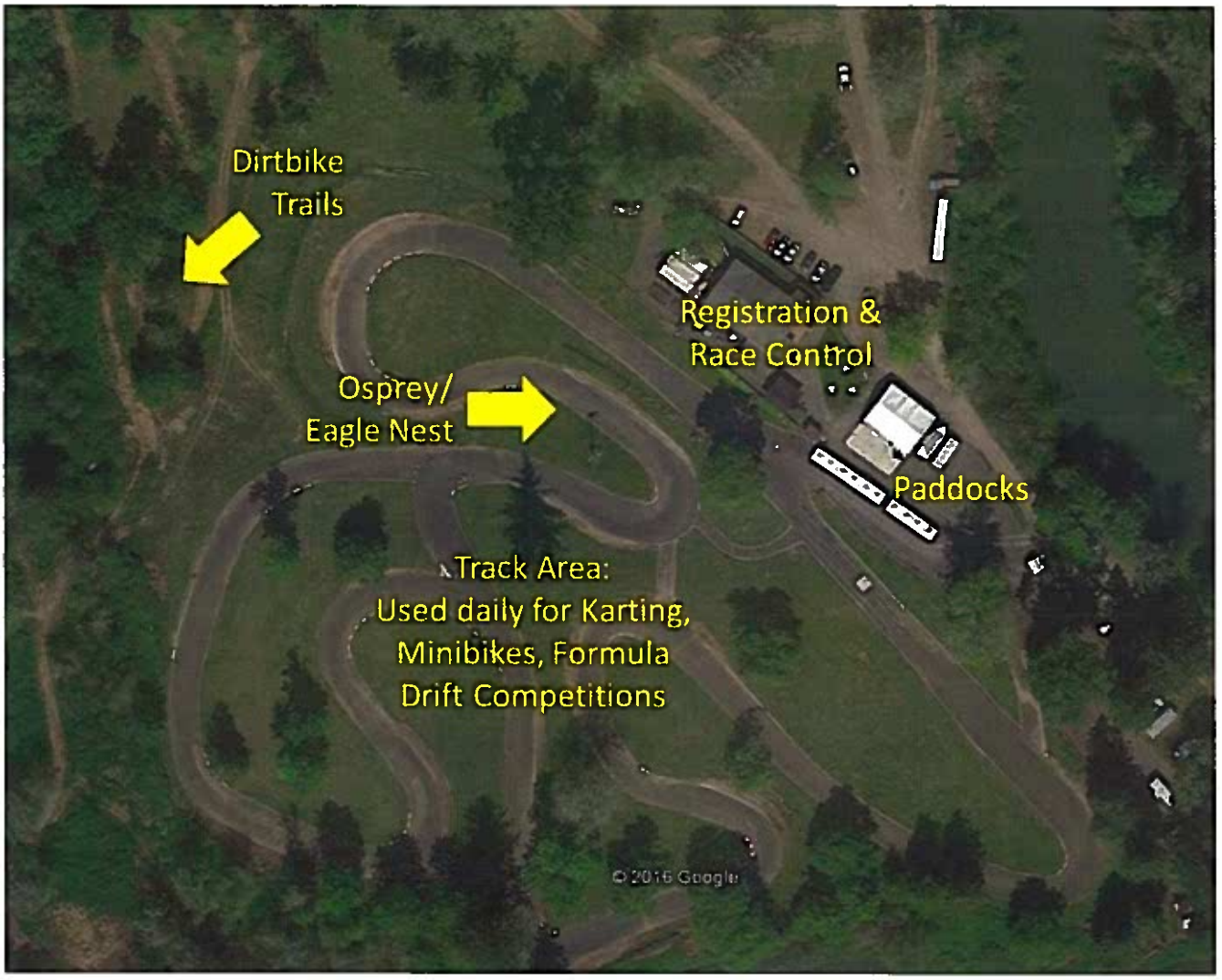
Very Best,

John Wood

Attach (2)



At Douglas County Fairgrounds, in Roseburg, Oregon, we were "greeted" by at least one family of Eagles. The speedway hosts events much louder than karting, and is right beside a 4 lane highway. Workers there report "birds just go about their business as usual."



At Pat's Acres, in Canby, Oregon, Birds of Prey have built and maintain a nest atop a dead tree in the middle of the track. According to the owner this has gone on as "long as anyone can remember". The birds are frequently visible to competitors and have been witnessed fishing in the nearby river and returning the prey to its nest. Pat's Acres not only runs karts, it does so daily, and also hosts supermoto racing and formula drift car events on the kart track – in addition to having dirt bike trailers and hosting rock concerts. The owner reports no impact on wildlife.

Kristy Inselman

From: Angela Gilman
Sent: Wednesday, August 31, 2016 8:59 AM
To: Kristy Inselman
Cc: greg.j.martinez@usace.army.mil
Subject: RE: 201600646-A (Go Kart Track Appeal)

Hi Kristy,

1 – The project has submitted a floodplain application and has complied with the Flood Hazard Overlay District requirements. The proposed project is not within the FEMA floodway as depicted by the Flood Study.

2 - I've consulted with Greg Martinez of the USACOE Boise Regulatory Office. Greg has confirmed that based on the project drawings the proposed project is outside the boundaries of any delineated wetlands and does not need Corp approval.

Here are my comments from my review letter:

Flood Hazard
The documents submitted are acceptable. In addition, in accordance with Ada County Code Section 8-3F-8-2B, New Development or Substantial Improvement – A/D Zones, a LOMC shall be prepared, submitted to, and approved by FEMA prior to issuance of any building permit. Please provide documentation that this process has been completed.
Drainage
A Drainage Study and Drainage Plan need to be submitted in accordance with Ada County Code 8-4A-11.
All drainage from the proposed improvements shall be retained on site, during and after construction, so as to not negatively impact adjacent properties.

Let me know if you need anything else.

Thanks,

Angie

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Angela M. Gilman, PE, CFM
County Engineer
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7925 *office*
(208) 287-7909 *fax*

From: Kristy Inselman
Sent: Monday, August 29, 2016 3:45 PM
To: Angela Gilman
Subject: 201600646-A (Go Kart Track Appeal)

Angie,

In the detailed letter from the appellants, they state the following:

The appellants also stated that the proposal cannot meet the Natural Features Analysis requirements. The applicant stated that the applicant's grading & drainage plan includes what appears to be plans to construct the racetrack within the floodplain and adjacent to Willow creek. There is no indication that the construction of this racetrack will do anything other than channel site polluted water into Willow Creek. Furthermore, the project proponent has failed to demonstrate to the public and the governing body that the U.S. Army Corps of Engineers will permit work pursuant to Section 404(f) of the Clean Water Act, 33 U.S.C. 1251, et seq. Parking overflow and erosion and drainage into the Willow Creek is an issue also.

Can you please address their statement regarding the floodplain issues? Any help would be most appreciated. Thank you.

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Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

Kristy Inselman

From: Angela Gilman
Sent: Wednesday, August 31, 2016 9:01 AM
To: Kristy Inselman
Subject: FW: Willow Creek area
Attachments: willow ranch estates delineation).pdf

Kristy,

Here' are Greg's comments. I'm not sure how we would address his final comment about wetland #5. Just putting out there so you're aware of it.

Thanks,

Angela M. Gilman, PE, CFM
County Engineer

Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7925 office
(208) 287-7909 fax

-----Original Message-----
From: Martinez, Greg J NWW [mailto:Greg.J.Martinez@usace.army.mil]
Sent: Wednesday, August 31, 2016 8:22 AM
To: Angela Gilman
Subject: RE: Willow Creek area

Angela, 8-31-2016

We looked at this site way back in 2007. It is a 100 acre site that was formerly known as Willow Ranch Estates. A wetland delineation was done and approved by the Corps in August 2007. In late December 2015 Mr. John Woods called said he had purchased the property and wanted to know if the wetland delineation was still valid. I inspected the site on January 2016 and send letter in February stating the delineation was still valid. However although we did not state in the letter wetland 8 and 13 were no longer present and wetland 4 was still present but had shifted a bit within the channel.

Looking at the proposed action if wetland 8 (circled in black) was still present it would have been impacted by the project , but since it no longer exists, this is a mote point. The proposed project does however, get very close to Wetland 5, it would be good to increase the buffer at this location to ensure the work does not impact this wetland and the channel. I have circled this location in red.

When I scanned the drawing both sites appear black. Wetland 5 is the one furthest to the east and is within the channel.

wetland 5 be increased.

Greg Martinez
Corps of Engineers
Boise Regulatory Office.

-----Original Message-----
From: Angela Gilman [mailto:agilman@adaweb.net]
Sent: Tuesday, August 30, 2016 4:14 PM
To: Martinez, Greg J NWW <Greg.J.Martinez@usace.army.mil>
Subject: [EXTERNAL] Willow Creek area

Hi Greg,

Here's the project I called about. We have a floodplain study that's been submitted to FEMA that delineated the floodway as shown on the plan sheet. It appears to me they are outside the wetlands and above the ordinary high water mark for Willow Creek. I just want to make sure.

Let me know what you think - thanks,

Angie

<Blockedhttp://www.adacounty2025.com/>

Angela M. Gilman, PE, CFM

County Engineer

Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7925 office
(208) 287-7909 fax

Based on the drawings you sent, the project does not need the Corps approval, again we would suggest the buffer at

8.5" x 11" copy of wetland delineation

WILLOW RANCH ESTATES

WETLAND DEDLINEATION

TOOTHMAN-ORTON ENGINEERING COMPANY

CONSULTING ENGINEERS, SURVEYORS AND PLANNERS

Kristy Inselman

From: Bob Leake <bleake@q.com>
Sent: Wednesday, August 31, 2016 9:10 AM
To: Kristy Inselman
Cc: Bob Leake; Bob and Lana
Subject: 201600646-CU-MSP-FP - Appeal Gem State Go-kart Track Chaparral Rd Ada County - Commissioner submission
Attachments: motocross engine noise level study.pdf; July 1, 2016 Noise Memorandum for the Gem State Go-Kart Track andother data.pdf; Fire Letters.pdf; comparative-noise-example.pdf; Appeal letter 072716.pdf; Appeal Gem State Go-kart Track Chaparral Rd Ada County - Commissioner submission.pdf; 02 M3 Eagle Regional Hydrogeologic Characterization Year One.pdf; Ernie Harper Sound study.pdf; Current Well 8700 W Chaparral.pdf; Glen Morgan race result Standings 2016.pdf; Northwest Region 6 Gold Cup.pdf

Importance: High

HI Kristy

Attached you will find documents for the commissioner's packet for the appeal 201600646-CU-MSP-FP for the go-kart track on Chaparral rd. There are 21 documents in total there is one primary document called **"Appeal Gem State Go-kart Track Chaparral Rd Ada County - Commissioner submission.pdf"** and 20 supporting documents. The purpose of the supporting document is reference. If I quoted a document in the primary appeal document and there is a question the commissioners can read the source document in its entirety if they so choose.

Please note that the size of all the documents is 18 meg and most email systems are limited to 10 meg. For that reason I will be send 2 emails to you to ensure you have the total package.

If you have questions please let me know. **Please let me know if you have received all 21 documents.**

Thanks

Bob Leake

bleake@q.com

Appeal of Application for a proposed racetrack (201600646-CU-MSP-FP) in an RP zone

Executive Summary

There were a significant number of omissions, missing facts and disinformation in the documentation and testimony given in favor of the proposed Gem State Go Kart track. These omissions, missing facts, and disinformation could be the explanation for how the committee was swayed when 50 people signed a petition against the track and numerous people testified and sent letters whose property values, lives and health will be negatively affected by the track.

This document along with other supporting documents will provide a complete and accurate picture surrounding the proposed track and its impact to the neighbors and environment. With a complete and factual understanding of the proposal the commission will be better able to evaluate this proposal.

Disinformation is a strong statement so to give just 2 examples of many: In the presentation to the commissioners, in constituent testimony, and in other documentation the statement is made: "There is no other modern sanctioned track within 300 miles" (*Slide Presentation Purpose.pdf – Slide 2*) While there is no WKA (World Karting Association) sanction track within 300 miles there is an IKF (International Kart Federation) sanctioned track 8 miles from the proposed track. A sanctioned track is available consequently this statement is fallacious.

Another example:

As *David McKay testified at 1:17* "I am a single dad raising a now 16yr old son… I don't have any greater joy than watching my son in a kart and we have lost that around here and again being a single father I can't afford to travel…It would be beneficial to have a track here, not just for me but I have other friends who would really like to get into this opportunity. I was lucky to come across some deals… and helped me travel… so having a place here would be huge…"

Fact: There was a race on August 8th 2016 at the Glen Morgan track in Star Idaho, 8 miles from the proposed track, what has the Treasure Valley has "lost?" *(Glen Morgan race result Standings 2016)*

And there are many more examples that can be gleaned by listening to the testimony and reading the documentation and comparing them to the real facts. But time does not allow all of them to be noted. This document and the accompanying supporting documents endeavors to highlight all of the facts.

Property values will also suffer. One only has to compare houses for sale next to Meridian Speedway to those of a similar size further away from the track to realize property values will be impacted.

While there are a number of areas that could be contested this document covers four topics:

1. **The proposed track:** The original documentation states that there is not sanctioned track within 300 miles and that this will be a track that focuses on family values and giving back to the community

2. **Sound levels** reported in the application are based on data that is far from accurate resulting in an inaccurate sound study. Reality will show that the sound is not only above acceptable levels but would cause hearing loss.
3. **Environmental:** The original plan inappropriately addresses EPA requirements surrounding erosion and toxic runoff into a navigable waterway thus violating the clean water act.
4. **Fire:** The potential for fire in this area is very real. Both the fire marshal and the sheriff have noted the risk. However, the basis for approval of the fire mitigation plan is based on faulty data.

Each area will highlight the proposal and/presented testimony. These will then be compared to the complete facts. For example the sound study was based on an engine that is only used in about 10% of the local Idaho (And national) karts. The rest are motocross engines which were reported as "being incredibly loud"

Section 1

The proposed track – as presented to the commissioners

Purpose of the proposed track as presented (*Slide Presentation Purpose.pdf – Slide 2*)

1. No modern sectioned paved track within 300 miles
2. To have a WKA sanctioneed Track
3. Corporate/business/make a wish\etc.
4. Training ground for NASCAR drivers (**Fact:** They will have to travel if this is their desire)
5. To give back to the community\Not for profit *Testimony – Nancy Merrill 1:24:09* "This is not a money maker, He is not putting this in to make money and I think everyone needs to realize that. This is not an enterprise to make a lot of money on, this is a give back"

Facts:

Glen Morgan Race Track Star Idaho

- A modern paved sanctioned track 8 miles from the proposed track
- Newly repaved
- The purpose of the Glen Morgan track is Family, to give back to the community, non-profit business, not a money maker. (*See the statements below from the club Facebook page)*

Mission: PDF

"What we must do daily to achieve our Vision. Conduct fun, competitive events in a safe, helpful, friendly family atmosphere while developing our membership and managing the club's financial and legal affairs in prudent, open fashion."

From the club Facebook page

https://www.facebook.com/snakeriverkarters/about/?entry_point=page_nav_about_item&tab=page_info

"Our success is proven by how many families are involved, including second and third generation racers.

Our Club…

Snake River Karters (SRK) is the directing body for asphalt kart racing in the Treasure Valley. We are a non-profit organization that is geared toward providing "A quality, member driven kart racing club, having fun and producing champions of all skill levels." Our success is proven by how many families are involved, including second and third generation racers.

Governed by rules set forth by our sanctioning body, the International Kart Federation (IKF), races at the SRK facility promise fair, exciting and action packed events any speed junkie or race fan can appreciate!

The Track…

Racing at the newly re-paved Glen Morgan facility just north of Star, Idaho is "Unlike any other asphalt kart track in the Northwest", with the ever famous 'Hair Pin' turn at the end of a long straight-away. Advanced level karts reach speeds in excess of 75mph and drivers frequently experience more than 2GS of lateral force in the corner. The Race track is a 1/2 mile asphalt Sprint Course that also incorporates a 1/8 mile Speedway oval in the center.

Along with education in track etiquette and competition, SRK promotes a family friendly atmosphere, a sense of community amongst teams and drivers, and sportsmanship.

Kart Racing Is…

The "School of Motorsports", with the highest number of registered drivers of any Motorsport, Kart Racing is a highly competitive sport where success comes through the persistent mastery of athletic and technical challenges that present themselves to each driver and team.

SRK supports many classes of racing with ages ranging from 5 to 75 years old. From the small and affordable 'Kid Kart' to the World Class Speed of the 'Rotax' and '125cc Shifter Karts'. Kart racing provides a truly "one of a kind" opportunity to experience quality racing at any level."

https://www.facebook.com/snakeriverkarters/about/?entry_point=page_nav_about_item&tab=page_info

Fact: It should be understood that, as with any motorsport, anyone who races and wants to make this a profession (Nascar) has to travel because racing is a circuit sport. Motorsport racing is not like football or soccer where you can go to a local field and play. As David McKay testified members at Glen Morgan team up to help other members drive to events if they can't afford to get there and have a desire to go.

Fact: Additionally the planning documents submitted by Mr. Wood, and testimony was given, that the only way to race was to travel 300 miles. As you can see from the attached document titled *"Northwest Region 6 Gold cup.pdf"* on page 14 Boise is included as a track on that circuit showing racing is in the treasure valley. It also shows the nature of racing to be travel oriented.

The goal of giving back is admirable however, the **Facts of the Glen Morgan Track:**

- has existed since 1963 for 53 years

- is newly repaved
- Sanctioned by the IKF (International Kart Federation) - the sanction body for most tracks in the Pacific Northwest
- Has a long term lease so is in no danger of being shut down **Fact:** Mr. Wood could sell his property at any time or decide he no longer wants public racing on the track and the valley would actually have lost something at that point. A club is passed from generation to generation
- has grandfathered noise rights
- It is a club where every member is an owner. Something special comes from that that will be lost in a commercial operation
- is not going to destroy people's property values or health

From the club Facebook page – **Fact:** Family oriented

Erin Cline Tiderman-Gross Thank you to everyone for making Mark & I feel welcome ☺ What a great group of families! We hope to have our son Jack racing in August. A special thanks to Jenn for all of her help & Regis and sons for all of their technical support during the race! We had a blast ☺

- Like · Reply · 2 · July 11 at 12:29pm
-
- Snake River Karters Thanks Erin, I'm glad you came out and had a great time. We could have done without the rain Sunday but still a fun weekend. Let me know if you guys need anything. ~ Jen ☺

Or

- 12 hrs ·
- ..
- If you're headed up to Tri-Cities for the Night Race SRK will have rental transponders available. See Ray Smith or Jeff Shawver. Hope to see you there-it's going to be AWESOME

The truth is; it is unlikely that the valley can support two tracks. If the proposed track goes in it will likely end the family based Snake River Karting club. This has been evidenced by other motor sports in the valley where tracks have been put in and failed due to the number of racers to support them.

Glen Morgan Track Star Idaho

SNAKE RIVER KARTERS

RACING SINCE 1963

We are a non profit racing club that is geared towards family and fun! Our success in these two goals are proven by how many entire families are involved at the Glen Morgan Track. The Race track is a 1/4 mile asphalt road course and fast to get around. It also incorporates a 1/8 mile Speedway oval.

Section 2

Sound:

Much discussion has been made regarding sound. If the sound is too loud it will damage peoples hearing if they live too close to the track and are exposed to those noise levels. Racers use helmets that protect their ears as do many spectators. Residents are forced to be in proximity whereas spectators and others can choose to come or not.

Summary: It should be noted first and foremost that all measurements including distance to neighbor's houses are from the **center of the track.** Racing does not happen at the center of the track consequently noise measurements will be much higher at the neighbors than presented in the study. Closer = louder! It follows that if the kart used in the original sound study is not representative of the majority of the karts on the track, but was one of the smaller engines It follows that the Karts will not be "small push lawnmower engines". The path of evidence below will show unequivocally that most of these are "motocross engines" described as "incredibly loud" by the sound engineer.

We will show:

1. Approximately 90% of the engines are closer to motocross class engines than a "Small push lawnmower"
2. The highest number of local sales are motocross engines
3. The highest number of national sales are motocross engines
4. The president of the WKA supports this supposition
5. WKA rules support these motocross engines and even larger, noisier engines
6. Our sound study, done at an actual race, reveals the real numbers.

Earnest F Harper, CSC, DABFE, DABFET, CFC of Industrial Safety Consulting Service was hired to conduct a sound study at the local Glen Morgan Race track during a race day. These are real result from a local track the data therefore is incontrovertible. Mr. Harper **is a Safety & Forensics professional with over 45 years in Safety Engineering and Forensics. A Society Fellow since 2001 and professional member of the American Society of Safety Engineering, the world's oldest and largest safety organization in the world. A Life Fellow since 1994 of the American College of Forensic Examiners Institute. His expertise in the field of noise impact, noise mitigation, assessment and similar, both in industry and community is part of his skill set throughout his career and has included testimony before jury's, City and County Commissioners.**

Dave Aizpitarte *See: July 1, 2016 Noise Memorandum for the Gem State Go-Kart Track andother data.pdf*

Noise Field Results

On June 27, 2016, field noise measurements were performed by Dave Aizpitarte at the location of the future Gem State Go-Kart Track located at 8700 Chaparral Road in Eagle, Idaho (see Table 2). Readings were taken approximately 100 feet away from a running Go-Kart and at the property line of the neighbor located adjacent to the future track (see Figure 3). Readings were taken for five minutes when the Go-Kart was idling and for two minutes when it was running at approximately 4,000-5,000 revolutions per minute (rpm). The Go-Kart used had a Briggs & Stratton Local Option 206 12 horsepower engine and will be the model used for approximately 90 percent of the racing. At 12 horsepower, it is the most powerful engine of its class. During field readings on June 27, 2016, the wind was blowing at 5.6 miles per hour (mph) toward the nearest resident, the temperature was 87.6 degrees

Facts: It is a well-known fact that the validity of any study is only as good as the data used as input. As an example: According to the CDC there were 8 cases of Lyme disease in Idaho in 2014. If you conducted a survey of 9 people and 8 of them were these 8 cases of Lyme disease your study would show that 90% of the people in Idaho had Lyme disease. *http://www.cdc.gov/lyme/stats/tables.html* . All of us recognize that this is ridiculous but this is the case with the sound study done by Bionomics Environmental Inc. The primary difference between Dave Aizpitarte's study and the study conducted by Ernie Harper is the data input. Mr. Harper's study was based on full and accurate information at an actual race and so has complete and accurate data. The original Bionomics Environmental study did not have valid input data. Garbage in Garbage out.

It should be noted that Mr. Aizpitarte does not purport to be a karting or engine expert but relies on accurate and complete data being provided to him for his studies. Had he been provide the same data used in Mr. Harper's study he undoubtedly would have come to the same conclusions and even makes note of things that could impact his data on several occasions.

The primary source of the data input into the Bionomics Environmental study was from junior 8 – 12 yr old kart and it was purported that this would constitute 90% of the total kart count. Dave Aizpitarte *See: July 1, 2016 Noise Memorandum for the Gem State Go-Kart Track and other data.pdf*

Fact: There were races at Glen Morgan Racetrack on June 5 and July 9 and 10. Data could have been used as a study basis for Dave Aizpitarte's study had true test results been desired. *Glen Morgan race result Standings 2016.pdf*

Facts: Data gathered at a local race at the Glen Morgan track on August 8th 2016 show that the karts used in the Bionomics Environmental study only constitute about 15% of the Karts on that race day. (10 of the 64 karts at the track) These karts are targeted at the 8 -12 year old age range and are much quieter than most other classes. Testimony given by *David McKay testified at 1:17* "was that " ..a now 16 yr old son..." so his son is outside of this class.

Fact: Additionally, as evidenced by the attached *Glen Morgan race result Standings 2016.pdf* document you can see that in the standings there are only 10 of these types of "Jr karts." Standings are produced

by club members at regular racers. And nearly 50% of the karts are the nosier karts as used in our sound study.

Kart from Bionomics Environmental study showing what appears to be a "kid kart" – the quietest of the karts (the use of "Kid karts" cannot be verified without investigation but can be compared to the pictures of kid karts below which are the quietest karts)

Photograph 1. Field Noise Measurements. The noise meter can be seen by the white tire in the distance.

Kid Karts from August 8 Glen Morgan Race

Kid Kart getting ready for racing

Intensity of sound

Explanation of sound levels: a noisy sports bar will generally have noise levels of 50 - 60dB. Standing 2 meters from the speakers at a heavy metal rock concert will produce 113 dB. Hearing damage happens at 85dB. And pain at 110 dB. The "loudness" of sound doubles with every 10 dB that is 60 db sounds twice as loud as 50 dB and 70 dB is 4 times as loud as 50 dB. and 110 dB sounds 64 times as loud as 50 dB. Source http://www.industrialnoisecontrol.com/comparative-noise-examples.htm

Fact: Ernie Harpers sound study was at an actual race track in the area during four actual races with a variety of karts.

Fact: This Study was conducted at more than 2 times the distance of Mr. Aizpitarte's study (213' vs 100')

It is a well-known fact that the type of material affects the intensity of the sound. In his testimony Mr. Aizpitarte stated, when referring to the berm, that dirt was the best sound absorbing material available. The karts tested by Mr. Aizpitarte were placed in the middle of a dirt field. The study Mr Harper conducted was at an actual asphalt track under race conditions. Yet if you refer to Mr. Aizpitarte's table and the table in our study you will see some similarities when considering the number of karts, the track material and distance. It would follow that had Mr. Aizpitarte taken his readings at the Glen Morgan track under actual race conditions he would have reached the similar conclusions. This is incontrovertible evidence from two sound engineers that the sound produced by these karts exceeds residential guidelines of 66dB as Mr. Aizpitarte indicates in his conclusion: *Sound Study 2.pdf*

Conclusion

Since there are no actual decibel criteria, one could use the FHWA Noise Abatement Criteria (NAC) as a guideline for noise level limitations. Table 4 depicts the various categories of noise receptors and the dBA level that results in a noise impact. The FHWA Absolute NAC is defined by the predicted noise level approaching (1 dBA below the FHWA NAC) or exceeding the FHWA NAC. For instance, a Category B residential receptor would be impacted at 66 dBA.

Mr. Aizpitarte's Data output See *Sound.pdf*

Table 2. Results of the field noise measurements at two locations for the proposed Go-Kart racing track.

Location and Engine Level	Time	Leq (dBA)
100 feet from Go-Kart – engine idling	4:45 pm	57.1
	4:50 pm	57.4
100 feet from Go-Kart – engine revving	4:55 pm	67.8
	4:59 pm	66.5
Property Line – engine idling	5:05 pm	43.9
	5:11 pm	44.9
Property Line – engine revving	5:19 pm	47.2
	5:28 pm	48.2

Output from Mr Harper's study (Row one is the same size kart. Leq was slightly less but distance is more than double *Ernie Harper Sound Study.pdf*

Location of Sound Study - Glen Morgan Track Star Idaho					
Date:	**7-Aug-16**				
Elevation:	2601 Feet				
Temprature:	Max 91	Min 60	Mean 76		
Conditions	Clear, Dry wind 3-10 Mph				
Coordinates:	43 deg 43' 47.25 N 116 30' 48.85 W				
Purpose:	Actual noise levels taken during a race to gather sound levels at 213' to the edge of the track 4 races with not less than 2-3 full laps taken at more than 2x the distance of bionmetrics study This was a sampling of only 4 of the multiple classes run that day				
Race	Leq (N)	Peak	Minimum	Maximum	Comments
Kid Kart - Young Drive 5-7 Yr old	55.2 dB	91.7 dB	51.2 dB	79.0dB	10 karts very scattered around the track **Same Kart's as using in Mr. Aizpitarte's study**
Mixed age - next age class	70.9 dB	98.7 dB	54.4 dB	81.7 dB	6 karts scattered - 5 karts spread over 150' - 250' at the 213' point as center 79.6 db
Mixed age - next age class	76.7 dB	98.1 dB	68.8 dB	83 dB	4 karts + 2 karts -(the 2 carts were large Briggs and Straton engines)
125 CC shifter Karts	**87.5***	**113.0***	**33.5 dB**	**99.0***	**8 karts total motocross engines**
* corrected down 5 dB	Actual measure was 118 dB				

Fact: The table above, taken at an actual local race shows that sound level's will reach as high as 113 dB or 87.5 Leq at a distance of 213 feet from the EDGE of the track not the center. Over twice than that of Mr. Aizpitarte's distance from the CENTER of the track. 87.5 dB will result in hearing damage and this will violate code.

Fact: In his testimony at 1:21 Mr. Aizpitarte's discusses a "Study at Gowen field "... that is 85 DB and you need hearing protection so there is hearing protection in every shop at Gowen field"

Engines used in our study constitute a range of engines used at any given race and at least 50% are much louder than the engines used in Mr. Aizpitarte's study. And over 50% of the engines that are raced on a regular basis in the area are as loud as or louder than the engines used in our study. We did this on purpose to test the middle of the range at 125CC

Engine size and related sound output:

In response to expert testimony given which stated that the noise and size would increase *Mr. Aizpitarte gave testimony at 1:27: 35 regarding motorcycle engines:* "I actually did a study at the Owyhee Motorcycle club a long time ago, geez I just remembered that, and **remembered how loud those motorcycles were, I can't tell you what the noise levels were but I know they were incredibly loud.** I mean I have to say it is apples and oranges dirt bikes are so much louder"

Of course it is understandable how Mr. Aizpitarte would reach that conclusion based on the inaccurate input data provided him. He did not realize that karts use motorcycle/motocross engines as the most popular engine.

Fact: This establishes that Mr. Aizpitarte acknowledges that motorcycle (motocross) engines are significantly louder than the engines he tested. Therefore it follows that if karts use motocross engines they will be on the same scale as the tests he did at Owyhee Motorcycle Club.

Facts: regarding engine size and the noise they produce

A review of the information below will show the following facts:

1. The most popular go-kart engine in the US is the Honda CR125 – a motocross engine.
2. Sales of engines at the local Boise shop are primarily motorcycle engines
3. The engines sanctioned by the WKA include numerous classes that use motocross engines
4. John Ferris, the president of the WKA states that the sprint class is the most popular class in kart racing – most sprint karts use motocross (motorcycle engines)
5. Most of the karts at the local race would fall into the motorcycle engine classification
6. Remember racers wear helmets that provide ear protection

Fact - Point 1 above "The "Moto" Honda CR125 is the most common shifter engine platform in the US. Its ability to make power, Honda reliability and the availability of reasonably priced parts have made this the moto engine choice for most racers." the CR125 is a motorcycle engine" http://srsengines.com/engines/honda-cr125-shifter-kart-engines-by-srs/ *SRS Race & Shifter Kart Engines Built In Texas _ John Sefcik _ Stock Honda CR125 _ Yamaha KT100 _ SRS Kart Racing Engine - SRS Kart Racing Engines.pdf*

Fact - Point 2 above On the local Boise shop "eShifter Karts" web site 100% of the used engines for sale (at the time of this writing) are Honda CR125 Cc Motocross engines. http://shop.eshifterkart.com/USED-KARTS-AND-ENGINES_c2.htm *USED-KARTS-AND-ENGINES_c2.pdf*

Fact - Point 3 above Numerous classes sanctioned by the WKA (Sanctioning body sought by for this track) require motocross engines. Refer to *ROAD RACING SERIES — World Karting Association.pdf.* Following is a sample of 2 of the classes.

> "362.17 **125 SPRINT** SHIFTER (FF) (FINAL 1 & FINAL 2)
>
> (1) **Mass produced, single-cylinder, motorcycle engines** of up to 125cc displacement, currently available production, approved by WKA: Honda CR Reed, Kawasaki KX Reed, Suzuki RM Reed, Yamaha YZ Reed, Gilera 125cc and TM Motocross will be allowed."
>
> Laydown classes
>
> 312.10 Unlimited (J) (Final 1 & Final 2):
>
> 250cc 2-cycle Gearbox Engines:
> **Allowed single cylinder, mass produced factory motocross engines** include Rotax 244, Rotax 257, Kawasaki, Yamaha, Honda, Honda TRX, and Suzuki. Maximum cylinder displacement is 253 cc's. Engine is to be stock appearing. Interchange of parts between model years is allowed. An aftermarket cylinder head with integrated girdle may be used on the Rotax

Fact – Point 4 above President of the WKA states: *WKA President -Sprint kart.pdf*

What is a kart? They have no suspension, are about 72" long, 55" wide, and weigh approximately 150 pounds minus the driver. Engines vary from 5 to over 30 horsepower, depending upon the class. The sprint kart is the most common type of kart. It normally runs short races on purpose-built, paved tracks with left and right turns.

Fact: Sprint karts use motocross (motorcycle) engines up to 30 hp not 12hp the kind Mr. Aizpitarte stated were much louder

Fact – Point 5 above As can be seen in pictures taken at Glen Morgan Race track in Star Idaho on August 8th 2016 you will notice that these are Honda CR 125 motocross engines Since these are local racers it follows they will race and practice at the proposed track.

Honda CR125 Motocross engine from local race (Note the engine make says "Honda") Uses an "Expansion chamber" a sound based design.

Showing numerous carts all are 2 stroke CR 125 motocross karts.

In testimony the applicant states engine sizes between 50cc and 206cc. Below they state 125cc to 206cc.

The Go-Karts are small Briggs and Stratton engines ranging between 125cc to 206 cc engines. They each are also equipped with large mufflers. The noise level is similar to a small lawnmower. The noise level of the Go-Karts meets ACC 5-13-3A Prohibited Acts: Between the hours of ten o'clock P.M.one day and seven o'clock A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means

When testimony was given at the hearing that this would grow and along with it the noise at *1:23 Nancy Merrill* stated: "...there was a gentleman that suggested these would grow and get bigger and louder through the years. They can't they're on a sanctioned track. They're governed by certain restrictions and certain laws and rules this is what they always have been and what they will always be..."

FACTS: The following quote from the WKA website shows the size of the engine can grow. Furthermore, it should be understood that these sizes are for sanctioned races only. Karts can grow to 1100 cc for non-sanctioned races and still drive on the same track. https://www.youtube.com/watch?v=RZMdUYN-8z0

Referring to the WKA guidelines you can see **that current rules allow for up to 450cc's and, as previously mentioned, motocross engines which are not Briggs and Stratton "small lawn mower engines"** http://worldkarting.com/road-race-series/road-race-series-class-structure/ *ROAD RACING SERIES — World Karting Association.pdf page 17*

> **Laydown – 12 classes from junior to unlimited (450 cc motorcycle engine including 2 cycle) to Pro-gas laydown**
>
> "Allowed single cylinder 450 cc motocross engines include Honda, CRF, KTM, or Yamaha. 12.5:1 maximum compression ratio. Carburetor to be 42 mm model as supplied by engine manufacturer. Aftermarket rods made of ferrous material are allowed but must maintain OEM length. Cranks may be balanced, but the stock stroke length must be maintained. Kick starter assembly may be removed and plugged. Add-on oil coolers or dry sump systems are approved. Engines may be updated to current model year. Engines may be modified to allow for the use of external electric starter."

A 450 four stroke engine will produce in excess of 120 db Leq at the same distances as tested in our sound study.
http://www.peutz.nl/sites/default/files/publicaties/Peutz_Publicatie_JG_Internoise_2005.pdf

Sound mitigation

Sound mitigation is currently one berm at one house and engine silencers which have already been shown to be insufficient in the study Mr. Harper conducted. According to *Nancy Merrill's testimony at 1:22;50* "The other thing is the berms on the north and south sides on those we would be happy to put berms up there and landscaping if that is your request however, it is in conflict with the code regarding what we can do in a flood plain and floodway area and restriction of water and so I believe we have shown we have provided enough barriers for sound and that the karts are small..."

Fact: This track is in a flood plain which prevents the only real mitigation strategy for sound: Berms around the track. To place a massive 12' berm around the entire track will put the track in violation of

code per Nancy's own testimony. Therefore there will never be an adequate sound mitigation strategy and the track will be in violation of code regarding sound levels.

Conclusion:

The inescapable conclusion then is that the sound levels identified in this document will negatively impact neighbor's health and wellbeing. The evidence above shows that these will not be the quiet "Small push lawnmower engines" as tested but the overwhelming majority will be full blown motocross engines. The kind of engines Mr. Aizpitarte testified were "incredibly loud." And while there may be technical differences between the two sound studies it is undeniable, based on testimony given by Mr. Aizpitarte on a previous motorcycle sound study he conducted that given the same data Mr. Aizpitarte would have reached the same conclusions as Mr. Harper. That is, sound levels will reach or exceed 113 dB (or 89.5 Leq) at 213 feet causing hearing damage to nearby residents. Remember 90 dB is twice as loud as 80 dB. This equates to two sound engineers that would agree that the sounds will be "incredibly loud" and outside of acceptable noise levels had they both had access to the data provided to Mr. Harper – a real race.

Additionally, with these kinds of noise levels no one will buy a property out there without a significant loss to the current owner.

Section 3

Environmental:

As noted in numerous places this track is located in a flood plain and next to what is known as a navigable waterway. Navigable waterways have a number of special requirements have been missed in this application. Most importantly two broad areas: erosion and the hazardous materials (oil, gas and rubber from the kart tires washing into the creek.) Each of these, if not approved, could be a violation of the clean water act.

We will show that parking is inadequate even for a local event. This inadequacy will require parking in a non-approved area making erosion into Willow Creek unavoidable. This will cause the track to be out of compliance with EPA guidelines for a navigable waterway.

There has been no EPA study competed for this project. We spoke to Anita Maria Thompkins, EPA Director for the Drinking Water Protection Division in Washington DC. After discussing the track layout as planned, her statement was that this track would need an EPA approved environmental study and EPA approval or risk being in violation of the clean water act. Specifically:

- Erosion and hazardous waste runoff (Oil, gas, rubber from the tires and the fact that this track is in a floodplain) are all within the scope of the EPA
- She also recommended that the study would also need to include a review by the "Drinking water Infrastructure Needs Services" She stated that even though this is not drinking water per say it is still covered as Willow Creek may affect wells downstream.
- She also recommended the this would need EPA approval with the "Legal Issue Department" for potential health violations
- Providing inaccurate information to the EPA will not result in track approval unless all facts are presented. It should be understood that this is public domain information and so will be available to the public in general for comment and appeal.

While this is not an exhaustive EPA review a director of the EPA in the Clean Water Division believes a complete study should be conducted and this has not been done.

Erosion is the primary focus of this section because it is the one area that will be nearly impossible to mitigate. As this section is reviewed it should be understood that all property lines outside of the proposed area slope toward Willow Creek and since the proposed parking is inadequate parking in these areas will result in erosion into Willow Creek.

Erosion:

The site plan calls for a total 40 parking stalls on the site. These stalls are 9' by 20' the size for a single pickup. *July 1, 2016 Noise Memorandum for the Gem State Go-Kart Track and other data.pdf Page 4*

The required number of parking stalls for such a facility is not listed within the Ada County Code section 8-4G-6. However, a crushed recycled asphalt paved approach drive and two parking lots will be provided. One parking lot will have 30 stalls and the other will have 10 stalls. A total of 40 parking stalls for the participants and families. Two of the parking stalls will be marked for ADA, one in each parking lot. All parking stalls will have a 90 degree parking angle with a stall width of 9 ft. and a stall depth of 20 ft. A minimum 25 ft. two way driving aisle will be provided for both parking areas. The approach drive and parking lots will be screened with plantings.

Typical races have a number of people who will camp at the site as evidenced by the motor homes at Glen Morgan and the letter stating "5 to 10 people accompany racers and they stay for 5-7 days in a city. " *(See email below from Larry E Robb below)* Typically racers will camp at the track site.

FACT: Data gathered at the local Glen Morgan Race on August 8 provide the following statistics:

- There were 40 spectator vehicles throughout the day at the track these were single car/pickup vehicles that would fit into the 9x20 slots described in the site plan.
- Additionally, there were 40 racer vehicles at the site and one food truck. These race vehicles included 3 motorhomes. Most of the race vehicles were a combination truck and trailer as shown in the picture below. Each of these has an extended covered work area. Just the truck and trailer exceeds the 20 feet per stall as described in the plan. This will result in something closer to an actual 20 slots leaving 60 slots unaccounted for. These statistics were gathered on a local race day not one of the promoted races that have been proposed.
- If you extrapolate the above and consider other similar venues in the area it is not unreasonable to expect a vehicle count of 3 times the count above on a promoted race.
- With no site plan for additional parking, vehicles will be directed to areas that are covered by natural vegetation. Vegetation that is essential to preventing erosion into willow creek. The destruction of natural vegetation is inevitable and with the slope of the land and loss of vegetation erosion into Willow Creek most certainly will occur and will be a violation of the clean water act.

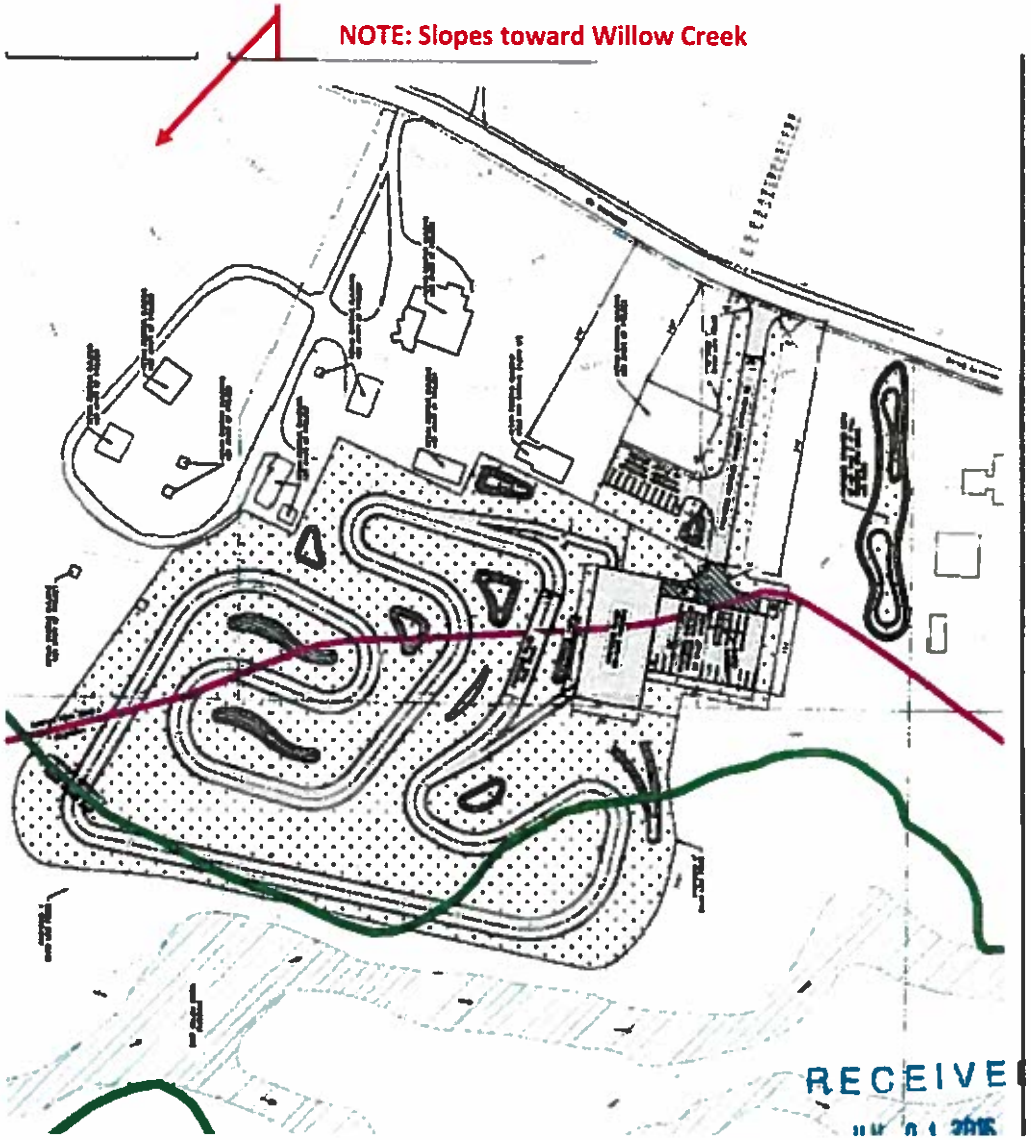
Fact: The site would need a minimum of an additional sixty 9x20 slots to accommodate racers and 50 - 9x20 slots to cover spectators at a minimum. This does not include any space for sanctioned races when out of town people attend a race. This means the 9 sanctioned races would likely require 150 spectator slots and 100 Racer slots.

Typical Racer rig taking 2 parking slots

Spectators at the local only race on August 8th – 40 cars. (Note the lack of any vegetation in the parking area, no other preparation other than dirt. No vegetation = erosion)

Pit area showing additional race rigs and one of the 3 motorhomes there that day

Any other overflow areas slope toward Willow creek creating the potential for erosion



5-7 days camping at the site - camping will promote further stress on the fragile plant life causing additional erosion.

Kristy Inselman

From: Larry Robb <6t6stingray@gmail.com>
Sent: Wednesday, June 29, 2016 3:06 PM
To: Kristy Inselman
Subject: Kart track

Kristy Kinselman, I have been notified that you should hear my story about the Karting industry. There is not enough time to express how important the sport is pertaining to my family and friends in this incredible opportunity. We have been traveling from city to city for nearly ten years to compete in a sport that has become my son's profession. He is now 14 is continuing to compete in many different states and countries. It was a huge challenge for him to become proficient at racing here because the nearest decent track is 300 miles away in Tri-cities, Washington. It has always been surprising to me that our great Boise area has not had such a facility as is proposed for the area on Chaparral Road that is very close to the Firebird Raceway, and MUCH less noisy than even the traffic on the highway. The other aspect is the commercial value to our area. Most racers bring 5-10 people along and spend 5-7 days in the cities that they race in.

Please consider the positive of such a great aspect for our area. You can call me any time to discuss if you wish.
Also, look at my son's website to give a flavor of the sport.
It is Stingrayrobb.com.

Sincerely,
Larry E. Robb
308-859-8405

Section 4

Fire:

The chance of fire in this area is indisputable. The applicant, Ada County Sherriff and Fire Marshal have all concluded this is a risk. When you couple this with the potential for a fire started by a kart. It is necessary to provide a solid fire mitigation plan. *Fire letters.PDF*

We will show that there is no adequate mitigation plan for fire for the proposed track.

- The average wind speed in the area is 7.6 mph with gusts and, at times, sustained winds up to 60 mph.
- The local vegetation is a prime fuel for range fires.
- The closest fire department is the Star Fire Department which is 8.7 miles
- Kart drivers must wear fire suits

Given the above the fire department will not be able to respond in time to save nearby residences and other structures. In fact a fast moving fire like the one that came through the area in the summer 2013 could like cost lives.

Even kids have to wear firesuits.

2013 fire near Chaparral

Mitigation strategy:

As a fire mitigation strategy the plan calls for the following:

- A 30 foot barrier of irrigated grass around the track
- Planting of nearly 200 trees
- A construction type water truck on site at races (not a fire truck)

- *Testimony given by MR Wood at 1:24 stating* "we have recently acquired a 1000 gpm well that we will be sinking..." (This well has **not** been drilled)

A landscaped grass strip will be built along both sides of the road leading to the parking lot. Landscaping will also be planted and maintained around the track providing for a defensible fire barrier that will vary from 15-60 feet in width, meeting ACC 8-5-3B. A new approved well will provide additional water for irrigation and for fighting any potential fires.

Fact: Without irrigation it will not be possible to provide the 30' grass barrier required

Fact: It will be virtually impossible to procure a 1000 gpm well on this property.

1. Water rights do not equate to what a well will produce
2. No well in the area has 1000 gpm in fact most are in the 20 -50 gpm range
3. The current well on Mr. Woods property only produces 20 gpm *Current Well 8700 W Chaparral.pdf*
4. There is no large aquifer below the property
5. The area lies in a dry fault zone predominated by blue clay (a very low water producer) north of the Pierce Gulch Aquifer and west of the Willow creek aquifer (See *02 M3 Eagle Regional Hydrogeologic Characterization Year One.pdf*)
6. A well drilled this summer within 1,387 feet of the proposed track produced 18 gpm

Wells in the area. Note that the property of the proposed track only has a well that delivers 20 GPM. This is not sufficient for irrigation. See *Well Logs.PDF*

Well Log	STEVE SLAGLE(Owner/Operator)			8/27/1984	441	8700 W CHAPARRAL RD	SOS WELL DRILLING & PUMP CO INC	05N	01W	9	SWNE			20	350
Well Log	DAVID BENSINGER(Owner/Operator)	D007000		11/19/2015	426	6 CHAPARRAL RD 1/2 MILE EAST OF HWY 16	ADAMSON PUMP & DRILLING	05N	01W	9	SWSE	Domesti	6	25	357
Well Log	GAIL F CHAPMAN(Applicant), PARK	D005239		11/21/2007	380	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domesti	6	10	178
Well Log	PARK HAMTON(Applicant)			11/20/2007	158	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domesti	8		0
Well Log	JAKE JONES(Applicant)	D006403		9/25/2012	502	8349 CHAPARRAL RD	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NENE	Domesti	6	25	396
Well Log	ROBERT W STEELE(Applicant), BERTHA			9/30/1974	187	10805 CHAPARRAL RD	BOISE RIVER DRILLING	05N	01W	17	NENE		8	20	171
Well Log	ROBERT W STEELE(Applicant), BERTHA			7/31/2007	187	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Domesti	8	20	171
Well Log	ROBERT W STEELE(Applicant), BERTHA			7/31/2007	187	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Irrigatio	8	20	171
Well Log	LYNN VALLEY			10/18/1993	620	6500 CHAPARRAL RD	BILL DOTY DRILLING CO INC	05N	01W	3	SENE		12	0	395
Well Log	ROBERT W STEELE(Applicant)	D004825		8/16/2007	565	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Domesti	6	6	180
Well Log	ROBERT W STEELE(Applicant)	D004825		8/16/2007	565	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Irrigatio	6	6	180
Well Log	MARTIN ANDERSON(Owner/Operator)				0		POST WELL DRILLING	05N	01W	9	SESW			0	0
Well Log	WALT CLUFF(Owner/Operator)			7/21/1977	385		ANONYMOUS DRILLER	05N	01W	9	NESW			0	335
Well Log	LONNIE LEE FLYNN(Owner/Operator)			11/14/1997	421	8660 CHAPARRAL	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NWSE		6	15	345
Well Log	ERIC HALSTROM(Owner/Operator)			5/20/1997	500	8631 W CHAPPARELL	DAVIS WELL DRILLING & PUMP LLC	05N	01W	9	NENE		6	20	590
Well Log	JAKE JONES(Applicant)	D006403		9/25/2012	502	8349 CHAPARRAL RD	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NENE	Domesti	6	20	396
Well Log	CAL KIMBALL(Owner/Operator)			10/1/1983	378		LINGLEMAN WELL DRILLING	05N	01W	9	NWSE		6	0	541
Well Log	WERT MKLINGER(Owner/Operator)			6/2/1971	340		ANONYMOUS DRILLER	05N	01W	9	SWSW				
Well Log	WERT MKLINGER(Owner/Operator)			4/11/1972	350		ANONYMOUS DRILLER	05N	01W	9	SWSW			10	511
Well Log	WILLIAM B LEACH(Owner/Operator)			10/14/1966	450		ANONYMOUS DRILLER	05N	01W	9	NESW				300
Well Log	DICK STEINER(Owner/Operator)			3/7/1995	600	8754 CHAPPRELL RD	BILL DOTY DRILLING CO INC	05N	01W	9	NWSE		8	60	300
Well Log	DAVE TRAILER(Owner/Operator)			6/14/1972	391		H C NICHOLSON WELL DRILLING	05N	01W	9	SESW			25	135
Well Log	FIREBIRD RACEWAY			5/15/1971	303		STEVENS & SONS WELL DRILLING INC	05N	01W	16	SWSW			10	252
Well Log	VERNON COOSE(Owner/Operator)			8/17/1985	189		DUFOE WELL DRILLING	05N	01W	16	NWNW				170
Well Log	LOWELL S GEER(Owner/Operator)			8/4/1969	281		ANONYMOUS DRILLER	05N	01W	16	NESW				172
Well Log	LOWELL S GEER(Owner/Operator)			10/29/1969	190		ANONYMOUS DRILLER	05N	01W	16	NESW				170
Well Log	LOWELL S GEER(Owner/Operator)			12/24/1969	298		ANONYMOUS DRILLER	05N	01W	16	NESW			15	171
Well Log	GAIL F CHAPMAN(Applicant), PARK	D005239		11/21/2007	380	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domesti	6	10	178
Well Log	PARK HAMTON(Applicant)			11/20/2007	158	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domesti	8		0
Well Log	A F HEPBURN(Owner/Operator), JAMES			9/13/1993	358	9012 N BROADWOOD DR	CAN ADA WELL DRILLING	05N	01W	16	SENW		6	30	183
Well Log	JARED HIGGINSON(Applicant)	D001866		3/1/2005	226	8793 HIGGINSON LN	SOS WELL DRILLING & PUMP CO INC	05N	01W	16	SESW	Domesti	6	50	200
Well Log	DAN LANE(Owner/Operator)			5/2/1963	628		ANONYMOUS DRILLER	05N	01W	16	NESW			17	18
Well Log	FIREBIRD RACEWAY				0		COONSE WELL DRILLING	05N	01W	16	NWSW			0	0
Well Log	CHAPARRAL WATER ASN(Applicant)			5/18/2011	513	600 FT E OF HWY 16	STEVENS & SONS WELL DRILLING INC	05N	01W	9	SWSW	Irrigation	16	60	330
Well Log	RANDAL PROCT(Applicant)	D006395		8/10/2012	360	11100 CHAPARREL	MCLERAN WELL DRILLING	05N	01W	16	NWNW	Domesti	6	30	178
Well Log	THOMAS C SELLIN(Owner/Operator)	D006899		4/25/2013	487	FROM HWY 16 & CHAPARAL RD 1/2 MILE E	DENNIS PHIPPS WELL DRILLING INC	05N	01W	16	NWNE	Domesti	6	12	198
Well Log	THOMAS C SELLIN(Owner/Operator)	D006899		4/27/2013	363	FROM HWY 16 & CHAPARAL RD 1/2 MILE E	DENNIS PHIPPS WELL DRILLING INC	05N	01W	16	SENE	Domesti	6	25	248
Well Log	CRAIG A SWAFFORD(Applicant)	D002512		8/19/2002	340	8794 HIGGINSON LANE	COONSE WELL DRILLING	05N	01W	16	NWSE	Domestic - Single	6	28	220
Well Log	BRUCE WALKER(Owner/Operator)			7/10/1970	120		MARLIN WITT WELL DRILLING	05N	01W	16	SESW			15	230
Well Log	BAXTER INDUSTRYS(Owner/Operator)			9/24/1982	65		RB DRISCOLL WELL DRILLING	05N	01W	3	NWSW			60	20

A review of the *02 M3 Eagle Regional Hydrogeologic Characterization Year One.pdf* report prepared by Hydrologic Inc Will show that the area for the proposed well lies in an area of blue clays and "negligible water" This study shows that a 1000 gpm will be, at best, less than 3%. "The steep gradient and negligible ground water movement through the mudstone facies of the Terteling Springs Formation mudstone and the volcanic tuffs of the Boise Volcanic Assemblage."

Conclusion: There are no other wells in the region producing 1000 GPM as shown on the well logs from the Idaho Department of Water Resources. Without a well it will be impossible for the proposed track to provide any fire barrier. Based on the above it is virtually impossible for Mr. Wood to get 1000 GMP and so will be in violation of both the fire marshals requirement and the sheriff's requirements for fire protection.

Conclusion:

The facts presented in this document are complete and whole at the time of this writing. In and of itself any one of the areas described above would be enough to deny this proposed track. However, when taken as a whole the impact to health, risk to life, impact to the environment, and to property values and the right to enjoy our property in peace and quiet as guaranteed by law there is only one reasonable conclusion. The application should be denied.

List of supporting Documentation

1. Appeal letter 072716.pdf
2. Slide Presentation Purpose.pdf
3. July 1, 2016 Noise Memorandum for the Gem State Go-Kart Track andother data.pdf
4. 02 M3 Eagle Regional Hydrogeologic Characterization Year One.pdf
5. comparative-noise-example.pdf
6. Current Well 8700 W Chaparral.pdf
7. Drinking Water Protection Division.pdf – not provided
8. Ernie Harper Sound study.pdf
9. Fire Letters.pdf
10. motocross engine noise level study.pdf
11. Northwest Region 6 Gold Cup.pdf
12. Glen Morgan race result Standings 2016.pdf
13. Plan.pdf
14. ROAD RACING SERIES — World Karting Association.pdf
15. Sound.pdf
16. Sound Study 2.pdf
17. srk.strategic.plan.overview.2014.02.03.pdf
18. SRS Race & Shifter Kart Engines Built In Texas _ John Sefcik _ Stock Honda CR125 _ Yamaha KT100 _ SRS Kart Racing Engine - SRS Kart Racing Engines.pdf
19. USED-KARTS-AND-ENGINES_c2.pdf
20. well Logs.pdf
21. WKA President -Sprint kart.pdf

same document

Same document

From the desk of:
Rural Preservation Property Owners Against Intrusive Racetrack

July 27, 2016

TO: Ada County Board of County Commissioners

RE: Appeal of Applications for a proposed Racetrack (201600646-CU-MSP-FP) in an RP zone

Dear Board of County Commissioners,

On behalf of ourselves, and other negatively impacted property owners, we hereby appeal the July14, 2016 decision of the Valley County Planning and Zoning Commission approving the above referenced applications.

The applications are not compliant with numerous sections of the Ada County Code as well as many provisions within the adopted Ada County Comprehensive Plan.

Conditions placed on the applications by the Planning and Zoning Commission do not solve the property valuation damage and general health safety and welfare issues and therefore are irrelevant in our view as the entire application package should be denied. No conditions for a racetrack at this site can solve the health, safety and welfare issues.

It is not right to ruin one's quality of life, which many of the neighbors have worked a lifetime for. We trust that our Ada County Board of County Commissioners will in fact preserve this rural areas. We live in a Rural Preservation zone (RP). Please preserve our rural/agricultural lifestyle as the code demands, and do not negatively impact and potentially destroy it with this racetrack. A chief objective of the Ada County Codes and the Ada County Comprehensive Plan, as well as the Idaho State Land Use Planning Act, is to protect personal property rights. Approval of the racetrack in the proposed location is in direct contrast to that objective.

The applications should be denied. They, in part, violate the following Ada County Codes: (Our comments are in italic. Also, the 15 days for the appeal period is insufficient for us to complete all supporting information; therefore, additional information will be provided prior to the Hearing, in time for the Commission to review):

Ada County Code Section 8-2A-1: PURPOSE OF RP ZONING DISTRICT

A. Common Purpose Statements of the Rural Preservation (RP) District And The Rural Residential (RR) District:
1. Promote the public health, safety, and welfare of the people of Ada County by encouraging the protection of prime agricultural lands; to ensure the important environmental features of the state and Ada County are protected and enhanced; and to protect fish, wildlife, and recreation

resources, consistent with the purposes of the "local land use planning act", Idaho Code section 67-6501 et seq., as amended;
2. Implement the Ada County comprehensive plan goal to protect prime agricultural land and to maximize opportunities for agricultural activities and an agricultural lifestyle in areas designated as rural areas on the comprehensive plan future land use map;
3. Allow the development of agricultural industries and agriculture service establishments when such uses do not take prime agricultural land out of crop production;
4. Protect agricultural and rangeland uses and wildlife management areas from undue adverse impacts from adjacent development;
5. Permit the development of schools, churches, and other public and quasi-public uses in rural areas consistent with the applicable comprehensive plan; and
6. Direct urban density development to occur within urban base districts and the planned community base district.

Approval of a racetrack in the proposed location is in direct contrast to this entire purpose statement and will decrease property values as specifically outlined below.

Ada County Code Section 8-3B WUFI Requirements

The proposed use includes a significant increase of potential fire starting hazards in a fire-prone zone where there is NO FIRE DISTRICT. These activities, racing of go carts, bringing in large quantities of fuels and other fire accelerants, the increase of hundreds of additional cars, the increase of hundreds of additional people (many of which will likely be smoking), all being introduced into our rural/agricultural home-site area DURING FIRE SEASON, cannot be mitigated with County requirements. The 30-foot wide buffer does close to nothing compared to the fire danger impacts being brought to our rural area.

Ada County Code Section 8-4E-4D Natural Features Analysis

The proposal cannot meet Natural Features Analysis requirements as follows:

With regard to the sections outlining Hydrology, Soils, Hazardous Areas and Drainage:

The Applicant's Grading & Drainage Plan includes what appears to be plans to construct the racetrack within the floodplain and adjacent to Willow Creek. There is no indication that the construction of this racetrack will do anything other than channel site polluted water into Willow Creek. Furthermore, the project proponent has failed to demonstrate to the public and the governing body that the U.S. Army Corps of Engineers will permit work pursuant to Section 404(f) of the Clean Water Act, 33 U.S.C. § 1251, et seq. Parking overflow and erosion and drainage into the Willow Creek is an issue also.

The Board should deny the applications to approve the racetrack, and if they approve this item, direct that the matter only be reconsidered once the Applicant has consulted with and obtained official assurances from the U.S. Army Corps of Engineers that the project's intent to construct and/or maintain area adjacent to Willow Creek will be lawfully permitted by the Corps, require that such consultations and official assurances be submitted to the Board as a part of the record, and provide the public an additional opportunity to comment once such information is made available.

With regard to Sensitive Plant and Wildlife species:

It appears Fish and Game has commented and there is no significant impact in their opinion but they do not take into consideration that general wildlife in the area, only that which they consider "sensitive". The general wildlife, such as numerous species of birds, the deer, the antelope and other wildlife, all will be scared away from the area with the noise and activity the racetrack will bring.

With regard to Natural Features and Screening/Landscaping:

The pristine natural environment of the flatlands and hillsides, inclusive of wild grasses, wildlife, and the quiet flowing Willow Creek, all will be devastated by this noisy active spectator sport use. There is no way to screen the use as hillsides abound surrounding the generally flat area of the racetrack beneath the hillsides. Homes are on those hills and the track is in direct view and cannot be screened. Furthermore, noise will be channeled in all directions and with the noise generator in the low spot and the hillsides surrounding, the noise will be amplified and send in all directions like a cone of a speaker does with sound.

With regard to traffic:

Why permit a use that will invite hundreds of cars, trucks, trailers, delivery vehicles and construction vehicles into this Rural Preservation home-site area? According to the applicant, people will be coming from hundreds of miles away to use this racetrack, which will also introduce safety concerns for the rural home-site residents. The proposal is inconsistent with the existing and planned environment and existing home-sites. Additionally, allowing all these additional vehicles and people will introduces a vast number of potential fire risks.

Ada County Code Section 8-5B-4: CONDITIONAL USE STANDARDS

B. The applicant cannot control the noise and potential fire hazard as to not create a nuisance.

C. The applicant cannot provide for mitigation of the fire hazards introduced into the site. No fire district exists for this area.

F. The proposed use will increase noise, it will not reduce it.

G. The dangerous characteristics of the proposed use, i.e.: introducing fire hazards in a fire prone area, cannot be eliminated or minimized so as not to create a nuisance or be detrimental to the public health, safety, or welfare.

I. The proposed use will cause detrimental impacts to the agriculture use related impacts of noise on the domesticated farm animals and horses.

J. No conditions proposed can sufficiently mitigate the negative impacts related to noise, fire hazard and other potentially objectionable impacts as sated herein, and other standards necessary to protect the public health, safety, and welfare and mitigate adverse effects on surrounding property cannot be achieved so the application should be denied.

Ada County Code Section 8-5B-5: REQUIRED FINDINGS:

A. The proposed use is detrimental to the public health, safety, and welfare all as stated herein;

B. The proposed use will create undue adverse impacts on surrounding properties all as stated herein;

C. The proposed use is not consistent with the Ada County Comprehensive Plan to preserve property values and preserve rural acreage properties;

D. The proposed use is in direct contrast with the purpose statement of the applicable base district (RP) as it exists today with developed rural estate home-sites, and it is in contrast with the specific use standards as set forth in the County Code as stated herein;

E. The proposed use will violate county ordinances as stated herein;

F. The proposed use may likely violate state and federal regulations as stated herein;

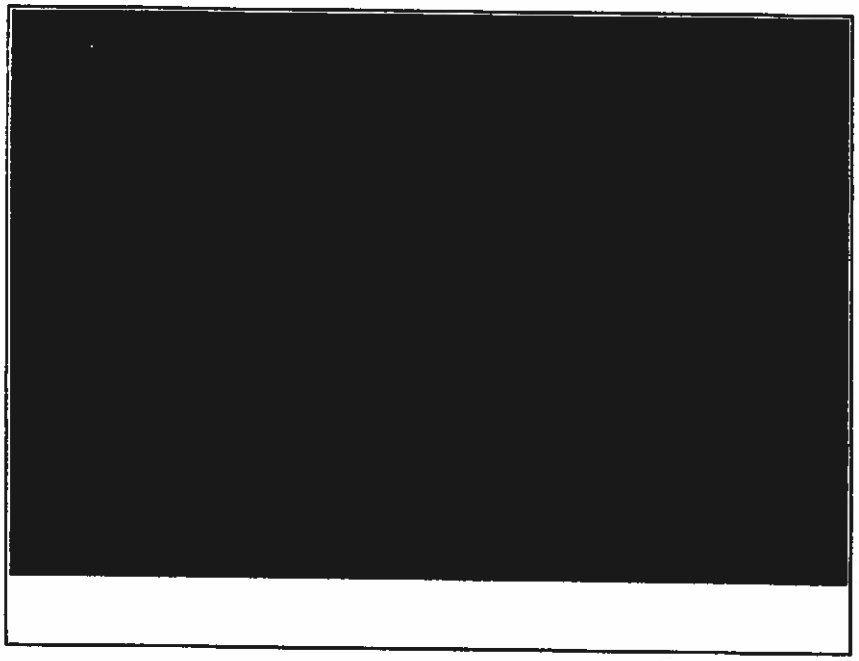
G. The proposed use and facilities will impede the normal development of surrounding property as the area is developing with rural estate agricultural oriented home-sites, all encouraged by the Comprehensive Plan, and this racetrack, with all its negative aspects will greatly impact that;

H. Adequate public and private facilities such as utilities, landscaping, parking spaces, and traffic circulation measures are not being provided for as stated herein, especially fire protection; and

I. The Fire Department cannot provide services for the proposed use.

Thank you for the opportunity to present our concerns over the proposed racetrack. You folks are in a tough position because people's property values, quality of life and fortunes are dependent on you. The area property owners will have to live with your decision for years to come. Please deny these applications.

Sincerely,



An overhead Ariel will show you the owners property, and the neighbors and the area where the track is proposed to be built.

Why Are We Building this Track?

- There is no other modern sanctioned paved track within 300 miles from the Treasure Valley
- It will be a World Kart Association (WKA) approved track that will meet all the requirements and strict regualtions for safety and for fire prevention.
- Volunteers are trained in the sport and on site at each of the corners with fire extinguishers,
- An Ambulance and EMT will also be on site for any emergencies that may arise.
- We are proposing a maximum of 7 sanctioned races between April and October.
- Hours of Operation for the races would be between Wednesday and Sunday. Wednesday through Saturday 9:00 am to 8:00 pm.
- Sundays from 10:00 am to 5:00 pm

There is a need in Ada for this type of facility. There is not another modern sanctioned track within 300 miles. The closest in out dated, too short of a track, not taken care of, sits on borrowed leased land.

Go Karting on a paved track is an up an coming sport. It is a training grounds for future NASCAR drivers.

This facility is owner occupied. With the applicant being the owner He lives on the property and will be there to monitor and take care of the track.
This will be a sanctioned tract through the world kart association. It will have to meet all the guidelines and requirements for the track to be of the highest standards.

The most number of Karts on the track at any one time is 5 -20.

There are other uses for the track that can benefit the Community.

Mr Woods Does not want to limit the track to a few enthusiasts, but would like this track to be able to be available for special needs.

Opportunities for Make a Wish Foundation or Achievement awards for youth that reach a goal.

Corporate or business team building, Sheriff mentoring programs, or maybe just a day for a father and son to enjoy a day at the track.

All of these events would still be bound by the same size kart with the same size of engine, with the same muffler with a silencer and a spark arrester.

However these could occur year round as the weather permits and as the owners schedule allows.

These would have to be made by appointment.

We are asking that these type of opportunities be allowed through out the year but kept to the same days of Wednesday through Sunday and to the same times of 9-8 Monday through Saturday and 10-5 on Sundays.
The reason we are asking for the ability to offer these to folks year round is because they are so unpredictable as t o when someone might want to use the track.

Proposed Go-karts

- Engine size is limited to 50 cc to maximum of 206cc

These are not the big karts, they are small 50cc to 206 cc maximum, they are not the big Karts most people think of when someone says GoKarts

Mufflers and Silencers

Spark Arresters Mandatory

Size of Lawn Mower

All Karts have large mufflers with silencers on them. Spark Arresters are mandatory on all Karts. The largest engine is a 206cc Briggs and Stratton engine, with the same noise level as a push lawn mower. The smallest is a 50cc engine for the smaller drivers. The sound from these small go karts is about the same as a weed eater.

The noise of the Go-Kart meets the ACC 5-13-3A which says ,Loud or Offensive noise is prohibited between the hours of 10PM and 7AM at a distance of 100' from the source of the sound. We will show that the noise from these karts is minimal and certainly not loud or Offensive.

We are proposing 9:00 AM to 8:00PM Wednesday through Saturday and 10:00 AM – 5:00 Pm on Sundays. They will not be running intothe night or early in the morning. We are more than 100 ' away from the nearest neighbor as required by ACC.

The karts will be stored on roll about carts allowing easy access to move them about and work on them in the shop where they will be stored.
All Karts that run on this sanctioned track will range from the smallest at 50 cc to the largest at 206 cc

This picture show the smallest Kart (on the roll cart) and the largest 206cc Kart, (bottom picture)

Go Karting is not just about running around a track. It teaches valuable life skills , such as preparation, Practice, planning, Grace under pressure, strong relationships, finances, Physical and mental fitness, determination and hard work.

Impacts to Quality of Air, Wildlife, and Horses and Cattle

- IDFG Letter dated 4/25/16 and included in the staff report states that
  - No records of any federally listed Threatened, Endangered Species or Species of Greatest Conservation Need or their critical habitat is anticipated to be present on or near the site
- Applicant/Property owner has horses and other livestock onsite

We received a letter back from Fish and Game indicating they did not have any record of any federally threatened or endangered species, nor did they anticipate any to be present on or near the site. They have no objection to this application.

. The applicant and owner also has horse and livestock on his property. He would not build track that would scare or harm his or any of his neighbors livestock.

Fire Protection

- Landscape Plan proposes 15-60' irrigated landscape buffer (will increase to minimum 30') per State Fire Marshall comments
- Go Karts will run on paved track
- Sanctioned races require Station Workers to have fire extinguishers, EMTs and ambulances on site.
- Onsite water truck will be provided
- Will comply with Hillside and WUFI
- Overlay Areas ACC 8-5-3B
- Mandatory Spark Arresters

Fire protection seemed to be of the biggest concern to the neighbors. We believe this project will not cause any fires because of the extra precautions with green space and irrigation, and with the strict regulations required for safety on a Sanctioned track.

We will be planting a defensible green space around the track with 30-60 feet of irrigated lawn, trees and shrubs. (an increase of additional15 ft for the minimum as requested by the State Fire Marshall).

The volunteers will also be carrying fire extinguishers.

The owner is willing to purchase a water truck to keep onsite not only for these events, but also for the neighbors

We will comply with all of the Hillside and overlay areas as outlined in Ada County Code 8-5-3B

Spark Arrestors are mandatory on all Karts per the WKA strict requirements.

Traffic

- ACHD estimated 2 trips per vehicle with multiple visitors typically sharing one vehicle it is difficult to estimate number of trips per event.
- Chaparral road is improved with 2-travel lanes, 25-feet pavement,3 foot gravel shoulders.
- ACHD is not requiring any additional improvements to Chaparral Road
- Staff Recommendations: The applicants proposal meets the district policy and should be approved as proposed.

This is a destination sport. The participants arrive and stay until the event is over. Limiting the number of Karts on the track, also limits the number of participants and spectators. ACHD does not believe there will be an increase in traffic or a need for improvements to Chaparral road.

Property values: this piece of property will be beautifully bermed and landscaped. A new approved well will provide plenty of water to keep everything green.
The track is built to the back of the owners property in an area where the elevation drops. It is away from the road, and away from the neighbors.

Property Values

- The project will be bermed and fully landscaped
- Track will be built to the back of owners property, and screened from view of neighbors and roadway with existing buildings, berms and landscaping
- Only material capital investment on Chaparral road

Existing Facilities should be used in lieu of this location

- The site listed in the neighbors letter, **Gem Cycle Park**, is for **off road vehicles**, not the type of on pavement go-karts that this facility will offer.
- There is no track that conforms to the WKA (World Kart Association)
- Standards within 300 miles

Existing facilities should be used in liew of this location

This article is talking about The Gem Cycle track which is an area for off road dirt bikes and ATVs. This is not the same type of facility. These Karts are not off road vehicles. They are driven on paved tracks. There is no other modern sanctioned track of this type for 300 miles. The closest track is Salt Lake City or Spokane.

The only other paved track in the valley is a club track which no one else can use. It is out of date, in misrepair, the track is too short for the karts, and it is on leased borrowed land.

Noise Level

Noise Study by Biometrics : Dave Asparte

Probably the most misunderstood concern is for noise. These karts are not what you see at amusement parks. They don't huge engines.
We hired a professional sound company by the name of Biometrics to run a full scale sound test.
This company is the same one that ITD uses for sound studies.
I would like to introduce you to the owner Dave Aspartate.

From: Kristy Inselman
Sent: Monday, May 02, 2016 5:01 PM
To: Cecily Willerton; mreno@cdhd.idaho.gov; jbadiqia@cdhd.idaho.gov; mwilliams@cityofeagle.org; rward@idfg.idaho.gov; so@nacfa.net; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Mark Ferm; Angela Gilman; Jean Schaffer; Dale Ann Barton; rkinney@republicservices.com; jstuber@republicservices.com; Kristy Inselman
Cc: Kristy Inselman
Subject: Ada County Application Transmittal Notice.

Ada County Development Services
Planning & Zoning Division Transmittal

File Number: 201600646-CU / FP / MSP	**X-Reference:** NONE
Description: Conditional use master site plan and floodplain applications to hold events and classes for a Go Kart Track. The applicant is proposing an 80,100 sq.ft. asphalt track, landscaping, and recylced asphalt parking areas to total 40-spaces. The applicant is also proposing to utilize an existing 1,800 square foot agricultural structure for storage. The number of carts on the track will range from 5-15 carts. The applicant is proposing to operate Wednesday through Sunday, 9am to 8pm. Participants & guests per event/class are estimated from 5-20 and up to 4 volunteers. Restrooms will be provided by porta-potties, and bottled drinking water will be provided for the Go Kart Racers.	
Reviewing Body: P AND Z	**Hearing Date:** 7/14/2016
Applicant: T-O ENGINEERS	**P&Z Recommendation:**
Property: The property contains 100.250 acres and is located at 8700 W CHAPARRAL RD EAGLE 83616, Section 9 5N 1W.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at gisx.adaweb.net/acdsv2/ and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 5/17/2016. When responding, please reference the file number identified above. If responding by email, please send comments to kinselman@adaweb.net.

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,
KRISTY INSELMAN, ASSOCIATE PLANNER
200 W Front Street
Boise ID 83702
kinselman@adaweb.net
(208) 287-7998

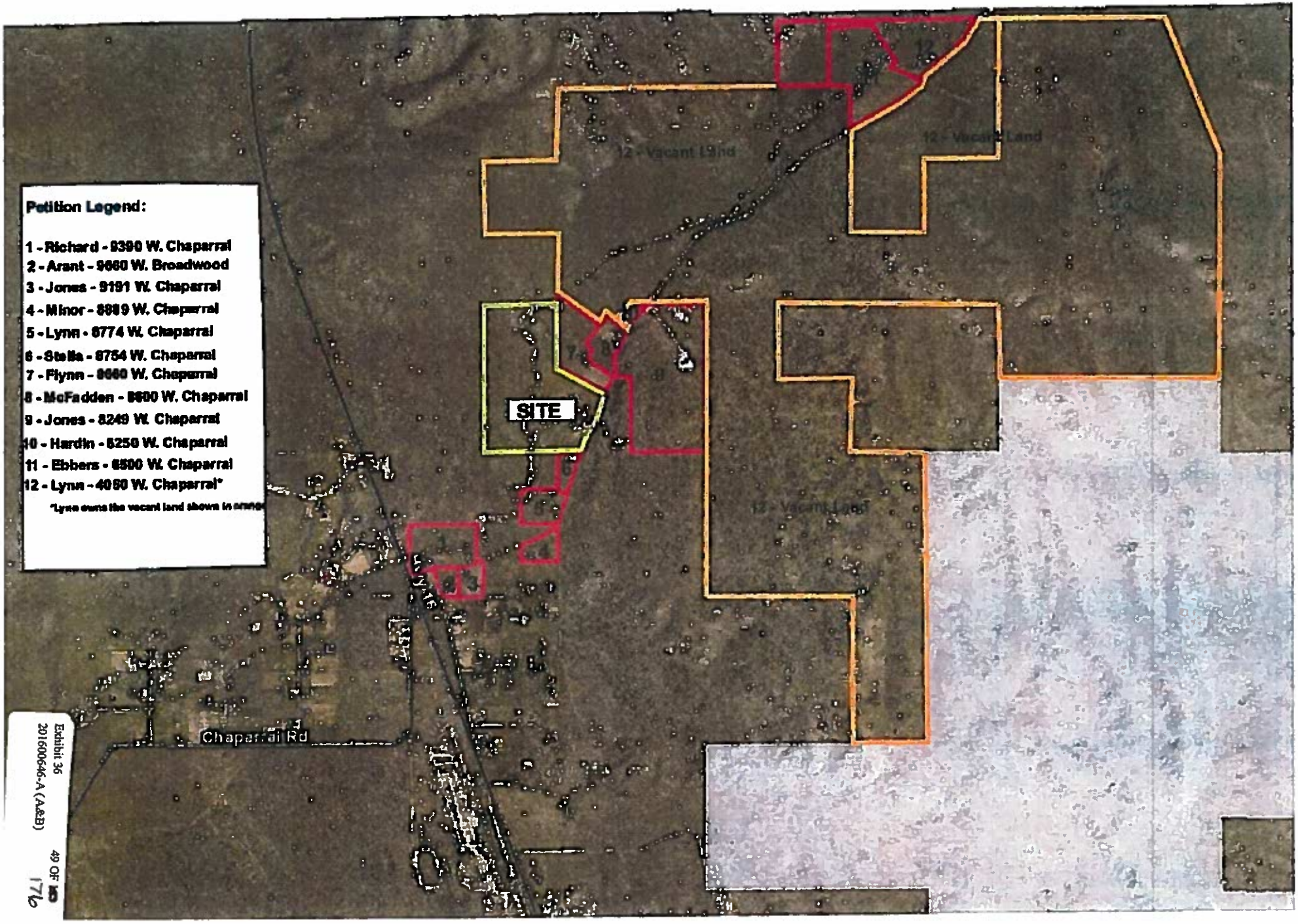


Exhibit 36
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Bionomics Environmental, Inc.
1045 East Winding Creek Drive
Eagle, Idaho 83616
Phone: 208-939-1022
FAX: 208-368-0001

Bionomics Environmental, Inc.

Memo

To: John Wood
8700 Chaparral Road
Eagle, Idaho

From: Dave Aizpitarte

Date: July 1, 2016

Re: Noise Memorandum for the Gem State Go-Kart Track

Introduction

Bionomics Environmental, Inc. has been retained by John Wood of Eagle, Idaho to conduct and analyze a series of field noise measurements at the site of the proposed future Gem State Go-Kart Track located at 8700 Chaparral Road in Eagle, Idaho. The purpose of this study is to assess whether noise generated by the Go-Karts will substantially impact the neighbor located adjacent to the future track.

Project Description

A Proposal for a Conditional Use Permit and a Master Site plan is being requested for a Go-Kart Track located on 120.25 acres at 8700 Chaparral Road in Ada County (see Figure 1). The site is located within the City of Eagle impact area.

The proposed project is 80,100 sq. ft. asphalt Go-Kart Track that will be built with parking and landscaping buffers (see Figure 2). This project will require grading for the proposed track, paddock, parking, and approach road. The project provides the minimum 300 ft. distance from the adjacent property owner as required in Ada County Code (ACC) 8-5-3B.

The Gem State Go-Kart Track is being built for the purpose of Corporate Team building. For Corporate and local races the number of Go-Karts on the track usually range from 5-15.

Go-Kart racing is a sanctioned, competitive sport practiced around the world. The entire event, and each class, is governed by the rules of the appropriate sanctioning body, ensuring both fairness and safety. A typical race day would aim to start at 9 am and conclude before 8 pm.

The Go-Karts are small Briggs and Stratton engines ranging between 125cc to 206 cc engines. They each are also equipped with large mufflers. The noise level is similar to a small lawnmower. The noise level of the Go-Karts meets ACC 5-13-3A Prohibited Acts: Between the hours of ten o'clock P.M.one day and seven o'clock A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means

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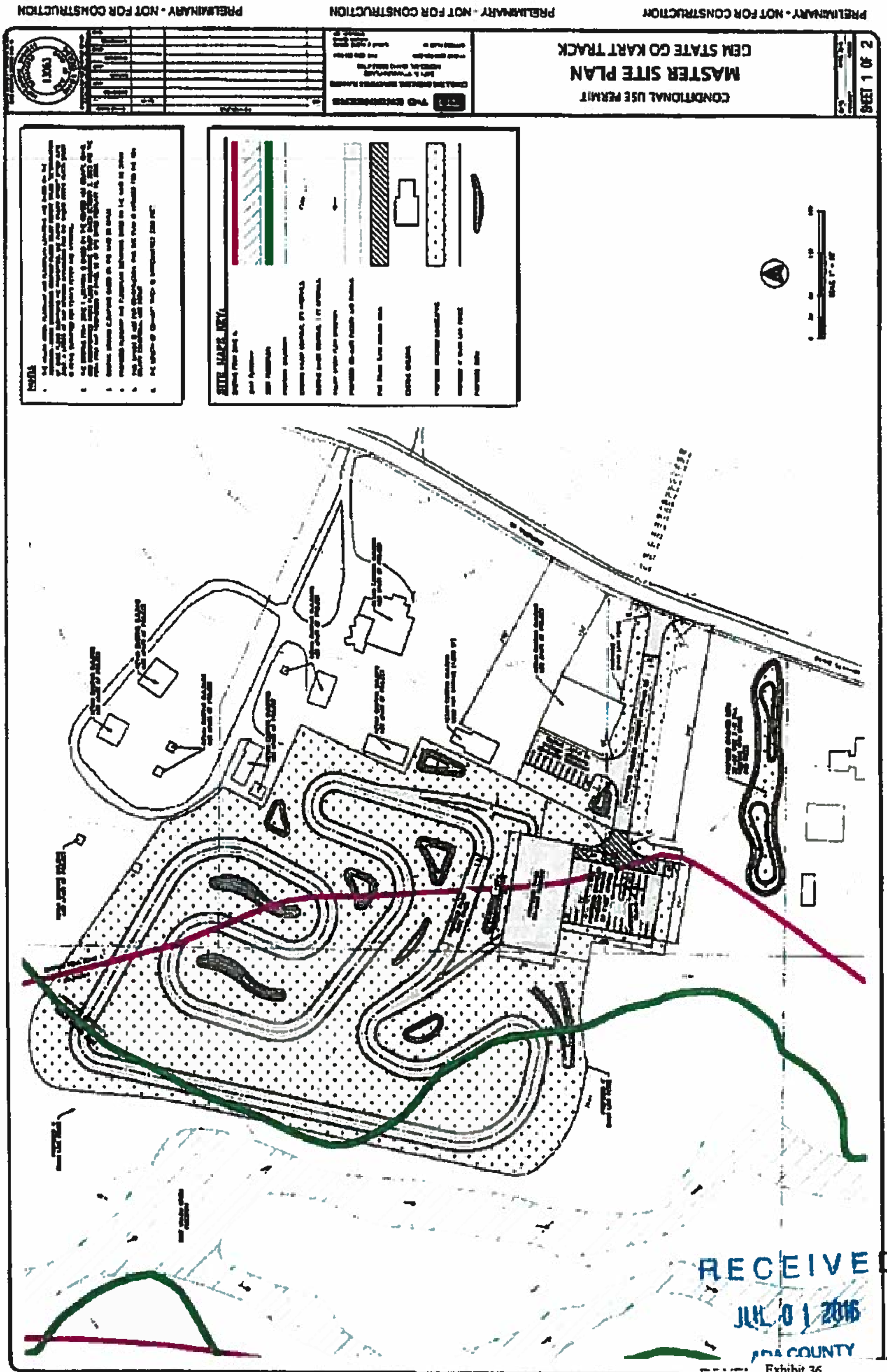

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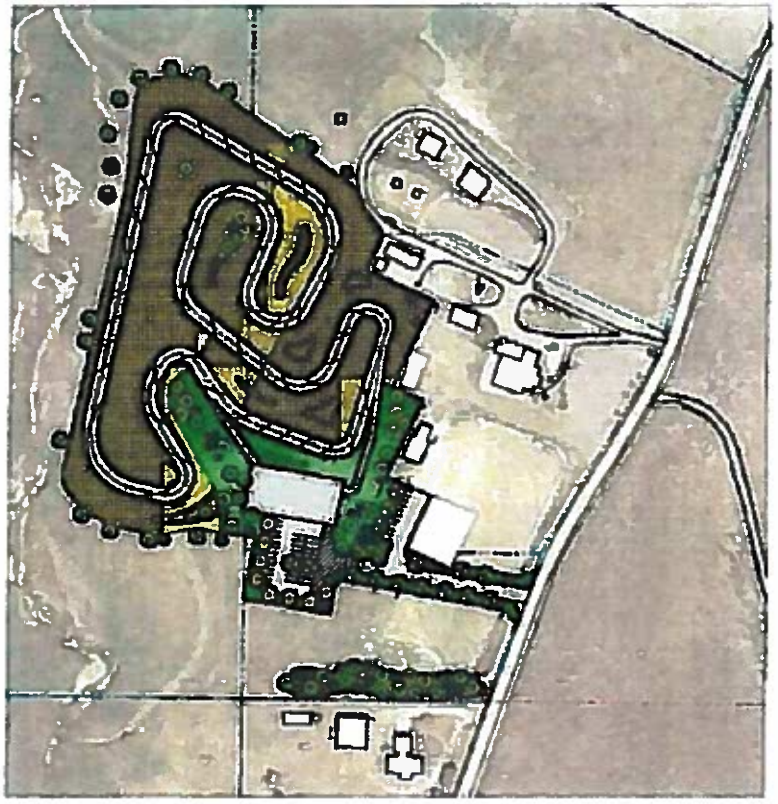
LANDSCAPE NOTES:

1. All excavation work shall be conducted in accordance with APWA Metro Standard Public Works Construction, 2012, and Ada County, Idaho, standards and state and local regulations.
2. All trees accessible have one 6" of topsoil and one 18 inch pits with topsoil. Topsoil shall be fresh loam, free of stones 1 inch or larger or any other extraneous materials. It is acceptable to amend native soils to meet the topsoil specification of soil texture or fertility.
3. All plant material shall meet or exceed the minimum federal standards as regulated by ANSI Z60.1, American Standard for Nursery Stock. Plants not meeting these standards for quality, or plants determined to be unhealthy by Owner's representative, will be rejected.
4. Trees shall not be planted within the 10' clear zone of all ACHD (Ada County Highway District) thoroughfares, structures, or facilities.
5. Trees shall not be planted within water mains easements.
6. Sprinkler heads shall be protected from any and all accidental damage during the construction and installation of the landscape irrigation system.
7. All turf areas shall be irrigated with an automatic irrigation system controlled by one controller, and designed with hydro-zones that function well within the water source provided for healthy growth of plant material. Turf and shrub areas shall be on separate zones.
8. The irrigation system shall be designed and installed with the following specifications:
   - Coverage for efficient hydrozones.
     - Lawns - Pop-up spray sprinklers or MP rotor sprinklers with 50% double coverage.
     - Planting Beds - Pop-up sprinklers.
   - Sprinkler heads shall have matched precipitation rates within each control valve circuit.
   - Separate hydrozones shall be used for lawns and trees/shrubs/ground cover areas.
   - Sprinklers shall not overspray onto driveways and walks, building or structures in order avoid stains.

Native Seed Mix at 20lbs P.L.S per acre		
Scientific name	Common Name	% of mix
Achnatherum hymenoides	Sandhill Ricegrass	[illegible]
Elymus trachycaulus	Slender wheatgrass	[illegible]
Elymus lanceolatus	Thickspike wheatgrass	[illegible]
Pseudoroegneria spicata	Bluebunch wheatgrass	[illegible]
Sporobolus cryptandrus	Sand dropseed	[illegible]
Bouteloua gracilis	Blue grama	[illegible]
Bouteloua curtipendula	Sideoats grama	[illegible]
Poa secunda	Sandberg bluegrass	[illegible]
Lupinus caudatus	Tailcup lupine	[illegible]
Penstemon cinicus	Ashy Penstemon	[illegible]
Linum lewisii	Lewis Flax	[illegible]
Achillea millefolium	Common Yarrow	[illegible]
Total		20lbs



LANDSCAPE PLAN (A)

SCALE: 1" = [illegible]

PLANTING SCHEDULE							
Key	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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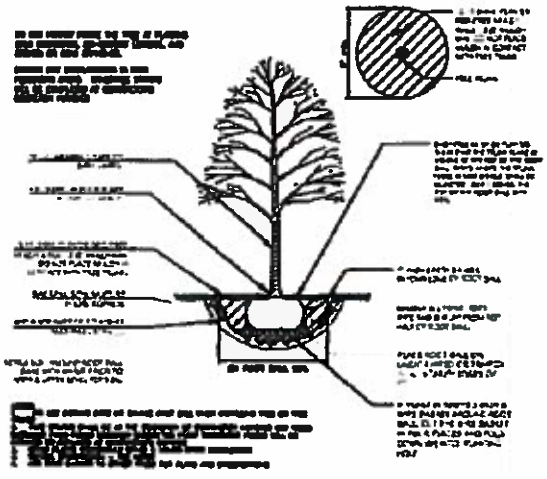
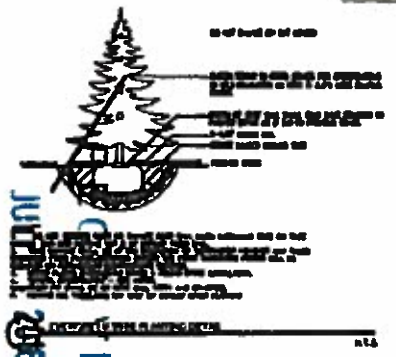
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

LANDSCAPE MATERIAL SCHEDULE			
Key	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]



(2) TREE PLANTING DETAIL

Landscape Calculations	
Parking Area	[illegible]
Water Features	[illegible]
Perimeter Landscape and Screening	[illegible]
Preservation of Existing Vegetation	[illegible]
Trees used	[illegible]
[illegible]	[illegible]



(1) [illegible] PLANTING DETAIL

CONDITIONAL USE PERMIT

LANDSCAPING CONCEPT

GEM STATE GO KART TRACK

SHEET 1 OF 1

PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY - NOT FOR CONSTRUCTION

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of voice, musical instrument, horn, radio, loudspeaker, automobile, machinery, other sound amplifying equipment, domesticated animals, or any other means which disturbs the peace, quiet, and comfort of any reasonable person of normal sensitiveness residing in the area.

Loud or offensive noise is that which is plainly audible within any residence of business, other than the source of the sound, or upon a public right of way or street at a distance of one hundred feet (100') or more from the source of the sound.

Typical operating hours will be Wednesday through Sunday from 9 am to 8 pm, May through September. The events will be as scheduled by the corporations and will range from 5-15 participants.

Bleachers, lights, and outdoor speakers are not being requested.

The required number of parking stalls for such a facility is not listed within the Ada County Code section 8-4G-6. However, a crushed recycled asphalt paved approach drive and two parking lots will be provided. One parking lot will have 30 stalls and the other will have 10 stalls. A total of 40 parking stalls for the participants and families. Two of the parking stalls will be marked for ADA, one in each parking lot. All parking stalls will have a 90 degree parking angle with a stall width of 9 ft. and a stall depth of 20 ft. A minimum 25 ft. two way driving aisle will be provided for both parking areas. The approach drive and parking lots will be screened with plantings.

The Go-Karts are not Off Road Vehicles and will not be run off the track, thus eliminating fire concerns of the neighbors. The Go-Karts will be run only on the asphalt paved track. Every corner worker station will have 2-3 fire extinguishers on site. Insurance requirements also require on site ambulances and EMTs for any sanctioned race.

The events and classes will be scheduled through Corporations and Businesses. A projected number of participants for an event or class may range from 5-15 participants and 5-20 guests, depending on the number that has signed up to race for the day. The track event and classes will be supervised by 4 volunteers that are experts in the field of Go-Kart Racing.

An existing 1800 SF building will be used for the storage of the Go-Karts. The Go-Karts are small and are stacked upon roll-about karts that enable them to be moved about in the building when not in use. This building is located on the east side of the track and parking lot and adds additional screening of the track and noise from Chaparral Road.

A landscaped grass strip will be built along both sides of the road leading to the parking lot. Landscaping will also be planted and maintained around the track providing for a defensible fire barrier that will vary from 15-60 feet in width. A new approved well will provide additional water for irrigation and for fighting any potential fires.

Noise Background

Sound is created by a "source" that through vibration causes the air to vibrate at a frequency that can be heard by the human ear. This sound propagates through the air and is affected by environmental factors such as distance, barriers, atmospherics and other influences. It is then picked up as sound by the receiver and can also be impacted by the sensitivity of that receiver (e.g. human ear, microphone).

The human ear can hear sounds from 20 micro Pascals (.00002 Pascals, a measure of air pressure) to as much as 6,500,000 micro Pascals. Because of this wide range, the decibel was developed as a logarithmic measure of sound specifically heard by the human ear. Using this scale a doubling of sound will only add 3 decibels so; for example, doubling the amount of

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traffic on a road would only increase the sound from 50 to 53 decibels. An actual perception of sound being twice as loud would be 10 decibels and would be a ten-fold increase in the sound energy.

Frequency is another component of sound that can be distinguished by the human ear. The frequency range of hearing for the human ear is approximately 20 Hertz (cycles per second) to 20,000 Hertz. A piano ranges from 32 Hertz on the base to 4,000 Hertz on the high end with "Middle C" being 256 Hertz.

Because the human ear is less sensitive to higher and lower frequencies, the A-weighted scale was developed and the unit of measurement is known as the dBA (decibel A-weighted). In the A-weighted scale the lower and higher frequency decibel levels are reduced while the middle decibel levels that the human ear is more sensitive to are increased. All noise levels in this report are stated as hourly L_{eq} (energy-averaged equivalent sound pressure level) in terms of dBA. An example of different noise levels is illustrated in Table 1.

Table 1. Common indoor and outdoor noises.

Common Outdoor Noises	Sound Pressure Level (dBA)	Common Indoor Noises
Jet Flyover at 300 meters	110	Rock Band at 5 meters
Gas Lawn Mower at 1 meter	100	Inside Subway Train (New York)
Diesel Truck at 15 meters	90	Food Blender at 1 meter
Noisy Urban Daytime	80	Garbage Disposal at 1 meter or Shouting at 1 meter
Gas Lawn Mower at 30 meters	70	Vacuum Cleaner at 3 meters
Commercial Area	60	Large Business Office and Normal Speech at 1 meter
Quiet Urban Daytime	50	Dishwasher in next room
Quiet Urban Nighttime Quiet Suburban Nighttime	40	Large Conference Room (background)
Quiet Rural Nighttime	30	Bedroom at Night
	20	Recording Studio
	0	Threshold of Hearing

Source: FHWA Highway Noise Fundamentals

As noise spreads out from a source, the sound intensity will drop at a rate of 3 decibels per doubling of distance for a line source such as a road and at 6 decibels per doubling of distance for a point source such as a race car track or piece of heavy equipment. The future Go-Kart track would represent a point source. The type of ground (hard or soft) can also affect this rate of drop in the sound level as well as natural barriers such as trees and changes in elevation.

Noise Field Results

On June 27, 2016, field noise measurements were performed by Dave Aizpitarte at the location of the future Gem State Go-Kart Track located at 8700 Chaparral Road in Eagle, Idaho (see Table 2). Readings were taken approximately 100 feet away from a running Go-Kart and at the property line of the neighbor located adjacent to the future track (see Figure 3). Readings were taken for five minutes when the Go-Kart was idling and for two minutes when it was running at approximately 4,000-5,000 revolutions per minute (rpm). The Go-Kart used had a Briggs & Stratton Local Option 206 12 horsepower engine and will be the model used for approximately 90 percent of the racing. At 12 horsepower, it is the most powerful engine of its class. During field readings on June 27, 2016, the wind was blowing at 5.6 miles per hour (mph) toward the nearest resident, the temperature was 97.6 degrees

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M3 EAGLE REGIONAL HYDROGEOLOGIC CHARACTERIZATION
NORTH ADA, CANYON AND GEM COUNTIES, IDAHO
YEAR-ONE PROGRESS REPORT

May 4, 2007

prepared
for

m3companies
M3 Eagle

by

Hydro Logic, Inc.

[1] E. Squires
[2] M. Utting
[3] L. Pearson

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ACKNOWLEDGEMENTS

Financial support and strong encouragement to provide significant and useful hydrogeologic information for the north Ada County area was provided by M3 Eagle, LLC. The M3 Companies understands and appreciates the significance of long term planning for water needs and has encouraged us to continue to expand the hydrological studies and models to provide confirmation of adequate and long term supplies for its project.

The authors would like to recognize the thorough and timely peer reviews of this report by Dr. S.H. Wood of Boise State University, Dr. Jim Osiensky of the University of Idaho, and Jeff Fereday of Givens-Pursley LLP. We appreciate all of their good comments and edits; all of which were taken into consideration and incorporated where applicable.

We are indebted to Spence Wood for a generous commitment to sharing his previous geologic mapping and long-term knowledge of the north Ada County Foothills geology with us on several field trips. The research of Dr. Wood and his colleague, the late Willis Burnham, has been invaluable to us and provides the real basis for all hydrogeologic investigations in this area.

For access to wells and sharing of other hydrogeologic and geophysical data, we are indebted to Greg Wyatt and Roger Dittus of United Water Idaho, Robert DeShazo of Eagle Water Company, the City of Star Idaho, Nancy Merrill of the City of Eagle, Brad Watson of the City of Meridian, Chris Duncan of Holladay Engineering, Co., Lynne Sedlacek of Eagle Sewer District, Bob Taunton of SunCor, Mike Moyle, and Brad Little.

A special recognition goes to the citizens of Eagle, Star, and north Ada County for their wholesale willingness to allow us access to measure domestic wells in the area. Of over 200 wells measured, we were refused access to only a single well. Not only are the residents willing to help and contribute to this study but they have indicated a strong desire to better understand the water resource in the area in the face of rapid growth.

George Post, Chance Chandler, and crew, of Treasure Valley Drilling deserve much credit for their excellent work with the exploratory drilling and construction of the difficult and very technical M3 Eagle multi-level tube wells. David and Daniel McLeran of McLeran Well Drilling were likewise instrumental in rehabilitating several of the older wells in the area for testing and in developing the test wells drilled and completed by SunCor / Spring Valley Ranch. Steve Cook and Scott Astle of Layne of Idaho deserve our thanks for facilitating several aquifer tests that will be described in future reports.

Last, but not least, we are thankful for the insights and guidance offered by Sean Vincent of the Idaho Department of Water Resources during our previous meetings and field trip to the north Ada County foothills.

M3 EAGLE REGIONAL HYDROGEOLOGIC CHARACTERIZATION
NORTH ADA, CANYON AND GEM COUNTIES, IDAHO
YEAR-ONE PROGRESS REPORT

May 4, 2007

prepared
for

m3companies
M3 Eagle

by

Hydro Logic, Inc.

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[2] M. Uthing
[3] L. Pearson

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1002 W. Franklin Street, Boise, ID 83702 (208) 342-8369, (Fax) 342-3100, hydrologic@qwest.net

M3 EAGLE REGIONAL HYDROGEOLOGIC CHARACTERIZATION
NORTH ADA, CANYON AND GEM COUNTIES, IDAHO
YEAR ONE PROGRESS REPORT – MAY 4, 2007

Overview

Hydrogeologic studies commissioned by M3 Eagle in the North Ada County area have delineated a highly productive regional sand aquifer with good water quality that underlies the area near Eagle and Star and the proposed M3 Eagle planned community. This aquifer, herein named the Pierce Gulch Sand Aquifer, underlies the north Ada County Foothills where it extends continuously from the Eagle-Star area to the Payette River Valley. Because the Payette Valley near Letha is almost 300 feet lower than the Boise Valley near Eagle, ground water flows out of the Boise River Basin and into the Payette River Basin through the sands of this aquifer. This conclusion is supported in this report by corresponding water level measurements in wells, by several exploratory test well drilling projects, by borehole geophysical surveys, and by other hydrogeologic analyses. Because the Pierce Gulch Sand Aquifer underlies this area, it appears highly likely that the M3 Eagle planned community will be able to develop its entire water needs from beneath its site without transporting water from the Valley areas of either basin. Extensive water-level monitoring in the area shows water levels in wells to be stable under current levels of use. The ground water proposed to be withdrawn by M3 Eagle for its development will be from subsurface flow that has already departed the Boise Basin, on its way to the Payette Basin, so that impacts to existing area water users in the lowlands near Eagle are predicted to be small. M3 Eagle has already implemented a significant ground water monitoring program to document aquifer conditions prior to development and to be able to assess any future impact to the aquifer from its proposed withdrawals over time. M3 Eagle is committed to continue its monitoring of aquifer pressures throughout the proposed development and beyond build out. Hydro Logic, Inc. has been commissioned by M3 Eagle to provide additional water studies to include future aquifer tests, numerical modeling, and ground water geochemistry modeling.

Introduction

Scope of Work. Hydro Logic, Inc. (HLI) was hired by M3 Eagle in March of 2006 to conduct a regional scale hydrogeologic characterization study to determine the ground water development potential for a proposed 8,160-unit planned community in the foothills area north of Eagle, Idaho. M3 Eagle's regional water study is divided into the following five sections: 1) characterization of the hydrogeologic framework, 2) aquifer testing and characterization, 3) development of a long-term water level monitoring network, 4) geochemical modeling, and 5) numerical modeling. Progress and findings for all five sections of the investigation are discussed below. This interim progress report concludes with a Summary of Preliminary Conclusions developed to date (April 1, 2007).

The ground water study was commenced to evaluate where and how the M3 Eagle project could obtain adequate water supplies for its proposed development. As such, it is a regional scale study intended to provide a broadened understanding of the aquifer system for the entire Eagle community and a larger regional area. All analyses conducted to date by HLI indicate a high likelihood that adequate ground water supplies are present beneath the M3 Eagle site to support the planned community without importing water from outside the area and without causing unreasonable impacts to existing water rights. A final comprehensive report for the study is being developed as supporting documentation for M3 Eagle's municipal water right application to the Idaho Department of Water Resources (IDWR), filed November 21, 2006. The preliminary findings of this study are set forth in this report in keeping with M3 Eagle's intentions to ensure that the public is well informed of its on-going studies and interim conclusions. We particularly want to inform the City of Eagle's Planning and Zoning Commission, the City of Eagle's Mayor and Council, the City of Star, United Water Idaho, Inc., Eagle Water Company, the IDWR, NACFA, and other water users in the Eagle area of Hydro Logic, Inc.'s findings to date. On behalf of M3 Eagle, HLI will be continually updating these findings and providing the results to all interested parties through ongoing presentations and reports such as this one.

Study Goals. An extensive hydrogeologic characterization program has been conducted by a number of entities on behalf of M3 Eagle as part of its plan to develop 6005 acres in the foothills north of Eagle, Idaho (see Figure 1). This program, commenced in March, 2006, has used the services of Hydro Logic, Inc., the University of Idaho, and Boise State University to develop an in-depth understanding of the groundwater flow system over an area extending from south of the Boise River near Eagle to north of the Payette River near Emmett. In addition, HLI has reviewed all available hydrogeologic studies completed to date and all available well information, from the region.

The purposes of M3 Eagle's water studies are to:

1) Develop an understanding of the three-dimensional hydrogeologic framework beneath the area
2) Assess the groundwater development potential for the planned community
3) Describe and quantify the occurrence and flow of groundwater throughout the study area
4) Provide data and scientifically-based conclusions to accompany M3 Eagle's water right request to IDWR for a supply that will average about 7.5 million gallons per day (mgd), equivalent to an average annual diversion rate of about 3,600 gallons per minute (gpm), at the end of the planned 20-to-30-year period of development[1].
5) Assess the impacts to existing wells from the proposed M3 Eagle water development.
6) Assess the total ground water development potential within the study area.

[1] This diversion rate is based on preliminary engineering assessments that are based on preliminary housing densities that are under discussion with the City of Eagle. This rate may be changed for future analyses.

This Report. This first-year Progress Report presents an overview and the major findings to date of the HLI ground water studies. A comprehensive report is anticipated to be completed in time to be presented in support of IDWR's review of M3 Eagle's water right application. HLI's comprehensive report will contain the supporting data files and findings based upon additional well tests, hydrological data collected from additional well studies and completion of a ModFlow numerical model. In the mean time, and as the water study progress, additional reports will be issued to document and present refinements of the findings presented here.

Hydrogeologic Framework

Pierce Gulch Sand Aquifer. This study has determined that a significant regional sand aquifer underlies the M3 Eagle site. All hydrogeologic evidence obtained to date indicate a high likelihood that all of the water needed for the planned development is available from beneath the M3 Eagle properties utilizing 6-to-10 on-site production supply wells. The Pierce Gulch Sand Aquifer consists of a 150-to-275-foot thick sequence of stratified sand layers with inter-bedded thin and locally discontinuous layers of silt and clay. The base of the dipping aquifer is typically 480-to-700 feet deep beneath land surface of the M3 Eagle site. The aquifer sand thickens and descends deeper beneath the land surface to the south and southwest in the Eagle-Star-Meridian area and is believed to do the same to the northwest toward Payette River. The Pierce Gulch Sand Aquifer is a very productive aquifer as evidenced by the many large bore production supply wells which are completed into it including the City of Star's wells, the City of Eagle's wells, and the public water utility wells of United Water Idaho and Eagle Water Company, all located throughout the area (see Figure 5).

Geophysical Log "Signature". Natural gamma-ray, single-point resistance, and electrical resistivity borehole geophysical logs of exploratory test wells and of water wells in the greater Eagle-Star-M3 area show a clear and identifiable "geophysical signature" of the basal sand section of the Pierce Gulch Sand Aquifer and the underlying sediments of the Terteling Springs Formation (Figure 2). This signature is characteristic of the thick sand sequence originally deposited as river and lake sediments in an ancient lake system (referred to as "Lake Idaho," by geologists) that formerly occupied what is now the Boise-Snake-Payette River Basins. This sand sequence is the same 250-ft thick medium-to-coarse grained sand unit that caps the foothills to the east of Eagle, named the Pierce Gulch Sand Member of the Idaho Group of formations (Wood and Clemens, 2002; Wood, 2004). The entire sedimentary sequence has dropped downward several hundred feet by structural faulting and now lies buried beneath the Boise River Valley and much of the western Snake River Plain where it is more difficult to identify and map. The geophysical signature recognized in this study (see Figure 2) provides a new means to map the areal extent of the aquifer over a vast area. We now know that the Pierce Gulch Sand Aquifer is the same aquifer that supplies the Eagle-Star-Meridian area and extends northwest beneath the M3 Eagle site to the Payette River Valley at least as far west as the City of Payette.

Extent of the Aquifer. The Pierce Gulch Sand Aquifer is bounded on its northeast side by the geologic fault system shown in Figure 3, originally named the West Boise-Eagle fault by Wood and Anderson (1981). The base of the aquifer is underlain (and bounded) by the thick clays and

mudstones of the Terteling Springs Formation. The base of the aquifer shown in Figure 3 is inclined about 100 ft per mile downward to the southwest. This structural dip explains why the municipal wells in Star are deeper than they are in Eagle. In the Boise River Valley near Eagle and Star, the Pierce Gulch Sand Aquifer is overlain by clays, some other minor sand aquifers, and a shallow surficial flood-plain-gravel aquifer (the present day floodplain of the Boise River). Beneath most of the M3 Eagle site, the aquifer is overlain by clay layers with no shallow surficial aquifer present. Figure 4 shows a simplified conceptual diagram of the regional aquifer. The figure is a cross-sectional schematic of the aquifer beneath the Boise River Valley extending to the Payette River Basin. The West Boise-Eagle Fault and the projection of the contact between the bottom of the aquifer and the underlying clay are also depicted on this "block" diagram.

Willow Creek Aquifer. A foothills aquifer, informally named the "Willow Creek Aquifer" (SPF, 2004) is a thick sand sequence that overlies granite and volcanic bedrock in the area northeast of the West Boise-Eagle fault system. Hydro Logic, Inc.'s concept of this aquifer is shown in Figure 5. It is an older geologic unit and stratigraphically deeper (older in time) than the Pierce Gulch Sand Aquifer. It is probably correlative to the sand facies of the Terteling Springs Formation described by Wood and Clemens (2002). The Willow Creek Aquifer consists of highly permeable sands and gravels (SPF, 2004) that appear to us to be bounded by (or grade laterally into) the clays underlying the Pierce Gulch Aquifer to the southwest and bedrock lying to the northwest of a major regional fault system, shown in Figure 3. The upper part of the Willow Creek Aquifer is exposed along the upturned section near the West Boise-Eagle fault system and in the foothills northeast of the fault. The approximate areal extent of this aquifer is shown by the shaded-turquoise region of Figure 6.

Hydraulic Interconnection Between Aquifers. In the Big Gulch area, the Willow Creek Aquifer has water levels that are more than 150 feet lower than water levels in nearby wells of the Pierce Gulch Sand Aquifer, as shown by the triangular water level symbols in Figure 5. The measured offset in water levels in the two aquifers is shown to occur over horizontal distances as short as one-quarter mile, suggesting a hydraulic disconnection between the two aquifers. The geochemistry of the ground waters in the two aquifers is also very different (see the section below on Geochemical Modeling). The differences in water levels and water chemistry, in concert with low-permeability clay strata between the two aquifers demonstrate that the Willow Creek Aquifer is distinct and separate from the Pierce Gulch Sand Aquifer. The differences in water chemistry also show that ground water in the Pierce Gulch Sand Aquifer does not flow in significant quantities to the Willow Creek Aquifer. The limited and bounded areal extent of the Willow Creek Aquifer, its high pumping lifts and associated energy costs, and the small amount of available recharge serves to limit its potential as a source for significant groundwater supply. The SPF (2004) report estimated that the total recharge to this aquifer is 3,300 acre feet annually (equivalent to about 3 million gallons per day or 2,000 gallons per minute). SPF estimated that a fourth of this recharge is from direct infiltration of precipitation and the remainder from up-basin runoff or ground water underflow source (a highly speculative conclusion in our opinion). In contrast, the Pierce Gulch Aquifer is areally extensive, benefits from a strong source of recharge from the southeast from surface water irrigation diversions and the upper Boise River and has the additional advantage of reasonably high water levels with relatively low pumping lifts.

Sub-Surface Cross-Section. Figure 5 presents one of thirteen cross-sections of the subsurface geology developed as part of the characterization program using existing well data. (The other cross-sections will be included in a future report). The line of section for this cross-section for this sketch, which shows HLI's interpretation of the regional aquifer beneath the M3 site, is shown on Figure 1. The cross section depicts the Pierce Gulch Sand Aquifer dipping to the southwest and rising to the northeast where it projects to ground surface between Spring Valley Ranch test wells #6 and #7 in Big Gulch. The dashed green line in Figures 3 and 4 represents the approximate position of the base of the Pierce Gulch Sand Aquifer where it crops out at land surface.

Pierce Gulch Sand Aquifer Characterization

Conceptual Model. Using the derived aquifer transmissivity values and the measured water levels in wells to derive a ground water gradient, our analyses indicate that 20 to 30 mgd (million gallons per day (equivalent to approximately 22 thousand to 34 thousand ac ft/yr. (acre feet per year)) of ground water currently flows in a northwesterly direction through the Pierce Gulch Sand Aquifer beneath a five-mile wide strip of the M3 site between State Highway 16 and the inferred edge of the pierce Gulch Sand Aquifer (shown as a dashed green line on Figure 6). This quantity represents three to four times the projected demand at build out. The five mile swath approximates the expected width of the capture zone (cone of depression from pumping) for M3-Eagle's proposed on-site production wells. This ground water flows from south of Eagle and areas south of the Boise River toward the Payette River Valley where it ultimately discharges. Most of this groundwater originates as recharge in the east and south Boise regions augmented by leakage from canals south and east of Meridian and recharge from the Boise River in the Boise area. There is likely some localized shallow aquifer recharge from area canals such as the Farmers Union Ditch and from flood irrigation although these sources are believed to recharge only the uppermost floodplain terrace gravel in the lowland Eagle area and ultimately discharge quickly to the Boise River. This localized recharge is not believed to be significant to ground water flow beneath the M3 Eagle site. Contrary to popular notion, the deeper (Pierce Gulch) aquifer is not recharged by the Boise River in the Eagle-Star area. In fact, the opposite is true. Owing to the upward ground water gradient in the area (increasing potential with depth) the Boise River actually gains water from the aquifers underlying it. It is this upward ground water flow from below that makes the River a "gaining stream" in the Eagle reach and also is the source of Eagle's many flowing artesian wells, as discussed in Petrich and Urban (2004).

Ground Water Flow Direction. Figure 6 indicates the general ground water flow directions and water level contours for the Pierce Gulch Sand Aquifer, the Willow Creek Aquifer and the undifferentiated localized aquifer(s) within granitic and volcanic rocks and local sedimentary aquifers of the foothills to the northeast of the M3 site. These contours were generated from data derived from two sources. The first and primary source is a series of 167 water levels measured by HLI and the University of Idaho in the M3-Eagle-Star vicinity during the summer of 2006. The second source of water level data is from IDWR's on-line data base, for wells located further away from the project area. The IDWR data consists of levels measured by IDWR and levels reported on Well Driller's Reports. Our level of confidence in the interpretation of ground

water flow in the area where HLI collected water level data (the Eagle-Star-M3 area) is much higher than in the regions to the west (the Caldwell-Meridian and northward area). Lower confidence is noted by the dashed contour lines in the regions of less reliable (driller) data.

The combined water level data are contoured to show the potentiometric surface with arrows indicating the inferred ground water directions, based on ground water flow at right angles to the contours (ground water flow from higher pressure levels to lower pressure levels). The water level contour map illustrates that although the Willow Creek Aquifer is adjacent to the Pierce Gulch Aquifer, only small quantities of ground water flow from the Pierce Gulch Sand Aquifer to the Willow Gulch Aquifer. In our conceptual model, low-permeability clay and mudstone strata underlying the Pierce Gulch Sand Aquifer significantly restricts ground water flow to the Willow Creek Aquifer; the steep hydraulic gradient (close to 1.0) between the aquifers in the Big Gulch area notwithstanding. The contours shown for the Willow Creek Aquifer, and the undifferentiated upland zone in the northeast, are only approximate because of the limited number of water level data points available for contouring.

Interbasin Transfer of Ground Water Under Natural Gradients and Recharge. Prior to the HLI study, the prevailing conceptual models indicated that recharge to the ground water system beneath the Eagle area originated primarily in the foothills to the north and east of Eagle (Petrich and Urban, 2004; and SPF, 2004). In HLI's view of ground water flow (conceptualized on Figure 7), the previous conceptual models are incorrect. In other words, regional ground water *does not* flow from the uplands in the northeast to the valley in the southwest. Instead, ground water flows from southeast to northwest beneath the City of Eagle and the M3 Eagle site through the Pierce Gulch Sand Aquifer because the northwest ground water flow gradient is toward the Payette Valley. The gradient is driven by the higher pressures ("head" or water levels in wells) in the aquifer to the south beneath the Boise Valley and the lower aquifer pressures in the aquifer to the northwest beneath the Payette Valley. The water levels in the aquifer beneath the Payette Valley are lower because the land surface of the Payette Valley near Letha is about three hundred feet lower than the Boise Valley near Eagle (see Figures 7). The existence of significant ground water flow from the Boise Basin to the Payette Basin was discounted by Newton (1991) and again by Petrich and Urban (2004) although Urban acknowledges (personal communication, 2007) that he believed such an exchange could happen, "there just was not sufficient data at that time to substantiate it".

Vertical Gradients and Confining Conditions. Although Figure 6 shows the general horizontal components of ground water flow in the region, vertical flow gradients are not yet fully understood and are not illustrated in this report. A significant observation, however, is that there is an upward vertical gradient within all three of the test well piezometer nests drilled beneath the M3 Eagle project site, as part of the HLI characterization study. Even though these vertical gradients are relatively small (typically less than a foot difference over a vertical difference of 100 to 200 feet), the upward gradient indicates that ground water beneath the M3 Eagle site is under similar confining conditions to those in the Eagle-Star Valley areas. These measured vertical gradients that exist in the foothills region also serve to refute the prevailing notion of the foothills as a recharge area for the City of Eagle's water supply. Because the M3 Eagle project site ground surface is at higher elevations than the Valley, water levels in upland wells of the

Pierce Gulch Aquifer do not rise to the surface and flow as they do throughout the lowland areas of the Cities of Eagle, Star and Meridian. Figure 7 shows this relationship with aquifer water levels ("potentiometric surface") above the Boise and Payette Rivers but below ground surface beneath the M3 Eagle site and adjacent uplands.

Aquifer Transmissivity. HLI analyzed the data from fifteen well pumping tests of other workers in the study area (including three on the M3 Eagle site). The locations for the analyzed wells (including selected observation wells) are shown in Figure 8. These analyses indicate that individual well yields from the Pierce Gulch Sand Aquifer are high – in excess of 1,000 gpm and at some locations as high as 2,000 gpm. The calculated transmissivities (a property that helps to quantify how much water can flow through an aquifer) for the entire aquifer thickness are estimated by us to be on the order of 100,000 gallons per day per foot (gpd/ft) and in some areas values of 200,000 gpd/ft and higher were derived. Figure 8 shows eighteen calculated transmissivity values in map view by location for the various tests. Several of the tests included multiple observation wells which allowed evaluations of transmissivity at more than one location per test. The range of calculated transmissivity values compare reasonably well with those of Baker (1991) for the Eagle area. HLI's analyses for the fifteen pumping tests will be released by M3 Eagle as a separate, stand-alone report in the near future.

Large values of aquifer transmissivity indicate that the draw down (cone of depression) of a pumping well will translate into relatively smaller water level/pressure declines around and at distance from the pumping well and that the decline will be spread over a larger area. In other words, large transmissivity generally results in smaller impacts (well interference effects) to other wells in the area. Because of the relatively undeveloped foothills area surrounding the proposed M3 Eagle development, and also because a one mile wide strip of BLM desert land separates the M3 Eagle site from the City of Eagle, interference effects to existing domestic wells are lessened simply due to the distances to nearby wells. The largest potential for interference effects to existing wells is on the west side of the M3 Eagle lands near State Highway 16. Although the actual extent of any future impacts cannot be truly known until actual pumping wells are in place, M3 Eagle has constructed a multi-level monitoring well at this location. This piezometer nest and several other local domestic wells are being measured, and will continue to be measured to determine the extent of any well interference impacts that do occur. It is anticipated that M3 Eagle will drill, construct, and test a large bore supply well within the next sis month period.

Aquifer Storativity. Figure 8 indicates computed short-term and estimated long-term storativity coefficients calculated for the greater project area. Storativity is an aquifer property that indicates how much water is released from the aquifer to a well when it is pumped. The results of the short-term pumping tests (a few days or less) all indicate storativities on the order of 0.001 or less, demonstrating "confined to semi-confined conditions." Confined conditions generally cause the effects of pumping to be spread out relatively rapidly from the pumping well and over a large area, as water is drawn toward the pumping well. Confined conditions can also mean that the effects of pumping would be somewhat-to-completely attenuated in overlying aquifers. A confining layer, typically lower-permeability clay and/or mudstone, allows only minor leakage across the stratigraphic layering such that the effects of pumping take longer to reach the

overlying shallow ground water zones. In other words, a clay layer between two aquifers slows down and reduces the draw down effects in one aquifer when the other aquifer is pumped.

Two longer-term aquifer tests have been conducted in the Eagle area (CH2M-Hill, 1991, Holladay Engineering Company, 2006). HLI's re-analysis of these tests, generated aquifer storativity values of 0.01 and higher, indicating "semi-confined" to "unconfined conditions" under longer-term pumping. The larger storativities with longer-term pumping indicate that the confining clay layers are likely discontinuous over a broad region allowing the draw down pressure gradients from the pumping well to propagate upwards into shallow less confined-to-unconfined aquifers and/or surface water sources with the result that the water level in the pumping well ceases to draw down under continued pumping. In other words, the cone of depression ceases to expand so that interference effects to surrounding wells are arrested.

High-quality long-term pump testing has not yet been conducted beneath the M3 Eagle site. However, hydrogeologic data from two of the M3 Eagle exploratory test wells indicate the northeast edge of the aquifer is defined by an unconfined water table or a water level that is only slightly above the overlying (confining) clay. These conditions suggest that long-term pumping could lead to unconfined conditions near some of the proposed M3 Eagle pumping wells in the Pierce Gulch Sand Aquifer. Pumping under unconfined conditions generally results in smaller interference effects to other wells in the area, especially to those at more distal locations (several miles), compared to pumping under confined conditions.

Predicted Impacts of M3 Eagle's Ground Water Development at Full Build-Out. We have used the results of the pumping tests to estimate the effects of yet-to-be-constructed production wells on the M3 Eagle site. The drawdown effects of each pumping well are additive. The impact at any given site or well location will be the sum of the impacts caused by all pumping wells. Figures 9 and 10 show the collective predicted drawdown (cone of depression) that could be caused by six hypothetical production wells completed in the Pierce Gulch Sand Aquifer on the M3 Eagle site. These proposed supply wells are labeled PS1 through PS6 in the figures. Based on the understanding that the Pierce Gulch Sand Aquifer is bounded along its northeast edge (as shown by the green line in Figures 9 and 10), the proposed well locations lie within the southwest portion of the M3 Eagle site, oriented at right angles to ground water flow. These locations and orientations were chosen to allow for an optimal yield while minimizing impacts to off-site wells. The actual well locations, total quantity of water pumped from individual wells, and the actual number of wells constructed will be determined as the water supply for the project is developed and as additional wells are drilled and tested. M3 Eagle's existing monitoring network will also be utilized to understand the impacts of newly completed wells to the aquifer system. The predicted drawdown interferences were generated using an analytical model that calculated drawdowns at one-mile centers within a 42 square mile area surrounding the M3 Eagle project. The predicted drawdowns within each one square mile area were then contoured to show lines of equal predicted drawdown-inference throughout the region shown in Figures 9 and 10. The model used the method of Theis (1935) and image well theory to replicate the effects of the pumping wells and the northeastern edge of the aquifer that acts as a no-flow boundary. A total of 12 wells were used in the simulation (six pumping wells and six "image"

wells). The image wells (not shown in the figures) were used to simulate the effects of the aquifer boundary.

The analysis used a range of transmissivity and storativity coefficients calculated from the fifteen pumping-test results for the Pierce Gulch Sand Aquifer. The best-case analysis was based on an aquifer transmissivity of 200,000 gpd/ft while the worst case used a transmissivity of 100,000 gpd/ft. This worst-case is based on lower values calculated from short-term pumping tests conducted in the regional aquifer while the best case is based on the upper-end values calculated from the long-term tests. The actual results are likely to lie somewhere between the two end-point predictions.

Two values of storativity were used in the analysis. A best-case value of 0.01 was used to represent semi-confined-to-unconfined conditions that have been observed during long-term testing and are likely to occur over a season of pumping. As a worst case, a value of 0.005 was used in the analysis. This value is slightly larger than those calculated from short-term test data but smaller than those calculated from the longer tests that better represent our best understanding of how the aquifer will behave during extended pumping. Since the Pierce Gulch Sand Aquifer is leaky and likely to become locally unconfined over time, we believe that the actual effective storativity will fall within the range of values reflected in the best- and worst-case analyses.

Figure 9 shows the predicted drawdowns at full M3 Eagle build out for the best (least drawdown) case scenario. This analysis indicates collective drawdowns of 6 to 8 feet are likely one mile from the project boundaries. Figure 10 shows the worst-case predictions with interference drawdowns on the order of 10 to 16 feet one mile from the project. Additional aquifer testing planned for summer of 2007 will help to refine these predictions. The actual real-world inference drawdowns will be measured and reported as the project develops. As new wells are put into service and the water demand increases over time, the in-place monitoring program (discussed below) will allow for actual measurement of interference drawdowns. Any potential impacts to the small number of domestic wells adjacent to the M3 Eagle site would be able to be predicted and identified through this monitoring program because M3 Eagle has commenced a monitoring program that includes wells in all areas of potential impact.

It should be noted that the predictions shown in Figures 9 and 10 are for wells completed into the Pierce Gulch Sand Aquifer and do not directly address impacts to shallow wells (most often domestic wells) that may be completed into overlying aquifer zones that are separated from the main body of the Pierce Gulch Sand Aquifer by low-permeability sediments (clay layers). Interference draw downs in wells completed within an overlying aquifer unit would be expected to be reduced in magnitude and delayed from those predicted in Figures 9 and 10. If the overlying aquifer is separated from the regional aquifer by a clay layer that is low in permeability, the interference effects of deeper pumping wells could remain small, or even be immeasurable over time, in wells completed into the shallower aquifer units. Conversely, if the layers separating the regional and shallow aquifer are leaky and permeable, interference in shallow wells could possibly approach the same levels as those predicted for wells completed in the Pierce Gulch Sand Aquifer after an extended period of pumping. With an eye toward

potential impacts to shallow domestic wells, M3 Eagle has constructed monitoring wells that monitor all saturated aquifer units at a given location to be able to asses the effects of deep well pumping to shallower sub-aquifer units. M3 Eagle's monitoring plan utilizes continuous measurements from digital data loggers with periodic calibration checks (hand measurements) rather than relying on a few "spot" measurements of a well through time. Therefore, on-going monitoring is in place to better assess impacts (if any) to shallow wells; even if such effects are delayed.

Domestic Wells. A records survey of over 1,600 domestic (single family household) wells in the greater project area from Eagle to Emmett shows that the preponderance of domestic wells are located up-gradient (toward Eagle and Star) from the M3 site (see Figure 11). That is to say, ground water flow in the aquifer encounters these wells first before flowing to the M3 site. Water levels would likely be lowered to some degree in some of these wells under long-term pumping, as discussed above. Wells close to the M3 site would be expected to be impacted to a larger extent than wells at a distance from the pumping centers. While it is conceivable that a few nearby wells may require mitigation to honor their pre-existing water rights, we believe that the existing water level monitoring network is adequate to predict such interference effects before anyone would experience an actual water shortage and M3 Eagle's proactive pre-development water level monitoring of local area domestic wells will be instrumental in assessing such interference effects. M3 Eagle is absolutely committed to mitigating unreasonable and damaging interference effects that would be a result of its water development whether this would require lowering of a pump in a nearby well and/or even deepening of the well in an extreme case.

Long Term Aquifer Monitoring

M3 Eagle Aquifer Monitoring. M3 Eagle commenced long-term monitoring of groundwater pressures (water levels in wells) in the Big Gulch and Little Gulch areas in March 2006. To date, three, multi-level, long-term designated monitoring wells have been installed and instrumented by M3 Eagle at a cost of over $100,000 per well. Water levels at various depths of the Pierce Gulch Sand Aquifer are currently being monitored in these wells. Figure 12 shows the details of well construction for one of the M3 Eagle monitoring wells. In addition HLI is monitoring levels in five other Pierce Gulch Sand Aquifer wells in the area. As of February 2007, a total of 17 separate wells are being monitored with electronic data loggers by HLI for M3 Eagle. These data loggers have helped in the assessment of seasonal water level trends, changes in water levels caused by pumping and even changes resulting from changes in weather patterns and daily earth tides. These wells will provide good documentation of predevelopment aquifer water levels. They will also be used in longer-term aquifer testing in conjunction with one or more high-capacity test wells that will be installed at some future date. Local residents and well owners, along with IDWR, will be advised of the tests and invited to participate.

Other Monitoring. The United States Geological Survey (USGS), IDWR, United Water of Idaho (UWID), and others also are monitoring ground water levels in wells of the Eagle area. It is estimated that approximately 70 wells are currently being monitored in the uplands and lowlands

in and around the City of Eagle. In general, water levels in wells appear to be stable with no apparent declines over the last ten years. (Bendixsen, 2007).

This ongoing monitoring, along with additional pumping tests associated with new well installations, studies by faculty and students at the Boise State University, and numerical modeling by the University of Idaho, will allow for refinements in the understanding, and better management of the ground water system in the entire Eagle-Star-M3 area. As this understanding is improved, supplemental reports will be released by M3 Eagle to regulatory agencies and the public.

Ground Water Geochemistry Modeling

Drinking Water Quality. All ground water samples collected and analyzed from the Pierce Gulch Sand Aquifer indicate that water quality is excellent and will meet all state and federal drinking water standards. To date, HLI has collected and had analyzed eleven ground water samples from test wells M3-TW#1 and M3-TW#3 and the Kling Irrigation well. The results all indicate that ground water from the Pierce Gulch Aquifer beneath the M3 site meets the drinking water standards of the United States Environmental Protection Agency (USEPA) Safe Drinking Water Act and will require no treatment to meet the administrative rules of the Idaho Department of Environmental Quality (IDEQ) for Public Drinking Water Systems.

Geochemical Flow Paths. Comparison of ground water chemistry analyses for water samples from both the Pierce Gulch Sand Aquifer and the Willow Creek Aquifer, supports the conclusion that the ground water in the Willow Creek Aquifer cannot have evolved from the ground water in the Regional Aquifer. The ground water in the Willow Creek Aquifer has a much lower concentration of dissolved solids than the ground water from the Pierce Gulch Sand Aquifer. The dissolved solids in ground water tend to increase along a flow path, because of "residence time" that a given ground water is in contact with the aquifer host rocks. This is why the concentration of total dissolved solids is greater in the Pierce Gulch Sand Aquifer compared to the Willow Creek Aquifer. Figure 6 demonstrates that the flow path in the Pierce Gulch Sand Aquifer is much longer than the flow path in the Willow Creek Aquifer (longer residence time = ground water in contact with the aquifer rocks longer = more dissolution of minerals into the ground water). The water level contour map shows ground water flows through the Pierce Gulch Sand Aquifer from south of Eagle (and off the map) to the M3 Eagle site where the samples were collected, a distance of many miles. The highly bounded Willow Creek Aquifer has no such long-distance flow path. Instead, its ground water recharge is believed by us to originate mostly from the infiltration of local precipitation and from upland streams infiltrating the top of the unit; a theory shared in part by previous researchers (SPF, 2004). The flow paths, and thus the residence times, are much shorter for the Willow Creek Aquifer. These geochemical observations support our understanding of the ground water flow paths demonstrated by the water level contour map (Figure 6) and discussed throughout this report. Our preliminary geochemical analyses also support our contention that the Boise River near Eagle does not locally recharge the Pierce Gulch Sand Aquifer.

Natural Separation of Aquifer Waters. In addition to the measured total dissolved solids concentration, nitrate concentrations in the samples from the Pierce Gulch Sand Aquifer are elevated compared to those from the Willow Creek Aquifer. Nitrate is a conservative "tracer" in that it does not react or become significantly adsorbed onto the aquifer matrix along a flow path. The lack of nitrate in the Willow Creek Aquifer also appears to support our contention that groundwater does not flow *from* the Pierce Gulch Sand Aquifer *to* the Willow Creek Aquifer in any significant quantity, even through a steep water level gradient (much lower water levels in the wells completed in the Willow Creek Aquifer compared to the Pierce Gulch Aquifer) exists between the two aquifers. These ground water quality parameters support the conclusion that the two aquifer flow systems are, for all practical considerations, separate and that their source waters (recharge) are different. Ground water in the Pierce Gulch Sand Aquifer enters the M3 Eagle area primarily through underflow of ground water from southeast of Eagle while recharge to the Willow Creek Aquifer is primarily through limited infiltration of precipitation and runoff from the uplands to the northeast via intermittent streams and seasonal snowmelt.

Geochemical Modeling. As soon as the final geochemical analyses are available, the ground waters from selected well locations will be modeled using "the Geochemists Work Bench" software to obtain further insights into the regional ground water flow paths. The results and interpretations from this work will be included in HLI's future comprehensive project report.

Computer Modeling

HLI has been working with the University of Idaho's Department of Geological Sciences (U of I) to provide data for their use in developing a computerized numerical ground water flow model for the M3 Eagle development and surrounding communities. M3 Eagle commissioned the U of I to develop a detailed numerical model independent of HLI's ongoing modeling efforts and has additionally funded a Master's Thesis at U of I's Department of Geological Sciences in response to a request by local-area residents to have an independent unbiased model constructed. All the data collected to date by the HLI team has been shared with the U of I modelers and regular review meetings are conducted. The U of I modelers have reviewed HLI's conceptual understanding of ground water flow presented in this Hydrogeologic Characterization Progress Report and are using it in the development of their computer model. They are basing their model on "Modflow 2000," the current *de facto* standard for regional computer flow models, developed by the United States Geological Survey and used extensively throughout the United States for regional modeling and aquifer management.

It is anticipated that the U of I model will be available for predictive use in 2008, although preliminary testing of hypotheses may be possible sooner. To be able to test our aquifer theories on an ongoing basis, HLI is simultaneously developing simplified models using a variety of software packages that will be able to be compared to the U of I model when it is completed in the future. It is anticipated in the mean time, however, that the HLI model simulations will be adequate and available to support M3 Eagle's water right application pending before IDWR. The predictions made by the models will include estimates of general water level and flow changes that would be caused by the pumping of new wells drawing from the Pierce Gulch Sand

Aquifer. After the U of I model is completed in 2008, additional time-series data will likely be needed to verify model calibration. This verification would increase the certainty of model predictions, which at this time can only be based on the available data from the site and the greater Eagle-Star area. Additional planned aquifer testing and water level collection, followed by adjustment of the Modflow model to better replicate known hydrologic events, will improve confidence that the model can accurately predict long-term response to pumping. HLI and M3 Eagle intend for the model to be a predictive tool to assist in aquifer characterization. It is our conviction that the actual and real results from the aquifer testing and high quality monitoring of water levels in wells will provide the best information on the sustainability of the aquifer.

Preliminary Conclusions

Based on the work conducted to date, we present the following preliminary conclusions:

1) A single, regionally extensive aquifer underlies Eagle, Star and portions of the M3 project site.
    a. The aquifer, designated the "Pierce Gulch Sand Aquifer" (after a significant geologic unit of the same name) underlies the M3 Eagle site. The aquifer has been delineated by a series of exploration test wells, surface geologic mapping, geophysical surveys, analyses of pumping tests, collection of water level data, ground water geochemical analyses, and computer modeling.
    b. The aquifer is comprised of granitic sands, with inter-bedded thin and locally discontinuous clay layers, that range from 150 to 275 feet in total thickness in the project area.
    c. The aquifer dips at low angles to the southwest so that it lies at a deeper level beneath land surface at Star than beneath Eagle.
    d. The aquifer sands are approximately 275 feet thick under the M3 Eagle site but appear to thicken down dip to the southwest. The aquifer as a whole may be effectively "thicker" in terms of aquifer transmissivity in parts of the Eagle and Star area where overlying saturated zones are hydraulically interconnected.

2) Ground water in the Pierce Gulch Sand Aquifer flows beneath the Boise River, beneath the City of Eagle, and beneath the M3 Eagle lands from south of the Boise River, northwestward to the Payette River Basin.
    a. The major source of ground water in the aquifer in the vicinity of Eagle is ground water underflow from areas south and east of the Boise River at Eagle.
    b. This ground water originates as direct infiltration from the Boise River in the east-central Boise area and through leakage from irrigation canals south and east of Eagle.

3) The Boise River near Eagle and Star does not recharge the Pierce Gulch Sand Aquifer.
    a. The Boise River receives discharge *from* the Pierce Gulch Sand Aquifer and a shallow surficial aquifer via the upward vertical ground water gradients that prevail within the Eagle area.

b. The upward ground water gradient (increasing potential with depth) is most easily recognized in the preponderance of flowing artesian wells in the Eagle and Star areas and by the fact that the Boise River is a "gaining stream" in the Eagle reach.
c. Recharge that occurs through infiltrated precipitation, applied surface water irrigation, and from canal leakage in the Eagle area mostly enters the shallow surficial aquifer which lies above the Pierce Gulch Aquifer and is believed to drain to the Boise River without significant effect to the underlying deeper aquifers.

4) Water levels in wells completed within the Pierce Gulch Sand Aquifer appear stable at the current level of ground water withdrawal in the Eagle area.
   a. The monitoring of 70 wells by state and federal agencies, local water utilities, and others, show generally stable or rising water levels in wells (Bendixsen, 2007).
   b. Water level monitoring by UWID, of a designated monitoring well completed into the Pierce Gulch Sand Aquifer at the intersection of State and Linder in Eagle, shows water levels to be constant for the last ten year period (Roger Dittus, personal communication, 2007).Perceived and/or alleged declines in above-ground artesian pressures of some local area wells are likely true in some cases but are considered to be most likely the result of poorly constructed (unsealed) air-rotary-drilled wells and corrosion of thin-wall steel casing used for most wells in the area historically. A "water level change map" of measured water levels in comparison to water levels reported on driller's reports is planned for HLI's comprehensive report.
   c. A water level change map developed by HLI supports these conclusions where the only apparent pressure declines are where a well field of unsealed domestic wells allows artesian pressure to escape through unsealed annular spaces of air-rotary and cable-tool drilled wells.

5) Ground water in the Pierce Gulch Sand Aquifer under the M3 Eagle site is of excellent quality for all purposes.
   a. Tested waters meet all drinking water standards of the USEPA Safe Drinking Water Act.
   b. No treatment will be required to use this water in a Public Drinking Water System under current Idaho Department of Environmental Quality's administrative rules.

6) The Pierce Gulch Sand Aquifer is moderately to highly productive.
   a. Yields from properly designed and constructed wells are projected to be on the order of 1,000 gpm to 2,000 gpm (1.5 to 3 mgd) or more.
   b. Calculated Transmissivity values from 15 pumping tests show a range from 30,000 gpd/ft to over 300,000 gpd/ft.

7) Sufficient quantities of ground water appear to be present beneath M3 to supply its development.

a. At the current level of understanding of the aquifer it appears possible, if not likely, that the full M3Eagle water demand can be obtained from 6-to-10 on-site water supply wells.
b. At "full build-out" of the M3 project (20 to 30 years), a total average daily water demand of about 7½ mgd will be needed to supply the project or about 25 % to 30% of the 20 to 30 mgd daily flow underlying the property.
c. Based on the work completed to date, it is deemed unlikely that water would have to be transported from wells in the lowlands of the Valley near Eagle and Star to supply the proposed development.
d. Calculated northwest groundwater flow beneath a five-mile wide section of the Pierce Gulch Aquifer beneath the M3 area is on the order of 20 to 30 mgd.

8) Impacts to existing water users from the M3 Eagle development are expected to be few and small-to-moderate in magnitude.
   a. The majority of ground water proposed to be withdrawn by M3 Eagle, will be water that would have already departed the Boise Basin and become tributary to the Payette River Valley.
   b. Most existing wells in the area are up-gradient in the flow system from the M3 Eagle site such that ground water flows to the Eagle area wells before it flows to the M3 site. After flowing beneath the M3 site, groundwater continues toward the Payette River Valley.
   c. A best-case analysis using upper-end aquifer parameter values derived from numerous tests conducted in the Pierce Gulch Sand Aquifer indicate that reductions in water levels in wells one mile from the project boundaries caused by a six hypothetical supply wells, each pumping at 1,000 gpm well for 90 days, could be on the order of 6 to 8 feet.
   d. A worst-case analysis using lower-end aquifer parameter values indicates these reductions could be on the order of 8 to10 feet, one mile from the site.
   e. The actual impacts will likely lie between these two analyses. Additional aquifer testing, scheduled for late summer 2007, and on-going monitoring are planned to refine these estimates of impacts to adjacent wells.

9) M3's monitoring program is adequate to document the impacts of its water withdrawals.
   a. M3 Eagle has commenced long-term monitoring of aquifer water levels with the installation of three monitoring well nests and 17 electronic data loggers.
   b. These loggers are currently collecting data from a total of eight wells, each monitoring one to five depth zones in the Pierce Gulch Aquifer, to measure and document the changes to the aquifer caused by M3 Eagle's ground water development.
   c. As each new supply well is added, additional monitoring and testing will be employed to assess the impacts to other groundwater users in the area as well as the ability of the Pierce Gulch Sand Aquifer to supply the needed water from wells completed on the M3 Eagle property.

10) Additional drilling and long-term pumping tests of one or more high-capacity supply wells are planned to better refine the properties of the Pierce Gulch Aquifer beneath the M3 Eagle property.
    a. These studies will better predict long-term yield and impacts to existing wells.
    b. Local well owners and IDWR will be advised of, and invited to participate in these tests.

11) The on-going monitoring, testing, and numerical ground water modeling and calibration will be used to refine the current understanding of groundwater flow and potential yield of the regional flow system that underlies the M3 site and the greater Eagle-Star areas.

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FIGURES

Exhibit 36
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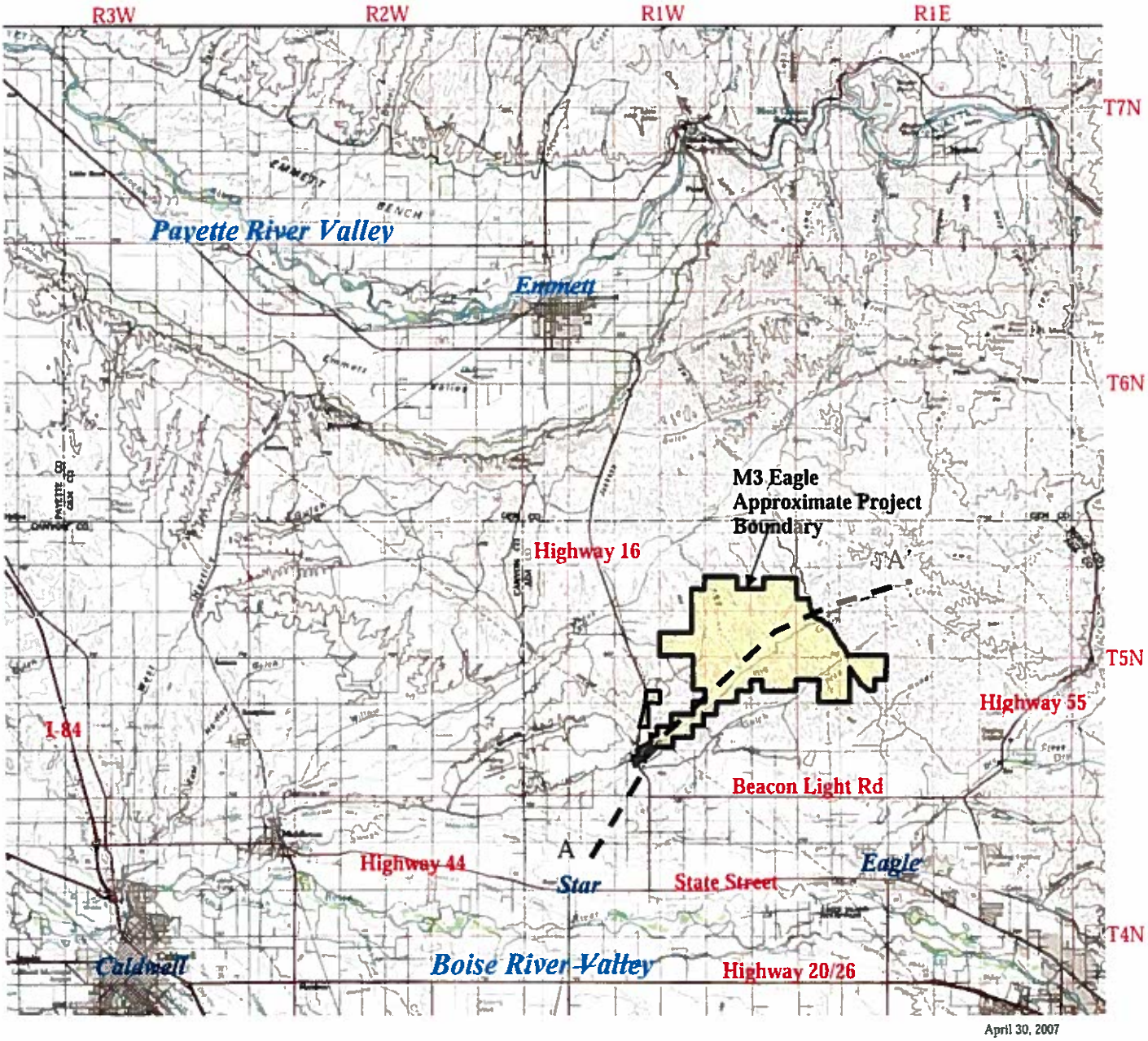

This regional map shows the location of the M3 Project and its relationship to Eagle, Star, the Boise River Valley, Payette River Valley and surrounding area.

N = 1 Mile A A' Geologic Cross-Section Location for Figure 5

Figure 1.

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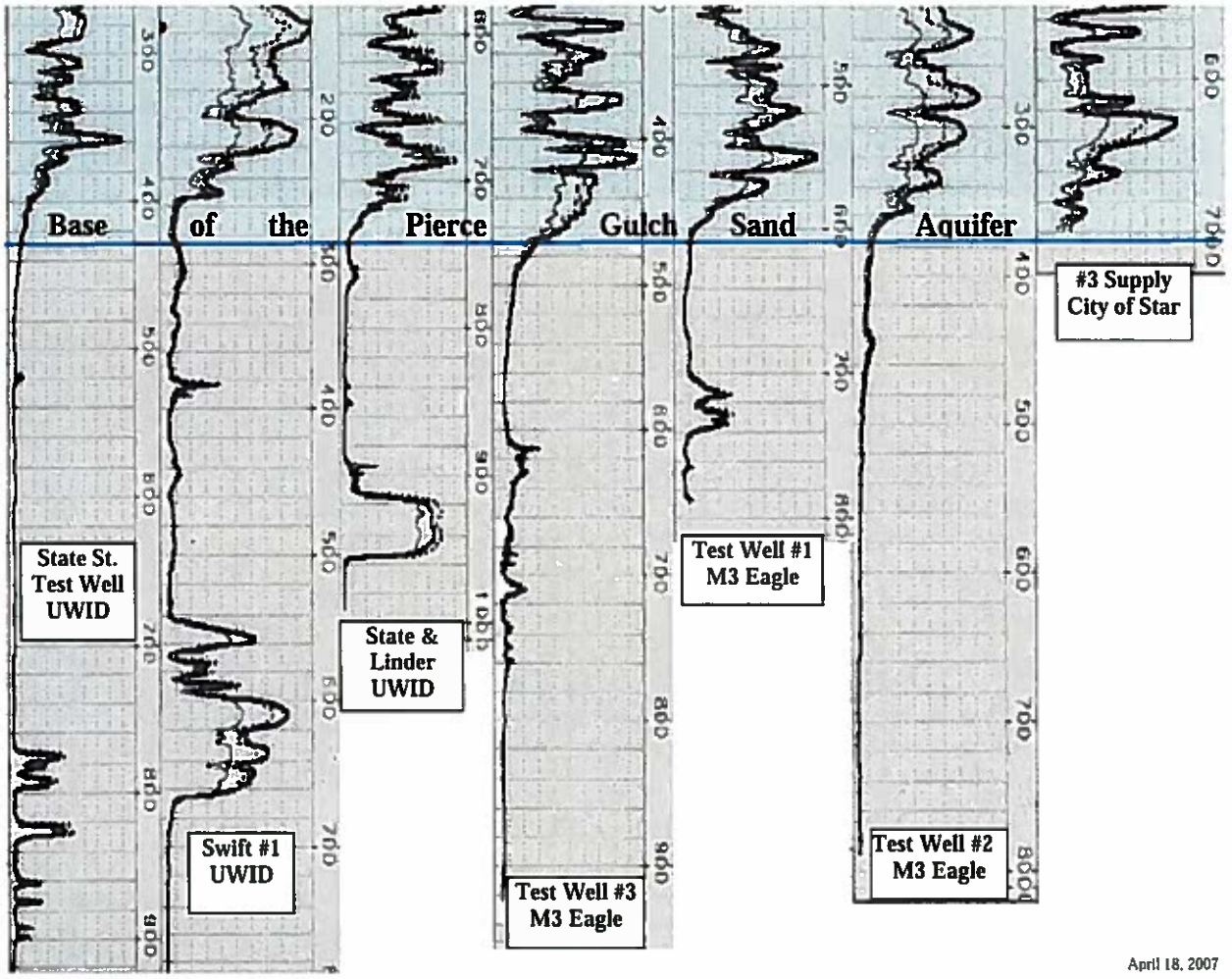
Figure 1. M3 Eagle Project-Area Location Map

Figure 2. Geophysical Resistivity Logs From Seven Wells in the Eagle Area



Normal resistivity traces at three electrode spacings show a consistent "geophysical signature" at 7 wells completed to different depths over a 50 square miles confirming the presence and base of the Pierce Gulch Sand Aquifer (regional aquifer) over the greater Eagle-Star-Meridian-M3 area. The borehole geophysical logs from these seven wells have been plotted side by side for clarity of correlation. In actual fact, the Pierce Gulch Aquifer is tilted so that it descends deeper below ground to the south and west as shown on Figures 3, 4 and 5. The geophysics also show a less extensive thin sand aquifer at depth beneath the Pierce Gulch Sand Aquifer. Wells completed into the lower sand unit have shown severe hydraulic boundary effects and poor-quality ground water for drinking water purposes.

Figure 2.

Bottom elevation based on geophysical logging conducted by Hydro Logic, Inc.

GPS locations and ground surface elevations based on TOPO®

Data contoured using Surfer® then hand contoured to remove edge contouring irregularities introduced by gridding algorithms in Surfer®

Contour of Pierce Gulch Aquifer bottom (South of Fault and Geologic Contact) (feet asl)

2000

West Boise-Eagle Fault (inferred location)

Geologic Contact between Pierce Gulch Sand Aquifer and underlying mudstone facies of the Terteling Springs Formation (approximate location)

Pierce Gulch Sand Aquifer Well With Geophysical Log

Well in Willow Creek Aquifer

North

Scale: 1 Mile =

April 30, 2007

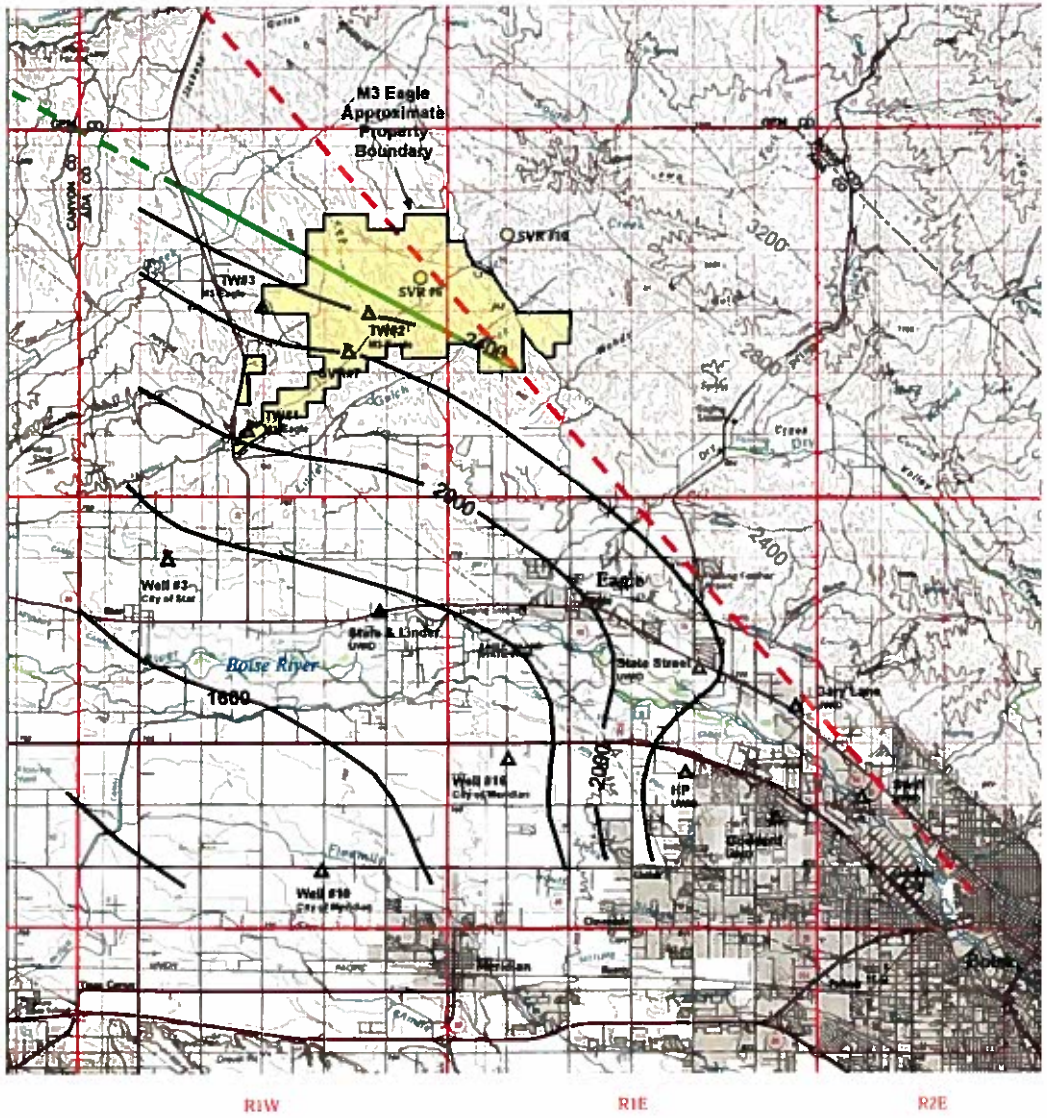


Figure 3. Contours on the Bottom of the Pierce Gulch Sand Aquifer In the Greater M3 Eagle Project Area

Structural contours of the base of the Pierce Gulch Sand Aquifer (regional aquifer) beneath the Eagle area north of the Boise River. The contours are based upon the analysis of drill-cuttings and borehole geophysical logs from thirteen test wells (see Figure 2). The contoured surface represents the base of the regional cold water aquifer. In other words, the occurrence of significant quantities of drinking- water-quality ground water is not likely beneath the contoured depths southwest of the red-dashed fault line.

Figure 3.

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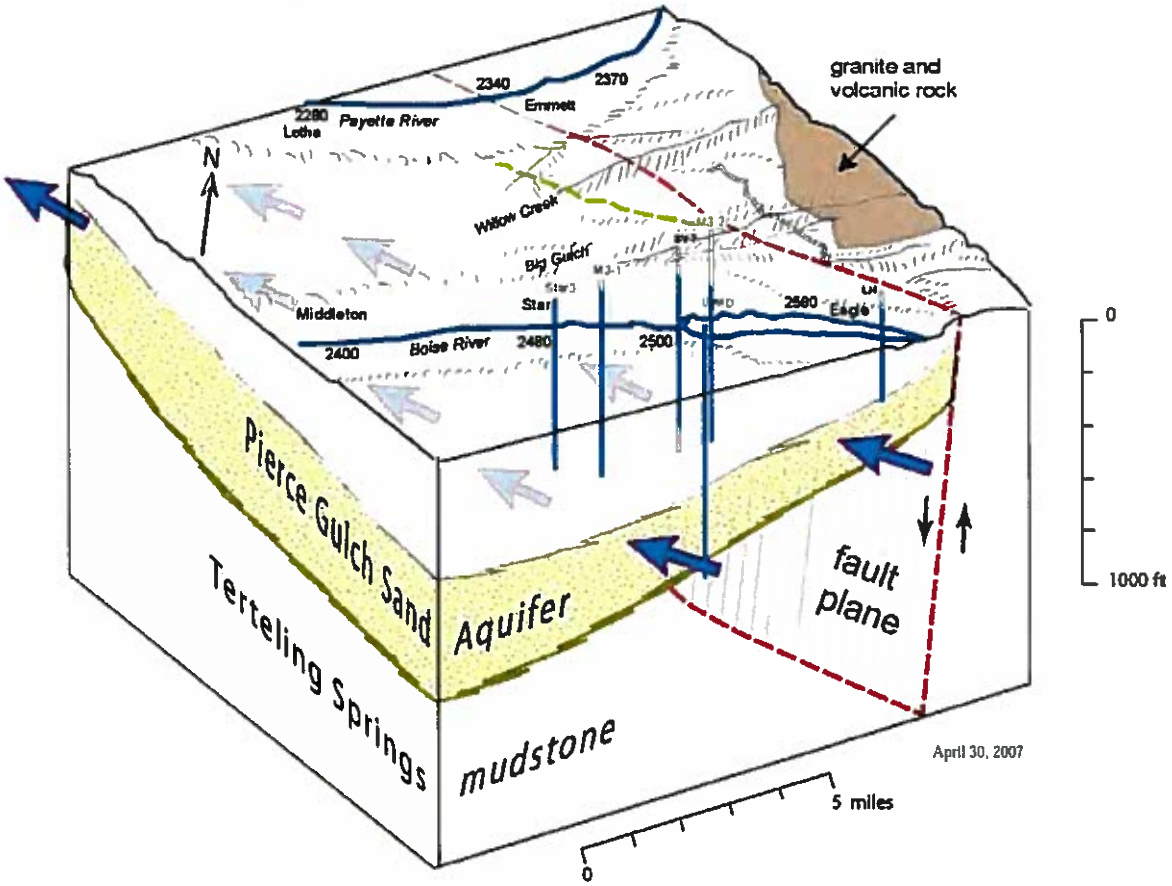
Figure 4. Conceptual Block Diagram of the Pierce Gulch Sand Aquifer.



Three-dimensional "block diagram" showing sub-surface geologic features between the Boise River Basin (near Eagle) and the Payette River Basin. The cross-sectional "cut-away" views depict the regional aquifer (Pierce Gulch Sand Aquifer) dipping away from the mountain front in a continuous layer between the Boise and Payette basins. The blue arrows indicate the NW direction of ground water flow through the aquifer from Eagle to the lower elevation Payette Valley. These arrows show that the Boise River does not recharge the ground water in the Eagle area owing to an upward ground water gradient (flowing artesian wells). The upward gradient results in the river being a "gaining" stream in this reach. The Pierce Gulch regional aquifer is actually recharged by the Boise River miles upstream from the Eagle area. The green dashed line across the land surface denotes the general locations where the dipping sand aquifer crops out at land surface. The red dashed line (plane) shows the West Boise-Eagle fault system that effectively truncates the sand aquifer on the northeast. Vertical blue lines show drilled depth and approximate location of several deep test wells into the aquifer.

Figure 4.

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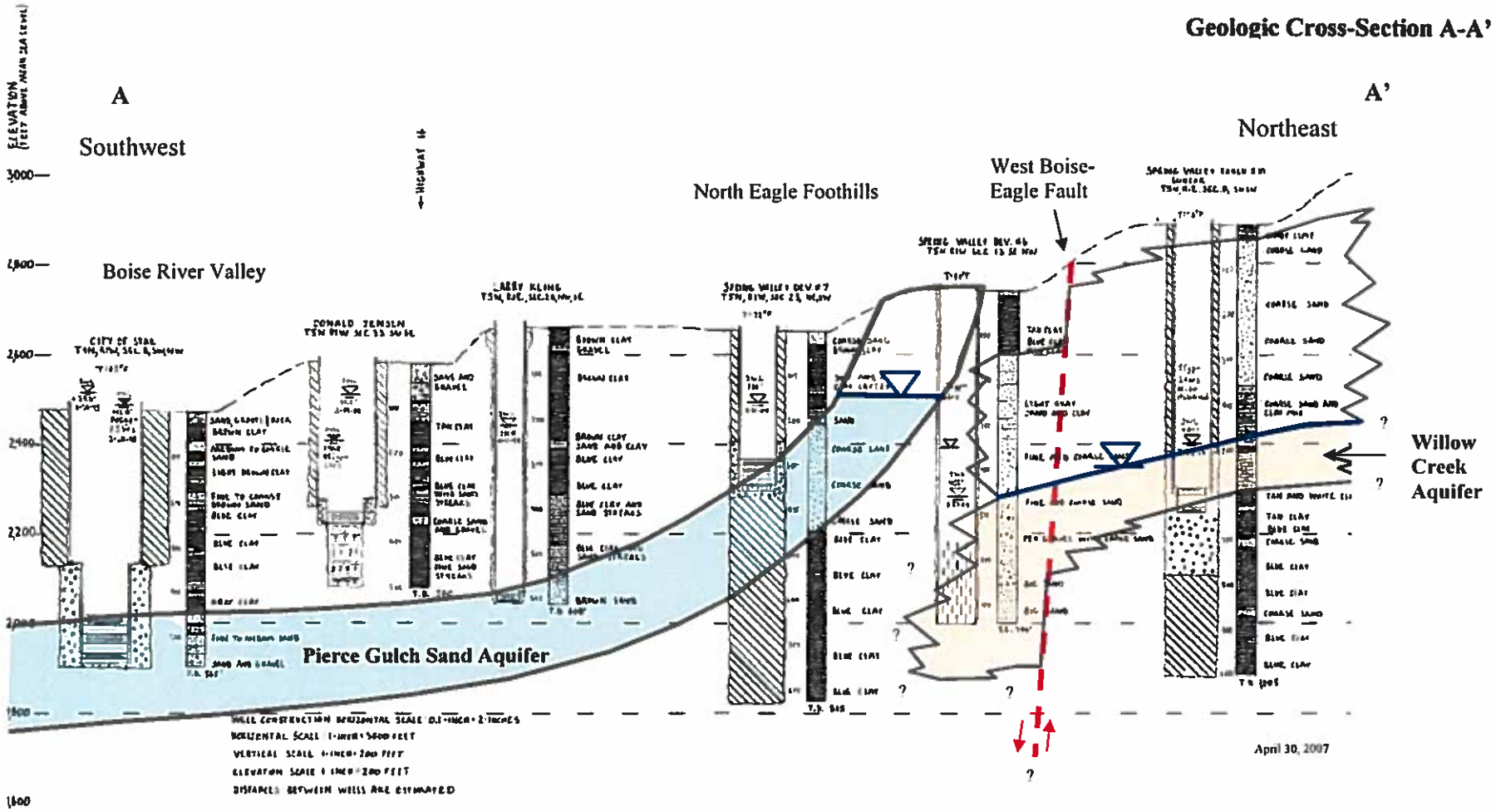
Figure 5. Geologic Cross-Section through the M3 Eagle Site



Southwest to northeast cross-section showing Pierce Gulch Sand Aquifer tapped by Valley and Upland wells. Note: Pierce Gulch Sand Aquifer continues to northwest, west and south off figure. Spring Valley #6 taps Willow Creek Aquifer separated by contact of clay underlying the Pierce Gulch Aquifer. Clay *below* the Pierce Gulch Aquifer in Spring Valley #7 is believed to be equivalent to clay *above* the Willow Creek Aquifer in Spring Valley #6. The coarser-grained upper portion of the Willow Creek Aquifer is unsaturated at Spring Valley Ranch #10 because of relative uplift by West Boise-Eagle fault. The fault dips to the southwest at about 70 degrees but because of 10:1 vertical exaggeration (to allow well logs to be readable) true dip angle is not shown. The tops of the Willow Creek Aquifer and the Pierce Gulch Sand Aquifer in the northwest are defined by the water table. Unsaturated sands lie above the water table at these locations. The exact lateral extent of the Willow Creek Aquifer is not precisely known but is believed to be defined by a facies change to clay to the southwest and by granitic bedrock to the northeast. An accurate delineation of its boundaries was beyond the scope of this study and not considered to be critical to the assessment of the Pierce Gulch Aquifer. See Figure 1 for cross-section location.

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Figure 6. Preliminary Regional Ground Water Level Contours and Flow Directions

Water Level Data Sources:

M3 Project Area: Measurements Summer of 2006by HLI and U of I

Other Areas:
Wells from IDWR Data Base. Locations / Elevations From Google Earth®, MapQuest® and TOPO®

Data "smoothed" by averaging of water levels in wells within 2,500-feet distances. Dashed contours where sparce or approximate data appear to yield contours that may or may not be representative

Approximate Well Locations Used to Calculate Ground Water Flow Direction

Approximate Ground Water Flow Directions:

Pierce Gulch Sand Aquifer

"Willow Creek Aquifer"

Water Level Contour Elevation in Feet MSL

2400

(Dashed Where Inferred)

West Boise-Eagle Geologic Fault System

(Dashed Where Inferred)

Contact between bottom of Pierce Gulch Aquifer and underlying mudstone facies of the Terteling Springs Formation (inferred location, dashed where speculative)

Scale: = 1 Mile

North

April 30, 2007

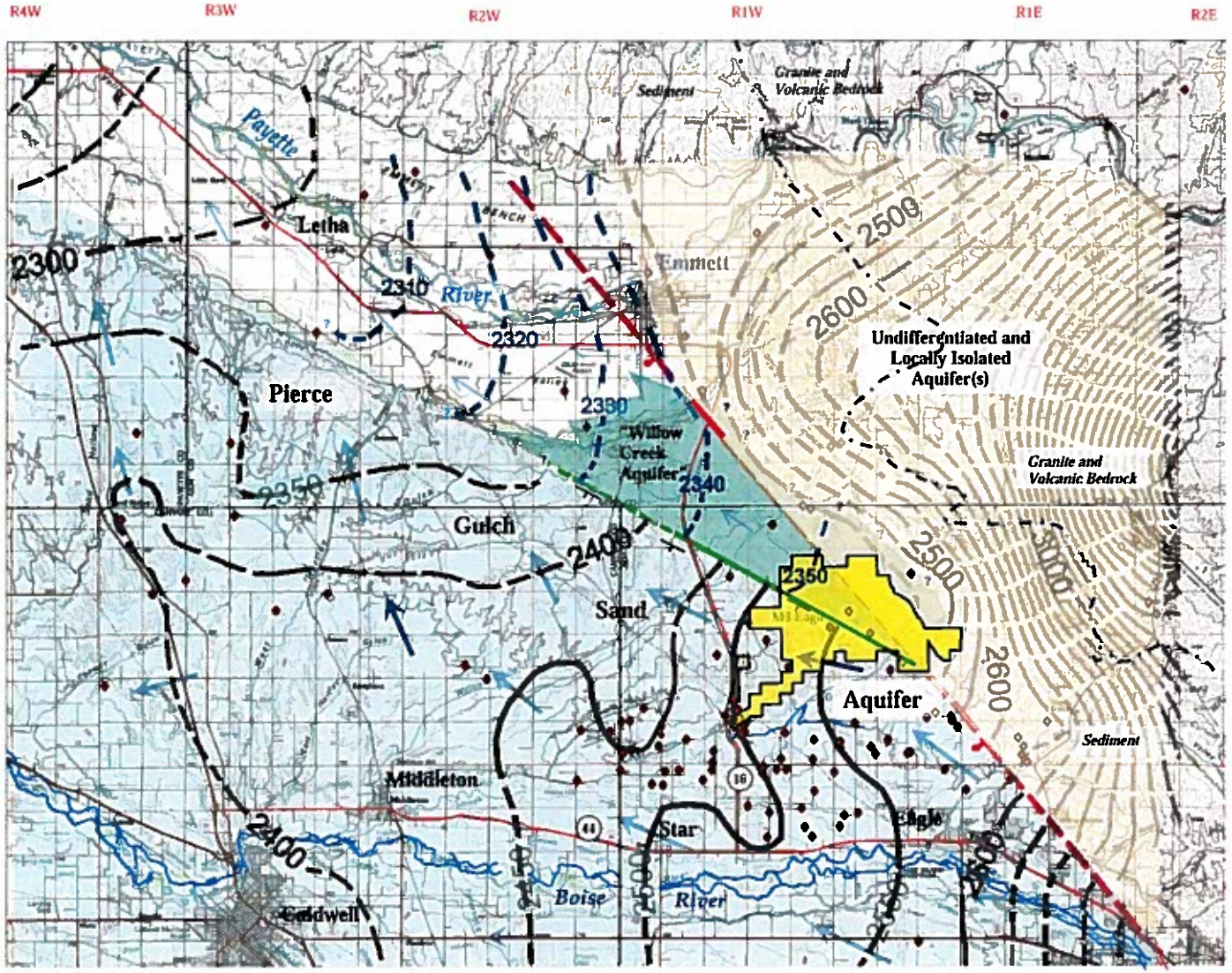

Figure 6.

Dashed grey 50-foot contours to the right side of the map depict the steep gradient and negligible ground water movement through the mudstone facies of the Terteling Springs Formation mudstone and the volcanic tuffs of the Boise Volcanic Assemblage. The black-colored, 50-foot water level contours inside blue shading indicate the northwesterly movement of ground water from the Boise Basin to the Payette Basin north of the Cities of Star, Eagle, and Middleton through the Pierce Gulch Sand Aquifer. The blue-colored and dashed 10-foot water-level contours inside the turquoise area illustrate the relatively flat ground water gradient within the recharge-limited informally named "Willow Creek Aquifer" isolated between low-permeability sediments of the uplands lying to the east of the M3 site and by stratigraphic layering (a day-lighting clay stratum) on the southwest (green solid and dashed line). The boundaries of this aquifer have not been defined as indicated by the "?" symbol.

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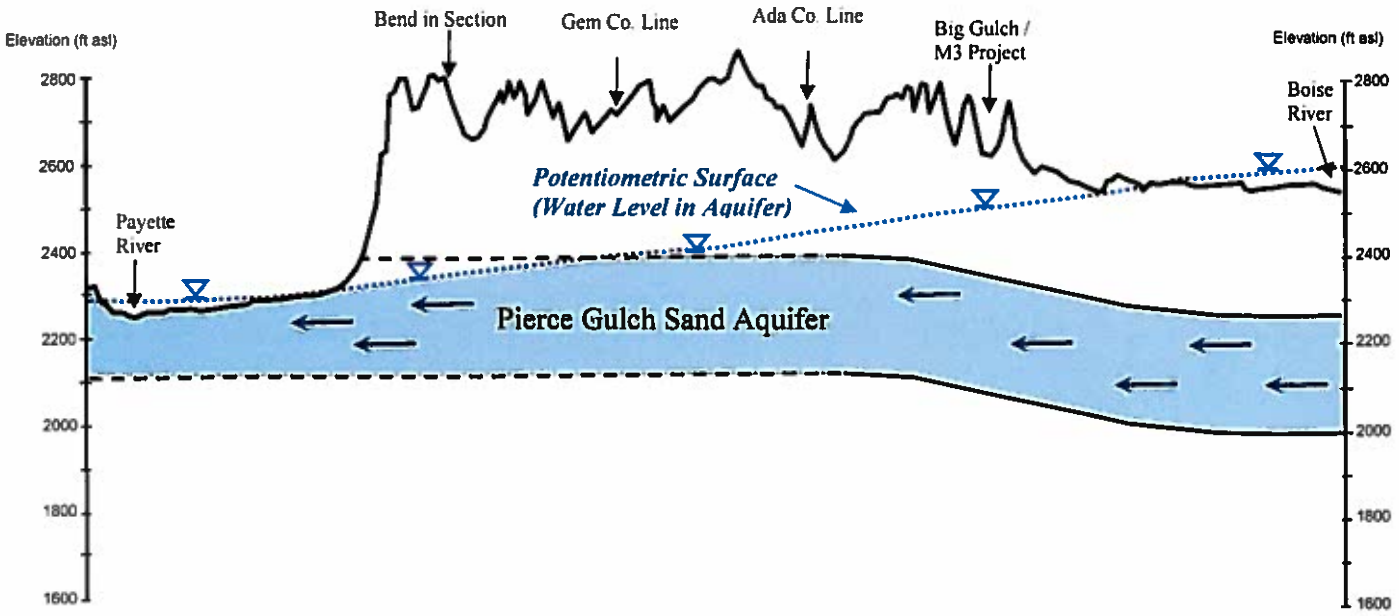
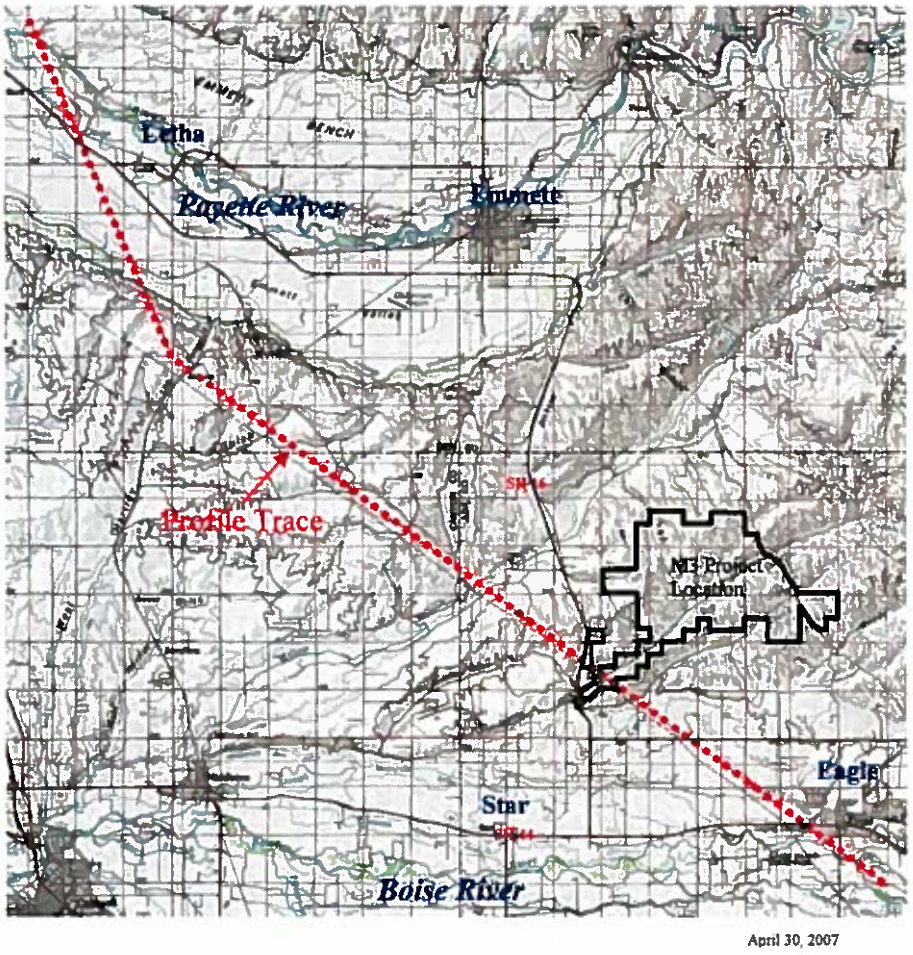
Figure 7. Conceptual Profile of Pierce Gulch Sand Aquifer Between Boise and Payette Rivers





Conceptual profile of the Pierce gulch Sand Aquifer through the M3 Eagle project area from Eagle in the Boise River Valley to north of Letha in the Payette River Valley. This profile (generally along strike of the aquifer) demonstrates that ground water flow is elevation driven with water levels in wells (shown as the "potentiometric surface") near Eagle in the Boise River Valley around 300 feet higher than those in wells completed in the Payette River Valley near Letha. The profile trace bends to better show the current understanding of groundwater flow path as shown in Figure 6.

N

= 5 Miles (Map and Section)

Figure 7.

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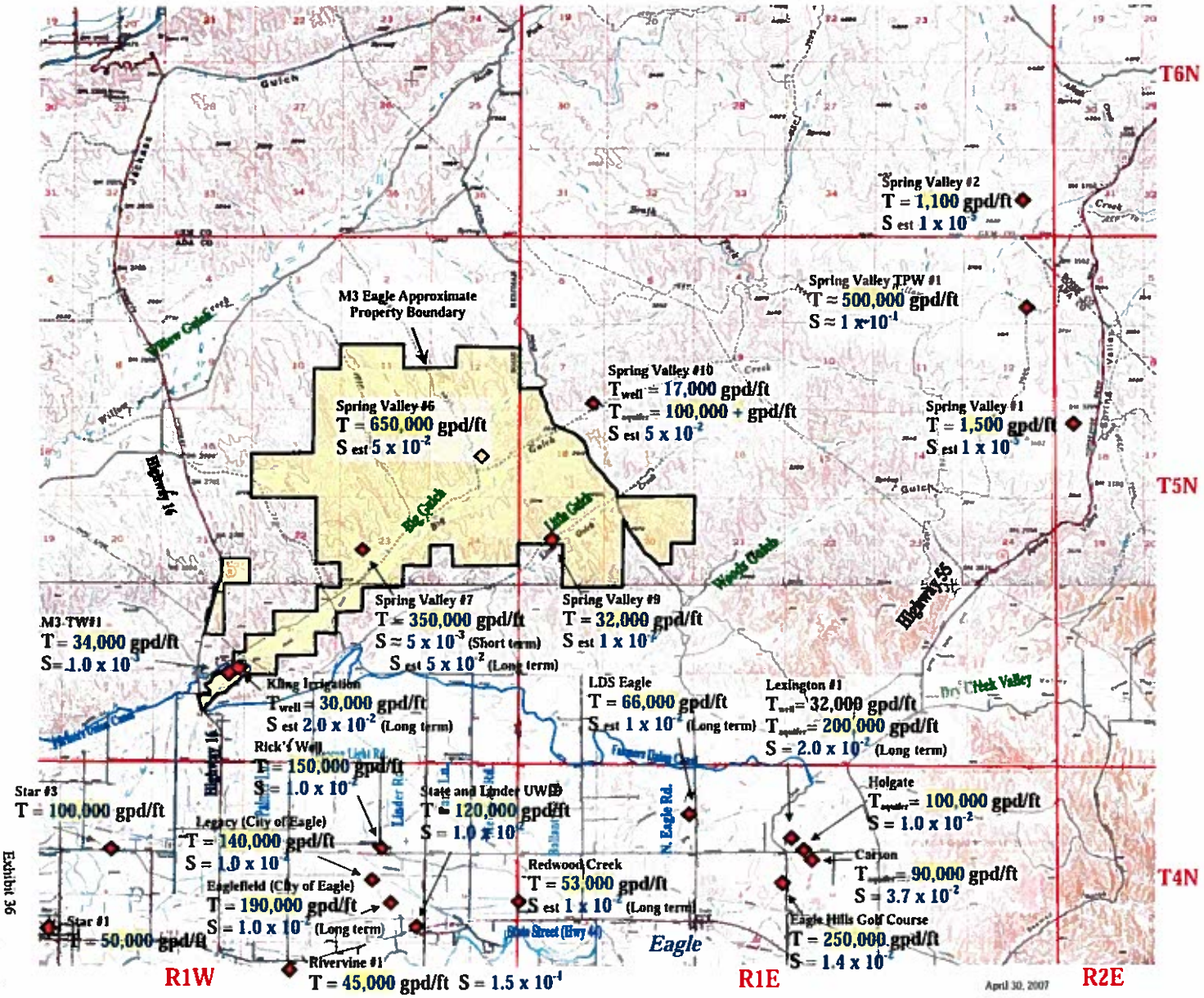

Figure 8. Calculated Values of Transmissivity and Storativity for Selected Wells in the Greater M3 Eagle Project Area

Location map for aquifer transmissivity values calculated from pump tests in the vicinity of the proposed M3 Eagle Development. The tests were conducted by various entities but all tests were reanalyzed by HLI and presented here. Where poor quality tests or poor well construction appeared to give misleading data, "whole-aquifer" values for the entire aquifer thickness were estimated and presented here. These whole aquifer values are presented to support an understanding of total flow of water through the aquifer and would only represent the value that would be indicated by a well that fully screened the entire thickness of the aquifer. See text of report for details.

Wells were surveyed using a GPS system. Base map is (1:62,500 scale) USGS 15 minute map

◆ Wells Analyzed for Aquifer Parameters of Transmissivity and (where possible) Storativity.

one mile

N

Figure 8.

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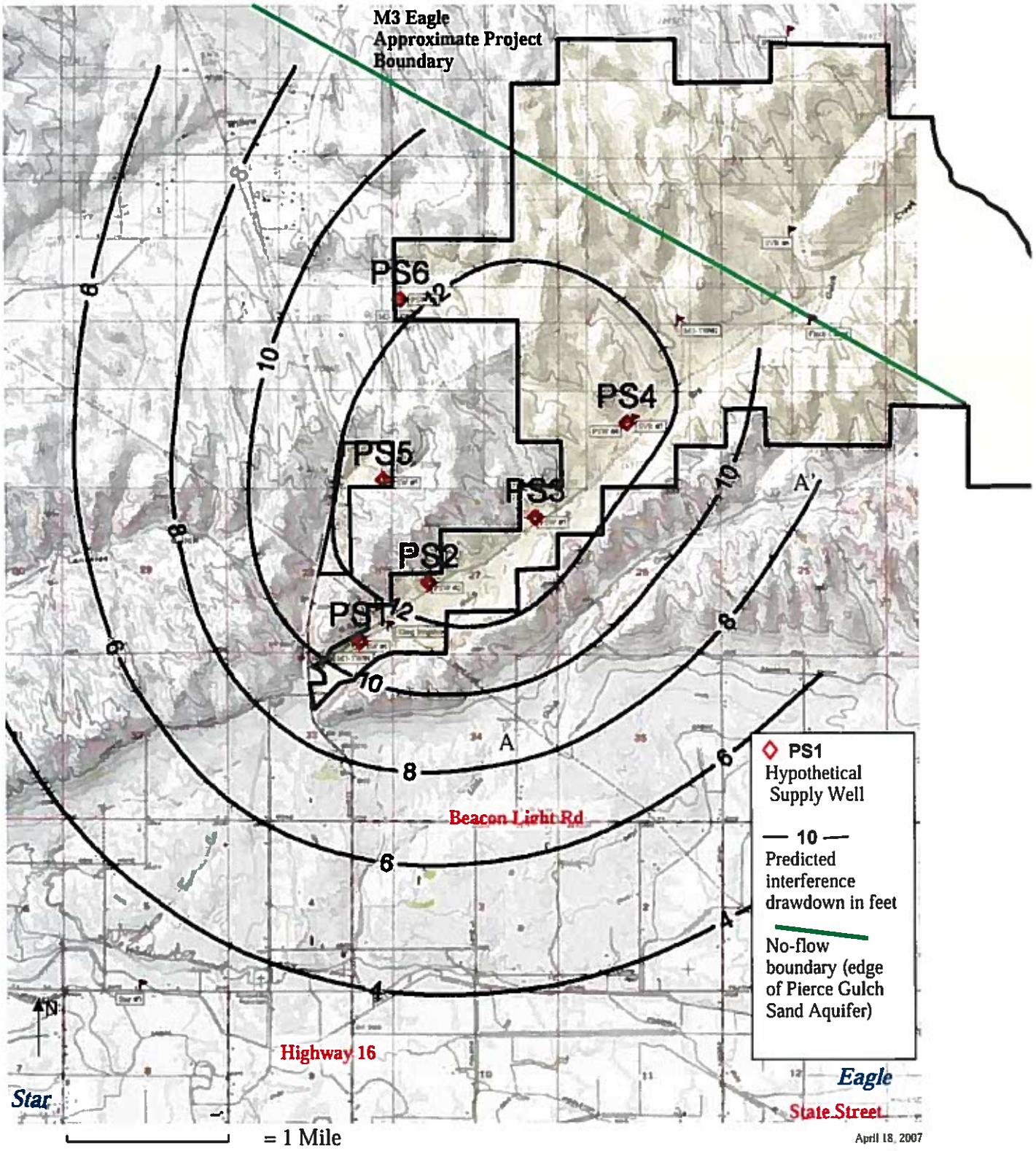
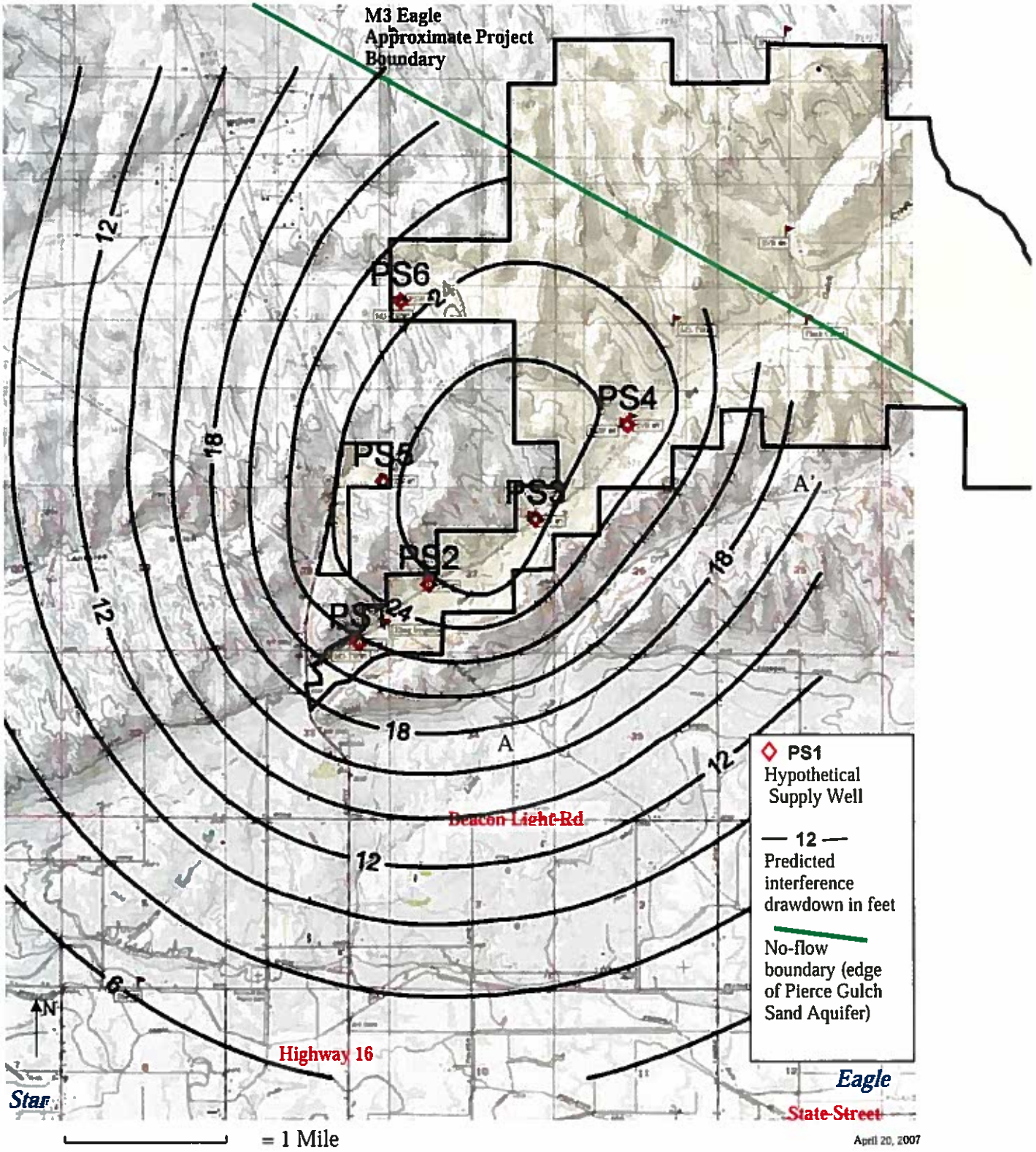
Figure 9. Best-Case Predicted Interference from Six Hypothetical Wells



Map showing predicted interference drawdowns at full project build out from 6 hypothetical supply wells pumping at 1,000 gpm for 90 days within the Pierce Gulch Sand Aquifer with a possible high-end transmissivity of 200,000 gpd/ft, a storativity of 0.01 and a "no-flow" (edge of aquifer) boundary along the northeast. Drawdowns in domestic and other wells in overlying aquifers will likely be less to unmeasurable. See text for details.

Figure 9.

Figure 10. Worst-Case Predicted Interference from Six Hypothetical Wells



Map showing predicted interference drawdowns at full project build out from 6 hypothetical supply wells pumping at 1,000 gpm for 90 days within the Pierce Gulch Sand Aquifer with a possible low-end transmissivity of 100,000 gpd/ft, a storativity of 0.005 and a "no-flow" (edge of aquifer) boundary along the northeast. Drawdowns in domestic and other wells in overlying aquifers will likely be less to unmeasurable. See text for details.

Figure 10.

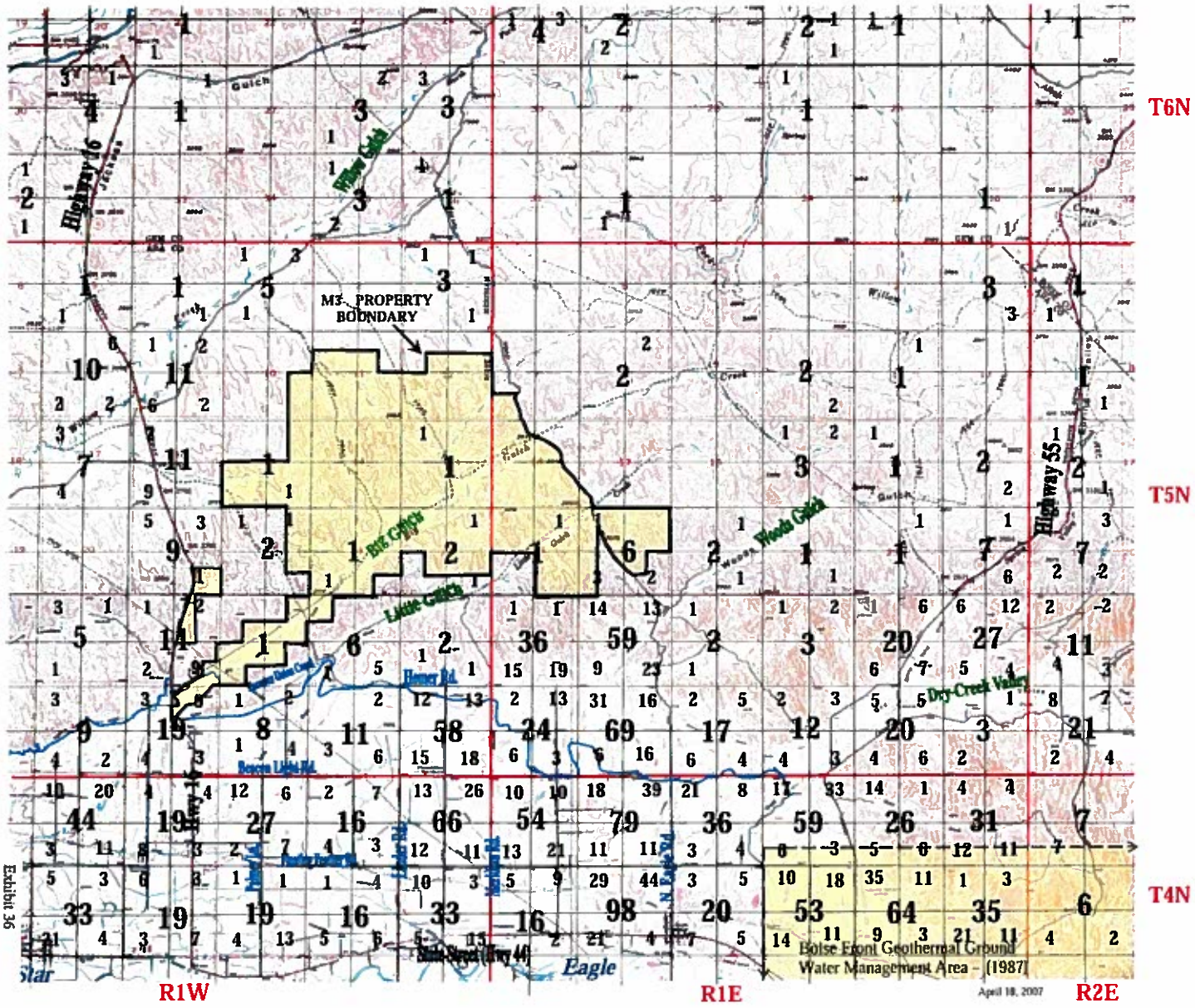


Figure 11. Number of Wells by Section and Quarter Section in the M3 Project Area

The total number of wells in each Section is shown by the larger numerals at the center of each Section. The number of wells within each Quarter-Section is indicated by the smaller numerals on the grid. Data were derived from the Idaho Department of Water Resources Driller's Report file from the Western Regional Office and IDWR on-line database as of July 2006. Some wells may be missing and others may be mislocated.

Township and range boundaries are denoted in red, and the approximate boundary of the proposed development is gray with yellow shading.

USGS 15 -minute (1:62,500 scale) quadrangle base map.

one mile

N

Figure 11.

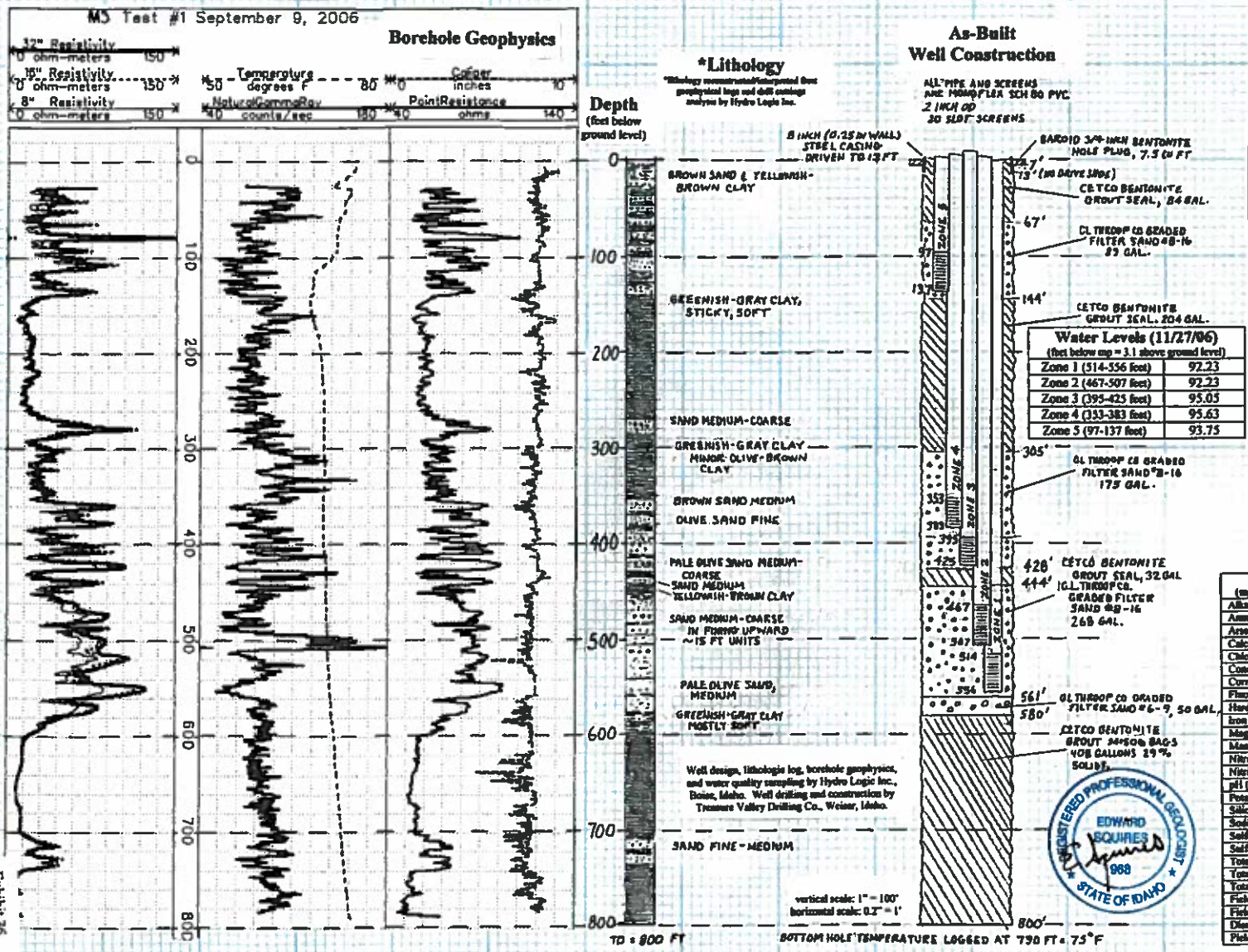
Hydro Logic Inc.
Boise, Idaho

M3 Eagle - Test Well #1

T. 5 N., R. 1 W., Section 28, SE ¼, SE ¼

September, 2006

(N43° 44' 12.2", W116° 27' 26.9")



Well design, lithologic log, borehole geophysics, and water quality sampling by Hydro Logic Inc., Boise, Idaho. Well drilling and construction by Treasure Valley Drilling Co., Weiser, Idaho.

Hydro Logic, Inc.

Water Chemistry

Analyte (mg/L unless noted)	Zone 1 514-556 feet	Zone 2 467-507 feet
Alkalinity	133.0	125.0
Ammonia as N	0.37	0.06
Arsenic	<0.003	<0.003
Calcium as CaCO3	84.4	85.5
Chloride	3.42	3.22
Conductivity (uS/cm)	302	297.0
Corrosivity	-0.40	-0.44
Fluoride	0.69	0.60
Hardness	111.0	109.0
Iron (dissolved/filtered)	0.23	<0.01
Magnesium	6.50	5.73
Manganese (dissolved)	0.10	0.02
Nitrate as N	<0.10	<0.10
Nitrite as N	<0.01	<0.01
pH (SU)	7.47	7.48
Potassium	2.26	2.21
Silica	31.8	30.7
Sodium	22.1	21.7
Sulfate	17.2	20.7
Sulfide	<0.05	<0.05
Total Dissolved Solids	173.0	188.0
Total Kjeldahl Nitrogen	0.39	0.13
Total Organic Carbon	<1.0	<1.0
Field Temperature (°F)	67.1	66.0
Field Conductivity (uS)	305	295
Dissolved Oxygen	+1.7	+2.6
Field pH (S.U.)	7.19	7.19

Analyses by Alchem Laboratories, Boise, Idaho.
Zones 1 to 3 sampled 10/09/06. Zones 4 & 5 sampled 10/9/06.
Field measured parameters by Hydro Logic, Inc.

Water Levels (11/27/06)

(feet below mp = 3.1 above ground level)

Zone 1 (514-556 feet)	92.23
Zone 2 (467-507 feet)	92.23
Zone 3 (395-425 feet)	95.05
Zone 4 (353-383 feet)	95.63
Zone 5 (97-137 feet)	93.75

Analyte (mg/L unless noted)	Zone 3 395-425 feet	Zone 4 353-382 feet	Zone 5 98-130 feet
Alkalinity	119.0	114.0	119.0
Ammonia as N	0.04	<0.01	<0.01
Arsenic	<0.003	0.0049	0.0081
Calcium as CaCO3	77.7	81.3	83.9
Chloride	3.57	3.54	4.36
Conductivity (uS/cm)	282.0	285.0	281.0
Corrosivity	-0.50	-0.61	-1.16
Fluoride	0.60	0.50	0.24
Hardness	102.0	105.0	111.0
Iron (dissolved/filtered)	0.01	<0.01	<0.01
Magnesium	5.83	5.85	6.22
Manganese (dissolved)	<0.01	<0.01	<0.01
Nitrate as N	0.30	0.33	2.30
Nitrite as N	<0.01	<0.01	<0.01
pH (SU)	7.84	7.40	6.91
Potassium	2.07	2.10	2.74
Silica	29.5	28.7	38.0
Sodium	21.1	17.9	13.6
Sulfate	21.4	22.3	12.0
Sulfide	<0.05	<0.05	<0.05
Total Dissolved Solids	185.0	203.0	208.0
Total Kjeldahl N	<0.10	<0.10	<0.10
Total Organic Carbon	<1.0	<1.0	<1.0
Field Temperature (°F)	64.7	63.8	57.4
Field Conductivity (uS)	274	268	265
Dissolved Oxygen	+4.9	+2.63	+9.51
Field pH (S.U.)	7.27	7.07	6.72

Figure 12. M3 Eagle Test Well #1

Aquifer Test of the M3 Eagle Kling Irrigation Well

November 2006

COMPARITIVE EXAMPLES OF NOISE LEVELS

Noise Source	Decibel Level	Decibel Effect
Jet take-off (at 25 meters) Recommended product: Outdoor Noise Barriers	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft	100	8 times as loud as 70 dB. Serious damage possible in

Noise Source	Decibel Level	Decibel Effect
at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).		8 hr exposure.
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage in 8 hour exposure.
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 hour exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.
Conversation in restaurant, office, background music, Air conditioning unit at 100 feet.	60	Half as loud as 70 dB. Fairly quiet.
Quiet suburb, conversation at home. Large electrical transformers at 100 feet.	50	One-fourth as loud as 70 dB.
Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area.	30	One-sixteenth as loud as 70 dB. Very Quiet.
Whisper, rustling leaves	20	
Breathing	10	Barely audible

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Controlling Noise in Every Environment

401 AIRPORT RD | NORTH AURORA, IL 800-954-1998 | FAX 630-966-9710

SITEMAP

Form 238-7
9/82

STATE OF IDAHO
DEPARTMENT OF WATER RESOURCES

USE TYPEWRITER OR BALLPOINT PEN

WELL DRILLER'S REPORT

State law requires that this report be filed with the Director, Department of Water Resources within 30 days after the completion or abandonment of the well.

1. WELL OWNER

Name Stagel

Address 1237 S. Blad at

Owner's Permit No. Kuna Id.

2. NATURE OF WORK

☒ New well ☐ Deepened ☐ Replacement
☐ Abandoned (describe abandonment procedures such as materials, plug depths, etc. in lithologic log)

3. PROPOSED USE

☒ Domestic ☐ Irrigation ☐ Test ☐ Municipal
☐ Industrial ☐ Stock ☐ Waste Disposal or Injection
☐ Other _____ (specify type)

4. METHOD DRILLED

☒ Rotary ☒ Air ☐ Hydraulic ☐ Reverse rotary
☐ Cable ☐ Dug ☐ Other _____

5. WELL CONSTRUCTION

Casing schedule: ☒ Steel ☐ Concrete ☐ Other _____

Thickness	Diameter	From	To
.250 inches	6 inches +	1 feet	439 feet
inches	inches	feet	feet
inches	inches	feet	feet
inches	inches	feet	feet

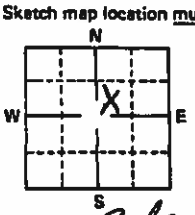
Was casing drive shoe used? ☒ Yes ☐ No
Was a packer or seal used? ☐ Yes ☒ No
Perforated? ☐ Yes ☒ No
How perforated? ☐ Factory ☐ Knife ☐ Torch
Size of perforation _____ inches by _____ inches

Number	From	To
perforations	feet	feet
perforations	feet	feet
perforations	feet	feet

Well screen installed? ☐ Yes ☒ No
Manufacturer's name _____
Type _____ Model No. _____
Diameter ___ Slot size ___ Set from ___ feet to ___ feet
Diameter ___ Slot size ___ Set from ___ feet to ___ feet
Gravel packed? ☐ Yes ☒ No ☐ Size of gravel _____
Placed from _____ feet to _____ feet
Surface seal depth 18 Material used in seal: ☐ Cement grout ☐ Bentonite ☒ Puddling clay ☐ _____
Sealing procedure used: ☐ Slurry pit ☐ Temp. surface casing ☒ Overbore to seal depth
Method of joining casing: ☐ Threaded ☒ Welded ☐ Solvent Weld ☐ Cemented between strata
Describe access port _____

6. LOCATION OF WELL

Sketch map location must agree with written location.



Subdivision Name _____

Lot No. _____ Block No. _____

County Ada

SW ¼ NE ¼ Sec. 9, T. 5 N/S, R. 1 E/W.

7. WATER LEVEL

Static water level 350 feet below land surface.
Flowing? ☐ Yes ☒ No G.P.M. flow _____
Artesian closed-in pressure _____ p.s.i.
Controlled by: ☐ Valve ☐ Cap ☐ Plug
Temperature ___ °F. Quality _____
Describe artesian or temperature zones below.

8. WELL TEST DATA

☐ Pump ☐ Bailer ☒ Air ☐ Other _____

Discharge G.P.M.	Pumping Level	Hours Pumped
20	370	2

9. LITHOLOGIC LOG 080713

Bore Diam.	Depth From	Depth To	Material	Water Yes	Water No
9"	0	1	Brown topsoil		X
9"	1	18	Brown sandy clay		X
6"	18	19	" " "		X
6"	19	25	Brown clay		X
6"	25	27	Brown gravel		X
6"	27	60	Brown sand w/strips of clay		X
6"	60	360	Brown + white sand + gravel		X
6"	360	410	Brown sand	X	
6"	410	420	Blue sand	X	
6"	420	443	White + clear sand + gravel	X	

MICROFILMED

RECEIVED JUL 10 1985 Department of Water Resources

RECEIVED JUL 10 1985 Department of Water Resources Western Regional Office

10. Work started 8/20/84 finished 8/27/84

11. DRILLERS CERTIFICATION

I/We certify that all minimum well construction standards were complied with at the time the rig was removed.

Firm Name F. Skinner Well drilling Firm No. 212

Address Meridian Ida Date 9/27/84

Signed by (Firm Official) Frank Skinner

and

(Operator) Frank Skinner

USE ADDITIONAL SHEETS IF NECESSARY — FORWARD THE WHITE COPY TO THE DEPARTMI

Exhibit 36
201600646-A (A&B)

Location of Sound Study - Glen Morgan Track Star Idaho

Date: 7-Aug-16
Elevation: 2601 Feet
Temprature: Max 91 Min 60 Mean 76
Conditions Clear, Dry wind 3-10 Mph
Coordinates: 43 deg 43' 47.25 N 116 30' 48.85 W
Purpose: Actual noise levels taken during a race to gather sound levels at 213' to the edge of the track 4 races with not less thatn 2-3 full laps taken

Race	Leq (N)	Peek	Minimum	Maximum	Comments
Kid Kart - Young Drive 5-7 Yr old	55.2 dB	91.7 dB	51.2 dB	79.0dB	10 karts very scattered around the track **Same Kart's as using in Mr. Aizpitarte's study**
Mixed age - next age class	70.9 dB	98.7 dB	54.4 dB	81.7 dB	6 karts scattered - 5 karts spread over 150' - 250' at the 213' point as center 79.6 db
Mixed age - next age class	76.7 dB	98.1 dB	68.8 dB	83 dB	4 karts + 2 karts
125 CC shifter carts	87.5*	113.0*	33.5 dB	99.0*	8 karts total

* corrected down 5 dB Actual measure was 118 dB

Kristy Inselman

From:	Knute Sandahl <Knute.Sandahl@dol.idaho.gov>
Sent:	Wednesday, June 29, 2016 9:14 AM
To:	Kristy Inselman; Cecily Willerton; Tom Mroz
Subject:	RE: Ada County Application Transmittal Notice.

Kristy,

Thank you for the opportunity to comment. Since I'm familiar with this area, you might want to include the Star Fire Protection District for their comments as this is in their fire district.

From our perspective, the greatest risk would be from fast moving wildfires. I would recommend no less than a 30' "green" space around the property, especially buildings. Based on the information provided, the only building would be classified as a S-1 (moderate hazard storage) The 2012 edition of the International Fire Code, as adopted by the State of Idaho does not require the installation of automatic fire sprinklers based on its square footage and use. General fire safety requirements would apply, ie fire extinguishers, fuel storage, etc.

If you have any further questions, please feel free to contact me.

Knute C. Sandahl
State Fire Marshal
700 W. State Street, 3rd Floor
Boise, Idaho 83720
(208) 334-4370 Office
(208) 921-7838 Cell

Kristy Inselman

From:	Dana Borgquist
Sent:	Friday, July 01, 2016 9:16 AM
To:	Kristy Inselman
Subject:	201600646-CU / FP / MSP go kart track application

Ms. Inselman,

In response to File Number 201600646-CU/FP/MSP, it is the opinion of the Sheriff's Office that there is serious risk of fire due to the location and natural fuel in and around the area of the preoperty for a go kart business. We do not feel that we could safely respond in a timely manner to a fire in order to prevent it from spreading rapidly into the surrounding area, or by providing emergency services to a participant/spectator. If the applicant were able to provide some mitigation to that issue such as having a fire suppression vehicle or system on scene during all of the events, we would feel more comfortable approving this application. Another option for the applicant would be to request annexation into a fire district which would allow a true fire department respond to the location.

Thank you,

Dana Borgquist

Captain Dana Borgquist
Police Services Bureau

7200 W. Barrister Drive - Boise, Idaho 83704 (208) 577-3711 dborgquist@adaweb.net www.adasheriff.org

"We make safer places for you to live, work, and play."

ADA COUNTY SHERIFF'S OFFICE

ENVIRONMENTAL NOISE CONTROL
The 2005 Congress and Exposition on Noise Control Engineering
07-10 August 2005 - Rio de Janeiro - Brazil

Sound power levels of motocross courses

Jan Granneman, Frans Schermer, Hans Huizer, Nico Jochemsen

Peutz bv, PO Box 696, 2700 AR Zoetermeer, The Netherlands

info@zoetermeer.peutz.nl

Abstract Noise due to motocross courses demands special attention especially when dwellings in the near vicinity are present. Prognosis of new initiatives and effect of noise reducing measures demands adequate calculation models with accurate sound power information of different classes of motor-bikes. For this reason actual sound power levels of individual motor-bikes of various classes are determined in an appropriate way. Furthermore, the sound power levels of motocross courses as a whole are determined in different situations, taking into account the specific environmental conditions such as local barriers due to sand dunes, forest and other parameters relevant for the sound transmission.
From the results of this investigation proposals are made regarding the most appropriate way to model the sound emission of motocross courses in relation to specific classes and local conditions. The sound emission of individual cross motor-bikes is often verified according to FIM regulations. This so-called FIM-method uses the noise level measured near the exhaust outlet at prescribed r.p.m. However, this method in its present form does not relate accurately with the real sound emission of motor-bikes during the race and therefore with the sound levels in the environment of a motocross course. Modification is required. As an alternative, pass-by tests can be used for the same purpose, which are more appropriate to check the noise level due to individual bikes.

Figure 1: Motocross-course.

1. INTRODUCTION

The total sound emission of motocross courses is relatively high and demands special attention. Assessment of the sound emission is in the Dutch situation very often based on research with respect to the noise emission of motocross courses in 1986 [1]. Meanwhile motor-bikes have evolved technically and therefore acoustically. For this reason, by order of the Royal Dutch Motorcycle Federation a study regarding the actual noise emission of motocross courses has been carried out. In this study the specific effects of local conditions have been considered.

2. AIM OF THE STUDY

The study is aimed at acquiring information about the noise emission of motocross courses, taking into account actual sound powers of motor-bikes of different classes under representative operating conditions, and local characteristics of the course. Also an adequate approach of modeling a motocross course to calculate the sound immission in the adjacent area of course is aimed at.
Furthermore, a comparison is made between the results of the so-called FIM-method [2] for assessment of the allowed maximum sound emission of motor-bikes, and the total sound emission of the course. Figure 1 shows motor-bikes in a motocross course.

3. RESEARCH STRATEGY

To obtain information about the sound power of motor-bikes of different classes respectively of the total course, the following measurements were carried out:

- sound measurements at short distances from characteristic parts of the course (e.g. straights, curves, ramps);
- sound measurements at such a distance of the acoustical center of the course (at least 1.5 times the typical dimensions of the course area) that it can be considered as a point source;
- to get information about the influence of local conditions, such as earth walls and woods near the course, these measurements were done near courses A, B and C, each with different environmental circumstances;
- sound measurements at a distance of about 100 m from the closest part of the course, to be able to verify the calculation model;
- measurements at a distance of 0.5 m of the exhaust pipe of the motor-bike (with an prescribed r.p.m) according to the FIM-method.

From these results the average sound power of separate motor-bikes of different classes were derived, as well as the sound power of the course as a whole, again for each class of motor-bikes.
Based on these sound powers of individual motor-bikes an acoustical calculation model was put up, taking into account the number of motor-bikes simultaneously present on the course and local conditions. This model was verified with the sound levels obtained at greater distances from the course area. A typical example of a course is shown in figure 2.

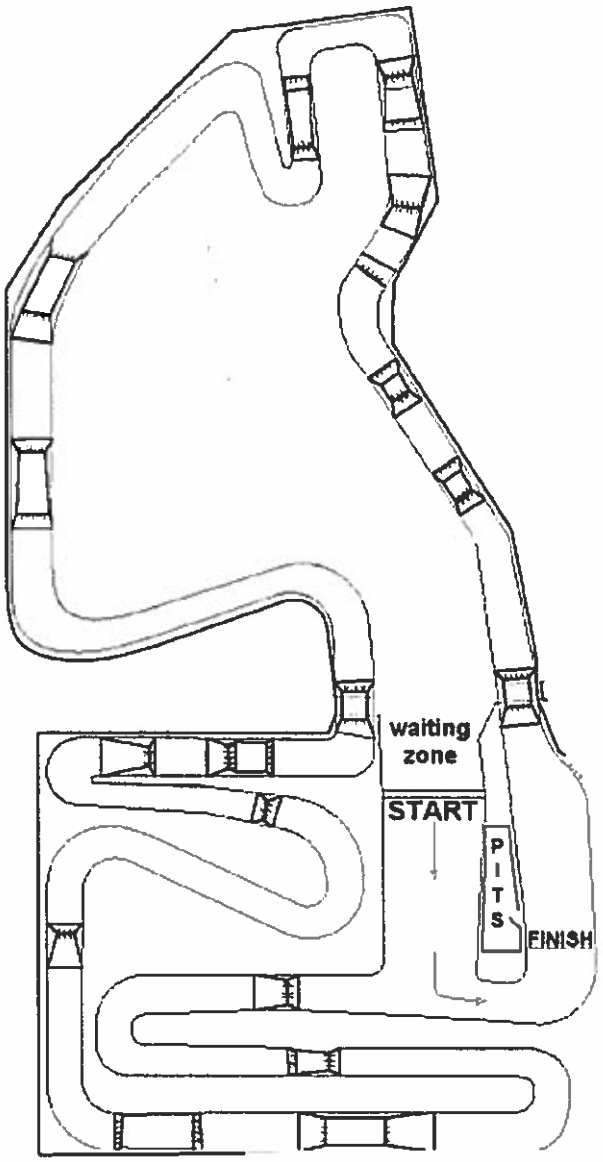


Figure 2: Typical lay-out of a course.

4. RESULTS OF MEASUREMENTS AND CALCULATIONS

Table 1 gives the average sound power levels derived from measured maximum sound levels (at meter reading fast) near the courses, during pass by of individual motor-bikes for different classes. These maximum sound levels relate to parts of the course where the highest sound levels occur.

Besides that, table 1 gives the sound power levels derived from the measured equivalent sound levels at greater distance from the course (> 1.5 d, with d the characteristic dimension of the course) during the race, taking into account the number of motor-bikes attending the specific race. Only those parts of the total measuring time have been used which were

acceptable regarding disturbing background noise. If necessary, corrections because of back ground noise have been applied.

Table 1: Sound power levels per motor-bike for different classes (average values), based on measured maximal sound levels near the course respectively on equivalent sound levels at greater distance.

Class	L_W in dB(A), based on pass by measurements					L_W in dB(A) at > 1.5 x d		
	Course A		Course B	Course C		Course A	Course B	Course C
	Pos. 1	Pos. 2		Pos. 1	Pos. 2			
50 cc 2s	118.1	117.1				110.6		
65 cc 2s	118.5	118.8		118.2	121.7	113.1		117.1
85 cc 2s	124.0	126.2		124.4	126.3	117.5		117.8
250 cc 2s	125.3	124.0	125.2	132.9	127.9	120.7	118.5	120.1
450 cc 4s	127.0	127.9	127.6	133.7	132,5			
Veterans 2s	125.8	125.1		125.1	124.7	121.0		120.5
Veterans 4s	129.3	129.0		127.4	132.7			
125 cc 2s	125.7	125.9	127.1	133.1	130.9	120.5	119.3	118.9
250 cc 4s	125.2	133.6	125.9	135.9	130.1			
Juniors 65+85cc 2s			121.0				115.2	
Juniors 85+125cc 2s			126.4				120.9	
40+class 500cc 2s			125.1				119.9	
40+class 625 cc 4s			127.5					
Superclass 2s			127.5				122.3	
Superclass 4s			130.3					
"Enduro" class 2s			127.2				116.7	
"Enduro" class 4s			128.1					
Suzuki 125 cc 2s				125.4	125.9			117.9
Suzuki 250 cc 4s				131.6	130.9			

The following should be noted.
Position 1 at course A relates to a part of the course where motor-bikes pass by at relatively high speed; at position 2 motor-bikes accelerate after a curve.
In many races various classes of motor-bikes take part simultaneously. The sound power level of the total course relates to that specific combination.
The so called "Enduro class" relates to motor-bikes which have a special silencer and are for that reason allowed on public roads.

In the so-called "super class" semi-profs attend. They take a larger part of the course with significantly more (sound) power than amateurs. This leads to a higher value of the sound power of the course as a whole.
With measurements at greater distances care should be taken regarding the distribution of motor-bikes on the course. Short after the start almost all motor-bikes are close to each other, so that the distance to the measurement position of this combined sound source varies during that early part of the race. Measurements at greater distance to obtain equivalent sound levels should be carried out long enough after the start to ensure that the motor-bikes have spread out over the complete course. When the motor-bikes are more or less randomly distributed over the course, shorter periods of measuring time are sufficient. This is particularly important when measurements are disturbed by (transient) surrounding noise due to other sound sources which makes it necessary to ignore certain parts of the measurement period.
The sound power levels of the course as a whole are significantly lower than those based on pass by measurements. This is due to the fact that the situation with maximum noise generation (full throttle) occurs at a limited number of specific parts of the course (straights, exiting curves).

The types of motor-bikes that take part in crosses can differ from day to day and from course to course; also the number of motor-bikes per class vary. For the specific race days during which the measurements were carried out, a sound power level, averaged over all motor-bikes, was derived. These values are for course A and B 119 dB(A) and for course C 120 dB(A). For a rough estimate of the noise emission of a course (sound power level per motor-bike) an average value of 120 dB(A) for all motor-bikes could be applied.

New so-called 'Enduro"-silencers are currently available. To determine the effect of these silencers the sound levels according to the pass by test have been determined. The obtained sound reduction depends on the specific manufacturer. It appears that the additional sound reduction due to the use of Enduro silencers can be up to 8 dB.

5. COMPARISON OF SOUND POWER LEVELS

The average sound power level derived from maximum sound levels near the course – at parts of the course taken with full throttle - are significantly higher than those derived from the measurements at greater distance. This is caused by the fact that motor-bikes drive with the throttle (almost) fully opened only at a relatively small part of the course. A difference between both types of sound power levels of about 8 dB indicates that only 15 % of the total duration of the race refers to the full throttle situation. This important conclusion has to be taken into account when making a calculation model. Which part of the course has to be taken into account depends on the specific lay out of the course.
Semi-profs cause an approximately 2 dB(A) higher sound power level of the whole course compared with the values with amateurs.
The application of so called Enduro silencers leads to approximately 2 to 3 dB lower sound power level of the course as a whole. However, this will only influence the sound emission of a complete racing day if all motor-bikes apply this type of silencer.
The sound power levels of courses in flat land do not differ significantly from those which are digged in. The effect of sound barriers which exist as a consequence of this digged in course parts is less than expected mainly because important parts of the course with high sound emission do not benefit from this circumstance.

6. COMPARISON WITH EARLIER STUDIES

In the report of 1986 [1] it was concluded that the difference in sound power level between various classes is small, and that for practical reasons one could calculate the noise emission of a course by applying a sound power level of 124 dB(A) for each motor-bike. As a first simplified approximation this might be true. However, when noise limits are severe and hard to meet, a more differentiated approach is recommendable, taking into account the specific classes of motor-bikes that usually will attend races at that specific course. In such an actual situation significantly lower sound power levels can be applied, as are determined in our study.

7. FIM-TEST AND OTHER CONTROL MEASUREMENTS

In order to check whether the sound emission of a cross motor meets the limit or not, the so-called FIM-test is applied, executed prior to the race. With this test the sound level at a distance of 0.5 m from the exhaust outlet is determined (see figure 3). At the time of the TNO-study of 1986 the limit was 108 dB(A) with the remark that very soon this limit would be decreased to 104 dB(A); at that time most motor-bikes showed sound levels of 104 to 106 dB(A).

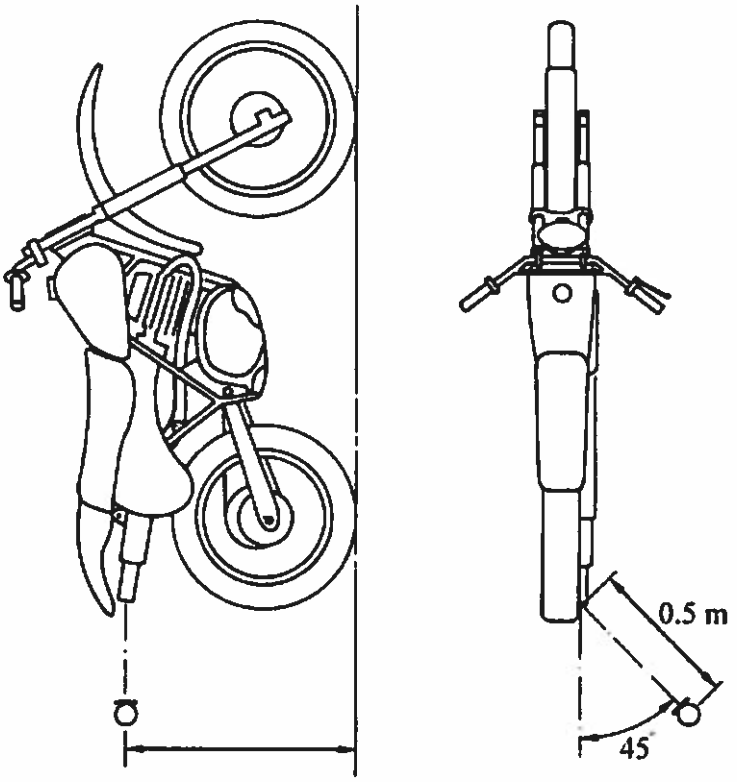


Figure 3: Situation at FIM emission measurements.

At this moment the FIM-limit is 97 dB(A) (meter reading slow), which shows the technically achieved reduction of the sound emission of cross motor-bikes. Neglecting the noise contribution due to the engine block and air intake, this limit corresponds with a sound power

level of 103 dB(A). However, the average sound power of motor-bikes appeared to be 120 dB(A), showing no real relationship with the FIM-limit, which is even worse when considering the sound power during acceleration. This poor relationship can also be derived from the fact that the FIM limit was decreased with 11 dB - from 108 dB(A) in 1986 to 97 dB(A) in 2005 - while the effective reduction of the average sound power level of motor-bikes in that period of time appears to be about 4 dB.

As the discrepancies between the FIM sound emission and the sound emission during real race conditions are to large, the FIM method is no suitable instrument to limit the sound power of the course as a whole. A modification of this specific method is recommendable, for instance by simulating the race situation by measuring the maximum sound level during fast acceleration up till the r.p.m as prescribed by FIM regulations. Measurements should be taken at a larger distance than 0.5 m from the exhaust outlet (for instance 1.5 m) to take into account the noise contribution of other parts of the motor-bike such as air inlet and engine block. This is especially true when additional reduction of the sound emission of the exhaust outlet is achieved, making this sound source less dominant in the total sound power of the motor-bike.
Apart from the FIM test, more and more pass by tests are used to check the sound emission of cross motors. If the sound level at 7.5 m distance from the course during acceleration exceeds a specific value the motor-bike is not allowed to attend the race. It is clear that this method has a better relationship with the real sound emission during the race itself.

> N.B. Based on the results (or limit) of the pass by test and the number of motor-bikes attending the race, one could consider the set up of a book keeping system in order to control the total equivalent sound immission at discrete locations near dwellings. This exercise can be done prior to the race to prove that sound limits in permits will be met, or during the race to show that no exceeding of noise limits have taken place.

8. CALCULATION MODEL

As concluded before, it appears that only certain parts of the course are responsible for the total sound power of the course as a whole. This relates to the specific operating conditions of motor-bikes during the race. Practical experience shows that mainly at straight parts of the course and when exiting curves motor-bikes are operated with throttles (almost) fully opened, generating maximum sound power levels. At the other parts of the course (for example before entering a curve or a ramp) the sound emission of the motor-bike can be 15 to 20 dB lower, because the corresponding operating conditions (braking or coasting) mean that hardly any mechanical power is required. Although only 15 % of the duration of the race should be considered with maximum sound power level (see above), from verification calculations it appears that effectively about 8 % of the length of the course should be modeled with maximum sound power level.
This knowledge also serves another purpose. It is very important to know which parts of the course actually contribute to the total sound emission when considering sound reducing measures such as sound barriers. It is no use to erect for instance extensive earth walls as sound barriers near parts of the course that are not or less important for the total sound emission in certain directions.
Based on these observations, calculation models were made with the following characteristics:
- the course as a whole was subdivided in course parts of 10 to 20 m;

- from the measurement results nearby the course of motor-bikes passing by, the sound power levels during maximum sound generation of the motor-bikes were derived;
- on each straight course part and course parts after a curve these maximum sound powers were used; other course parts were neglected;
- taking into account the average speed of the motor-bikes on the course, the average duration of passing was derived for each course part;
- combining this duration time on each course part with the number of motor-bikes in the specific race, the time corrected contribution to the total sound emission of the course was determined;
- with this model the sound levels on the verification positions were calculated.

Table 2 shows the results of these calculations.

Table 2: Comparison of measured and calculated equivalent sound levels due to courses at different positions.

Class		L_{Aeq} in dB(A)	
		Measured	Calculated
Course A			
50 cc 2s		52.0	49.7
65 cc 2s		56.9	53.1
85 cc 2s		62.1	60.9
250 cc 2s / 450 cc 4s		64.3	63.0
Veterans 2s / Veterans 4s		64.1	64.3
125 cc / 250 cc 4s		63.2	62.6
Course B			
125 cc 2s / 250 cc 4s		63.5	63.8
250 cc 2s / 450 cc 4s		63.4	64.3
Superclass 2s / 4s		67.2	67.4
40^{+}class 500 cc 2s / 625 cc 4s		63.5	64.1
"Enduro" class 2s / 4s		60.4	64.0
Course C			
Suzuki 125 cc 2s / 250 cc 4s	Position 1	75.0	74.2
	Position 2	57.8	56.8
125 cc 2s / 250 cc 4s, race 1	Position 1	80.7	84.0
	Position 2	63.0	66.5
125 cc 2s / 250 cc 4s, race 2	Position 1	79.2	79.4
	Position 2	57.8	61.9
250 cc 2s / 450 cc 4s	Position 1	77.6	79.9
	Position 2	60.3	61.6

As can be seen from table 2 the measured and calculated values correspond satisfactory with each other.

To take into account the additional reduction due to woods the damping factors of table 3 have been used.

Table 3 Damping factors regarding additional noise reduction due to woods.

Frequency [Hz]	31	63	125	250	500	1000	2k	4k	8k
Damping [dB/m]	0.00	0.01	0.01	0.01	0.04	0.05	0.04	0.09	0.09

9. EFFECT OF PROVISIONS

The results of measurements show that by application of improved exhaust silencers, the total sound emission of the motor-bike can be reduced substantially (up to 8 dB); see figure 4. It was concluded before [1] that the influence of such improved silencers on the performance of the motor-bike is negligible. However, the application of an improved silencer requires a new set-up of the engine (fine tuning of ignition timing and mixture-ratio) in order to prevent power loss. For this reason owners/users of motor-bikes often have a negative opinion about improved silencers. Also the psychological effect plays an important role ("less noise = less power"). For this reason communication with owners/users is very important.

Figure 4: Example of improved silencer.

Furthermore, application of noise walls or barriers can reduce the noise emission or, as an alternative, the digging in of the course has the same effect. It is not useful to try to optimize the location of noise barriers in relation to certain more noisy parts of the course, if many scattered short parts of the course contribute to the total noise emission. However, if a small number of noisy parts exists, such an optimization might be useful.

Woods have their effect on the noise emission, but can hardly be considered as an additional provision. However, the existence of woods can be taken into account when selecting the location of a new course.

10. CONCLUSIONS AND RECOMMENDATIONS

A significantly lower average sound power level for cross motor-bikes (approximately 120 dB(A)) has been determined compared with the values of 124 dB(A) used up till now based on studies from 1986 and before. In acoustical critical situations more differentiation is recommendable, since certain classes have lower average sound power levels.
The application of optimized silencers can provide an additional noise reduction up to 8 dB.
The results of these developments improve the possibility of obtaining permits for existing and new motocross courses. It also provides extension of the number of races and/or motor-bikes within actual permits for existing courses.
Communication with owners/users of motor-bikes regarding the application of special silencers is recommended in order to stimulate a broader use of these devices.
In calculation models it is sufficient for an accurate prognosis of the noise emission of the total course to only implement sound powers of accelerating motor-bikes at straight course parts and parts after curves. The noise contribution of other parts of the course may be neglected.
It is recommended to modify the FIM control measurements in such a way that a better relationship with the sound emission during the course exists, for instance by measuring the maximum sound level during fast acceleration up till prescribed r.p.m, and at for instance 1.5 m from the exhaust outlet. As an alternative pass by tests could be considered.

REFERENCES

[1] TNO-report GF-HR-02-02 (in Dutch), Noise of motocross courses and means to reduce it, *TNO*, 1986.

[2] FIM, Motocross and motocross technical regulations, version 2005

2015 IKF REGION 6 GOLD CUP
SPRINT AND ROAD RACE RULES AND SCHEDULES

Complements of
Portland Karting Association

Exhibit 36
201600646-A (A&B)
107 OF [redacted]
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2015 Pro Series Classes

SMAK Plastics Rotax Senior Class
Over $6000 in payout

Nitro Radish/CMC World Formula Pro Class
Over $5000 in payout

Hammer Nutrition
Spec Honda Shifter Light Pro Class
Over $5000.00 in payout

$500.00 Year End Points Fund for LO206 Class sponsored by Kart-O-Rama

2015 Contingency Class Awards

BlackStar Motorsports Pole Position Cash and Bonus Points

$50.00 and 5 bonus points for qualifying on pole each day In the Pro World Formula Class

$50.00 to Pro World Formula Winner with CMC prepped Engine

NW Race Karts Prize drawings for All Shifter classes

2015 NW GOLD CUP AWARDS BANQUET

November 14, 2015 at the Emerald Queen Casino Fife, WA

2015 NW Gold Cup Conference
November 13-15, 2015
Emerald Queen Casino, Fife, WA

NORTHWEST KARTING CONFERENCE

2015 NORTHWEST GOLD CUP SPRINT RULES

Note: ☛ Indicates change

1. It is the responsibility of all Race Officials, Service Providers, Drivers and Pit Crew Members to be knowledgeable of the following Gold Cup Sprint Rules and the current IKF Competition Rules. Individual Track Safety and Ground Rules will apply and there is no changing these rules.

2. All problems will be handled by the Gold Cup Sprint Coordinator and Club Representatives when necessary. **There will be no driver's votes.** The Race Director or Service Provider will act upon all written protests. No disqualifications shall occur until discussed by the Race Committee, which consists of the Host Club Race Director, Service Provider Race Director, IKF Governor, Flagman or Service Provider, any Turn Marshals involved and the Gold Cup Sprint Coordinator. A one hundred dollar ($100.00 US) protest fee must be submitted by the protesting driver with any written protest to be considered by the Race Officials. If the protest is successful, the one hundred dollars will be refunded to the protesting driver. If the protest is unsuccessful, the one hundred dollars will be forfeited to the Host Club unless an engine is torn down due to the protest, in which case the one hundred dollars will go to the protested driver.

3. At any Gold Cup Sprint event, any and every injury must be reported to the Race Director/Service Provider and insurance provider on the day it occurs.

4. Any Club hosting a Sprint racing event against a Gold Cup Sprint race, will not allowed to vote on any Sprint issues at the next annual Northwest Karting Conference, and is subject to elimination from the Gold Cup Conference. If a Host Club cannot hold a scheduled Gold Cup Sprint race, that race will be dropped from the Gold Cup Sprint schedule. Note: except as discussed and approved at the Conference. It is highly recommended that all clubs hosting a Gold Cup that all club races and events are IKF sanctioned and insured.

5. Each Club participating in the Gold Cup Sprint series must send to the Gold Cup Sprint Coordinator, and keep up to date, the names and addresses of two members, designated as Club representatives at the Gold Cup Sprint events. Only these Club Representatives shall be permitted to attend meeting dealing with event issues. Each Club hosting a Gold Cup Sprint event must complete, sign and return the annual Gold Cup Sprint Agreement to the Gold Cup Sprint Coordinator. This Gold Cup Sprint Agreement shall be followed when running the event.

6. Each Host Club must provide or hire security for non-racing hours during a Gold Cup Sprint event.

7. All Gold Cup Sprint events will be scheduled and approved at the Northwest Karting Conference.

8. There may be no more than one Gold Cup Sprint event held at each track per club. There will be a minimum of three weeks between Gold Cup Sprint events. Gold Cup Sprint events will be limited to three days; Friday practice and racing on Saturday and Sunday. Host Track will post when track will be open for entry 2 weeks prior to event.

9. There will be no rain delay dates. Charity or benefit race maybe held in conjunction with Gold Cup only with prior approval of all Club presidents. No Gold Cup Sprint event may be held in conjunction with any other races, except a Host Club race.

10. All Race Officials or Service Providers will wear something to identify the as Race Officials. The Host Race Director or Service Provider and the other Race Officials or Service Providers will be introduced at the Driver's Meeting so that the Drivers and Pit Crews will know who to see if they have a problem or question. Radio communication will be available for the Flagman or Service Provider, Race Director or Service Provider, Pit Boss and the EMT at all Gold Cup and Regional Sprint events. A public address system is required.

11. All Gold Cup Sprint events will be IKF Sanctioned events.

12. An EMT qualified person will be present at all Gold Cup and IKF Regional Sprint events. The EMT person will be located trackside and will serve as an EMT.
    a. As Per IKF Rules: An Emergency Vehicle or ambulance, with a stretcher shall be on hand during every racing program. If a state-licensed ambulance is not used, the emergency vehicle shall fully enclose the injured person and provide sufficient room for the person to be stretched in a prone position.

13. At all Gold Cup Sprint events, there must be at least one (1) 10 lbs. fire extinguisher at the Grid.

14. All tracks must provide protection for the Flagman or Service Provider. Tires and hay bale are adequate protection. Tires must be at least 3 high and fastened together.

    All tracks with direct communication between the Host Flagman or Service Provider and the Turn Workers, the Blue Passing Flag can be used at all Turn Stations.

☞15. RACING TIME SCHEDULES: There shall be a posted Practice and Race Day Schedule that will be followed.

Registration: Opens at 7:00am on Friday, 7:00am – 9:30am on Saturday and Sunday.

Drivers Meeting: The drivers meeting will be held @ 8:00AM Drivers that do not attend the Drivers Meeting will start at the rear of the field for the first heat.

Practice: At 9:00am (or as posted) lasting two hours from the starting time. If practice begins earlier than 9:00am, then the start time of Practice should be posted one day prior to the Practice. Tracks not able to comply with this schedule due to State, County or Federal restrictions should publish different schedule prior to the event. Any Driver who goes out in an incorrect class list will be put at the back of the class line up for next heat pre-final or final, Friday, Saturday, Sunday.

Qualifying: Will begin at 11:00AM or at the discretion of the Race Director

Note: Pre-registration for all Gold Cup Sprint events is available by contacting the Gold Cup Sprint Coordinator.

☞16. The Host Club will pay $6.00 per entry to Gold Cup Sprint Coordinator for the Gold Cup Sprint year-end awards and $1.00 per entry to the Gold Cup Sprint Coordinator for the Gold Cup Sprint Coordinator fund. There will be no additional fees except any applicable Service Provider fees as approved at the previous Northwest Karting Conference. An announcer is required for the event. Each club or promoter will be responsible for hiring of the announcer.

☞17. 2015 Gold Cup Sprint Entry Fees will be as follows:

IKF Regional / Gold Cup Classes:

1st Entry Saturday or Sunday Classes	$75.00 (includes Driver's Pit Pass)
All Additional class entries	$55.00
All Saturday and Sunday Classes	$130.00
Kid Kart	$45.00 for event
Pit Pass	$10.00 for event
Practice Day	$30.00 maximum per Driver

Additional Pro Money Class Entry Fee

Smak Plastics	Rotax Senior	optional $50.00 each day
Nitro Radish	World Formula	optional $50.00 each day
Hammer Nutrition	Spec Honda Light	no additional fee

18. The Host Club or Service Provider is responsible for providing race results to the IKF Regional Coordinator and Gold Cup Scoring Chairperson within 72 hours of the end of the event. The IKF Regional Coordinator will supply the results to the other Gold Cup Sprint Clubs on a timely basis.

19. The Host Club is responsible for providing an AMB Transponder Timing and Scoring System at their Gold Cup and Regional Sprint events. The Host Club will provide a designated area for timing beacons on each side of the track. Service provider will provide timing beacons at the track.

20. Registration will provide a Tech Card for each class entered. It is the Drivers responsibility to see that the Tech Cards are filled out properly with name, address, class, kart number, etc. and have been given a tech sticker. The Tech Personnel or Service Provider will keep the Tech Cards from karts that pass Safety Tech. Any kart on the track that has not passed the Safety Tech will be disqualified for the day.

☞21. **Qualifying:** All Qualifying will be done using the AMB Transponder System. All karts in a Race Group will be given a minimum of 5-minute window to qualify. There will be no spacing of karts entering the track by grid personnel. It is the Drivers responsibility to get a good lap. Driver must complete one qualifying timed lap to qualify for invert heat format. Hot Pit adjustments can be made, but only as permitted by the Host Race Director or Service Provider. No adding or taking off weights will be allowed.

At the completion of the Qualifying session your kart with driver will be weighted for minimum class weight. The Tech personnel or Service Provider will mark tires, engine, etc.

Qualifying will be used to determine your Starting Position for the First Heat. The fastest legal kart will be on the Pole or first position on the Grid. Exception, **Senior 4 Cycle classes and groups will invert 50% of qualifying for first heat.** Everyone will run qualifying and you must qualify with your Race Group. Entry points are awarded and will be retained in the event of a Disqualification. If you have questions regarding your position on the Starting Grid or a Heat Race finishing position, etc., ask a Race Official or Service Provider. Do Not Go To The Scoring Booth, Stay Away From Scoring.

Grid Position: If a kart drops out after leaving the grid during the Parade Laps, do not change the positions by crisscrossing. Karts further back will move forward to fill vacant position(s). If a kart cannot make the starting grid, karts are to be crisscrossed, by moving one position ahead on the starting grid. Karts must complete one lap under green flag to be given credit for their position in the Heat Race.
A. Shifter classes will stay in original line up spots on track line up for start of all heats ignoring dropped kart positions.

Heat System: The grid alignment for the following Heats and Finals will be set according to the finish of the previous Heat for that class.

☞**Race Format:**
All Kid Karts will run two (2) Sessions during breaks and lunch times on Saturday and Sunday. This is a Fun Class and No Points Will Be Awarded.

☞**All Junior 4 Cycle and Senior 4 Cycles classes run one day race format.** All Junior and Senior 4 Cycle classes will qualify; run one (1) Timed Heat plus 1 lap and One (1) Timed Final Heat plus 1 lap. First heat line up is 50% invert of qualifying Senior Classes. Junior Classes first heat line per qualifying. Driver must complete one qualifying timed lap to qualify for invert heat format. Points System Scoring for Qualifying and Timed Heat will be per ***IKF Competition Rule 211.7 Optional "NorCal" Race Format*** to determine the line up for the Time plus one 1 lap Final Heat. Ties will be resolved with favor to the best qualifying time result. After post race tech the winner of the Final / Main is the Overall Winner for the Day. Order of finish will is determined as specified in IKF Competition Rule 211.3.1. The Current IKF Regional Points System will be used.

All Classes will run, Single Day Event Format. All classes will run one (1) Timed Qualifying Session, one (1) Timed plus 1 lap Heat, one (1)Timed plus 1 lap Final either and or Saturday and Sunday. After post race tech each day the winner of the Final/Main is the Overall winner for the day. The current IKF Regional Points system will be used for each day of competition.

Starts: All starts will be per the current IKF Competition Rules. The Flagman or Service Provider will display the Green Flag or Green Light at their discretion. The Flagman or Service Provider will use signs to change the position of karts for failure to line up properly.

Start up Clock: As karts enter the track, the start-up clock will commence to run. After 90 seconds there will be no start, push-backs, or restarts allowed from the grid area. The Track Access will be closed at the end of the start-up clock period or on the display of the green flag and will remain closed until the race is completed.

☞ **Races:** Time of event plus one lap will start when grid goes green. After the Green Flag Drops and the Race Starts, any kart on the track without power is out of that Heat and will not be allowed to Re-start. The Only Exception to this Re-start rule is karts equipped with an electric starter or those that are allowed in the current IKF Competition Rules.

Any Driver that must get out of their kart is through racing for that Heat unless allowed in the current IKF Competition Rules. Any kart without power must be moved to a safe position and the driver is to stay with the kart. Do Not Cross The Track.

Any kart that leaves the track surface and can't get back on the track without help, other than the driver help with the engine running will be out of the Heat. The Only Exception to this Re-start rule is karts equipped with an electric starter or those that are allowed in the current IKF Competition Rules. If a hazard to racing is created by such actions, the driver will be disqualified for the day. Any Driver that gets out of their kart is out of that heat. Corner personnel can help all Junior I drivers with running karts. No Re-starting of Junior karts.

No one will be allowed on the racecourse after the Heat has started, except for Race Officials or Service Providers. In the case of an accident, the Race Officials or Service Providers will give instructions. Failure to abide by this rule may result in the disqualification of the kart or karts involved. The Race Director or Service Providers may require the on site Medical Staff check any Driver involved in an accident before they return to the track. The kart should be checked for safety before restarting.

In case of a Red Flag and the Race is stopped, if 60% of the laps by the lead kart are completed, it will constitute a Race or Heat.

22. RACE GROUP ORDER: Registration, Scoring, Service Providers and the Gold Cup Sprint Coordinator will set the order of the Race Day Groups.

☞For safety reasons, a maximum of 28 karts or as determined by the Race Director will be allowed to run on the track per heat. If there are more than 28 entries per class, a Semi-Main race will be run, at the discretion of the IKF Governor, Gold Cup Sprint Coordinator, Host Race Director or Service Provider and Chief Scorekeeper or Service Provider. The Host Race Director or Service Providers and the IKF Regional Coordinator will determine the maximum number of karts allowed.

☞23. The following classes will be designated 2015 Gold Cup Sprint Classes:

☞**Junior Classes:**
Kid Kart (IKF)
Jr. I Briggs Gas Animal Heavy (IKF)
Jr.1 Briggs LO206 (Regional)
Jr. II Briggs World Formula (IKF)
Jr. II Briggs Gas Animal Heavy (Regional)
Jr. II Briggs LO206 (Regional)
TAG Cadet (Local)
TAG JR 2(Local)
TAG JR 3 (Local)
Super Stock CR 125 JR
Rotax Micro (Local)
Rotax Mini(Local)
Rotax JR (Local)

☞**Senior Classes:**
Briggs Gas Animal Heavy (IKF)
IKF Briggs World Formula Heavy (IKF) Pro.
Briggs LO 206 (Regional)
Super Stock CR125 Light(Local)
Super Stock CR125 Heavy(Local)
Shifter
IKF TAG (IKF)
IKF TAG Masters (IKF)
Rotax Senior (IKF) Pro

The designated Northwest Gold Cup Sprint classes listed will receive year-end awards. Any karts entering any other IKF National classes (Gold Cup Non-Sprint Classes) will be allowed to run behind an existing Gold Cup Sprint Race Group as specified by the Race Director or Service Provider.

☞**Note:** There will be no "Special" classes at a Gold Cup Sprint Event unless set at the Northwest Karting Conference. Race Director will have discretion to run a **Pro-Race** at each event.

☞**Special event rules for World Formula Pro and Rotax Senior See addendum at the end of the Sprint Rule Section**

24. All Gold Cup Sprint events will be run under current IKF Competition Rules, class specifications and weights with the following exceptions:

Safety Rules:

a. All Classes must comply with the current IKF Competition Safety Rules.
b. An EMT Trauma/ Oxygen kit and AED purchased by the Gold Cup will be trackside during Practice, Qualifying, and the Race.
c. A kart frame can only be changed if it is found to be unsafe, then the Driver must receive permission from the Host Race Director or Service Provider before changing a frame. Any Driver changing frames without the Host Race Director or Service Providers permission will be disqualified.

Transponders:

a. All Transponders will be mounted on the kart such that the leading edge of the transponder is at least 12 inches behind the front spindle.

Kart Numbers:

a. All number panels and numbers must be per IKF Specifications. Number panels and numbers must be CLEAN and READABLE. The number panels must be the correct IKF color.

b. Four (4) sets of numbers firmly attached are required on each kart (front, back and both sides).

c. CIK bodywork is allowed in consideration of number panels rules.

d. The number 99 has been retired in memory of Greg Moore and is not to be used by any competitor. The number 56 will has been retired in memory of KJ McKinster and is not to be used by any competitor.

e. Racing numbers will be assigned at Registration if needed Do not use black tape to affix your numbers

f. If more than one kart in the same class have the same number. Driver who participated in previous season will get first option of kart number.

Tires:

☞a. The approved tires for 2015 Sprint Gold Cup events are MG FZ (Yellow) Compounds for all 2 Cycle Senior, TAG JR 3, SR Masters, and Shifter Classes.
MG HZ(Red) Will be the approved tire for TAG Cadet, TAG JR 2. Rain tire compound is open. (MG: WZ highly recommended)

☞b. The only approved tires for 2015 Sprint Gold Cup 4 Cycle Classes will be MG HZ (Red). Rain tire compound is open. (MG: WZ highly recommended)

☞c. The approved tire for the 2015 Sprint Gold Cup events for the following classes will be:
Rotax Senior: Mojo D2 compound. W2 Wets
Rotax Micro, Mini, JR: Mojo D1 compound. W2 Wets

c. Tires used for Qualifying must be used for all heats and can only be changed upon receiving permission from the Race Director or Service Provider and the Gold Cup Sprint Coordinator as per IKF rule 200.2.1. Only one set of Rain Tires Per day. Tires will be marked after the qualification session and checked after the remaining heats.

d. **All classes are allowed only to use one set of tires for the Race Event weekend.** Tires marked on Saturday will be the required set on Sunday. If a Sunday only participate enters with a new set of tires the participant must participate in the complete practice and qualifying sessions. The participant will start in last position in the heat race and then will be allowed to start in the final in the finish position of the heat race. If a Sunday only participate enters with a used tires it will be up to the discretion of the Tech Director and the Race Director to determine if participant may start in the Heat in the order of qualifying or in the rear of the lineup of the heat race.

e. NO TIRE TREATMENTS ALLOWED.

f. Rain tires will be allowed at the discretion of the Driver. Any manufactured treaded kart racing tire is allowed. One set of rain tires allowed each day of the event. Such tires will be marked when used.

Fuel:

a. All fuel will be subject to Tech Inspection per the testing procedure in the current IKF Competition Rules.

b. All karts participating under IKF Competition Rules must meet the fuel requirements in the current IKF Competition Rules.

c. All Rotax entries must use one of the following oils Rotax XP, Motul 800 2T, Amsoil Dominator, Dumonde Tech L111 and will use 92 octane fuels from a designated Gas Station for each event. 32-40 to 1 fuel/oil Ratio on all oils. Service provider will post designated Gas Station and pump on NW Gold Cup Websites minimum 1 week prior to event.

Track	Station	
Sumas	**Chevron**	725 Cherry Street, Sumas, WA 98295
Spanaway (Tacoma)	**Chevron**	17519 Pacific Ave S Spanaway, WA 98387
Boise	**Chevron**	10942 West State Street, Star, ID 83669
McMinnville	**Texaco**	2741 Northeast Highway 99W, McMinnville, Oregon

Engines:

a. All engines will be subject to Tech Inspection.
b. Mandatory Tech Inspection will be required on all class winners.
c. All Tech Inspections are to be done on the day of the event.
d. Restrictors and flex length for all restricted classes (including juniors) can be checked at any time.
e. The Race Director or Service Provider and the Gold Cup Sprint Coordinator must review all Tech Disqualifications.
e. The Rotax engine must be sealed. If a competitor protests another competitor's engine, the protesting individual is responsible for the cost of resealing the engine if the engine is found to be legal.
f. For Tag karts coming to the grid, and then won't start after trying to start by the button will be allowed to use an auxiliary starter with no penalty.

Silencers:

a. It is **required for Greg Moore Raceway, Chilliwack** and highly recommended for all other tracks in 2015 that the Sound limit for all karts to be below 82 DB (A, weighing scale, slow response), measured 100 feet, 90° from the source, 4ft from the ground. Note: RLV Silencer #4110 maybe used on all 4 cycle Classes.

Classes: Classes listed will be the allowed classes for the 2015 season.
Each hosting club can elect to run a 1 local option class at the Gold Cup Event. Local Option Class must be submitted to and approved by IKF 30 days prior to the event.

Kid Kart
a. Per current IKF Competition Rules
b. Non-Competition Class
c. IKF minimum weights

JR. I Briggs Gas Animal Heavy
a. Per current IKF Competition Rules
b. Minimum weight of 260 lbs.
c. MG Red Tires
d. Run on Saturday and Sunday
e. Gold Restrictor Plate

JR. I Briggs LO206
a. Per current IKF Competition Rules
b. Minimum weight of 235 lbs.
c. MG Red Tires
d. Run on Saturday and Sunday
e. Gold Restrictor Plate

JR. II IKF Briggs World Formula
a. Per current IKF Competition Rules
b. Minimum weight of 325 lbs.
c. MG Red Tires
d. Run on Saturday and Sunday

JR. II Briggs Gas Animal Heavy
a. Per current IKF Competition Rules
b. Minimum weight of 330 lbs.
c. MG Red Tires
d. Run on Saturday and Sunday

JR. II Briggs LO206
a. Per IKF Competition rules
b. Minimum weight 310 lbs
c. Run on Saturday and Sunday

☞**Tag Cadet**
a. Attained age 7 -12
b. IAME Gazelle 235lbs
   1. Carb/Intake HL334 with 19.8 intake
   2. Header/Exhaust Header Part# A60368
c. Rotax Micro 235 lbs
d. 1 Set MG Red Tires for whole event
e. Run on Saturday and Sunday

☞ **TAG JR2**
a. Competition age 8-12
b. Minimum weight 265 lbs.
c. IAME 100cc Leopard Engine
   1. Intake Manifold Restrictor Size 15mm
   2. Header/Exhaust 25mm Header
d. Rotax Mini
e. 1 Set MG Red Tires for whole event
f. Run on Saturday and Sunday

☞**TAG JR 3**
a. Competition age 13-15
b. Minimum weight 320lbs. Weights for engine packages can be changed by TAG committee
c. IAME Leopard Engine
   1. Carb/Intake HL334A/HL334AB
   2. Header/Exhaust 30mm Header
d. Rotax JR weight TBD
e. Rok JR weight TBD
f. Italian Motors X125T per jr spec.
g. IAME X30 Per jr. spec
h. 1 Set MG Yellow Tires for whole event
i. Run on Saturday and Sunday

☞**Super Stock CR125 Jr. (S5)**
a. Attained age 12-15
b. Minimum weight 340
c. Engine rules per IKF Section 657
d. 2 Hole 23 mm tube max air box
e. SKUSA exhaust restrictor
f. RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
g. Run on Saturday and Sunday

Senior Classes

Briggs Gas Animal Heavy
a. Per current IKF Competition Rules
b. Minimum weight of 370 lbs.
c. MG Red Tires
d. Run on Saturday and Sunday

☞Briggs LO206
a. Per IKF Competition rules
b. Minimum weight 360 lbs
c. 1 Set MG Red Tires for whole event
d. Run on Saturday and Sunday

IKF Briggs World Formula Heavy (PRO)
a. Per current IKF Competition Rules
b. Minimum weight of 390 lbs.
c. 1 Set MG Red Tires for whole event
d. Run on Saturday and Sunday

☞ Shifter Class
a. Super Stock CR125
   1. Per current IKF Competition Rules
   2. RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
   3. 2001 barrel allowed
   4. Minimum weight of 385 lbs.
b. Stock TM, Stock TAG ICC, Stock SGM L198
   1. Per current IKF Competition Rules
   2. Minimum weight 385lbs
c. Stock KZ/ICC,Modified TM., Modified Honda, ICC, IAME TAG ICC, TM Moto/Kart Cross
   1. Per current IKF Competition Rules
   2. Minimum weight 410lbs.
   3. Open Carb allowed on karts with drivers over 220lbs
d. 1 Set MG Yellow Tires for whole event
e. Run on Saturday and Sunday

☞ Super Stock CR 125 Light (S2)
a. Super Stock CR125
   1. Per current IKF Competition Rules
   2. RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
   3. 2001 Barrel allowed
   4. Minimum weight of 385 lbs.
   5. 1 Set MG Yellow Tires for whole event
b. Run on Saturday and Sunday

☞ Super Stock CR 125 Heavy (S4)
a. Super Stock CR125
   1. Per current IKF Competition Rules
   2. RLV 6800 R2, RLV 6830 R4, RCE ET-3, Hi-Tech 125 pipes allowed with large 4" RLV Silencer
   3. 2001 Allowed
   4. Minimum weight of 405 lbs.
   5. Age 30+
   6. 1 Set MG Yellow Tires for whole event
b. Run on Saturday and Sunday

☞ TAG
a. Per current IKF Competition Rules
b. Weights for engine packages can be changed by TAG committee
c. Competition age 15-up
d. Leopard Option
   1. Minimum weight of 370 lbs.
d. X30 Option
   1. Minimum weight of 370 lbs.
e. Rotax Option
   1. Minimum weight 370 lbs
f. ROK GP option
   1. Minimum weight 390 lbs.
g. PRD Option
   1. Minimum weight 345 lbs.
h. Italian Motors X125T
   1. Minimum weight 370 lbs.
i. 1 Set MG Yellow Tires for whole event
j. Run on Saturday and Sunday

☞ TAG Masters
a. Per current IKF Competition Rules
b. Weights for engine packages can be changed by TAG committee
c. Leopard Option 400 lbs
d. Dragon Option 420lbs
e. X30 Option 400 lbs
f. Rotax Option 400lbs
g. ROK GP Option 420 lbs
h. PRD Option 375 lbs
i. Italian Motors X125T 400 lbs
i. Front Brakes Will Be Allowed
j. Age 30 or 16 up over 200lbs.
k. 1 Set MG Yellow Tires for whole event
l. Run on Saturday and Sunday

Rotax Classes

☞## Rotax Micro

a. Per current Rotax Max Challenge Competition Rules
b. Legacy Sealed engines allowed. Current Rotax Max Challenge Carburetor required.
c. Spec Gear ratio of 14x73
d. Minimum weight of 235 lbs.
e. 1 set Mogo D1 compound tires for whole event.
f. Run on Saturday and Sunday

☞## Rotax Mini

a. Per current Rotax Max Challenge Competition Rules
b. Legacy Sealed engines allowed. Current Rotax Max Challenge Carburetor required.
c. Minimum weight of 265 lbs.
d. Full size chassis 6" rear tires
e. 1 Set Mogo D1 compound tires for whole event.
f. Run on Saturday and Sunday

☞## Rotax Junior

a. Per Current Rotax Max Challenge Competition Rules
b. Legacy Sealed engines allowed. Current Rotax Max Challenge Carburetor required
c. Minimum weight of 320 lbs.
d. 1 Set of Mogo D1 compound tires for whole event
e. Run on Saturday and Sunday

☞##Rotax Senior

e. Per current Rotax Max Challenge Competition Rules
f. Legacy Sealed engines allowed. Current Rotax Max Challenge Carburetor required.
g. Minimum weight of 365 lbs.
h. 1 Set Mogo D2 compound tires for whole event
i. Run on Saturday and Sunday

☞ **TAG Supervisor Weight Committee:** A TAG Supervisor Weight Committee has been established to determine weights for TAG Class engines. Committee will determine changes in weights at each race Prior to Competition on Saturday of each Event.

☞25. **For 2015 All Classes**

There will be 10 points events in the 5 weekend events. To be eligible for yearend awards, drivers must run a minimum of 7 points events, **no mandatory races and 2(two) throw away races in determining the points for the year-end awards. Disqualifications will awarded points per IKF 211.8** Race event points will be awarded as per IKF 800.12.

☞**Top qualifier each day in the Nitro Radish/CMC Pro World Formula class will be awarded 5 Blackstar bonus year end points.**

Yearend awards per IKF 800.9.

All Junior I Classes will be awarded the top 3 positions for yearend award if drivers attend minimum 7 points events.

All Drivers will receive 50 yearend bonus points for completing at least one qualifying lap each day at the PKA (McMinnville) Gold Cup Race.

☞26. **Race Day Awards** will be provided to the top 3 finishers by number of entries in Adult classes.

All Jr. Classes will be awarded the top 3 positions regardless of entry count.

All JR Classes

Kid Karts:
All Entries Receive
Participation Awards

All Adult classes
1st Awarded for 3 or more entries
2nd Awarded for 5 or more entries
3rd Awarded for 7 or more entries

For 2015 Trophies will be purchased from Crown Trophy Portland. Price will be $65.00 per class. Trophy packages will include Club Logos and inscriptions. Hosting clubs will be charged for Trophies used.

In case of a Disqualification, the Scorekeeper will re-calculate the points. Trophies will be awarded after the race.

27. All Gold Cup Sprint events will be run by current IKF Competition Rules. Each Competitor is responsible for the knowledge of and the adherence to these rules and the following flag signals:

Green Flag or Green Light: Displayed at the start of competition or practice and kept visible as long as the track is clear for racing.

☞**Red Flag:** Raise your arm in the air to warn following karts and stop in a controlled manner so that you do not endanger other karts. Do not work on your kart. Wait for instruction from the Race Officials or Service Providers.

Yellow Flag: Be prepared to stop. The track could be blocked by an accident, emergency vehicle or debris. Raise your arm in the air to warn following karts if possible, slow down and hold your position. DO NOT PASS ON A YELLOW FLAG. If the Host Flagman or Service Provider displays a Yellow Flag, hold your position and use caution all the way around the track. Do not begin racing again until the Host Flagman or Service Provider displays a Green Flag to resume racing.

Yellow and Red Flags Waved Together: There is a Restart of the race. Drivers will reform in a pack, at a slow pace for the Restart.

☞**Blue Flag with Yellow Stripe (Blue Flag):** Faster kart is overtaking you and may lap you. To prevent a hazardous condition on the track, make room for the overtaking kart. The Blue Flag could be displayed at any corner at the direction of the Head Flagman.

White Flag: This flag is a courtesy flag that indicates that there may be one (1) lap of racing is left. Do not assume that the next flag waved will be a Checkered Flag; you should always race to the First Checkered Flag.

Checkered Flag: Racing is finished and the Heat is completed. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighted.

Checkered and Black Flag Waved Together: Racing is finished and the Heat is completed under Protest. Discontinue racing and return to the Pits. Enter the Pit Area slowly and stop before you get to the scales. You must have your kart and yourself weighted.

☞**All Black Flag by the Host Flagman or Service Providers:** A rolled Black Flag, given horizontal to the racing surface to any Driver will be a warning of intense driving and to keep it clean. If the Black Flag is waved unfurled at you, it may be accompanied by a chalkboard with the number of the kart or karts to be disqualified. Return to the Pits and check with the Host Race Director or Service Provider regarding the reason.

Black Flag with an Orange Ball: Slow down; stay on the outside of the track and return to the Pits at the proper entrance. You have a dangerous or mechanical problem. Do Not Continue Racing until the problem is corrected.

Yellow Flag with Black Border: (Transponder Flag): IF shown you are not being scored. Proceed into Hot Pit install Transponder and return to race if applicable. Driver will be scored in last position if raced without or faulty transponder.

☞ Addendum: Nitro Radish/CMC World Formula Pro, SMAK Plastics Rotax Senior Pro Entry and Payout rules

To be eligible for Cash Payouts in the Nitro Radish/CMC Pro World Formula and the SMAK Plastics Rotax Senior class drivers will need to pay an additional $50.00 per entry per day in the respected classes.

Cash payout structure will be as follows

A. Cash eligible Winner of the final each day will receive $400 from respected class sponsor.
B. All entries to get one ticket, 3rd place will get 2 tickets and 2nd place will get 3 tickets for the draw.
C. The Cash winner of the event is not eligible for the draw.
D. Payout for remainder of class will be:
E. 0-5 entries will draw 2 drivers to spit the purse.
F. 6-10 entries will draw 3 drivers.
G. 11-16 entries will draw 4 drivers.
H. 17-21 entries will draw 5 drivers.
I. 22-26 entries will draw 6 drivers
J. Same formula will continue for higher entry numbers.

K. Payouts subject to registration fee.

BlackStar Qualifying Bonus World Formula Pro Class
$50.00 Awarded to the top qualifier each day for the Nitro Radish/CMC World Formula Pro classes.

SMAK Plastics Qualifying Bonus Rotax Pro Class
$50.00 Awarded to the top qualifier each day for the Smak Plastics Rotax Pro class.

SMAK Plastics Rotax Pro Season Championship Awards
$500.00 to the 2015 season Champion
$300.00 to the 2015 season 2nd place finisher
$200.00 to the 2015 season 3rd place finisher

Hammer Nutrition Spec Honda Shifter Light Pro Class
No additional entry fees to be eligible for prize monies
$200.00 to Win Each Day
$150.00 Second Each Day
$100.00 Third Each Day
$50.00 Drawing Each Day
NW Race Karts Prize drawings for All Shifter classes

KART-O-RAMA LO206 SEASON PURSE RULES
All entries in the 2015 Briggs LO206 Jr./Sr. classes will be eligible for 5 $100 cash drawings at the 2015 IKF Region 6 NW Gold Cup Awards Banquet. Must be present at the Banquet to claim the cash drawing.

2015 GOLD CUP & REGION 6 SPRINT SCHEDULE

April 10-12	SIMA	Sumas, WA	Sumas International Motorsports Academy
May 1-3	WCKC	Chilliwack, BC, CA	West Coast Kart Club
May 22-24	SRK	Boise, ID	Snake River Karters
June 26-28	PSGKA	Tacoma, WA	Puget Sound Go Kart Association
August 14-16	PKA	McMinnville, OR	Portland Karting Association

2015 IKF SPRINT 2 CYCLE GRAND NATIONAL

July 29-August 1
Adams Motorsports Park, Riverside CA

2015 IKF SPRINT 4 CYCLE GRAND NATIONAL

☞2015 GOLD CUP SPRINT SCHEDULES

☞Saturday Schedule

Qualifying All Classes –Minimum 5 Minutes or as Director Determines

IKF 4-Cycle Heat No. 1 – Timed + 1lap
Jr. I Briggs Gas Animal Heavy
Jr. II IKF Briggs World Formula
Jr. II Briggs Gas Animal Heavy
Jr. I Briggs LO206
Jr. II Briggs LO206
Briggs Gas Animal Heavy
IKF Briggs World Formula Heavy PRO
Briggs LO206

IKF 4-Cycle Main Event – Timed + 1 Lap
Jr. I Briggs Gas Animal Heavy
Jr. II IKF Briggs World Formula
Jr. II Briggs Gas Animal Heavy
Jr. I Briggs LO206
Jr. II Briggs LO206
Briggs Gas Animal Heavy
IKF Briggs World Formula Heavy PRO
Briggs LO206

IKF 2-Cycle Heat No. 1 – Timed + 1lap
TAG Cadet
TAG JR 2
TAG JR 3
TAG Senior
TAG Masters
Shifter Classes
Rotax Micro
Rotax Mini
Rotax JR
Rotax Senior

IKF 2-Cycle Final-Timed + 1lap
TAG Cadet
TAG JR 2
TAG JR 3
TAG Senior
TAG Masters
Shifter Classes
Rotax Micro
Rotax Mini
JR
Rotax Senior

Note: Kid Karts will run during breaks as determined by the NW Gold Cup Sprint Coordinator.
There will be no combining or separating of Race Classes except with the Gold Cup Sprint Coordinator's Authorization.

Sunday Schedule

Qualifying 4 Cycle/Rotax Classes – 5 Minutes

IKF 4-Cycle Heat No. 1 – Timed + 1lap
Jr. I Briggs Gas Animal Heavy
Jr. II Briggs Gas Animal Heavy
Jr. I Briggs LO206
Jr. II Briggs LO206
Jr. II IKF Briggs World Formula
Briggs LO206
Briggs Gas Animal Heavy
IKF Briggs World Formula Heavy Pro

IKF 4-Cycle Main Event – Timed + 1 Lap
Jr. I Briggs Gas Animal Heavy
Jr. II Briggs Gas Animal Heavy
J3. I Briggs LO206
Jr. II Briggs LO206
Jr. II IKF Briggs World Formula
Briggs LO206
Briggs Gas Animal Heavy
IKF Briggs World Formula Heavy Pro

IKF 2-Cycle Heat No. 3 – Timed + 1lap
TAG Cadet
TAG JR 2
TAG JR 3
TAG Senior
TAG Masters
Shifter Classes
Rotax Micro
Rotax Mini
Rotax JR
Rotax Senior

IKF 2-Cycle Final – Timed + 1lap
TAG Cadet
TAG JR 2
TAG JR 3
TAG Senior
TAG Masters
Shifter Classes
Rotax Micro
Rotax Mini
Rotax JR
Rotax Senior

☞2015 NW Gold Cup Sprint Classes

Class	*ENGINE/ RESTRICTIONS*	*Weight*	Age	Race Day
Kid Kart	Per IKF	Per IKF	5-8	Two Day
Jr. I Briggs Gas Animal Heavy (Gold Restrictor Plate)	Per IKF	260	*7-11	Sat. &Sun.
Jr. I Briggs LO206 (Gold Restrictor Plate)	Per IKF	235	*7-11	Sat. &Sun.
Jr. II IKF Briggs World Formula	Per IKF	325	12-15	Saturday
Jr. II Briggs Gas Animal Light	Per IKF	310	12-15	Saturday
Jr. II Briggs Gas Animal Heavy	Per IKF	330	12-15	Sunday
Jr. II Briggs LO206	Per IKF	310	12-15	Sat. &Sun.
Briggs LO206	Per IKF	360	16-up	Sat. &Sun.
Briggs Gas Animal	Per IKF	350	16-up	Saturday
Formula TKM 4 Stroke	Per ASN	380	16-up	Saturday
Briggs Gas Animal Heavy	Per IKF	370	16-Up	Sunday
IKF Briggs World Formula Heavy(Pro)	Per IKF	390	16-Up	Sat. &Sun.
TAG Cadet	Per Local option	230/250*	7*-11	Sat. &Sun.
TAG JR2	Per Local option	265*	9-12	Sat. &Sun.
TAG JR3	Per Local option	320*	13-15	Sat. &Sun.
TAG SR	Per Local option	370/385*	16-Up	Sat. &Sun.
IKF TAG Masters	Per Local option	390/405/420 /400*	32-Up	Sat. &Sun.
Shifter	Per IKF^	Per IKF	16-Up	Sat. &Sun.
	^TM Stock/Modified Super Stock Cr125 Honda	SSHonda StkTM 385 Stk TAG ICC 385 Stock SGM L198 385, All other KZ/ICC, all Modified 410	16--up	Sat. &Sun.
Super Stock CR 125 Light (S2)	Per IKF	385	Attained Age 15-up	Sat. &Sun.
Super Stock CR 125 Heavy (S4)	Per IKF	405	30-up	Sat. &Sun.
Super Stock CR 125 JR (S5)	Per IKF	340	Attained Age 12-15	Sat. &Sun.
Rotax Micro	Per Rotax Rules	235	7-10	Sat. & Sun.
Rotax Mini	Per Rotax Rules	265	9-13	Sat. & Sun.
Rotax Junior	Per Rotax Rules	320	13-16	Sat. & Sun.
Rotax Senior	Per Rotax Rules	364	15-Up	Sat. & Sun.

- *Attained age at time of event * Weight will be adjusted each day upon completion of qualifying

NORTHWEST KARTING CONFERENCE

2015 NORTHWEST GOLD CUP ROAD RACE RULES

Note: ☞ Indicates change

1. It is the responsibility of all Race Officials, Drivers and Pit Crew Members to be knowledgeable of the following Road Race Gold Cup Rules and the current IKF Competition Rules. Gold Cup Rules will prevail over local rules. Individual Track Safety and Ground Rules will apply and there is no changing these rules.

2. At any Road Race Gold Cup event, any and every injury must be reported to the Race Director on the day it occurs. The Road Race Gold Cup Coordinator will keep a written log of all major accidents. This information will include the names of the Drivers, the general description and cause of the accident.

3. All Road Race Gold Cup events will be scheduled and approved at the Northwest Karting Conference.

4. All Road Race Gold Cup Events will be IKF Sanctioned except those identified prior to the Road Race Gold Cup season.

5. At all Road Race Gold Cup events there will be: one (1) 10 lb. fire extinguisher at the Starting Grid and one (1) or more 5 lb. Type ABC fire extinguisher(s) at all manned turn stations. The Hosting Club shall place a "MY-CHRON" beacon on inside and outside of the track for the duration of the official races. The Post Race Tech Inspector's compensation is to be arranged by the Hosting Club.

☞6. 2015 All Gold Cup Road Race Entry Fees will be as follows:

All You Can Race Gold Cup Member	$225.00
All You Can Race Non Gold Cup Member	$300.00
Novice Entry with Yellow Card	$ 85.00
☞Novice All You Can Race	$150.00
☞JR Entry (all Junior classes per class)	$ 85.00
☞ Buddy Drive (must purchase pit pass)	$ 25.00
Pit Pass per Event	$ 12.00
Children Pit Pass (4 & Under-must sign waiver)	Free

Participant must provide membership cards, or proof of membership at time of registration.
A. Novice Drivers must submit Yellow IKF Membership Card at registration, Yellow membership card will be held by Registration or Race Director till end of the event.

7. Practice times are at a local option as determined by the Host Club.

8. Each Host Club will pay $3.00 per entry to the Gold Cup year-end awards fund for all IKF Sanctioned events. . This will be done at the end of the event. Each Host Club will pay $5.00 per entry to the Gold Cup year-end awards fund for all Non-IKF Sanctioned events or events with no IKF Matching Funds. This will be done at the end of the event. Additionally, each Club will pay $1.00 per entry to the Road Race Gold Cup Coordinator for the Road Race Coordinator fund and newsletter. Each Host Club will pay a $0.50 per entry penalty to the Gold Cup year-end awards fund for not getting the event results to the Road Race Gold Cup Coordinator within seven days of the end of the event.

9. The entrants will be awarded points as per IKF regional system section 800.12. In the case of any disqualification, the Scorekeeper will recalculate the points. 200 additional points will be awarded to each entry for Inclement Weather. The Race Director and the Road Race Gold Cup Coordinator prior to the start of the event will determine a bonus for inclement weather.
   A. **Bonus Points:**

Rain: "Rain Race Event" is declared at the event each participant who completes a race lap will receive an additional 100 regional points. The Race Director will be responsible for making the "Rain Event" declaration.

10. For 2015 there will be 3 (3) Scheduled Road Race Gold Cup Events. To be eligible for Year-end awards, **Drivers must run or pre-enter all 3 events per race class to be eligible for year-end awards. Participation in the Rose Cup Exhibition race does not count toward the 3 race events. There will be no throwaways. Regional Championship points will be awarded per 310.6 and year end awards per 800.9 But must average 5 entries per race to receive year end awards. Note: Racers entering but not racing will receive last place points behind item f. in rule number 310.6**

A. Junior I and II Drivers

1. Will pay reduced fee of $85.00
2. Will receive up to 2 practice sessions and will run one 20 Minute Race Group
3. Junior Drivers will receive year-end awards for attending all events.
4. Top 3 Junior I Drivers will receive event awards.
5. Jr. II Drivers will be allowed run with adult classes and or Jr. I groups.

11. Starting formats will be determined at the Gold Cup Conference. Starting Format maybe changed due to difficultly with some Track configurations for safety reasons.

12. All restarts will be standing or rolling starts as determined by the Race Director. Portland will notify in advance if they will be running a Chicane or No Chicane race. Where there is a combined 30 and 45-minute race, the Flagman will have a large, colorful 4 square feet panel marked with "End 30 Minute". The Flagman will display this panel when the 30-minute race's white or checkered flag is displayed. Drivers of the 30 minute race must continue at race speed till exiting track to avoid possible conflicts with the 45 minute entrants. Drivers causing safety issues after the 30 minute race during the remaining of the 45 minute race maybe penalized up disqualification from the race.

13. If you are disabled before a Red Flag, you may restart during the race, provided, if kart has on board starter capability. Kart must be moved to safe area then started and re-enter the track safely. No push restarts allowed. If you cause a Red Flag, you may not restart because of safety reasons.

14. A Yellow Flag with Red Diagonal Stripes will be used at all manned turn stations to indicate that debris is on the track.

15. Road Race Gold Cup Grids will be determined by the current IKF Competition Rules Order, National Champion, Regional Champion and Date of Pre-Entry. All Novice Drivers will start at the back of their pack, if there is a split start. Novice Drivers will start at the back of the grid if there is no split start. All late entries, after the registration deadline in the printed schedule will start at the back of the grid.

16. Gold Cup year end awards will be provided to a maximum of Five (5). Classes must average 5 entries per race to receive the following awards.

5 Entries avg	2 Awards
6-7 Entries avg	3 Awards
8-9 Entries avg	4 Awards
10 or more Entries avg	5 Awards

☞17. The following classes will be designated 2015 Road Race Gold Cup Classes:

Sprint Classes:

JR1 (Local)
Rotax Jr. (IKF)
TAG Junior (IKF)
Rotax (Regional)
Rotax Light (Regional)
Rotax Classic (Local)
TAG Heavy (IKF)
TAG Light (IKF)
IKF Briggs JR World Formula (Regional)
IKF Briggs World Formula Heavy (IKF)
IKF Briggs World Formula Medium (IKF)
Formula 125 (IKF)
Formula 125 Limited (IKF)
Formula 125 Limited Heavy (IKF)
Super Stock CR 125 (IKF)
Super Stock CR 125 Heavy (Regional)
WC Super Stock CR 125 (IKF)
☞Sprint Stock 125 (Regional)
☞WC Sprint Stock 125 (Regional)

Enduro Classes:

Yamaha KT100S Light (IKF)
Yamaha KT100S Heavy (IKF)
Unlimited/ FKE III (IKF)
West Coast Unlimited/FKEIII (Regional)
IKF Intercontinental – E (IKF)
West Coast Intercontinental-E (Regional)
125cc – 150cc Open/FKE II (Regional)
80cc Laydown (IKF)
TAG Enduro (IKF)
FKE I (IKF)

☞ The designated Road Race Gold Cup classes above must average Five entries to receive year-end awards. IKF Road Race National and Regional classes can be run and are eligible for individual race event awards. Any of these classes that average more than five entries per race for the season will receive Road Race Gold Cup year-end awards. **Any IKF Junior Class that has 5 entries for the season will receive a Road Race NW Gold Cup Trophy.**

☞18. All Road Race Gold Cup events will be run by current IKF Competition Rules with the following exceptions:

JR 1
a. Per current IKF competition rules

Rotax Jr.
a. Per current IKF Competition Rules
b. Minimum weight of 320 lbs.

TAG Junior:
a. Per current IKF Competition Rules
b. IKF minimum weights

Rotax:
a. Per current IKF Competition Rules
b. Minimum weight of 390 lbs.

Rotax Light:
a. Per current IKF Competition Rules
b. Minimum weight of 370 lbs

Rotax Classic (Sprint)
a. Per Current IKF rules
b. Engine must meet any current or previous Rotax specification.
c. CIK Bodywork
d. Weight 390 lbs.

TAG Heavy:
a. Per current IKF Competition Rules
b. IKF minimum weights

TAG Light:
a. Per current IKF Competition Rules
b. IKF minimum weights

Junior IKF Briggs World Formula:
a. Per current IKF Competition Rules
b. Minimum weight of 325 lbs.

IKF Briggs World Formula Medium:
a. Per current IKF Competition Rules
b. Minimum weight of 365 lbs.

IKF Briggs World Formula Heavy:
c. Per current IKF Competition Rules
d. Minimum weight of 390 lbs.

Formula 125:
a. Per current IKF Competition Rules
b. ☞IKF minimum weight 400 lbs.

Formula 125 Limited:
a. Per current IKF Competition Rules
b. ☞Minimum weight of 400 lbs.

Formula 125 Limited Heavy:
a. Per current IKF Competition Rules
b. Minimum weight of 420 lbs.

Super Stock CR 125:
a. Per current IKF Competition Rules
b. Minimum weight of 400 lbs.
c. ☞1999 CR125 Barrel and piston required

Super Stock CR 125 Heavy:
a. Per current IKF Competition Rules
b. Minimum weight of 420 lbs.
c. ☞1999 CR125 Barrel and piston required

WC Super Stock CR 125:
a. Per current IKF Competition Rules
b. Minimum weight of 400lbs.
c. ☞1999 CR125 Barrel and piston required

Sprint Stock CR125:
a. CIK Bodywork
b. Spec gear 1.16 ratio 18/21
c. Spec Sprint tire (MG Yellow)
d. No Experts RR Sprint
e. Weight 385 lbs.
f. ☞1999 CR125 Barrel and piston required

WC Sprint Stock CR125:
a. CIK Bodywork
b. Spec gear 1.16 ratio 18/21
c. Spec Sprint tire (MG Yellow)
d. No Experts RR Sprint
e. Weight 385 lbs.
f. ☞1999 CR125 Barrel and piston required

Yamaha KT100S Light:
a. Per current IKF Competition Rules
b. Minimum weight of 370 lbs.

Yamaha KT100S Heavy:
a. Per current IKF Competition Rules
b. Minimum weight of 400 lbs.

125cc – 150cc Open/FKE II:
a. Per current IKF Competition Rules
b. IKF minimum weights

Unlimited / FKE III :
a. Per current IKF Competition Rules
b. IKF minimum weights

West Coast Unlimited / FKE III :
a. Per current IKF Intercontinental – E Competition Rules
b. IKF minimum weights

TAG Enduro:
a. Per current IKF Competition Rules
b. IKF minimum weights

IKF Intercontinental – E
a. Per current IKF Competition Rules
b. Will be rolling starts

West Coast IKF Intercontinental – E
a. Per current IKF Intercontinental – E Competition Rules
b. Will be rolling starts

80cc Laydown:
a. Per current IKF Competition Rules
b. Karts per IKF Competition Rules, Section 301 and 302
c. Engines per IKF Competition Rules, Section 658
d. Minimum weight of 410 lbs.

FKE I:
a. Per 2004 IKF Competition Rules
b. 2004 IKF minimum weights, plus the following:

80 / 85cc Gearbox open motor	400 lbs.
100cc Clutch	390 lbs.
100cc Sprint Chassis	360 lbs.
TAG Enduro	Per IKF Competition rules

☞19 A Spec. Fuel or Non Ethanol fuel will be used at all Road Race Gold Cup events. Race fuel must not exceed the test results of ERC 110. Rotax RM125 engines may use fuel from designated station and must test +/- 5 points of test sample.

20. All Gearbox kart classes may push start one minute before the Flag-Up. At the 30 second or the Flag-Half-Mast, all karts must be back in line. Any push start karts not running at the 30 second Flag-Half-Mast must remain in position on the grid until the entire race groups are away.

21. If time permits, a fun race will be allowed at the end of the day.

22. Drip pans or mats are required, monetary fine can be enforced by the promoter.

☞2015 ROAD RACE SCHEDULE

May 29 (Friday)	Practice: The Ridge Motorsports Park (Shelton, WA)
May 30 (Saturday)	Race: The Ridge Motorsports Park (Shelton, WA)
June 12-14(Saturday-Sunday)	Exhibition Rose Cup PIR
August 1 (Saturday)	Race: Portland International Raceway (Portland, OR)
August 28 (Saturday)	Practice: Oregon Raceway Park (Grass Valley, OR)
August 29 (Sunday)	Race: Oregon Raceway Park (Grass Valley, OR)

☞2015 IKF ROAD RACE GRAND NATIONAL

TBD

NW Gold Cup Road Race

☞2015 One Day Road Race Groups

☞**Race Group 1** (30 Minutes) Standing Start
- Rotax Max(30)
- Rotax Classic (30)
- Super Stock CR 125 (30)
- Formula 125 Limited Heavy (30)
- Sprint Stock 125 (30)

Lunch

Race Group 2 (30 & 45 Minutes) Standing Start
- TAG Enduro (45)
- 80cc Laydown (45)
- Yamaha KT100S Light (45)
- TAG Light (30)
- IKF Briggs World Formula Heavy (30)
- Rotax Max Jr (30)

Race Group 3 (30 Minutes) (Rolling Start)
- IKF Intercontinental – E (30)
- Unlimited / FKE III (30)
- Formula 125 Limited (30)
- Super Stock CR125 Heavy (30)

Race Group 4 (30 Minutes) Standing Start
- IKF Briggs World Formula Medium (30)
- Yamaha KT100S Heavy (30)
- TaG Junior (30)
- Junior IKF World Formula (30)

Group 5 - Junior Race (20 Minutes) *Standing Start*

JR1 Classes 80cc Dap T-40 / 80cc Briggs Animal with Jr. Restrictor per 700.3.7.5
Comer K80 / Yamaha KT 100S Gazelle / Rotax Mini Max per RMC
.600 Restrictor / RLV Box Muffler YBX No Direct Drive, Optional carb see sec. 623.4.2
Rotax Max Jr, TaG Jr and Jr IKF World Formula drivers may participate if Junior I drivers are present at the event.

☞**Race Group 6 (30 Minutes)** ***Rolling Start***
- TAG Heavy (30)
- Rotax Max Light (30)
- Formula 125 (30)
- W/C Super Stock CR125 (30)
- W/C Sprint Stock 125 (30)
- W/C ICE (30)
- W/C Unlimited / FKE III (30)
- 125-150cc Open FKEII (45)
- FKE 1 (45)

Race Group 7 (30 Minutes)
"Club 7" Race Group reserved for 'Club discretion' (Buddy Drive, ET RACER, Open Practice

Contacts:

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www.ikfkarting.com
909-923-4999

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www;gorotax.com

Shifter Kart USA
www.superkartsusa.com

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Region 6 Sprint Gold Cup Registration

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2015 Pro Series Classes

SMAK Plastics Rotax Senior Class

Over $6000 in payout

Smak Plastics Rotax

$400.00 to win each Saturday and Sunday of race weekend
$50.00 to Top Qualifier each day
Cash Pool drawing of $150.00 paid out to participating drivers each day
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$300.00 to Season 2nd Place
$200.00 to Season 3rd Place
Rotax Tech and Mogo Tire rules apply

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www.smakplastics.com

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Black Star Motorsports $50.00 to Top Qualifier each day plus 5 Yearend Bonus points

Cash Pool drawing of $150.00 paid out to participating drivers each day

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www.cmckarts.com
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www.hammernutrition.com
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Shifter

Sprint & Speedway Race Points

2016 Sprint Points
2015 Sprint Points
2015 Speedway Points
2014 SPEEDWAY POINTS
2014 SPRINT POINTS
2013 SPRINT POINTS
2012 Sprint Points
2011 Points Sprint
2010 Points Sprint
2015 Mylaps Championship Points

2016 Sprint Points

NOTE: 2016 RACE SEASON WILL HAVE ONE "THROW-AWAY" RACE.

NOTE: May 15th was rained out. Makeup race Will be Sept. 25th.

July 10th (Race 5) was rained out and will be dropped.

		24-Apr	15-May Rainout	5-Jun	9-Jul	10-Jul Rainout	7-Aug	11-Sep	25-Sep
Kid Karts	Kart #	Points	Points	Points	Points	Points	Points	Points	Points
Adam Westmark	24		Rain	Winner					
Brady Ransom	45	Winner	Rain	Winner	Winner	Rain			
Cale Culley	48	Winner	Rain						
Joseph Estes	77	Winner	Rain	Winner	Winner	Rain	Winner		
Kelsey O'Brien	6		Rain	Winner	Winner	Rain	Winner		
Savannah Galvan	11	Winner	Rain	Winner	Winner	Rain	Winner		
Tavin Sheets	9						Winner		

Place	Jr. 1 L0206		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowest Points	Adjusted Points	Points Back
1	Payton Cook	60	206	Rain	186	206	Rain	189			787	186	601	0
2	Zachary Telford	17z	186	Rain	206	196	Rain	199			787	186	601	0
3	William Ginn	18	196	Rain	196	186	Rain	209			787	186	601	0
4	Josh Zabala	15	181	Rain	181	176	Rain	184			722	176	546	55
5	Kade Wooten	21	171	Rain	176	181	Rain	174			702	171	531	70
6	Kellen Lenz	17	176	Rain	171	171	Rain	0			518	0	518	83
7	Brady Ransom	45	0	0	0	0	0	179			179	0	179	422
8	Jack Tiderman	68	0	0	0	0	0	169			169	0	169	432
9	Caleb Carington	24	0	0	0	0	0	164			164	0	164	437
10	Colten Bullington		0	0	0	0	0	159			159	0	159	442

Place	Jr. 2		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowe Point

1	Jacob Smith	11	207	Rain	197	206	Rain	186		796	186	610	0
2	Trey Manker	4	197	Rain	207	196	Rain	206		806	196	610	0
3	Tiffany Shawver	84	187	Rain	187	186	Rain	196		756	186	570	40
4	Madison Anderson	92	182	Rain	177	181	Rain	176		716	176	540	70
5	Jordyn Bruni	13	177	Rain	182	0		181		540	0	540	70
6	Journee Stewart	4	167	Rain	172	176	Rain	0		515	0	515	95
7	Riley Gonzalez	10	172	Rain	167	171	Rain	171		681	167	514	96

Place	Sr. World Formula		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowest Points	Adjusted Points	Points Back
1	Dale Smitchger	55	192	Rain	203	194	Rain	202			791	192	599	0
2	Glenn Young	91	0		0	204	Rain	192			396	0	396	203
3	Rich Hedden	638	0	Rain	193	184	Rain	0			377	0	377	222
4	Matt Lenz	5	0	Rain	183	179	Rain	0			362	0	362	237
5	Brent Galvan	24	202	Rain	0	0		0			202	0	202	397

Place	Rotax/Tag		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowest Points	Adjusted Points	Points Back
1	Carl Beavers	54	0	Rain	203	203	Rain	193			599	0	599	0
2	Randy Schroeder	9	201	Rain	193	193	Rain	203			790	193	597	2
3	Riley Robert	51	0		0	183	Rain	183			366	0	366	233
4	Bryan Oring	23	0	Rain	183	0		0			183	0	183	416

Place	125 Shifter		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowest Points	Adjusted Points	Points Back
1	Brent Galvan	2	200	Rain	208	204	Rain	198			810	198	612	0
2	Thibaut Ertle	868	165	Rain	198	189	Rain	208			760	165	595	17
3	Brian Hensen	51	180	Rain	183	174	Rain	183			720	174	546	66
4	Gaetan Ertle	686	0	Rain	188	169	Rain	188			545	0	545	67
5	Wayne Mayo	6	0	Rain	178	153	Rain	178			509	0	509	103
6	Richard Jerrett	67	155	Rain	168	164	Rain	163			650	155	495	117
7	Sharde McMillan	8	170	Rain	173	147	Rain	0			490	0	490	122
8	Myles Pederson	12	210	Rain	0	194	Rain	0			404	0	404	208
9	Wes Pogue	35z	185	Rain	0	184	Rain	0			369	0	369	243
10	Tom Ross	22	190	Rain	0	0		173			363	0	363	249
11	Ray Cochand	11	175	Rain	0	159	Rain	0			334	0	334	278
12	Carl Beavers	5	0		0	156	Rain	168			324	0	324	288
13	Jeff Shawver	81	0	Rain	163	150	Rain	0			313	0	313	299
14	Terry Lawrence	13z	0		0	214	Rain	0			214	0	214	398
15	James O'Brien	6	0		0	179	Rain	0			179	0	179	433
16	Todd Moreda	21	160	Rain	0	0		0			160	0	160	452

Place	Senior 4 Cycle		Points	Points	Points	Points	Points	Points	Points	Points	Total Points	Lowest Points	Adjusted Points	Points Back
1	Tim Doyon	3	211	Rain	209	211	Rain	202			833	202	631	0
2	Jeff Shawver	81	201	Rain	199	201	Rain	212			813	199	614	17
3	Eric C Smitchger	14	176	Rain	184	0		192			552	0	552	79
4	Dave Smitchger	45	166	Rain	174	186	Rain	187			713	166	547	84
5	Jennifer Galvan	2	181	Rain	189	176	Rain	0			546	0	546	85
6	Shawn Deidrich	15	171	Rain	179	181	Rain	182			713	171	542	89
7	Kevin Newberry	33	0	Rain	169	166	Rain	167			502	0	502	129
8	Kodi Newberry	7	0	Rain	164	161	Rain	177			502	0	502	129
9	Joe Young	22	161	Rain	0	171	Rain	157			489	0	489	142
10	Leslie Olson	10	153	Rain	159	153	Rain	162			627	153	474	157
11	Mark Gross	86	0		0	156	Rain	172			328	0	328	303
12	Chris Smitchger	38	156	Rain	0	0		151			307	0	307	324
13	Gaetan Ertle	86	191	Rain	0	0		0			191	0	191	440
14	Roger Cathey	61	0		0	191	Rain	0			191	0	191	440
15	Regis Ertle	68	186	Rain	0	0		0			186	0	186	445
16	Brent Galvan	2	0	0	0	0		154			154	0	154	477

Sprint Kart Count	41	45	41	48	0	43	0	0
		Rainout			Rainout			

HOME || STANDINGS

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ROAD RACING SERIES

WKA DUNLOP/XERAMIC NATIONAL ROAD RACING SERIES PRESENTED BY RUSSELL KARTING

SCHEDULE

ROAD RACE CHAMPIONSHIPS

Daytona International Speedway

| Daytona Beach, FL

December 28-30, 2015

Roebling Road Raceway

| Bloomingdale, GA

March 11-13, 2016

Summit Point Raceway | Summit Point, WV

June 4-5, 2016

Dominion Raceway | Woodford, VA

July 29-31, 2016

Grand National

Atlanta Motorsports Park

| Dawsonville, GA

September 16-18, 2016

ENTRY FORM

TRACK MAP

CURRENT POINTS STANDINGS

CURRENT POINTS

CURRENT CHASSIS POINT STANDINGS

CHASSIS POINTS

CLASS STRUCTURE

SPRINT CLASSES

***All Classes Noted as Final One + Final Two run both days for a single year end Championship**

All Ages are Attained Age

362.1 CADET SPORTSMAN LO206 (N) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 8 thru 12

ENGINE: Briggs and Stratton LO206 engine with Green slide and lock cap

FUEL: Gasoline

MINIMUM WEIGHT: 225 lbs

BODYWORK: No Steering Fairing allowed

CHASSIS: Cadet Chassis allowed

CLUTCH: see Section 708

PIPE: see Section 708

OTHER: Class runs 15 minute races after lunch break each day. No other karts on track during this time. Dual brakes not required.

362.2 JUNIOR ANIMAL LITE (O)

DRIVER REQ: Age 12 thru 15 only. Road Race Class 3 License.

ENGINES: Briggs & Stratton Pro Gas Animal with Black restrictor plate. Gold Cup Pro Gas engine rules apply -OR- Briggs & Stratton Stock Animal with 0.575" black restrictor plate. (See Section 700). WKA approved aftermarket billet rods allowed. See Section 704.33. Briggs #555690 - Heat disperser allowed.

PIPE: Pro Gas Animal rules apply to Pro Gas engine. Stock Animal maximum length 24". May be one or two piece. Must be inside the rear bumper. Silencer mandatory.

MINIMUM WEIGHT: Animal-285 lbs --- Pro Gas 295 lbs.

FUEL: Pro Gas: Gasoline. Stock Animal: Methanol

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry engine clutch only.

362.3 JUNIOR ANIMAL HEAVY (P)

DRIVER REQ: Age 12 thru 15 only. Road Race Class 3 License.

ENGINES: Briggs & Stratton Pro Gas Animal with Black restrictor plate. Gold Cup Pro Gas engine rules apply -OR- Briggs & Stratton Stock Animal with 0.575" black restrictor plate. (See Section 700). WKA approved aftermarket billet rods allowed. See Section 704.33. Briggs #555690 - Heat Disperser allowed.

PIPE: Pro Gas Animal rules apply to Pro Gas engine. Stock Animal maximum length 24". May be one or two piece. Must be inside the rear bumper. Silencer mandatory.

MINIMUM WEIGHT: Animal-305 lbs --- Pro Gas 315 lbs.

FUEL: Pro Gas: Gasoline. Stock Animal: Methanol

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry engine clutch only.

362.4 ANIMAL LITE (Q) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINE: Briggs & Stratton Stock Animal Model 124-432 Type 8001. Briggs #555690 - Heat Disperser allowed.

PIPE: Maximum length 24". May be one or two piece. Must be inside the rear bumper. Silencer mandatory.

MINIMUM WEIGHTS: 360 lbs.

FUEL: Methanol

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry engine clutch only (3) Class runs both days for single points championship.

362.5 ANIMAL MEDIUM (R) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINE: Briggs & Stratton Stock Animal Model 124-432 Type 8001. Briggs #555690 - Heat Disperser allowed.

PIPE: Maximum length 24". May be one or two piece. Must be inside the rear bumper. Silencer mandatory.

MINIMUM WEIGHTS: 385 lbs.

FUEL: Methanol

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry engine clutch only (3) Class runs both days for single points championship.

362.6 ANIMAL HEAVY (S) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINE: Briggs & Stratton Stock Animal Model 124-432 Type 8001. Briggs #555690 - Heat Disperser allowed.

PIPE: Maximum length 24". May be one or two piece. Must be inside the rear bumper. Silencer mandatory.

MINIMUM WEIGHTS: 400 lbs.

FUEL: Methanol

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry engine clutch only (3) Class runs both days for single points championship.

362.7 CLONE / LO206 LITE (T) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINE: Clone (See Section 711 and 713 for engine rules) OR
Briggs & Stratton LO206 (see Section 708 for engine rules).

HEADER PIPE AND SILENCER: Header Pipe Length: Minimum 18"- Maximum 22". Pipe must be inside the rear bumper -- see section 708 for LO206 pipe spec's

MUFFLER: Muffler must be a RLV 91_L type with 0.1285 no-go holes.

MINIMUM WEIGHT: 360 lbs. (same weight for each engine)

FUEL: Gasoline (Clone and LO206)

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry clutch only (3) Class runs both race days for a single year end championship.

362.8 CLONE / LO206 HEAVY (W) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINE: Clone (See Section 711 and 713 for engine rules) OR
Briggs & Stratton LO206 (see Section 708 for engine rules).

HEADER PIPE AND SILENCER: Header Pipe Length: Minimum 18"- Maximum 22". Pipe must be inside the rear bumper -- see section 708 for LO206 pipe spec's

MUFFLER: Muffler must be a RLV 91_L type with 0.1285 no-go holes.

MINIMUM WEIGHT: 385 lbs. (same weight for each engine)

FUEL: Gasoline (Clone and LO206)

OTHER: (1) Dual brakes required (See Section 355.2) (2) Dry clutch only (3) Class runs both race days for a single points championship.

362.9 JUNIOR SPRINT (X) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 12 through 15 only, Road Race Class 3 License.

ENGINES: Yamaha (Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal), ARC Comer, and PRD RK100.

EXHAUST: RLV YBX #7500. (See Section 554.1.)

FUEL: Spec Fuel.

MINIMUM WEIGHT: 315 lbs

Dual braking system required

362.10 TAG JUNIOR (Y) (FINAL 1 & FINAL 2) -- NON-NATIONAL -- LOCAL OPTION CLASS

DRIVER REQ: Age 13 through 16.

ENGINES: Parilla Leopard or IAME X-30 See section 609 for engine spec's

MINIMUM WEIGHT: 320 lbs

FUEL: Spec Fuel

EXHAUST PIPE / SILENCER: Must be stock pipe and restricted factory header as supplied for each specific engine model.

Parilla Leopard = 25 mm -- IAME X-30 = 26 mm. See section 609 for other exhaust particulars -- Both engines run at 18" min length. See 609.1 for measuring instructions.

CARBURETOR: Must be stock as factory supplied for each specific engine

AIRBOX: Required per section 551

TIRES: Open tires, rears tires 7" minimum width

OTHER: (1) CIK style bodywork only, either conforming to all dimensions listed in Section 200 (except the forward "C" dimension) or CIK approved bodywork that is readily available at least 90 days prior to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted to the left of driver between front and rear axles. (3) Belt or chain drives are legal. (4) Dual brake system is not required. Rear disc minimum diameter - 7" --- minimum width - 3/16" (5) All karts must use rear bumper rule 359.3.5. (6) Kart must meet all 125 Sprint chassis requirements. (7) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (8) Must use the 125 Sprint Shifter Seat rule described in Section 360.4.4. (9) No butterfly style steering wheels allowed. (10) Standing start procedure utilized..

362.11 YAMAHA SPORTSMAN SPRINT (Z) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.

ENGINES: Yamaha (only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal).

EXHAUST: RLV SBX muffler and RLV 26S Header with tube protruding through flange intact, 11.0" to 12.0" of flex from piston face to end of flex. (See Section 554.2 and Figure 554.2)

FUEL: Spec Fuel.

MINIMUM WEIGHT: 360 lbs.

Dual braking system required

OTHER: Class runs both race days for a single points championship

362.12 YAMAHA SPRINT (AA) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License

ENGINE: Yamaha KT100S, Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal.

EXHAUST: Any WKA approved fixed pipe.

MINIMUM WEIGHT: 360 lbs.

FUEL: Spec Fuel

Dual braking system required

OTHER: Class runs both race days for a single points championship.

362.13 WKA SPRINT (BB) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 and older. Road Race Class 3 License.

ENGINES: Yamaha KT100S (only Yamaha heads with OEM casting "Yamaha" are legal), ARC Comer, PRD RK100 and Piston Port.

EXHAUST: Any Fixed WKA approved pipe (No adjustable pipes allowed.)

MINIMUM WEIGHTS: Yamaha, ARC & PRD - 360 lbs., Piston Port - 380 lbs., and Comer P51 - 395 lbs.

FUEL: Spec Fuel

Dual braking system required

OTHER: (1) Class runs both race days for a single points championship.(2) Comer P51 minimum timing 0.090" BTDC, minimum squish 0.048", 12 cc combustion chamber volume.

362.14 LEOPARD SPRINT (CC) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 and older. Road Race Class 3 License.

ENGINES: Stock Parilla Leopard -- see section 609

AIRBOX: Stock OEM

FUEL: Spec Fuel.

MINIMUM WEIGHT: 390 lbs.

TIRES: Open tires, rear tires 7" minimum width.

OTHER: (1) CIK style bodywork only, either conforming to all dimensions listed in Section 200 (except the forward "C" dimension) or CIK approved bodywork that is readily available at least 90 days prior to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted to the left of driver between front and rear axles. (3) Belt or chain drives are legal. (4) Dual brake system is not required. Rear disc minimum diameter - 7" --- minimum width - 3/16" (5) All karts must use rear bumper rule 359.3.5. (6) Kart must meet all 125 Sprint chassis requirements. (7) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (8) Must use the 125 Sprint Shifter Seat rule described in Section 360.4.4. (9) No butterfly style steering wheels allowed. (10) Standing start procedure utilized.

362.15 TAG HEAVY (DD) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 and older. Road Race Class 2 TaG License.

ENGINES & MINIMUM WEIGHTS: Cheetah SQ 125 – 370 lbs., , Easykart IAME & BMB

engine or (2) any CIK registered air box. (Exception: Rotax Max FR 125 must use the stock air box.)

FUEL: Spec Fuel.

TIRES: Open tires, rear tires 7" minimum width. OTHER: (1) CIK style bodywork only, either conforming to all dimensions listed in Section 200 (except the forward "C" dimension) or CIK approved bodywork that is readily available at least 90 days prior to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted in the stock location. (3) Belt or chain drives are legal. (4) Dual brake system not required. Rear disc minimum diameter - 7" --- minimum width - 3/16" (5) All karts must use rear bumper rule 359.3.5. (6) Kart must meet all 125 Sprint chassis requirements. (7) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (8) Must use the 125 Sprint Shifter Seat rule described in Section 360.4.4. (9) No butterfly style steering wheels allowed. (10) Standing start procedure utilized. (11) Performance differences between the various manufacturers will be adjusted by kart weight, or restrictions to the engine or exhaust system. WKA will make every effort to make it a level playing field among engine manufacturers. (12) Class runs both race days for a single points championship.

362.16 STOCK HONDA (EE) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 18 and older. Road Race Class 2 Shifter License.

ENGINE: For engine rules, see Section 620.0. NOTE: For 2015 legacy cases, aftermarket bearings, seals, gasket, micro-polished transmission gears are all legal -- must conform to 620.0 in full by December 15, 2015.

TRANSMISSION: See Section 620.

INTAKE SILENCER: Air cleaner or air box is required. (See Section 551.4.2.) Where specific track or ordinance requires the use of an air box, this will be noted on entry form. Competitor is responsible to maintain compliance with any rules or ordinances regarding noise regulation.

OTHER: (1) CIK Style bodywork only, either conforming to all dimensions listed in Section 200 or CIK approved bodywork that is readily available at least 90 days prior

to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted on the right or left side of the driver between the tires. (3) All karts must utilize lower bumper cross-bar (See Section 209.3.5.). (4) Standing start procedure utilized. (5) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (6) Must use the 125 Sprint Shifter Seat rule described in Section 360.4.4. OEM water pumps must be retained. Cooling system may use only water and / or water based coolants. Catch containers and / or alternative plumbing is mandatory. Chain guards are required. Addition of a starter nut to crankshaft for external starter allowed. (7) Coating of head gasket legal. (8) four wheel brakes required.

362.17 125 SPRINT SHIFTER (FF) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 18 and older. Road Race Class 2 Shifter license.
ENGINES: (1) Mass produced, single-cylinder, motorcycle engines of up to 125cc displacement, currently available production, approved by WKA: Honda CR Reed, Kawasaki KX Reed, Suzuki RM Reed, Yamaha YZ Reed, Gilera 125cc and TM Motocross will be allowed. (See Section 613 for specifications.). All engine specs must be unaltered OEM parts unless otherwise specified in this manual. All competitors must be prepared to produce verification documentation of proper dimensions and component data for the engine utilized for competition prior to the time of post tech inspection. (2) ICC engines with homologated pipe and 30 mm carburetor.
EXHAUST: Motorcycle engines - Any fixed WKA approved pipe (No adjustable pipes allowed) with silencer. ICC engines – stock homologated ICC pipe and silencer.
INTAKE SILENCER: ICC requires stock, homologated air box. Motorcycle requires air box (See 551.4.2.) and/or air filter. Where specific track or ordinances requires the use of an air box, this will be noted on entry form. Competitor is responsible to maintain compliance with any rules or ordinances regarding noise regulation.

OTHER: (1) CIK style bodywork only, either conforming to all dimensions listed in Section 200 (except the forward "C" dimension) or CIK approved bodywork that is

readily available at least 90 days prior to the beginning of the racing season. Carbon fiber, Kevlar and metal are not legal construction materials for nose, side pods and steering fairing. (2) Radiator must be mounted on the right or left side of the driver between the tires. (3) All karts must use rear bumper rule 359.3.5. (4) Standing start procedure utilized. (5) Rear track width must be a minimum of 50" and a maximum of 55 1/8". (6) Must use the 125 Sprint Shifter Seat rule described in Section 360.4.4. (7) No butterfly style steering wheels allowed. (8) Class runs both race days for a single points championship. (9) WKA sprint bodywork allowed; bumper and nerf bar rules apply to these kart except that the minimum bodywork width as defined in 358.6.6 shall be 42". Either CIK style side pods or Sprint Enduro side panels are allowed. (9) four wheel brakes required.

CLASS STRUCTURE

LAYDOWN CLASSES

***ALL CLASSES NOTED AS FINAL ONE + FINAL TWO RUN BOTH DAYS FOR A SINGLE YEAR END CHAMPIONSHIP**
***ALL AGES ARE ATTAINED AGE**
***ALL LAYDOWN CLASSES MUST USE A DUAL BRAKING SYSTEM, UNLESS OTHERWISE NOTED.**

312.1 JUNIOR ENDURO (A) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 12 through 16 only, Road Race Class 3 License.ENGINE(S): Yamaha only. Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are

MINIMUM WEIGHT: 340 lbs

312.2 YAMAHA SPORTSMAN MEDIUM (B) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.
Yamaha KT100S (Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787), ARC Comer and PRD RK 100.
ENGINE WITH SBX MUFFLER: Yamaha KT100S (Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787).
EXHAUST: (1) RLV SBX muffler and RLV 26S Header with tube protruding through flange intact, 11.0" to 12.0" of flex from piston face to end of flex. (See Section 554.2)
MINIMUM WEIGHT: 385 lbs
FUEL: Spec Fuel.

312.3 YAMAHA SPORTSMAN HEAVY (C) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 15 and older. Road Race Class 3 License.
Yamaha KT100S (Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787), ARC Comer and PRD RK 100.
ENGINE WITH SBX MUFFLER: Yamaha KT100S (Only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787).
EXHAUST: (1) RLV SBX muffler and RLV 26S Header with tube protruding through flange intact, 11.0" to 12.0" of flex from piston face to end of flex. (See Section 554.2)
MINIMUM WEIGHT: 410 lbs
FUEL: Spec Fuel.

312.4 YAMAHA MEDIUM (D)

DRIVER REQ: Age 16 and older. Road Race Class 3 License

312.5 YAMAHA HEAVY (E)

DRIVER REQ: Age 16 and older. Road Race Class 3 License

ENGINES: Yamaha (Only heads with OEM casting "Yamaha" are legal.)

EXHAUST: Any fixed WKA approved pipe

FUEL: Spec Fuel

MINIMUM WEIGHT: 410 lbs.

312.6 100cc PISTON PORT (F) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 & older, RR Class 3 license.

ENGINE(S): Yamaha KT100 (only Yamaha heads with OEM casting "Yamaha" are legal), ARC Comer P-50, ARC Comer P-51, PRD-RK-100, Parilla PV-92, Komet K-71 per Section 605, TKM BT82, PRC PP-100, DAP T-50, HPV 100, Komet Piston Valve.

EXHAUST: Any fixed WKA approved pipe.

FUEL: Spec Fuel.

MINIMUM WEIGHTS: ---Yamaha-385 lbs---Piston Port-410 lbs---Comer P51-425 lbs.

OTHER: Comer P51 minimum timing 0.090" BTDC, minimum squish 0.048" -- 12cc minimum combustion chamber volume.

312.7 100CC CONTROLLED (G) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 and older. Road Race Class 2 License.

ENGINES: Yamaha, Piston Port, 100cc Controlled, ICA Reed

EXHAUST: Any WKA approved pipe (except 100cc Controlled or ICA Reed with IR2 pipe at a minimum of 8.75" from piston to end of connector pipe) (see Figure 554.6 for IR2 Specs) All engines – 1.75" header.

FUEL: Spec Fuel.

MINIMUM WEIGHTS: Yamaha and Piston Port engines 360 lbs. Controlled or ICA engines 390 lbs.

312.8 FORMULA 100 (H) (FINAL 1 & FINAL 2)

DRIVER REQ: Age 16 and older. Road Race Class 2 License.

ENGINE, FUEL, WEIGHT:

100cc Open – Open fuel – 410 lbs.

100cc Stock Appearing Piston Port – Open Fuel – 310 lbs.

100cc Stock Appearing Reed or Rotary Valve – Spec Fuel – 390 lbs.

100cc Controlled Stock 2000 – Spec Fuel – 390 lbs.

100cc Controlled Stock 2000 – Spec Fuel – 370 lbs with IR2 pipe

100cc Controlled Stock prior 2000 – Spec Fuel – 340 lbs. – Any WKA approved pipe

135cc Controlled Stock – Spec Fuel – 370 lbs. – Any WKA approved pipe

EXHAUST: All engines can run a WKA approved slippy or fixed pipe. Exception: 2000 Controlled engines running at 370 lbs. must run IR1 or IR2 pipe. All headers must be 1 3/4" except Open engines.

OTHER: COMER MIK351L, CRG S10-T1, DAP T85, ITAL ML21, JAKO 2LA, PARILLA REED JET, PCR TSL95, TSL98 and ROTAX R-100 VM-E engines must use the Tillotson HL360A carburetor. 9cc minimum combustion chamber for Controlled engines.

312.9 FORMULA 125 (I)

DRIVER REQ: Age 18 and older. Road Race Class 1 License.

ENGINES: 125 Gearbox (laydown), B Limited(150cc Open), or 100cc Open.

EXHAUST: 125 Gearbox - no adjustable pipes. B Limited and Open - any WKA approved pipe.

FUEL: Open

MINIMUM WEIGHT: B Limited 380 lbs -- 125 Gearbox: 420 lbs -- 100cc Open: 375 lbs.

312.10 UNLIMITED (J)(FINAL 1 & FINAL 2)

DRIVER REQ: Age 18 and older. Road Race Class 1 License.

One 250 cc single cylinder non gearbox, 400 lbs., any carb.

One 150 cc single cylinder 380 lbs., any carb(s).

Two 150 cc single cylinder 490 lbs., any carb(s).

Two 100 cc single cylinder 465 lbs., any carb(s).

Two 135 cc single cylinder fan cooled (West Bend 820 and Mac 101), 420 lbs., any carb(s).

FUEL: Open

Notes:

(1) All engines are 2-cycle except 450 cc gearbox.

(2) Exhaust System: The exhaust system must be a WKA approved design and comply with WKA and local ordinance exhaust noise suppression requirements. Adjustable pipes are legal on all non-gearbox engines.

(3) Technical inspection: Post race technical inspection will include kart weight, engine displacement, fuel, and exhaust system. Other tech items for specific engines are specified below.

(4) 250cc 2-cycle Gearbox Engines:

Allowed single cylinder, mass produced factory motocross engines include Rotax 244, Rotax 257, Kawasaki, Yamaha, Honda, Honda TRX, and Suzuki. Maximum cylinder displacement is 253 cc's. Engine is to be stock appearing. Interchange of parts between model years is allowed. An aftermarket cylinder head with integrated girdle may be used on the Rotax 257 engines. 250cc two cylinder and GP engines are not allowed.

One single-venturi float bowl or pumper style carb is allowed. Approved slide valve carbs are Keihin, Mikuni, and Dell'Orto 39 mm model carburetors. Carburetor venturi must remain stock. Dell'Orto VHSC carburetor is not allowed. Non-electronic power jets may be added to the carburetor.

OEM ignition is required. Programmable or reprogrammable ignitions are not allowed. Rotax 244 and 257 may use Motoplat, SEM, or PVL non-programmable ignition part #70xxx. Electronic devices to alter ignition timing or carburetor are not allowed.

Pneumatic exhaust control power exhaust valve is allowed. Electronically controlled

are allowed.

(5) 450cc 4-cycle Gearbox Engines:

Allowed single cylinder 450 cc motocross engines include Honda, CRF, KTM, or Yamaha. 12.5:1 maximum compression ratio. Carburetor to be 42 mm model as supplied by engine manufacturer. Aftermarket rods made of ferrous material are allowed but must maintain OEM length. Cranks may be balanced, but the stock stroke length must be maintained. Kick starter assembly may be removed and plugged. Add-on oil coolers or dry sump systems are approved. Engines may be updated to current model year. Engines may be modified to allow for the use of external electric starter.

IGNITION: OEM Only

TRANSMISSION: OEM transmission ratios only. Components may not be machined to reduce weight. Clutch discs, plates, springs, & hardware may be aftermarket. Slipper clutch, axle clutch, or Sprag units are allowed.

OTHER: (1) Additional restrictions may be placed on these engines at any time if it is deemed necessary to maintain parity within the class.

(2) Unlimited races will run for 30 minutes. (3) See USSK rules for detailed engine specifications for 250 cc Twin Cylinder karts. Class runs both race days for a single year end championship.

312.11 B-STOCK (L)

DRIVER REQ: Age 18 and older. Road Race Class 1 License.

ENGINES: Yamaha; Piston Port; 100cc Controlled. All engines may be stock appearing except ICA Reed (i.e. Reed Jet, PCR, etc.) which must be controlled stock specifications.

EXHAUST: Any Fixed WKA approved pipe (No adjustable pipes allowed)

FUEL: Open fuel.

MINIMUM WEIGHTS: Yamaha & Piston Port engines: 395 lbs.;

100cc Controlled: 465 lbs.

ENGINE: Briggs and Stratton Pro Gas rules (section 705)

FUEL: spec gasoline

MINIMUM WEIGHT: 380 lbs

PIPE: RLV 5511 with 4104 - B91 silencer (header may be bent for clearance—no length or other alterations)

DRIVELINE: #35 or 219 chain –and/or- belt drive

BODY WORK: 1) Nose cone only to rear edge of front tire. Leg/feet opening the same as all other classes bodywork rules.

2) Side panels – Vertical panel only with a 2" maximum bend on top edge of panel. Must be between the rear edge of the front tire and front edge of the rear tire and cannot connect to the nose. If side tanks are used they cannot be used as an aerodynamic aid per discretion of the tech director. Full floor pan allowed

OTHER: —orange rear number panel mandatory – dual brake system not required. Race to be 30 minutes

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Figure 3. Field Noise Measurement Locations for the future Gem State Go-Kart Track Eagle, Idaho

Legend

- Go-Kart
- Field Measurement

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Fahrenheit and the humidity was 18 percent as measured by a Kestrel 3000 Wind Meter.

Table 2. Results of the field noise measurements at two locations for the proposed Go-Kart racing track.

Location and Engine Level	Time	Leq (dBA)
100 feet from Go-Kart – engine idling	4:45 pm	57.1
	4:50 pm	57.4
100 feet from Go-Kart – engine revving	4:55 pm	67.8
	4:59 pm	66.5
Property Line – engine idling	5:05 pm	43.9
	5:11 pm	44.9
Property Line – engine revving	5:19 pm	47.2
	5:28 pm	48.2

Calculations on Multiple Go-Karts

Based on the principal that, mathematically, as equal noise sources are added to each other, the noise increases on a logarithmic basis. This can be expressed in the following equation:

$$L_{wt} = 10 \log(n\, N / N_0)$$

$$= 10 \log(N / N_0) + 10 \log(n)$$

$$= L_{w1} + 10 \log(n) \qquad (1)$$

where

L_{wt} = *the total sound power level (dB)*

L_{w1} = *sound power level from each single source (dB)*

N = *sound power (W)*

$N_0 = 10^{-12}$ - *reference sound power (W)*

n = *number of sources*

Therefore, taking the loudest dBA measurement from Table 2 nearest the property line and adding another Go-Kart would increase the sound three dBA. Table 3 indicates expected noise levels as additional Go-Karts are added to the track. It is anticipated that no more than 15 Go-Karts will be racing any given time.

Table 3. Expected noise from multiple Go-Karts at the property line.

Number of Go-Karts	Decibel Increase	Decibels measured at the property line
1	0	48.2*
2	3	51.2
3	4.8	53.0
4	6	54.2
5	7	55.2
10	10	58.2
15	11.8	60.0
20	13	61.2
60	17.7	65.9

*Physical Measurement at the Property Line

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Conclusion

Since there are no actual decibel criteria, one could use the FHWA Noise Abatement Criteria (NAC) as a guideline for noise level limitations. Table 4 depicts the various categories of noise receptors and the dBA level that results in a noise impact. The FHWA Absolute NAC is defined by the predicted noise level approaching (1 dBA below the FHWA NAC) or exceeding the FHWA NAC. For instance, a Category B residential receptor would be impacted at 66 dBA.

Table 4. FHWA NAC.

Activity Category	L_{eq} (dBA) FHWA	Evaluation Location	Description of Activity Category
Category A	57	Exterior	Land on which serenity and quiet are of extraordinary significance and serve an important need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
Category B	67	Exterior	Residential
Category C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
Category D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
Category E	72		Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D
Category F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
Category G	--	--	Undeveloped lands that are not permitted
Substantial Increase	15		A substantial increase of 15 dBA over the existing noise levels
			Source: 23 CFR 772

According to Table 3, it would take 60 Go-Karts racing simultaneously to meet the FHWA NAC for surrounding residential properties, which is 5 times the amount that will be allowed on the track at any given time. The owners are also constructing a noise berm between the residence and track at the property line to minimize the noise as much as possible. This would further reduce the sound resulting from the track.

In addition, the ACC noise ordinance indicates the following:

> Between the hours of ten o'clock (10:00) P.M. one day and seven o'clock (7:00) A.M. the next day, it shall be unlawful for any person or business to make, cause, or allow loud or offensive noise by means of voice, musical instrument, horn, radio, loudspeaker, automobile, machinery, other sound amplifying equipment, domesticated animals, or any other means which disturbs the peace, quiet, and comfort of any reasonable person of normal

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sensitiveness residing in the area. Loud or offensive noise is that which is plainly audible within any residence or business, other than the source of the sound, or upon a public right of way or street at a distance of one hundred feet (100') or more from the source of said sound.

The proposed race track will be located 300 feet from the nearest residential receptor; therefore, within the noise parameters defined.

References

Federal Highway Administration, June 2010, Highway Traffic Noise: Analysis and Abatement Guidance.

"Adding Decibels." *The Engineering Toolbox*. The Engineering Toolbox, n.d. Web. 28 June 2016.

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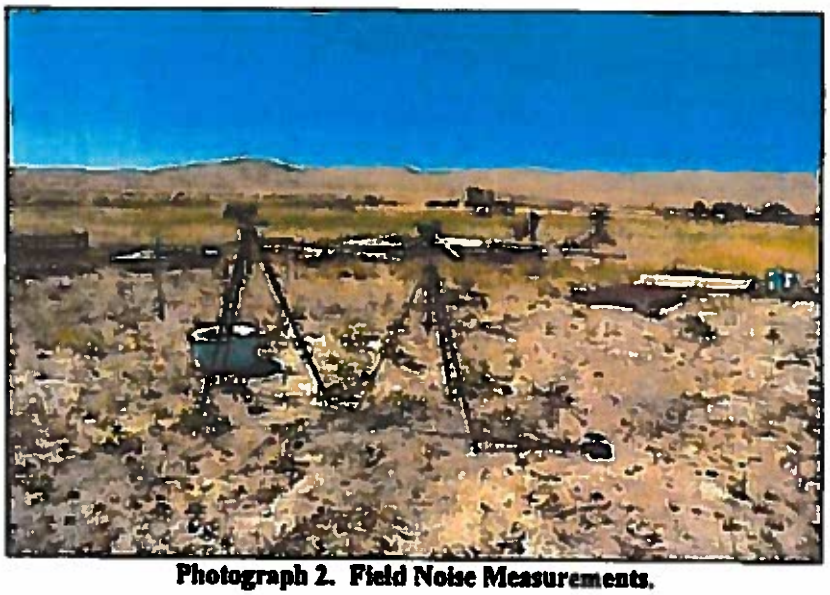
SITE PHOTOGRAPHS

Photograph 1. Field Noise Measurements. The noise meter can be seen by the white tire in the distance.



Photograph 2. Field Noise Measurements. The Go-Kart can be seen in the distance.

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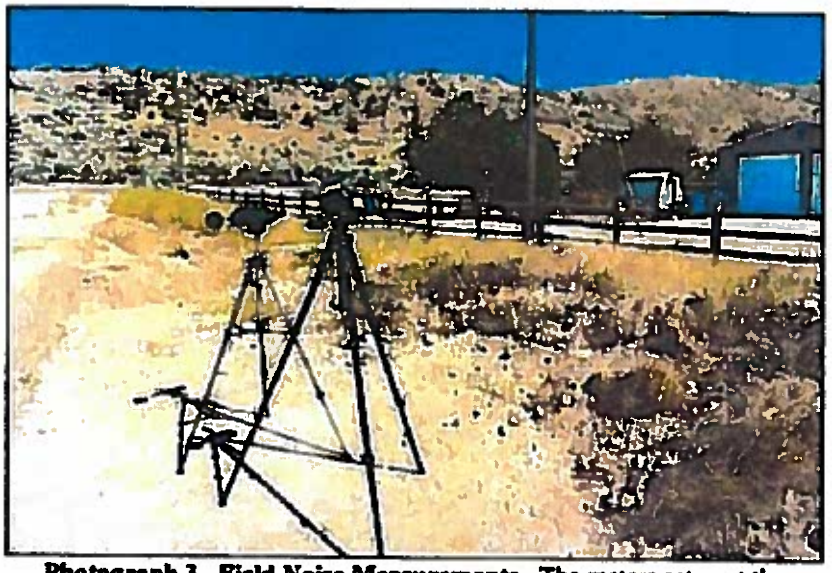
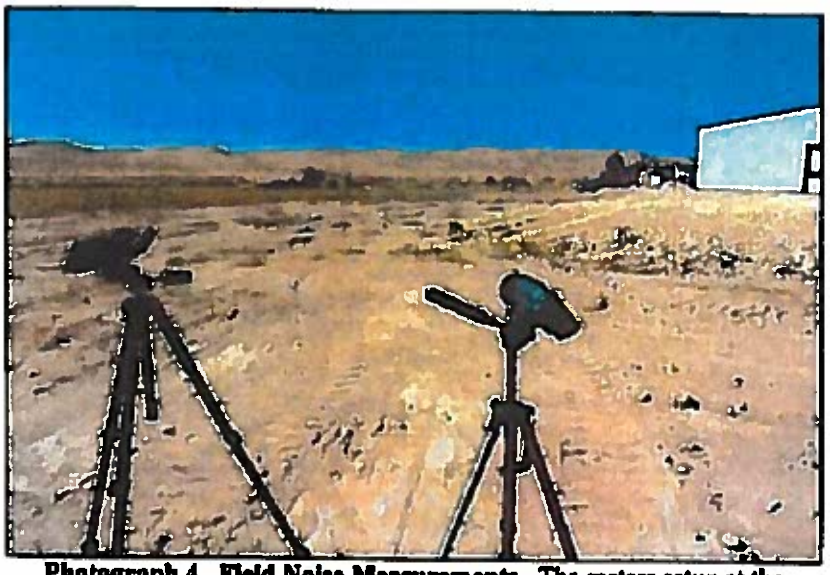


Photograph 3. Field Noise Measurements. The meters setup at the property line of the neighbor located adjacent to the future track.



Photograph 4. Field Noise Measurements. The meters setup at the property line of the neighbor located adjacent to the future track, pointed toward the Go-Kart in the distance.

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Sign Posting Certification

ADA COUNTY DEVELOPMENT SERVICES, 200 W Front Street, Boise, Idaho 83702 www.adaweb.net | (208) 287-7900

GENERAL INFORMATION:

You must post the property at least ten (10) days prior to the scheduled public hearing. The Certification form must be submitted at least seven (7) days prior to the scheduled public hearing. Please review Section 8-7A-5 of the Ada County Code for all sign posting requirements.

Please attach dated photographs of each sign with the certification.

PROJECT INFORMATION:

Location:	Quarter: NE	Section: 9	Township: 5N	Range: 1W	Total Acres: 100.25
Project Name: Gem State Go-Kart Track				Lot: N/A	Block: N/A
Site Address: 8700 W. Chaparral Rd. Eagle ID 83606				Tax Parcel Number(s): S0309121187, S0309131605, S0309212400	
File Number: Project Number: 201600646-CU-MSP-FP				Date Posted: 6/30/2016	

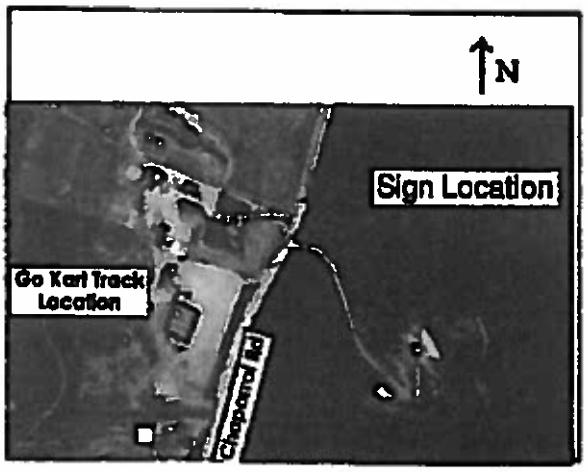
APPLICANT:		
Name: Arthur Thomas		
Address: 2471 S. Titanium Place		
City: Meridian	State: ID	Zip: 83642
Telephone: 208-323-2288	Fax: 208-323-2399	

I certify that the property was posted at least ten (10) days prior to the scheduled public hearing and have attached dated photographs of each sign in accordance with Section 8-7A-5 of the Ada County Code.

Arthur M. Thomas 07/01/16

Signature: (Applicant) | Date

Please draw a diagram of sign location(s) on the property



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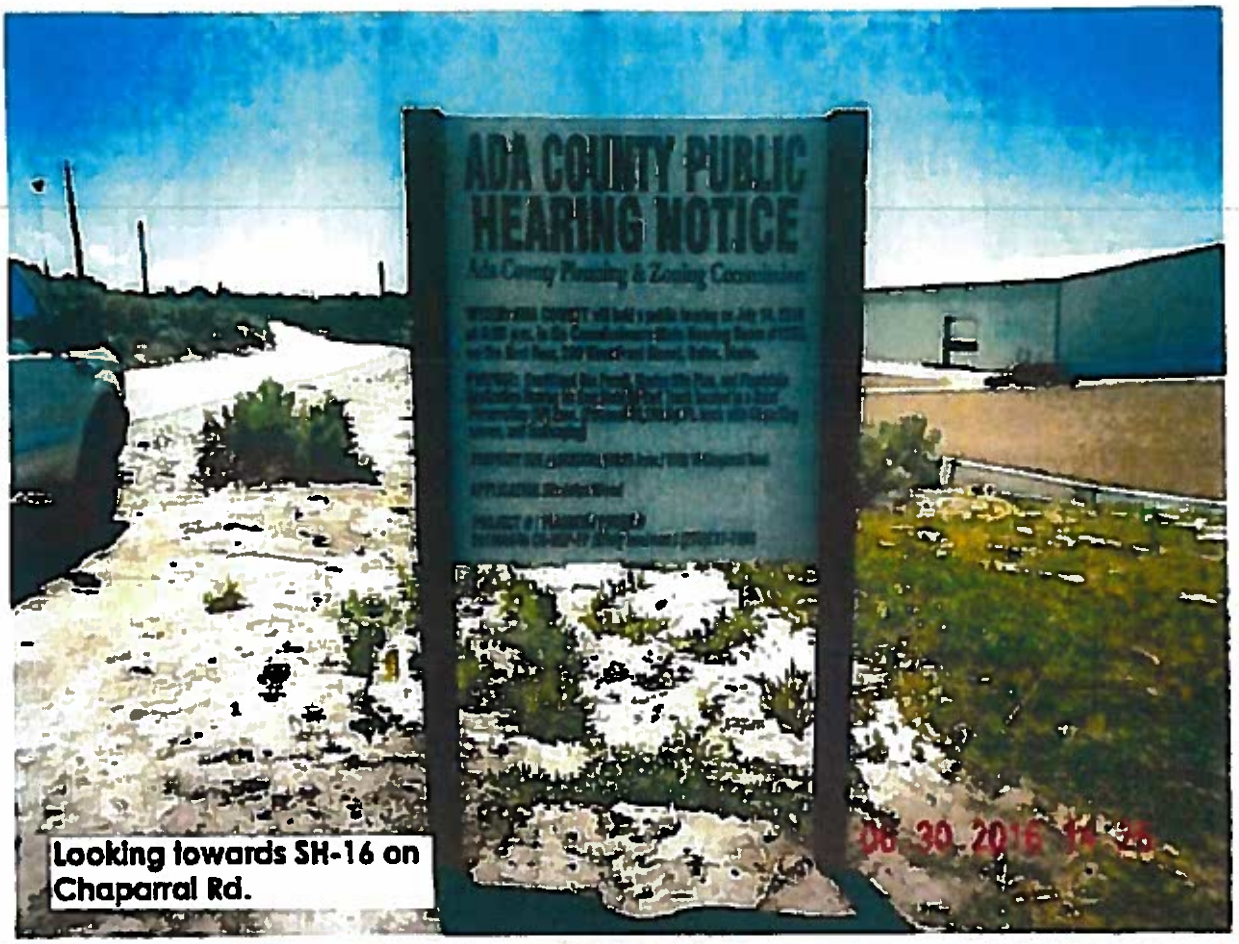

Looking towards SH-16 on Chaparral Rd.

Looking Away from SH-16 on Chaparral Rd.

Dated: February 3rd, 2014

Strategic Plan

Vision:

What we aspire to be known for in 5 years.

"A quality, thriving member driven karting club, having fun and producing champions of all skills levels."

Mission:

What we must do daily to achieve our Vision.

"Conduct fun, competitive events in a safe, helpful, friendly family atmosphere while developing our membership and managing the club's financial and legal affairs in prudent, open fashion."

Operating Principles:

Rules of Thumb to guide our decision making & actions.

- Member Driven—For the Members by the Members
- Fair , Factual, Responsible, & Accountable
- Open & Honest—Timely Communication & Fair Decision Making
- Financially Prudent – Short & Long Term
- Affiliative – with the Motorsports & Greater Community
- Progressive—driving for tomorrow, trying new approaches
- Environmental—Respecting Mother Nature

Strategic Imperatives:

The key initiatives to improve delivery of our Mission & Vision

1. **Implement Strategic Planning:** Professionally track and report not just our financials but all metrics relating to the attainment of our imperatives, mission, and vision.
2. **Improve the facility to Regional Quality:** Determine our objectives, gaps, estimate costs, and build a time phased capital plan and action plan to deliver upon these.
3. **Drive Revenues:** Set and deliver upon tactics to increase membership and fundraising while ensuring our fees are a competitive reflection of the SRK experience.
4. **Rationalize Costs:** Identify cost drivers and rationalize our expenditures in relation to value.

SRS Engines

search SRS...

+++ SRS powered Danny Formal sets fast time and wins S1 all heats and main at SKUSA 2015 Supernationals in Las Vegas +++ Your winning Stock I

SRS Blueprinted 411

Increasing the octane level does not gain a performance advantage in the S3 spec Hondas, but prevents engine damage from detonation. Preventing the engine damage from detonation by increasing the octane level of the fuel will keep the current performance level, but reduce the spec Hondas' top end maintenance cost without changing the engine rules.

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Randomness

Honda CR125 Shifter Kart Engines

HONDA

The "Moto" Honda CR125 is the most common shifter engine platform in the US. Its ability to make power, Honda reliability and the availability of reasonably priced parts have made this the moto engine choice for most racers. SRS has made hundreds of dyno pulls and spent countless hours track testing to deliver an engine package with the power and reliability to put you in the Winner's Circle.

Stock 125

The engines destined for "stock" class racing are assembled from dyno developed stock parts combinations to achieve maximum performance within the rules for the class. The crankshaft is "slip fit" and trued. Power valve plugs are precision blended to the port and sealed. The cylinder diamond honed to insure roundness and proper piston clearance. A pulse fitting is installed in the crankcase and unused engine cover holes are plugged. Finally the engine is carefully assembled and measured to insure all the component parts are within strict tolerances.

The engine package comes ready to run with dual pump carb, pumps, billet o-ringed exhaust manifold, pipe, pipe mount, silencer and ignition. If you want high performance with reliability and low maintenance, the SRS Stock CR125 package is for you.

Also offered is the engine adaptor package with air filter, shock isolated coil mount, quality wire and spark plug connector, "Y" connector for water hoses, jet selection, jet organizer, shifter J-arm, stainless steel exhaust springs and stainless steel silencer mount.

Modified 125 Road Race Packages

The CR125 Road race package is dyno developed to provide high peak power for long straightaway operation coupled with high torque below peak power rpms. This insures continued acceleration after an upshift at high speeds. The crankshaft is "slip fit" and trued. Power valve plugs are precision blended to the port and sealed. The cylinder diamond honed to insure roundness and proper piston clearance. The head is machined for o-rings and a new combustion chamber. A pulse fitting is installed in the crankcase, the kick starter boss is machined and welded for carb clearance, bearing pockets are sized for roundness and unused engine cover holes are plugged. Adjustments are made to port configuration, intake tract, head configuration, exhaust and ignition to control detonation, thus insuring that the engine will maintain high performance. Finally the engine is carefully assembled and measured to insure all the component parts are within strict tolerances.

The engine package comes ready to run with special reed assembly, dual pump carb, pumps, billet o-ringed exhaust manifold, pipe, pipe mount, silencer and custom programmed ignition.

Also offered is the engine adaptor package with air filter, shock isolated coil mount, quality wire and spark plug connector, "Y" connector for water hoses, jet selection, jet organizer, shifter J-arm, stainless steel exhaust springs and stainless steel silencer mount.

Call **903-769-4140** for details and pricing.

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- OIL / CHEMICAL / MOTUL
- OTK / TONY KART PARTS
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1 - 21 of 21 Items

Sort By: Most Popular

'16 CKR SG3 32mm Roller Shifter Kart w/ MyChron5, Radiator
$5,940.00
This item ships freight.
[redacted]

2016 Formula K EVO 32 Shifter Kart - SuperNats Chassis
$3,495.00
This item ships freight.
[redacted]

2016 CKR SG3 32mm Shifter Kart, VEN05 Duralcan ROLLER
$3,995.00
This item ships freight.
[redacted]

2013 Kosmic Lynx 32mm Shifter Kart, Low Hour Nice Chassis ROLLER
$3,500.00
This item ships freight.
[redacted]

2014 CKR SG3 Shifter Kart, MyChron 4, VEN05, 99 Honda **SOLD**
$7,495.00
This item ships freight.
[redacted]

2015 FA Kart Victory, Fresh '99 SwedeTech Stock Honda, Mychron 4
$6,850.00
This item ships freight.
[redacted]

SwedeTech Built '01 Honda CR125 Package - Complete
~~$4,675.00~~
$4,260.00
[redacted]

2015 Formula K EVO 32 Shifter Kart - SuperNats Chassis **SOLD**
$3,295.00
This item ships freight.
[redacted]

Fresh '99 Spec Stock Honda CR125 Engine, Cast 11 Cyl **SOLD**

eShifter Kart 99 Stock Honda, SKUSA Legal CR125 **SOLD**

'99 Spec Stock Honda, Low Hour Kit, New Seals, Ring **SOLD**

Intrepid Shifter Kart Roller with MyChron 4, Radiator **SOLD**

SPROCKETS SHIFTER KART
STEERING / SPINDLE COMPONENTS
SWEDETECH RACING
TIRES / MG / EVINCO
WHEEL ACCESSORIES
WHEELS / CKR / CRG / DOUGLAS / TONY KART
TOOLS / SHOP / TRAILER
USED PARTS & CLEARANCE ITEMS
USED KARTS AND ENGINES
VIDEO EDITING / CAMERAS

Featured Items

3. Honda CR125 Crankcase Half, LH 11200-KZ4-L10

$246.95

$3,650.00 [redacted]

$3,190.00 [redacted]

$2,250.00 [redacted]

$2,450.00
This item ships freight. [redacted]

2008 CRG Blue Demon Rotax Kart, Turn Key **SOLD**
$2,850.00
This item ships freight. [redacted]

2012 Kosmic Lynx KZ Shifter Kart Roller/ OTK Wheels **SOLD**
$3,400.00
This item ships freight. [redacted]

2014 FA Kart Victory, SwedeTech Built '01 Stock Honda - **SOLD**
$7,600.00
This item ships freight. [redacted]

2014 FA Kart Victory, SwedeTech '01 Stock Honda - **SOLD**
$7,200.00
This item ships freight. [redacted]

Intrepid Sirius V 125 Shifter Kart – 1 Race, Turn Key **SOLD**
$6,850.00
This item ships freight. [redacted]

'14 FA Kart Victory MA13, MRC '01 Stock Honda Shifter **SOLD**
$7,400.00
This item ships freight. [redacted]

SwedeTech Built '01 Honda CR125 Package, SuperNats 19 **SOLD**
$4,875.00 [redacted]

eShifter Kart Fresh 99 Stock Honda CR125 Package **SOLD**
$3,850.00 [redacted]

'01 Honda CR125 Stock Cylinder with New Power Valve Plug **SOLD*
$3,250.00 [redacted]

1 - 21 of 21 items

Email

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Doc	Contact	Drilling	Const Date	Total Depth	Address	Drilling Co	Twp	Rng	Sec	Tract		Dia	GPM	Depth
Well Log	STEVE SLAGEL(Owner/Operator)		8/27/1984	443	8700 W CHAPARRAL RD	SOS WELL DRILLING & PUMP CO INC	05N	01W	9	SWNE			20	350
Well Log	DAVID BENSINGER(Owner/Operator)	D007000	11/19/2015	426	E CHAPARRAL RD 1/2 MILE EAST OF HWY 16	ADAMSON PUMP & DRILLING	05N	01W	9	SWSE	Domestic	6	25	357
Well Log	GAIL F CHAPMAN(Applicant), PARK	D005239	11/21/2007	380	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domestic	6	10	178
Well Log	PARK HAMTON(Applicant)		11/20/2007	158	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domestic	8		0
Well Log	JAKE JONES(Applicant)	D006403	9/25/2012	502	8249 CHAPARRAL RD	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NENE	Domestic	6	25	396
Well Log	ROBERT W STEELE(Applicant), BERTHA E		9/30/1974	187	10805 CHAPARRAL RD	BOISE RIVER DRILLING	05N	01W	17	NENE		8	20	171
Well Log	ROBERT W STEELE(Applicant), BERTHA E		7/31/2007	187	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Domestic	8	20	171
Well Log	ROBERT W STEELE(Applicant), BERTHA E		7/31/2007	187	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Irrigation	8	20	171
Well Log	LYNN VALLEY RANCH(Owner/Operator),		10/18/1993	620	6500 CHAPARRAL RD	BILL DOTY DRILLING CO INC	05N	01W	3	SENE		12	0	395
Well Log	ROBERT W STEELE(Applicant)	D004825	8/16/2007	565	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Domestic	6	6	180
Well Log	ROBERT W STEELE(Applicant)	D004825	8/16/2007	565	10805 CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	17	NENE	Irrigation	6	6	180
Well Log	MARTIN ANDERSON(Owner/Operator)			0		POST WELL DRILLING	05N	01W	9	SESW			0	0
Well Log	WALT CLUFF(Owner/Operator)		7/21/1977	385		ANONYMOUS DRILLER	05N	01W	9	NESW			0	335
Well Log	LONNIE LEE FLYNN(Owner/Operator)		11/16/1992	421	8660 CHAPARRAL	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NWSE		6	32	345
Well Log	ERIC HALSTROM(Owner/Operator)		5/20/1997	500	8631 W CHAPPARELL	DAVIS WELL DRILLING & PUMP LLC	05N	01W	9	NENE		6	20	390
Well Log	JAKE JONES(Applicant)	D006403	9/25/2012	502	8249 CHAPARRAL RD	DENNIS PHIPPS WELL DRILLING INC	05N	01W	9	NENE	Domestic	6	25	396
Well Log	CAL KIMBALL(Owner/Operator)		10/1/1983	378		ENGLEMAN WELL DRILLING	05N	01W	9	NWSE		6	0	341
Well Log	WERT M KLINGER(Owner/Operator)		6/2/1971	340		ANONYMOUS DRILLER	05N	01W	9	SWSW				
Well Log	WERT M KLINGER(Owner/Operator)		4/11/1972	350		ANONYMOUS DRILLER	05N	01W	9	SWSW			15	311
Well Log	WILLIAM R LEACH(Owner/Operator)		10/14/1966	450		ANONYMOUS DRILLER	05N	01W	9	NESW				300
Well Log	DICK STEINER(Owner/Operator)		3/7/1995	600	8754 CHAPPRELL RD	BILL DOTY DRILLING CO INC	05N	01W	9	NWSE		8	60	300
Well Log	DAVE TRAILER(Owner/Operator)		6/14/1972	393		H C NICHOLSON WELL DRILLING	05N	01W	9	SESW			25	325
Well Log	FIREBIRD RACEWAY INC(Owner/Operator)		5/15/1971	303		STEVENS & SONS WELL DRILLING INC	05N	01W	16	SWSW			55	252
Well Log	VERNON COOSE(Owner/Operator)		8/17/1985	189		DUFOE WELL DRILLING	05N	01W	16	NWNW				170
Well Log	LOWELL S GEIER(Owner/Operator)		8/4/1969	281		ANONYMOUS DRILLER	05N	01W	16	NESW				172
Well Log	LOWELL S GEIER(Owner/Operator)		10/29/1969	190		ANONYMOUS DRILLER	05N	01W	16	NESW				170
Well Log	LOWELL S GEIER(Owner/Operator)		12/24/1969	298		ANONYMOUS DRILLER	05N	01W	16	NESW			15	171
Well Log	GAIL F CHAPMAN(Applicant), PARK	D005239	11/21/2007	380	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domestic	6	10	178
Well Log	PARK HAMTON(Applicant)		11/20/2007	158	9155 W CHAPARRAL RD	ALLSTATE WELL DRILLING	05N	01W	16	NWNW	Domestic	8		0
Well Log	A J HENRIE(Owner/Operator), JAMES		9/13/1993	358	9019 N BROADWOOD DR	CAN ADA WELL DRILLING	05N	01W	16	SENW		6	30	183
Well Log	JARED HIGGINSON(Applicant)	D003866	3/1/2005	224	8793 HIGGINSON LN	SOS WELL DRILLING & PUMP CO INC	05N	01W	16	SESW	Domestic	6	50	200
Well Log	DAN LAND(Owner/Operator)		5/2/1963	628		ANONYMOUS DRILLER	05N	01W	16	NESW			17	18
Well Log	FIREBIRD RACEWAY			0		COONSE WELL DRILLING	05N	01W	16	NWSW			0	0
Well Log	CHAPARRAL WATER ASSN(Applicant)		5/18/2011	513	900 FT E OF HWY 16	STEVENS & SONS WELL DRILLING INC	05N	01W	9	SWSW	Irrigation	16	600	330
Well Log	RANDAL PRICE(Applicant)	D006395	8/10/2012	360	11100 CHAPARREL	MCLERAN WELL DRILLING	05N	01W	16	NWNW	Domestic	6	30	178
Well Log	THOMAS C SELLIN(Owner/Operator)	D006899	4/25/2015	487	FROM HWY 16 & CHAPARAL RD 1/2 MILE E	DENNIS PHIPPS WELL DRILLING INC	05N	01W	16	NWNE	Domestic	6	12	196
Well Log	THOMAS C SELLIN(Owner/Operator)	D006899	4/27/2015	363	FROM HWY 16 & CHAPARRAL RD 1/2 MILE E ON	DENNIS PHIPPS WELL DRILLING INC	05N	01W	16	SENE	Domestic	6	28	248
Well Log	CRAIG A SWAFFORD(Applicant)	D002532	8/19/2002	340	8794 HIGGINSON LANE	COONSE WELL DRILLING	05N	01W	16	NWSE	Domestic Single	6	20	220
Well Log	BRUCE WALKER(Owner/Operator)		7/10/1970	320		MARLIN WITT WELL DRILLING	05N	01W	16	SESW			15	230
Well Log	BAXTER INDUSTRYS(Owner/Operator)		9/28/1982	65		RB DRISCOLL WELL DRILLING	05N	01W	3	NWSW			60	20

Kristy Inselman

From: John Ferris <johnferrisjr@yahoo.com>
Sent: Monday, July 11, 2016 9:32 AM
To: Kristy Inselman
Subject: New Karting Facility

Ada County Planning & Zoning Commission

To whom it may concern:

The World Karting Association (WKA) is a membership-owned, non-profit corporation formed in 1971 to regulate and promote the sport of competitive kart racing. WKA establishes the rules and procedures to set standards by which to sanction tracks and to conduct annual championships for various types of karting. WKA has grown to over 10,000 active members and 120 sanctioned tracks nationwide to make it the largest sanctioning body for kart racing in the United States and one of the largest in the world.

The "go-kart" phenomenon began in the late 1950s as a fun and affordable form of motorsports with informal parking lot events rapidly growing into organized competition on purpose-built tracks. Since then, the sport has spread around the world, forming a true "grassroots" of motorsports and spawning a multi-billion dollar industry. Karting (properly spelled with a "k") has gone on to become a primary recreational activity for an estimated 150,000 + Americans annually.

What is a kart? They have no suspension, are about 72" long, 55" wide, and weigh approximately 150 pounds minus the driver. Engines vary from 5 to over 30 horsepower, depending upon the class. The sprint kart is the most common type of kart. It normally runs short races on purpose-built, paved tracks with left and right turns.

WKA organized events are available to individuals beginning at age 5. Formal competitive classes begin at the junior stage generally run in 3-year age groupings until "senior" status is reached (age 15 or 16, depending on the series). Around 45% of competitive event entrants are juniors.

There is not a better way of introducing yourself to motorsports. It is an excellent opportunity to enjoy racing that is safe, economical, and fun. From the beginner to the experienced veteran, it is a sport that involves the entire family. It teaches the humble way to enjoy a victory and continued success, as well as, overcoming defeat and moving on to the next race. Karting is a great way to grow as a family, a person, and as a driver.

For all the above reasons WKA strongly supports the addition of new, modern tracks.

Sincerely.
John Ferris
President
World Karting Association

Kristy Inselman

From: Rob Powers <rentalrob2@yahoo.com>
Sent: Wednesday, August 31, 2016 10:57 AM
To: Kristy Inselman
Subject: Kart Track Chaparral Rd.

Hi, I would like to send my support for this project. I have karts that my kids and I race and having a place that we can go have some fun and teach them racing skills, etiquette and teamwork anytime would be great. Now we are limited to race tracks on a sceduled race date with limited times to do so. Would love a place we could go anytime to just have fun and practice. Thanks, Rob 208-954-2706.

Sent from Yahoo Mail on Android

Kristy Inselman

From: Bernie Little <bernielittle@fiberpipe.net>
Sent: Wednesday, August 31, 2016 10:59 AM
To: Kristy Inselman
Subject: sanctioned go kart track

Dear Ms. Kinselman ,

Hi, we spoke on the phone yesterday regarding the go kart track appeal .

I would like to add this email to the appeal process on the go kart track on Chaparral Rd. Ada County. It doesn't seem right that people can move out to the country on large acreages seeking peace and quiet. To enjoy nature at its finest To raise their children and teach them about wildlife and respecting the land. How not to pollute the land . Disturb the eco system. Not to mention what it will do property values. Let's not forget a fire hazard ,really have not seen enough fires..
They build their dream home. They put all their sweat and tears into it and along comes a go kart track. This will be very disturbing to the residences that are already built there. If this location is R-P
what is being preserved ? Not the environment . Not the noise level , or wildlife, or the body of water . Or the beautiful humming birds. Has the council thought about how many cars will be going up and down that road with trailers attached to them . I can't even imagine the disruption of this traffic or the noise pollution.

I have only one question I would like to have everyone on the council answer. Which one of them would want a sanctioned go kart track in their backyard ?
Here we go again it's not for the good of the majority its for whoever has the most money. Why do we as nation, country ,state county, or city always do what ONE person wants instead of what the majority wants. This will only benefit the person trying to make money not the neighborhood. Every person in that neighborhood man woman and child will be affected by this . Again I ask which person on this council would want this for neighbor?

As a tax paying citizen I ask you consider the property values, peace and quiet environmental impact of this decision.

There is a go kart track "Snake River Karter's " just a few miles away on Canada RD. I realize this one is different ,all the more reason it needs to away from people's homes. These are people's lives and livelihood. Please let's think about the impact to these people lives if this goes forward.

Sincerely,

Bernie Little

Kristy Inselman

From: Ward,Rick <rick.ward@idfg.idaho.gov>
Sent: Wednesday, August 31, 2016 11:14 AM
To: Kristy Inselman
Cc: Brent Danielson
Subject: RE: Go Kart Track (8700 Chapparal Rd)

Kristy,

I've spoken with a couple of concerned neighbors about the project and the potential effects to wildlife and I think I should explain a little about how the Department reviews these sorts of projects. Decision makers should also be aware that we don't necessarily view effects to wildlife the same way neighbors might. The statement from the neighbors is somewhat right in that we look first at potential impacts to sensitive species. However, we do that for the applicant letter to the county because that is what Ada County code calls for:

Section 8-4E-4 - "Sensitive Plant and Wildlife Species: Analysis of sensitive plant and wildlife species of the site including, but not limited to, those species listed in the Idaho conservation data center (state of Idaho department of fish and game)."

The comment from the detailed letter you referenced about general wildlife isn't entirely correct, but I can see how they came to that conclusion. When assessing impacts to general wildlife species, the Department looks to see if a project could have an impact on a wildlife *population* or displace wildlife that could then adversely affect neighbors (i.e. elk eating crops). We know that a project like this will displace most wildlife currently using the property in question, as well as surrounding properties. However, we don't think it will have a population-level effect. That's due in part to the fact that the land has been heavily manipulated in the past and we assume the current wildlife value is limited. Our letter specifically states that "the Department does not anticipate *significant* additional impacts to wildlife resources". That's not the same as no effect. To neighboring property owners, displacing the wildlife they're used to seeing to a different area might be an adverse impact.

Please keep in mind that we rarely have empirical data to use for projects at this small scale. This is primarily professional opinion. We look largely at the general location and the current condition of the land to make an assessment.

One of the complicating factors for projects like this is that the Natural Features Analysis relies on the applicant to explain how impacts on natural features will be mitigated:

Subsection 8-4E-4D8 – "Impact On Natural Features: The applicant shall provide a written statement explaining how the design of the plan protects or mitigates impacts on the natural features of the site."

Nowhere does the code state that Fish and Game should provide this. I realize that the Department has the opportunity to comment through the public comment period, but we usually don't do that for a project at this scale unless it's in a particularly sensitive area.

Sorry for the long email. Please let me know if you have questions.

Rick

Rick Ward
Environmental Staff Biologist
Idaho Department of Fish and Game

Southwest Region
3101 S. Powerline Rd.
Nampa, ID 83686
(208)475-2763

From: Kristy Inselman [mailto:kinselman@adaweb.net]
Sent: Monday, August 29, 2016 4:41 PM
To: Ward,Rick
Subject: Go Kart Track (8700 Chapparal Rd)

Rick,
I just wanted to follow up with you on the proposed go-kart track on Chaparral Road. The neighbors have appealed the application and are siting numerous reasons to deny the use. In the detailed letter, they stated the following:

"It appears Fish and Game has commented and there is no significant impact in their opinion but they do not take into consideration that general wildlife in the area, only that which they consider "sensitive." The general wildlife, such as numerous species of birds, the deer, the antelope and other wildlife, all will be scared away from the area with the noise and activity the racetrack will bring."

I just wanted to see if you had any additional comments or concerns with the proposed use. Please let me know. Thank you.

Ada County 2025
Collaborate. Innovate. Thrive
www.adacounty2025.com

Kristy Inselman
Associate Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7998 *office*
(208) 287-7909 *fax*

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Wednesday, August 31, 2016 1:52 PM
To: Kristy Inselman
Subject: John Wood,- Kart Facility - Operating Model, Trailer Parking
Attachments: JW Operating Model.pdf; JW Trailer Parking.pdf

Hi Kristy,

As promised:

1. Description of the operating model. It's vital commisioners understand we are NOT building an "OMC" or "Meridian Speedway" type of facility, or an amusement park style operation with a steady flow of customers.

2. Trailer Parking -- how we will handle, but more so how our operating model greatly limits the need for participants to even have one in the first place. (Indeed, my own trailer is for sale...)

Thank you for reaching out.

Very Best,
Kent Smith for John Wood
208.488.5626

PROPOSED KARTING FACILITY AT 8700 CHAPARRAL ROAD EAST

GENERALZIED OPERATING MODEL

Our karting center will principally offer three types of events: team building, charitable support, and sanctioned events. Within this context, the structure of each event will remain flexible, just as any commercial enterprise must be in order to satisfy its customers. Nonetheless the events can be generally defined as:

1. **Team Building**: We will offer corporate and other groups the chance to experience our sport within the context of building relationships, problem solving, working under pressure, and having fun together. These roughly 3 ½ hour events will mix classroom or shop time (approximately 70%) with various on track experiences (30%) ranging from skills building (follow the leader) through to controlled but actual racing. Team building sessions typically would involve up to 20 participants, but no more than 15 will be on the track at one time. In all cases team building will make use of the facilities' karts and equipment; there will be no need to bring trailers, etc. Team building can be facilitated by a mix of the organization's own resources (e.g., a church group's leader or a scout master), expert karting coaches, or an outside party. Team Building is likely to be the most common activity at the facility.

2. **Charitable Support**: We will offer the facility and its equipment to support the many charities or community, and support groups in the valley. The nature and duration of these events will remain flexible to best accommodate these groups' needs, however we would anticipate such to last roughly 2 to 3 hours each and involve a mix of track time (33%) and other activities (67%). The maximum number of karts on the track at one time would not exceed 15. The total number of participants is unlikely to exceed 30, and persons are likely to arrive in groups. Since these organizations can make use of our fleet of karts, they do not need to bring their own along with the trailers, etc. Charitable support is likely to be the second most common activity at the facility.

3. **Sanctioned Events:** These are formal "races" in which different classes of karts participate in practice, qualifying, and races. The classes are distinguished most often by the age of the participant. We will limit the classes we support. Many of the sanctioned event participants will make use of the facilities fleet of karts. Those bringing their own karts will be strongly encouraged not to bring a trailer since the facility will be equipped in a manner so as to not require them: it will have electrical in the pit area (no generators required), compressed air (no air compressors required), tools, tables, etc. At no time would there be more than 15 karts racing on the track. Participants will also be offered the chance to store their karts at the facility. Although they tend to more intense than other events (50% or so track time), sanctioned events will be the least common activity at the track.

There may be other lesser uses of the facility such as "family time" where the owner or associate has a small number of guests using the facility, or private coaching / practice sessions where a few experts may help typically 2-6 drivers improve their on-track and off-track skills.

It is crucial to understand that as I live at the property, we are not aiming to build a high velocity business characterized by the steady flow of participants as you may have seen at Fast Lane or Wahooz. Nor are we building a dirt-track facility featuring large engine karts such OMC or Sandhollow. Instead we are building a relatively low volume, premium experience aimed at introducing families to karting, honing their on-track and off-track skills, providing friendly competition, and supporting the community with a mix of team building and fundraising.

There will be no bleachers, no sound system, and no lighting for the track. The grounds will be irrigated, the track and support areas paved, as will be the parking and laneways.

Best Regards,

John Wood

Property Owner and Resident

PROPOSED KARTING FACILITY AT 8700 CHAPARRAL ROAD EAST

ACCOMODATING TRAILER PARKING WHERE REQUIRED

The question has been raised as to how the facility will accommodate trailer parking, as these are common in typical kart club environments. We will support a limited number of trailers, however, our operating model and resources will very often preclude the need for trailers as I will explain below.

We have specifically designed the facility and operations to step away from the paradigm of all competitors spending great amounts of money on trailers, tool boxes, generators, compressors, and other aspects which really add nothing to the karting experience. In reality, as is proven by some of the area's best karters, all you would now need to bring is a small tool bag – if at all. All things combined we expect to greatly reduce the need for trailers. If you bring your own kart you can put it in the back of your truck, just as I have always done karting with my son. We have never used a trailer.

Notable differences in our approach compared to kart clubs are:

- The primary reason karters use trailers is to transport their own kart and support equipment, including generators, air compressors, tables, and often large tool boxes, and for shelter. However, our operating model is primarily "arrive and drive" where participants make use of the arrive-and-drive karts at the facility. As such, the vast majority will not have to transport a kart to the track at all. *Kart "clubs" typically do not have arrive and drive karts, resulting in participants having to bring their own. We are different.*

- Insofar as karters *do* transport their own equipment, they can make use of several amenities the facility offers. Electrical power will be available in the pit area, eliminating the need for generators; compressed air will be provided in the pit area, eliminating the need for air compressors; shade trees and other elements will be available reducing the need to bring one's own pop up canopy and chairs; specialized tools will be available, etc. As a result you do not need to have a trailer – just put your kart and small tool bag in your truck as myself and many others have now come to do. *Kart "clubs" typically have few if any of these amenities, resulting in participants having to bring their own. We are different.*

- We will offer storage for participants own karts, eliminating the need to transport them. We will incent people not to bring trailers and will charge an extra fee if they do.

Please see overleaf our parking plan to include accommodations for small and medium sized trailers.

There will be no bleachers, no sound system, and no lighting for the track. The grounds will be irrigated, the track and support areas paved, as will be the parking and laneways. I will live on the property.

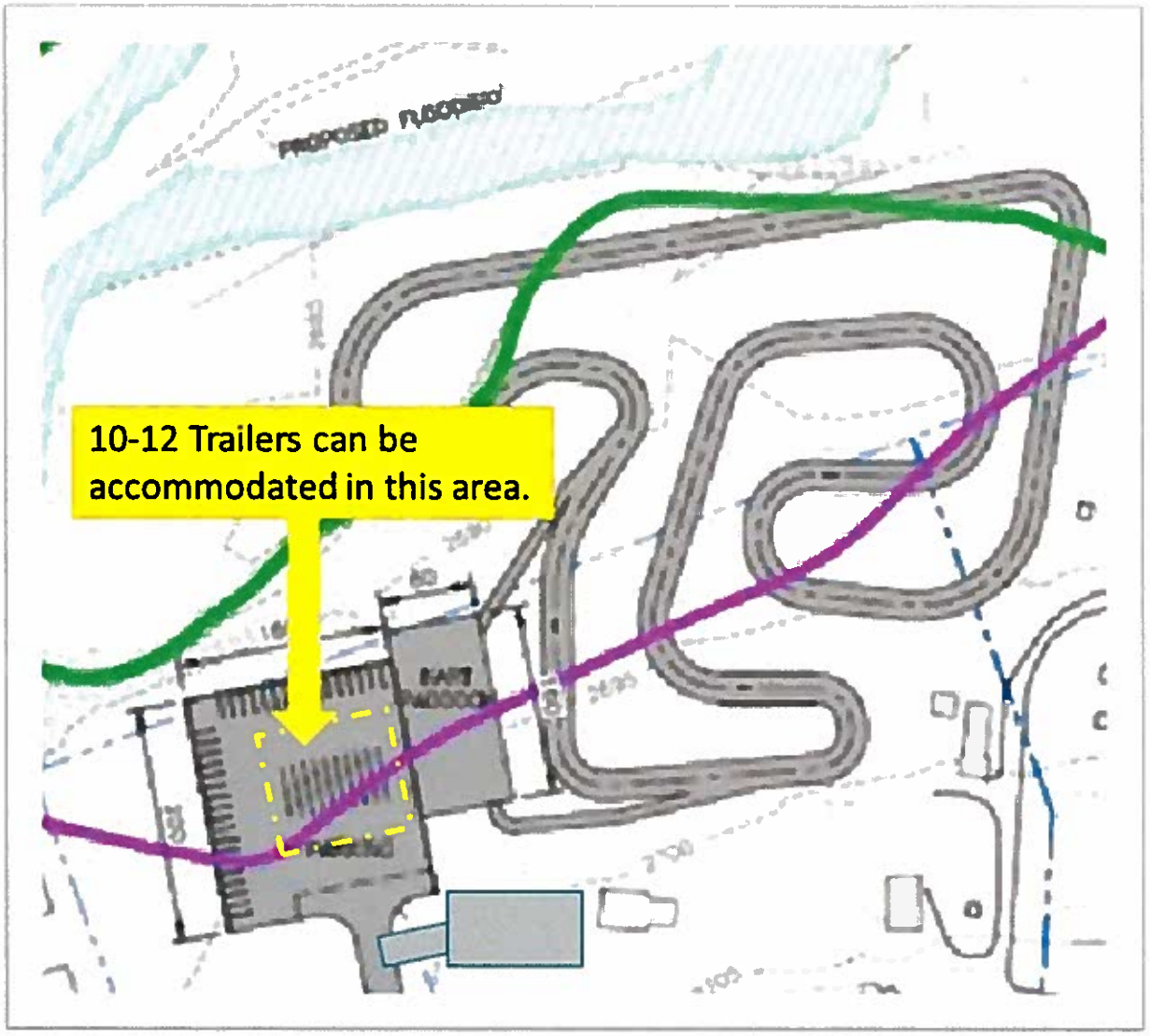
Best Regards,

John Wood

Attach (1)

Parking at the Proposed Karting Facility

8700 Chaparral Road, East



The configuration of the parking lot supports the number of trailers we would expect. Parking is available around the perimeter and in the secondary lot. The vast majority of activity at the proposed karting facility will not require participants to bring trailers.

Kristy Inselman

From: Dave Aizpitarte <davea@bionom.com>
Sent: Wednesday, August 31, 2016 3:38 PM
To: BOCC; Kristy Inselman
Cc: 'Kent Smith'
Subject: Wood Sound Study - Kart Track - Credentials
Attachments: Aizpitarte noise credentials.doc

Enclosed is my credentials in the noise field for you r information and inclusion in the application. A couple of items that I would like to point out are the following:

I am an expert witness for the Ada County Highway Department (ACHD) and the Idaho Transportation Department (ITD) along with several law firms in town that do not present a conflict of interest with either ACHD or ITD

An example of my work is the noise walls across the freeway from the Boise Airport. I supervised the field work, all the computer modeling and design (non-engineering).

I have 20 years experience and have done a myriad of noise consulting projects for both transportation, safety and industrial clients along with specialized wildlife studies using Bat noise detection devices and software analysis.

Thank you for your time and if you have any questions please call me.

Dave Aizpitarte
Bionomics Environmental, Inc.
1045 East Winding Creek Drive
Eagle, ID 83616
208-939-1022
fax 208-368-0001
Web site www.bionom.com

BIONOMICS ENVIRONMENTAL INC.

David Aizpitarte
Noise Credentials

Mr. Aizpitarte has a background in determining noise impacts for health and safety, road construction, and industrial facilities. He has attended and been a guest lecturer for graduate level classes in acoustical analysis and classes in noise analysis for roadway design and barrier construction. Mr. Aizpitarte has also been retained as an on-call noise expert for the Ada County Highway District and the Idaho Transportation Department for noise impacts on new road construction. He has attended seminars presented by nationally respected Bowlby and Associates and HMMH (developers of TNM 1.1 and 2.0). Mr. Aspitarte served on an advisory group for the upgrade of the Traffic Noise Model (TNM) from 1.1 to 2.0 and served on an advisory team to review the Idaho Transportation Departments new noise policy.

EDUCATION

Bachelors of Science in Bacteriology and Public Health, Washington State University, 1980
Bowlby and Associates Traffic Noise Model computer modeling class, 2000
Federal Highway Administration multiple seminars in noise modeling

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Thursday, September 01, 2016 10:11 AM
To: Kristy Inselman
Subject: John Wood Property - Notes on Enviromental Stewardship, other Tracks
Attachments: JW Environmental Stewardship.pdf; JW Comparison to Adams and OMC.pdf

Hi Kristy

Please find attached notes on the proposed karting facility's environmental plans, and comparisons to two other facilities discussed in the last meeting.

Very Best,
Kent
208.488.5626

PROPOSED KARTING FACILITY AT 8700 CHAPARRAL ROAD EAST

ENVIRONMENTAL STEWARDSHIP

We have noted that some have suggested that the presence of the karting facility will negatively impact the quality of the adjacent Willow Creek. We want to take the opportunity to outline our environmental stewardship program. My family and I live on the property and already practice conservation; and we have dressage horses, ponies, and grow vegetables. A clean property directly impacts myself and my family.

As a testament to my ongoing commitment, virtually all the buildings on my property have been re-tasked from other properties. Rather than have them torn down, buried, or taken to the landfill, only to be replaced by new ones – I instead moved them to my property, refurbished, and re-tasked them. I cannot begin to quantify the environmental benefits of avoiding so much waste and production, especially because home and structure building are considered amongst the most wasteful activities.

Consider the following about our karting operations:

- Maintenance activities happen well away from the riverbed, and on paved or concrete surfaces.
- All oil is recycled. No one under any circumstances can ever dump oil or similar on my property or they will be thrown out and barred from returning;
- The only gasoline allowed will be standard pump fuel. No racing gas is allowed. Only proper, long neck low capacity gas tanks (e.g., 1-2 gallons) will be used. All such activities will take place towards the east end of the property, nowhere near the riverbed.
- By providing electrical power and compressed air to participants, there is no need to have generators, and thus they will utilize cleaner power.
- All tires will be recycled,
- We will promote the use of Simple Green and other friendly cleaners, etc.
- We will have a recycling program for trash.
- The operating model will greatly reduce participants' need to haul a trailer to the facility, thereby improving fuel economy and reducing carbon emissions.
- We will be planting many trees

Thank you for considering these points.

Best Regards,

John Wood

PROPOSED KARTING FACILITY AT 8700 CHAPARRAL ROAD EAST

COMPARISONS TO OTHER MOTORSPORTS FACILITIES

During the last session and appeal documents, a narrative appeared making references to other tracks, including the Owyhee Motorcycle Club (OMC) and Adams Motorsports Park ("Adams"). In reality these operations bear little or no resemblance to what we plan at the proposed karting facility at 8700 Chaparral Road East, and indeed with the facts in place a comparison demonstrates only how different they are:

- **OMC**, located in Boise, features dirt-bikes (up to 500cc or more), ATVs, and Outlaw Karts (many 450cc or more). Our facility offers none of these activities. Our engines are limited to just 206cc and feature silencers. Their tracks and paths are comprised of dirt. Their events go well into the evening, often past midnight. The dirt track and motorcycle trailers span over 100 acres. When so-called "flat karts", similar but often not as restricted as the ones we will use at our paved track, occasionally run at OMC, people remark how quiet they are. The owner(s) of OMC do not live at the track. It has a loud speaker system, lighting for the track, bleachers, etc. A comparison with OMC only underscores how different it is.

- **Adams** features karting but also high horsepower "formula drift racing", motorcycle racing, motocross, and autocross. These activities beyond karting are noisy and intensive. WE ARE NOT OFFERRING THESE. Located in Riverside it serves the immediate "Inland Empire" market of 4.5 million people, and the overall Los Angeles Metropolitan area of 12.6 million people. The market and economic pressures on Adam's are many, many times greater that anyone experiences in the Treasure Valley, or will for decades. Suggesting the two operations are similar in any way simply does not stand to reason.

Our facility is privately owned by myself and carries no debt load or financial pressures to expand intensity or into more noisy activities such as drift car racing. Indeed it is this financial position which we are leveraging to help the community with charitable support.

We are not seeking to offer "drift car", motocross, autocross, etc., -- we are operating a premium, much lower intensity karting facility.

There will be no bleachers, no sound system, and no lighting for the track. The grounds will be irrigated, the track and support areas paved, as will be the parking and laneways. I will live on the property.

Very Respectfully,

John Woods

Kristy Inselman

From: Kent Smith <kentsmith616@gmail.com>
Sent: Thursday, September 01, 2016 11:18 AM
To: Kristy Inselman
Subject: John Wood Property - Style & Decor Document
Attachments: JW Property Premium Idaho Ranch Style.pdf

Hi Kristy,

Attached is are illustrations of how the property will be styled; I believe the CUP calls it to be "ranch style" consistent with an Idaho theme.

The suggestion was made that the presence of the facility will detract from property values -- that it will be an eyesore. I trust the attach will demonstrate it definately will not. It's vital for all to understand we're not building an OMC, Sandhollow or Wahooz. It's a ranch with a paved kart track...

Also, we've steered clear for the most part of pointing out the disused vehicles, delapitated structures, clutter, piles of unused building materials, etc., present at many properties up and down Chaparral road. We're not here to find fault with others, and present the evidence directly in the forum may cause issues with some folks. But we do want to be sure that the Commissioners understand (1) that what we are building has a comfortable ranch feel, and (2) many of the properties around it are in poor, un-kept shape. We do believe John's property will be seen as a wonderful addition to the area.

Very Best,
Kent

Chaparral Karting Complex

8700 Chaparral Road East

Design Overview:

Improving The Willow Creek Valley, Idaho Ranch Style

John Wood aims to develop a beautiful, thriving, enjoyable property that not only fits within "Idaho Character" but enhances the area.

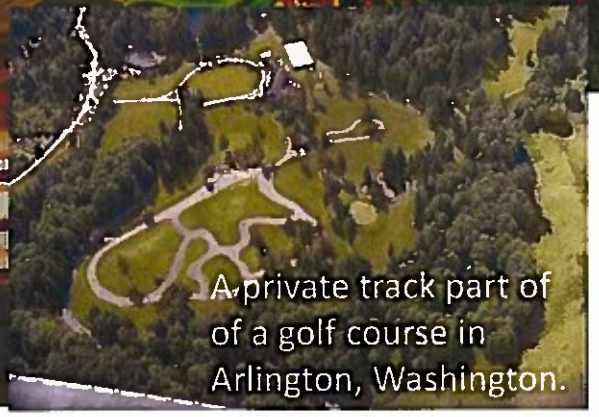
The suggestion that a karting facility will inherently detract from property values because of how it looks (or sounds) is based on a false pretense and a lack of understand of what Mr Woods is setting out to achieve. The "Music School" development opposite to the Eagle Island State Park entrance on is a testament to Mr Wood's capabilities.

Mr Wood's investment in his overall property -- $1.8 million to date – represents almost the only material improvements made to properties near his on Chaparral Road. Indeed, many of the nearby properties have for a long time had derelict vehicles and structures, debris, un-kept grounds, and other facets which detract from value.

Mr Wood is creating a premium experience. Design elements are shown overleaf. The kart track itself will be well styled; and overall property, too.

Mr Wood will be living on the property at his private residence and investing his own money in making it a great property.

Inspiration for the facility's design came from melding traditional, refined Idaho Ranch styling with other sources such as studying Jalopnik's "Top 10 most beautiful race tracks", private facilities, and applying them to a karting track and the overall property.



OVERALL LAND USE PLAN – 8700 CHAPARRAL ROAD EAST - +/- 100 Acres

Approximate Sizes:

Open Area for Livestock Grazing (43 acres)

Existing Willow Creek Flood Way and Adjacent Area (18.2 acres)

Lavender Fields (17.5 Acres)

Kart Track and Associated Grounds (11.9 Acres)

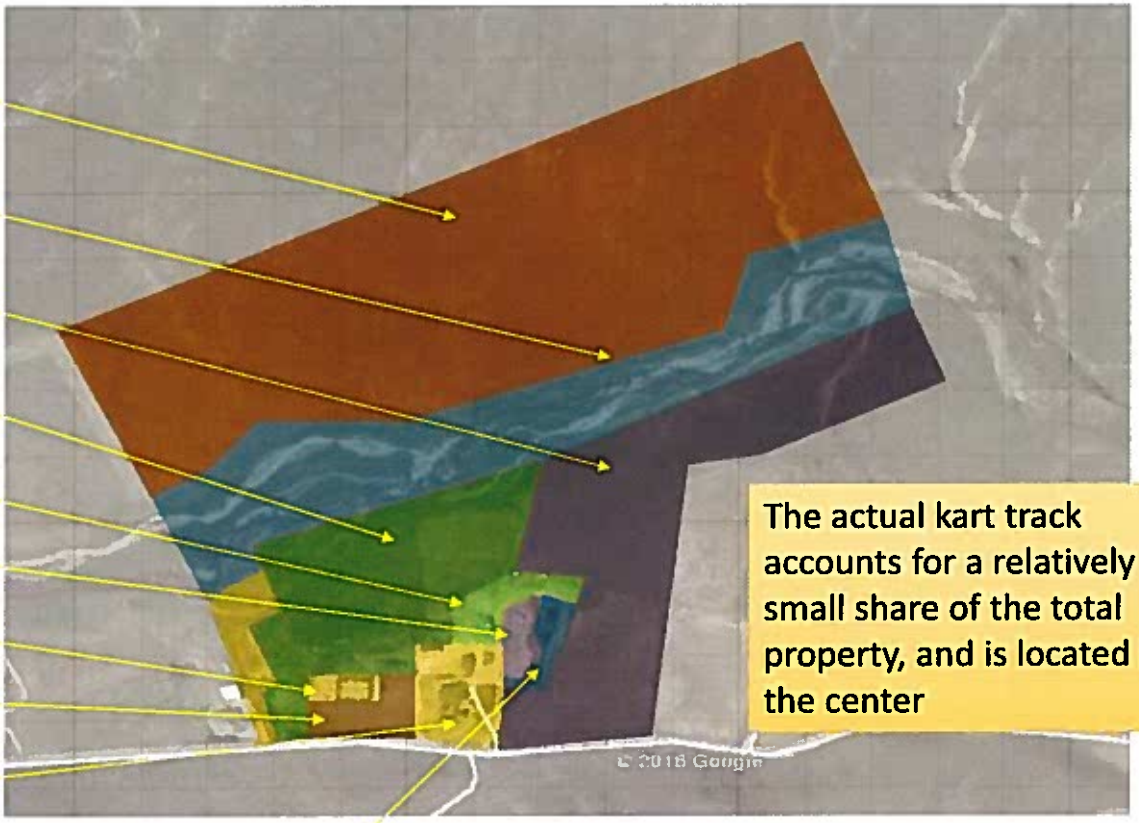
Horse Paddocks – At Least 3 Thoroughbred Horses and 3 Ponies)

"Starter" Growing Area & 6500sqft Juniper Grove

John Woods New Hobby Barn and Related Area (16,000sqft)

Two Full-Sized Horse Dressage Areans (35,000sqft)

Mr Wood's Private Resident and Surrounding Area



The actual kart track accounts for a relatively small share of the total property, and is located in the center

Maintenance Area & Greenhouse

KART TRACK AREA – LANDSCAPE PLAN

Together with the lavender fields and other uses, 8700 Chaparral road will be one of the only irrigated properties in all of the Willow Creek Valley – a beautiful property thriving with nature.

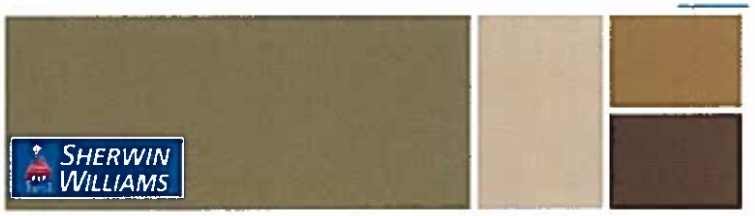
- The design and décor of the track area reflects the premium nature of the brand.
- As per our CUP submission, the kart track will be extensively landscaped
- The track area will be irrigated with grass surface for a great aesthetic appeal and to keep dust down
- The track area infields will additionally feature beds of Lavender and Wild Flowers
- The track surface will be paved
- Curbing for the track, where required, will be painted in subtle, alternating colors consistent with the overall décor plan reflect "Idaho Ranch" style (shown overleaf)
- The track area is screened to large extent by other buildings, and perimeter trees
- Ranch-style wood & screened fencing will be employed instead of the galvanized / chain link fencing traditionally at tracks
- Safety barriers will not be the traditional red & white or black and white, instead they will be in the same subtle colors (shown overleaf) to blend into the area.
- As per the CUP there will be not clutter, piles of unused materials, and other "refuse" in or around the track area.

- **There will be no large grandstands, no light poles, speak systems, scoring sign, banners or large advertisements, no entry sign on the road, or related features.**

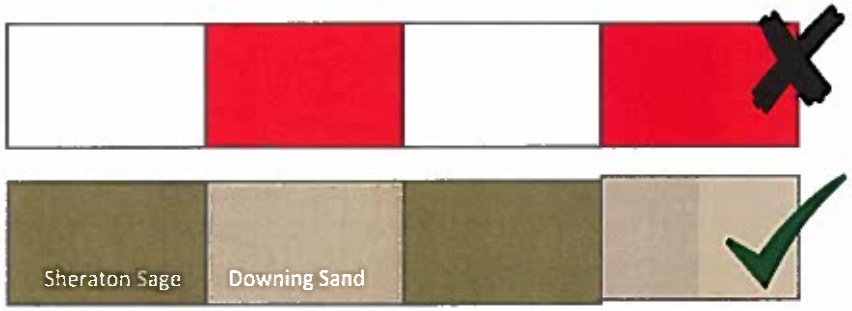
- **Properties up and down Chaparral road have disused vehicles, deplapitated structures, etc., and have not been invested in – this property will be one of the best looking in the entire valley and something SW Idaho can be proud of.**

KART TRACK AREA – DÉCOR AND STYLING PLAN
DICTINCTLY IDAHO – COMFORTABLE RANCH

Colors have been selected from our supporter's, Sherwin Williams, "American Heritage" Collection



SW 0014	SW 2822	SW 2814	SW 2856
Sheraton Sage	Downing Sand	Rookwood Antique Gold	Fairfax Brown



Typical approach of Red & White curbs and barriers will instead be lesser contrasting earth tones to blend in, and match without losing their purpose.

Mr Wood's property makes extensive use of reclaimed barnwood, which will be prominent in the karting areas.

Kart paddocks will be themed just as if they were horse paddocks.

Ranch style fencing will be used instead of the traditional galvanized chain link.

Entrances to the kart area and the "paddock club" will have traditional ranch arches.

Landscaped features will be low-impact design and feature common Idaho plants

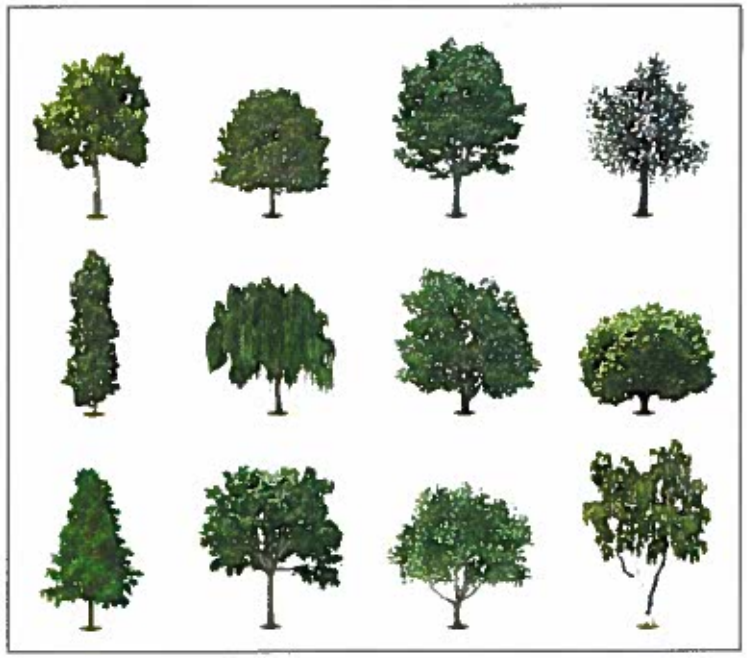
Idaho wildflowers will be planted in large areas around the kart track and infield.

ing, entrance, and related areas will be aced with recycled pavement.

Signed will be subtle, ranch style laser-cut rust finished steel.

Interior spaces will be furnished with relaxed ranch styling & authentic materials.

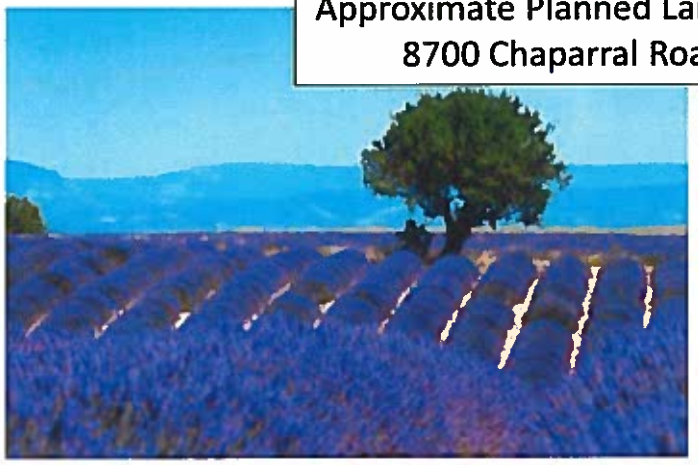
No bleachers. Visitors instead can watch and enjoy a picnic at one of the many tables.



The facility will have shade trees for drivers and the families.

For as long as anyone can remember, both Ospreys and Bald Eagles have nested at Pat's Acres Racing Complex, and raised their young – despite not just karting, but "drift" style competitions and motorbikes.

Approximate Planned Land Use – Illustrative Features
8700 Chaparral Road East, Eagle, ID 83616



18 Acres of the property will grow Lavender

Three of John Wood's Horses at the Property

Property will feature 2 full-sized Dressage Arenas, stretching over 30,000sqft

~44% of the land will feature cattle grazing

There will be no bleachers, no sound system, and no lighting for the track. The grounds will be irrigated, the track and support areas paved, as will be the parking and laneways. I will live on the property.

NO BLEACHERS

mily members and friends
n watch from picnic tables

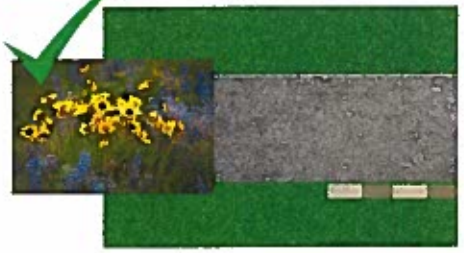
NO LARGE LIGHTING SYSTEM

We are closed before dark, we do not run at night.

NO SOUND SYSTEM

Timing and commentary available on smartphones via wifi.

NO NOISEY DIRT TRACKS



Paved track, blended curbs, and grass infield with wildflower gardens.

LEGAL NOTICE OF PUBLIC HEARING Legal notice is hereby given that the Board of Ada County Commissioners will hold a public hearing on September 14, 2016 at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear a request for: 201503899-MSP-M, DA-DM, DAVID DORROUGH; An administrative modification to the Board approved master site plan and a corresponding development agreement modification due to ITD realigning the east-west access road (Agnew Drive) between Pollard Lane and Levi Lane. The property contains 10.27 acres and is located at N. Pollard Ln. (NW corner of Pollard Ln. & Chinden Blvd.), Meridian, ID 83646 in Sections 21, T. 4N., R. 1W. Brent Danielson 287-7913. 201600646-A(A), ROBERT & LANA LEAKE, GUY WHITTEMORE, JERRY JONES, DOROTHY MINOR, CAROLYN LINDSEY, AND SANDRA SEWARD; Appeal of the Planning & Zoning Commission approval of a go-kart racetrack. The property contains 100.25 acres and is located at 8700 W. Chaparral Rd., Eagle, ID 83616 in Sections 9, T. 5N., R. 1W. Kristy Inselman 287-7998. 201600646-A(B), JAKE & BROOK JONES, DAVID BENSINGER, MARJORIE LYNN, LONNIE FLYNN, BOBBI & LYLE MCFADDAN, JODE & MONICA STELLA, AND ERIC HALLSTROM; Appeal of the Planning & Zoning Commission approval of a go-kart racetrack (Applicants:). The property contains 100.25 acres and is located at 8700 W. Chaparral Rd., Eagle, ID 83616 in Sections 9, T. 5N., R. 1W. Kristy Inselman 287-7998. 201600664-S, RILEY PLANNING SERVICES; A preliminary plat application for a four (4) lot residential subdivision. The property contains 20.91 acres and is located at 60 W. Beacon Light Rd., Eagle, ID 83616 in Sections 32, T. 5N., R. 1E. Brent Danielson 287-7913. 201600795-DA-MSP-ZC, DAVE EVANS CONSTRUCTION; Zoning Ordinance map amendment, master site plan and development agreement application for a 120-unit multi-family development with a clubhouse and playground. The applicant is seeking to rezone the property from R6 to R20 with C2 zoning near the intersection to be developed in the future. The applicant is proposing 253 parking stalls and access onto both Lake Hazel Road and Maple Grove Road. The property contains 8.876 acres and is located at 6267 S. Maple Grove Rd., Boise, ID 83709 in Sections 2, T. 2N., R. 1E. Kristy Inselman 287-7998. 201600928-AC-V, ACTION STEEL BUILDERS INC.; Variance for two detached structures built with permits and then joined as one without a permit making the total sq. ft. to 1,680. The structures are located in the front plane of the dwelling. An Accessory Use for the structure that is now over 1,500 sq. ft. The property contains 10 acres and is located at 3622 N. Fry Homestead Ln., Eagle, ID 83616 in Sections 35, T. 5N., R. 1W. Diana Sanders 287-7905. Staff Reports Available On-Line 5 Days before Hearing Date adaweb.net Auxiliary aids or services

Group A

for persons with disabilities are available upon request. Please call 287-7900 or 287-7979 (TDD) by 5:00 p.m. three days prior to this public hearing so that arrangements can be made. BOARD OF ADA COUNTY COMMISSIONERS Mark Perfect, Planning & Zoning Administrator Pub. Aug. 23, 2016 **Publish Dates:** 8/23/2016 -9/6/2016 1

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