



Appendix 1

Summary of Public Input:
Community Feedback Survey
and Public Workshop #1



Prairie City State Vehicular Recreation Area Road and Trail Management Plan

Community Feedback Survey and Responses



Prepared for
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1 INTRODUCTION

The California Department of Parks and Recreation (California State Parks) and the consultant, Ascent, conducted a Community Feedback Survey to gather information on how the facilities, trails, and other uses of the Prairie City SVRA are currently being used and potentially improved in the future. The results of the survey will be used to inform preparation of the Road and Trail Management Plan (RTMP). The following document contains the following:

- **Survey Design** – Description of the survey instrument used to gather responses.
- **Key Findings** – Overall key themes and takeaways from the collected responses.
- **Public Outreach** – A description of associated outreach used to advertise and capture survey responses.
- **Survey Responses** – Responses of each survey question summarized in graph or bullet format.

2 SURVEY DESIGN

The Community Feedback Survey was conducted as part of the community outreach effort for the Prairie City SVRA RTMP. The survey was developed to address key issues in the RTMP using questions from the Trail Experience Survey conducted in 2018 as a starting point. The 2018 Trail Experience Survey received 77 responses and asked questions pertaining to trail features that were desired and use types in each of the zones. The 2023 Community Feedback Survey expanded on these questions to gain a better understanding on other uses that may be desired by users and community members, addressed specific concerns in each of the zones, and additional features/uses that may be added.

3 KEY FINDINGS

The following key findings were gathered from both the results of the multiple-choice questions and open-ended answers received:

- **40% of respondents live within 10-30 miles** of Prairie City SVRA and a similar amount (37%) live further than 30 miles from the park.
- Prairie City SVRA is utilized year-round, with **most activity (77%) occurring in the months of April-June**.
- A majority of respondents expressed a desire (67%) to include **mountain bikes and E-bikes** in areas where motorized uses are not allowed and adding **overnight camping** (60%).
- 59% of respondents that visit Prairie City SVRA are **2-4 people in size**.
- The **Main Staging Area is used the most** (76%) by respondents for access and staging.
- Over **70% of respondents use motorcycles** (dirt bikes/dual sport) when visiting Prairie City SVRA.
- The motorized trail uses most desired by respondents are **motorcycle only trails** (62%).
- The top issues that make trail users' experience less enjoyable include **conflicts between different OHV uses and safety**.
- Key themes that emerged from the open-ended answers include:

-
- a desire to include overnight camping and mountain biking as new uses,
 - create a dedicated area for side-by-sides/ROV (Recreational Off-Highway Vehicle) for improved safety,
 - concerns related to the impact of new home development near the northern portion of the park,
 - a desire to expand in areas that benefit all user groups, and
 - respondents value that Prairie City SVRA is within close proximity to their homes and that varied uses are allowed/offered.

4 PUBLIC OUTREACH

The following strategies were used in advertising the Community Feedback Survey to encourage a wide range of participation from those that use the park frequently to those that may use it if other uses were available.

4.1 PROJECT WEBPAGE

The project website (parks.ca.gov/PrairieCityRTMP) is maintained to provide information on the planning process, identify opportunities to participate, provide links to the existing park use map and the opportunities and constraints maps online survey and app, allow visitors to sign up for email updates, and provide an agency email address to contact with comments or questions.

4.2 PROJECT CONTACT LIST

Emails were sent to the project contact list that announced opportunities to participate in the survey and other engagement activities. The project contact list included non-profit organizations, private stakeholders, neighboring property owners, and various user groups.

4.3 SOCIAL MEDIA

Social media posts were used across the Prairie City SVRA Instagram and Facebook accounts, encouraging those to participate in the Community Feedback Survey, visiting the project website and attending public workshop #1 for more information.

4.4 PUBLIC WORKSHOP #1

Participation was encouraged at the public workshop held at the Prairie City SVRA Environmental Training Center (ETC) on August 9, 2023. This included an existing park use map and the opportunities and constraints maps for each zone along with QR codes and physical copies of the survey for participants to take while attending the workshop.

4.5 POP-UP EVENTS

Three pop-up events were conducted prior to the closing of the Community Feedback Survey. These events included visitor engagement at the interpretive booth at the popular Hangtown Motocross Classic on June 3, 2023, the El Dorado Hills Farmers Market held on July 30, 2023 and at, Cal 4Wheel's Sierra Trek, a family 4x4

event in Tahoe National Forest on August 11 and 12, 2023 where postcards were handed out directing visitors to the project website to take the survey.

4.6 SIGNAGE/HANDOUTS

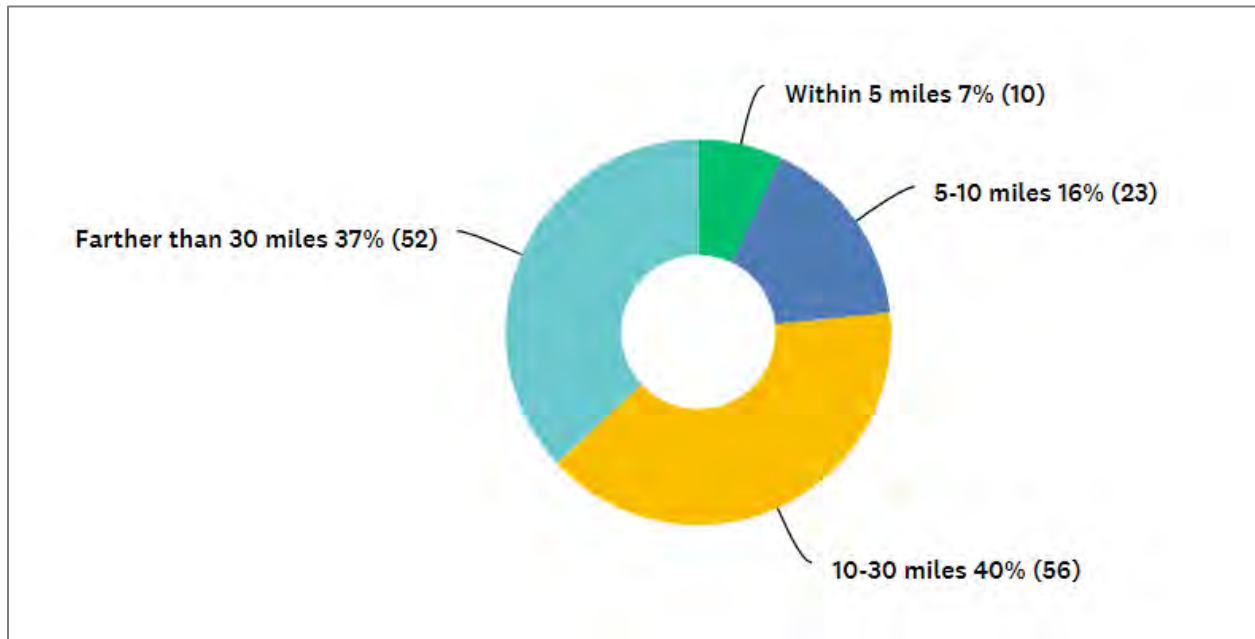
Signs and flyers were posted at the park entrance and throughout main thoroughfares and restroom areas of the park announcing the Community Feedback Survey and encouraging participation using a QR code to connect participants to the project website. Postcards containing the QR code and project website were also distributed at the main park entrance kiosk and handed out to visitors by park staff.

5 SURVEY RESPONSES

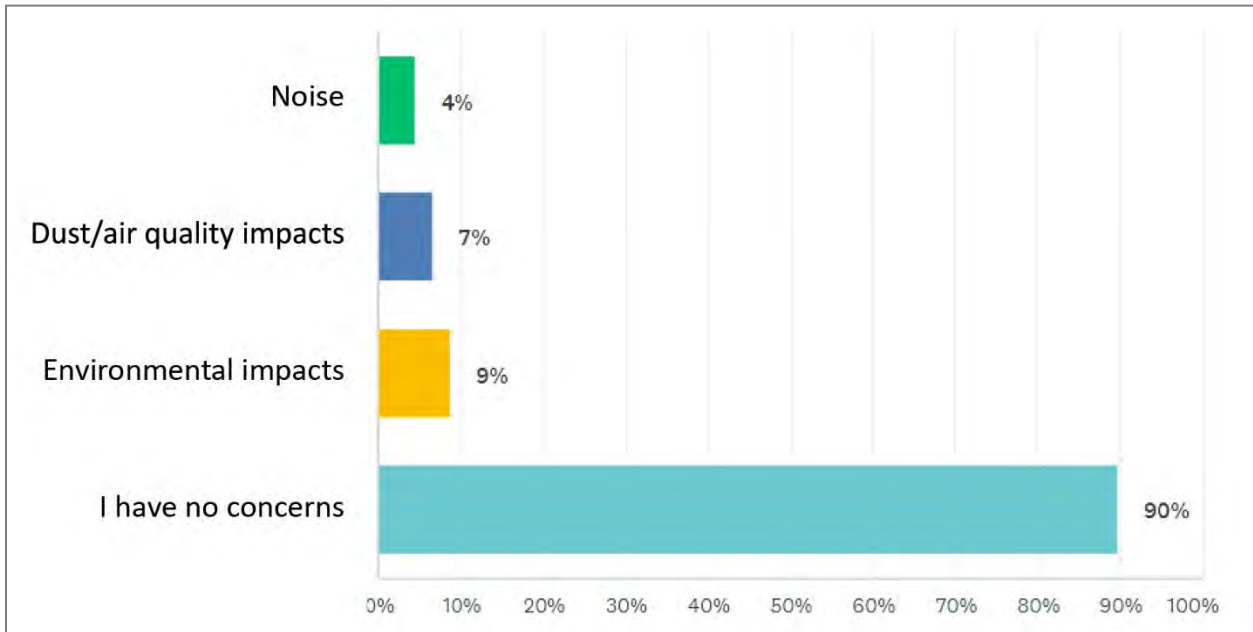
The Community Feedback survey was made available digitally on the project website (parks.ca.gov/PrairieCityRTMP) from June 1, 2023 – August 15, 2023. A total of **141 responses** were received and will help inform the content of future outreach efforts and guide the development of the Road and Trail Management Plan.

5.1 SECTION 1: GENERAL QUESTIONS

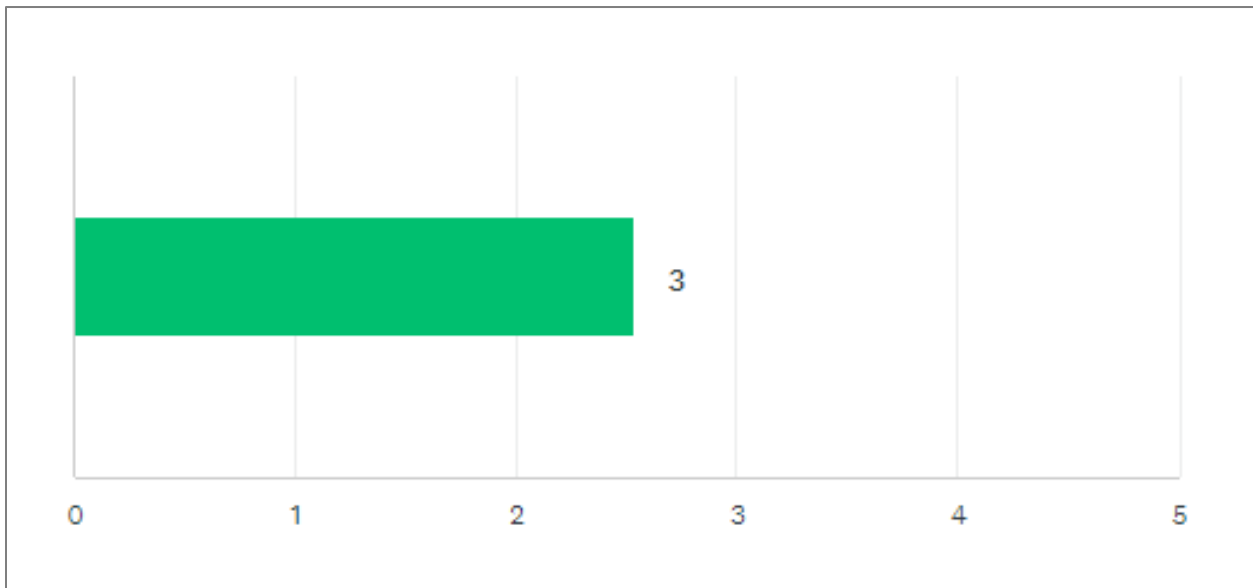
1. How close to Prairie City SVRA do you live?



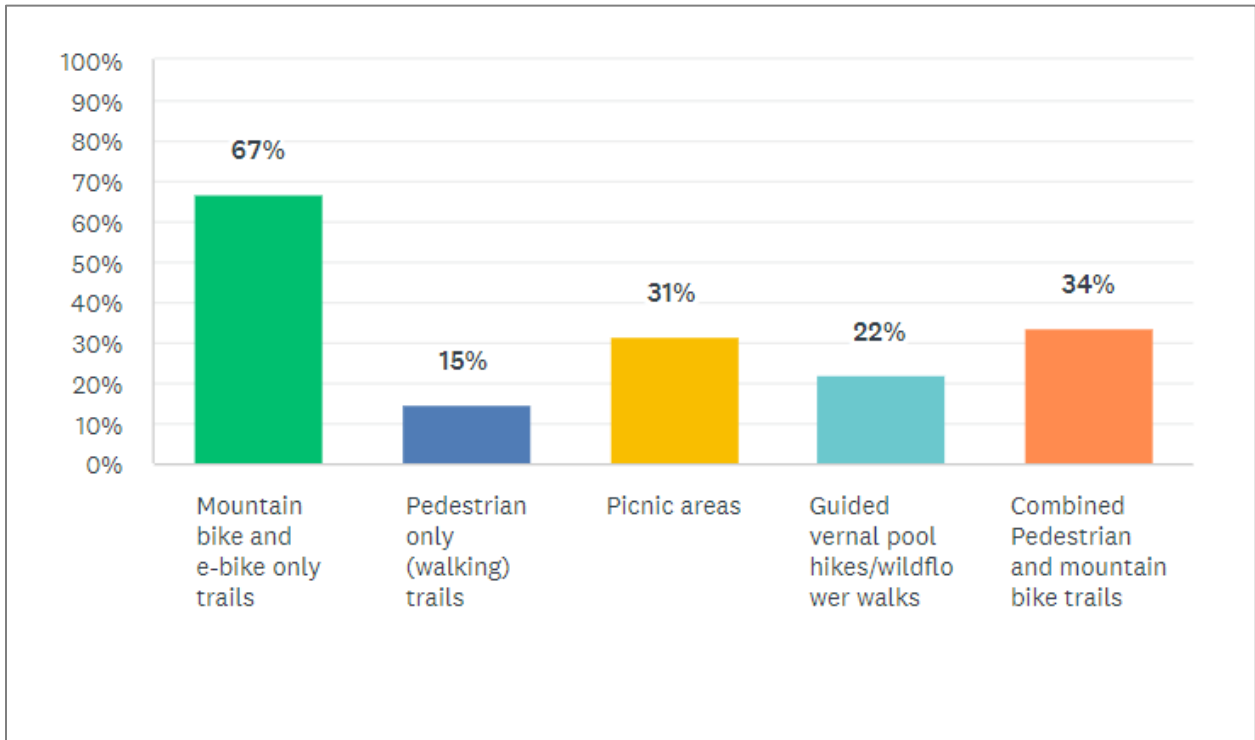
2. Do you have any of the following concerns about the impact Prairie City SVRA has on the surrounding area? (Select all that apply)



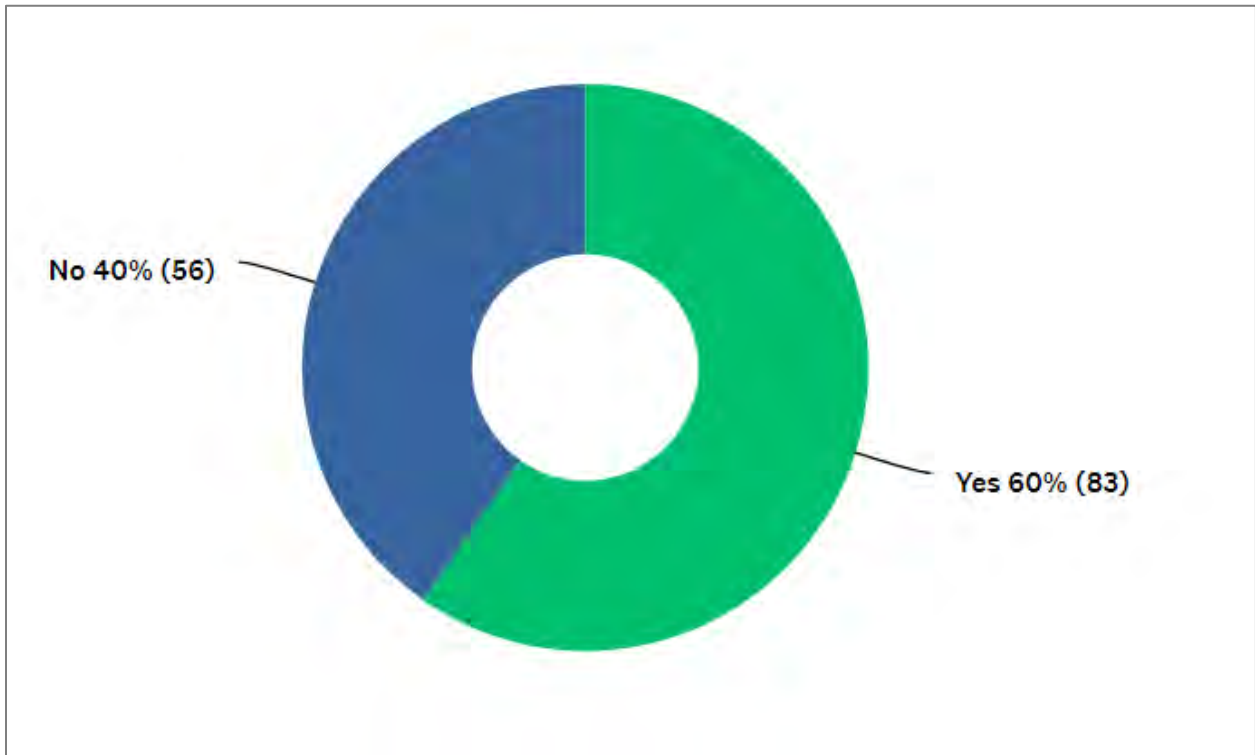
3. What level of interest do you have in non-motorized trail opportunities in areas not open to OHV use? (0 = no interest, 5 = very interested)?



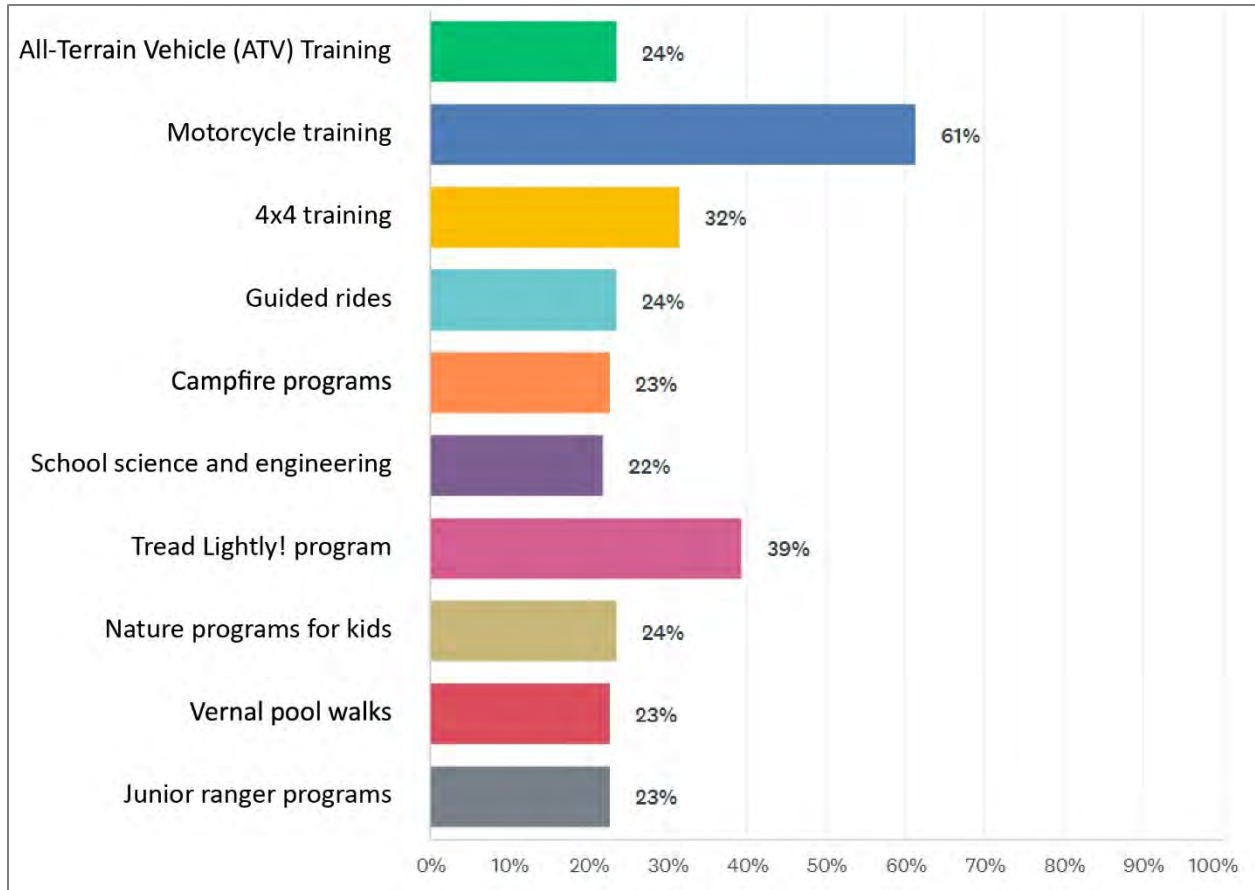
4. If the SVRA were to offer non-motorized vehicle options in areas not currently open to OHV use, which of the following would you like to see? (Select all that apply)



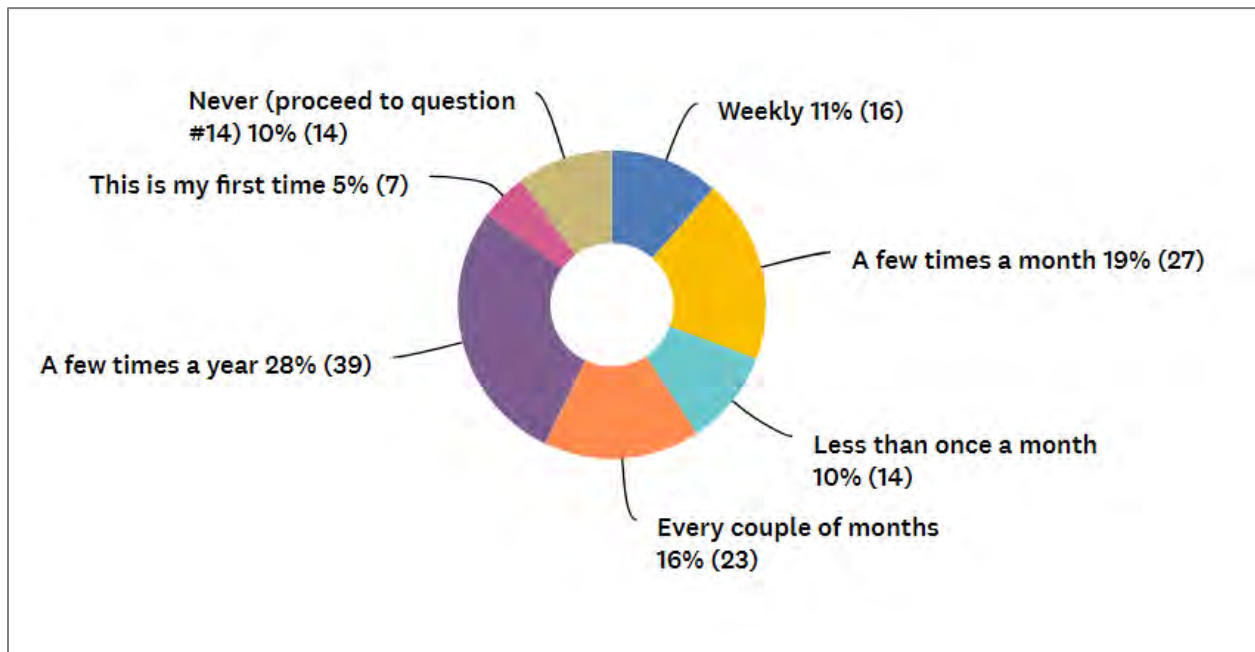
5. Would you use overnight camping if it was available?



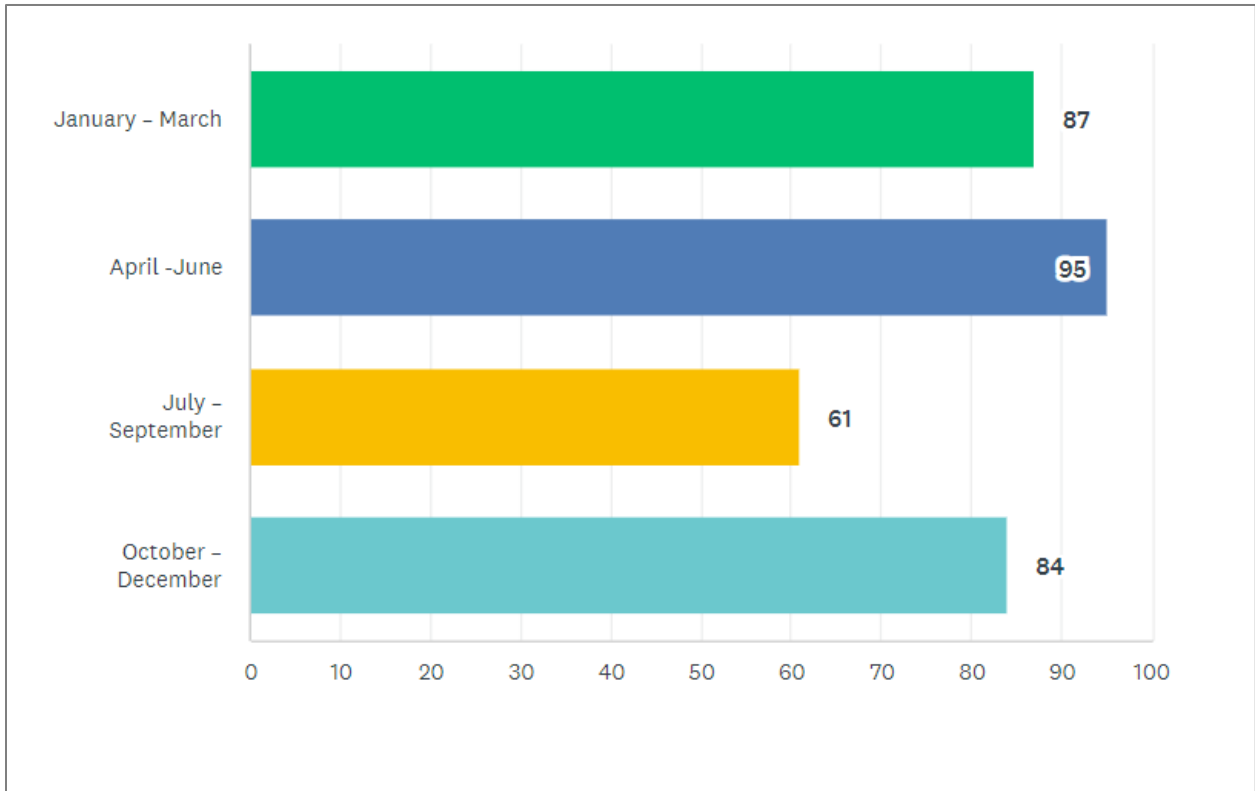
6. What programs would interest you? (Select all that apply)



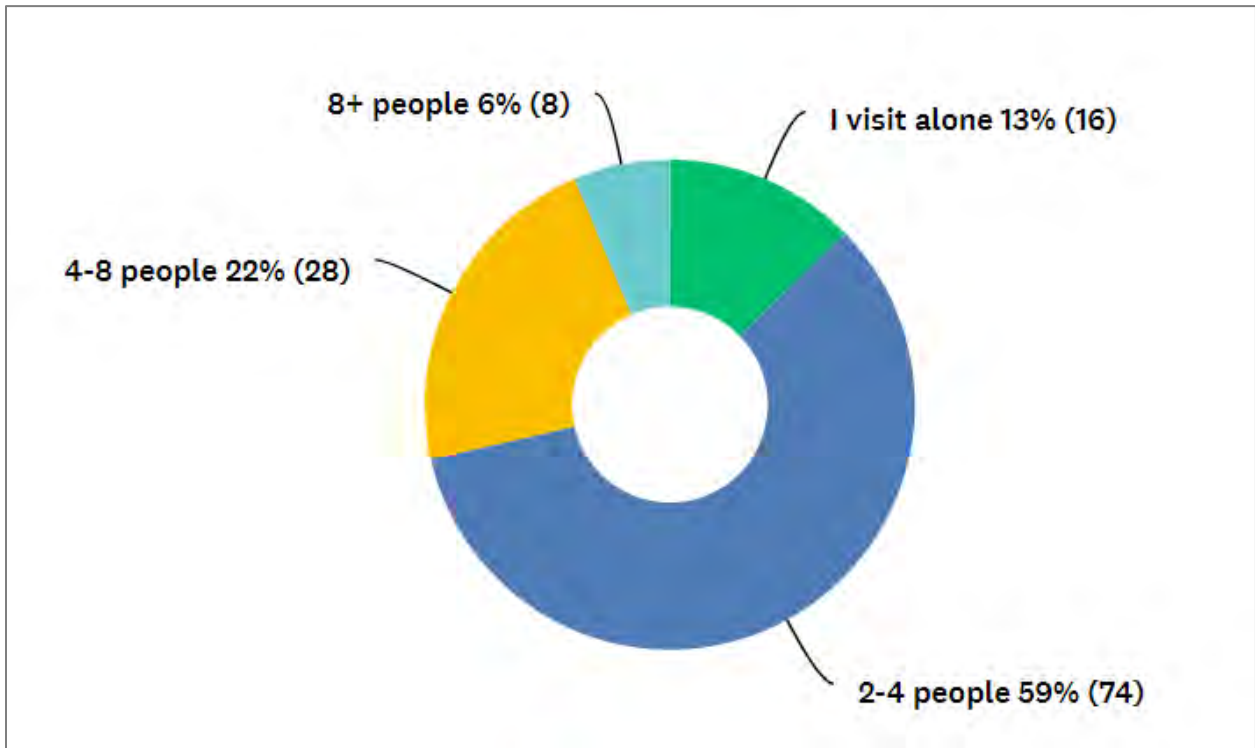
7. How often do you recreate at Prairie City SVRA?



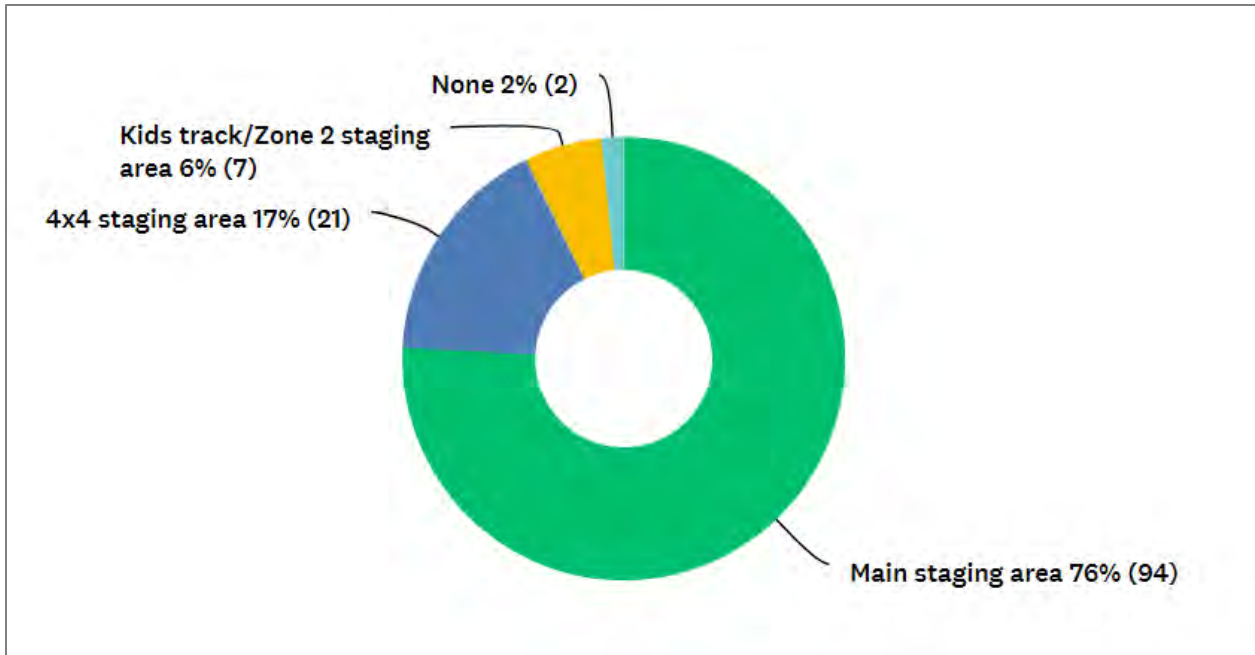
8. What months do you frequent Prairie City SVRA? (Select all that apply)



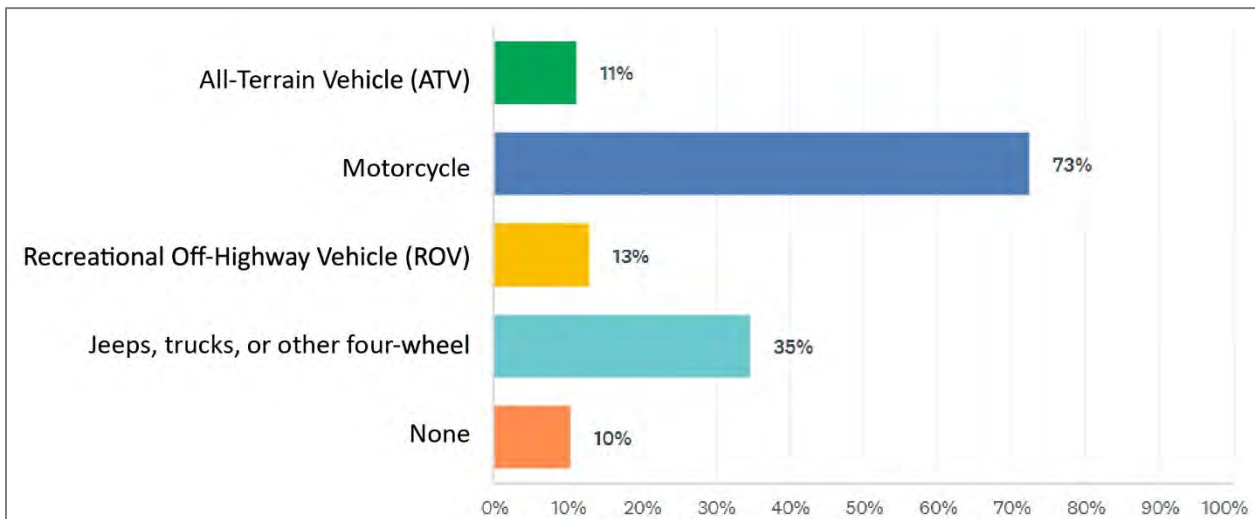
9. How large is your group on a typical visit?



10. What staging areas or access points do you typically use?



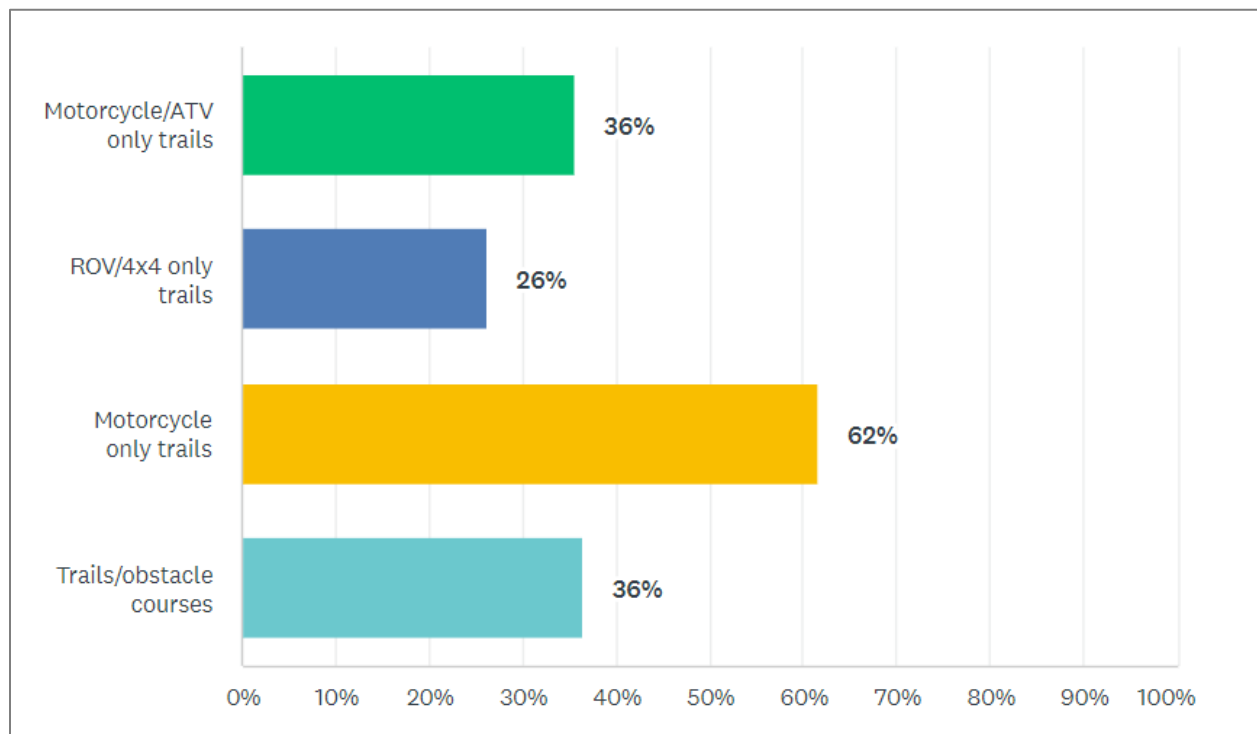
11. What motorized vehicles do you currently use to recreate? (Select all that apply)



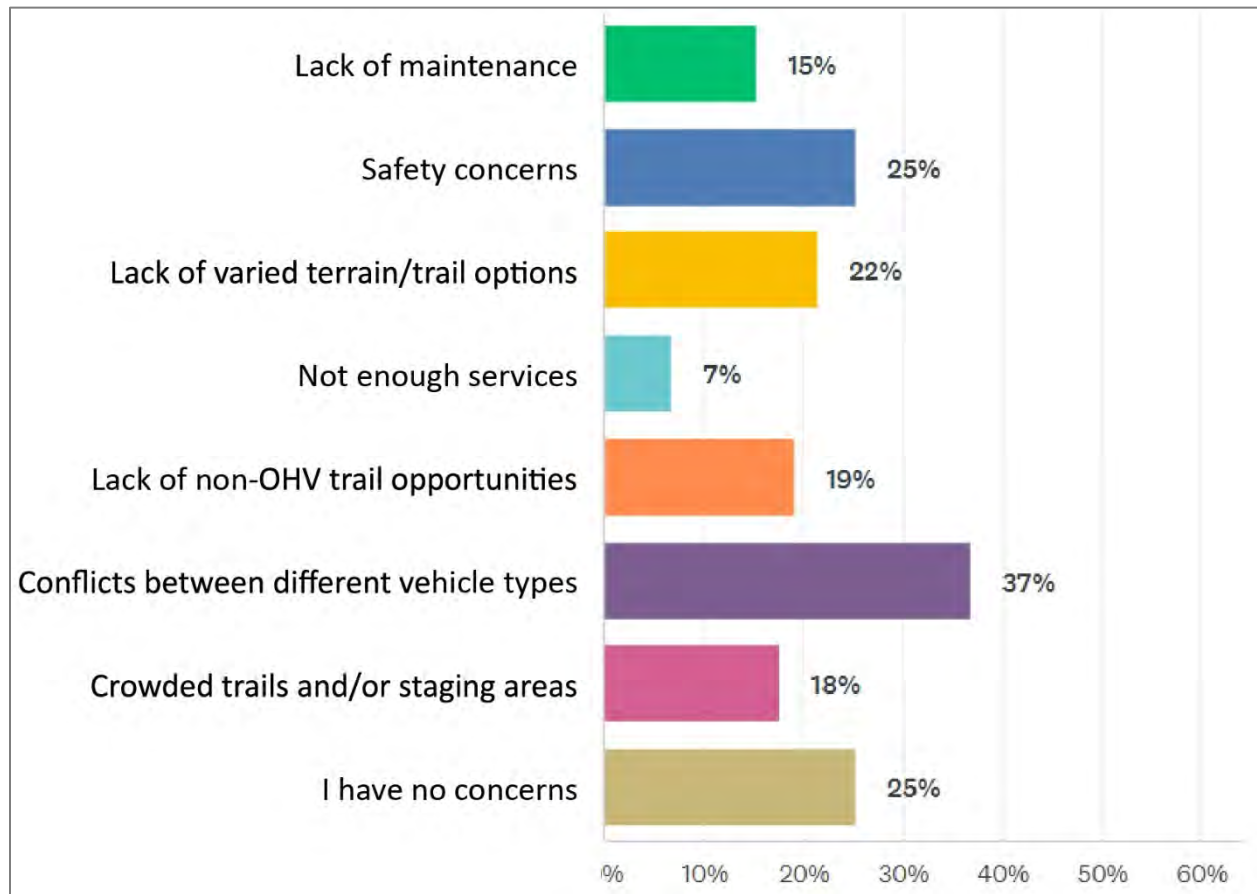
12. What do you value most about the trails/riding opportunities in Prairie City SVRA?



13. What kind of motorized trail opportunities would you like more of at Prairie City SVRA? (Select all that apply)



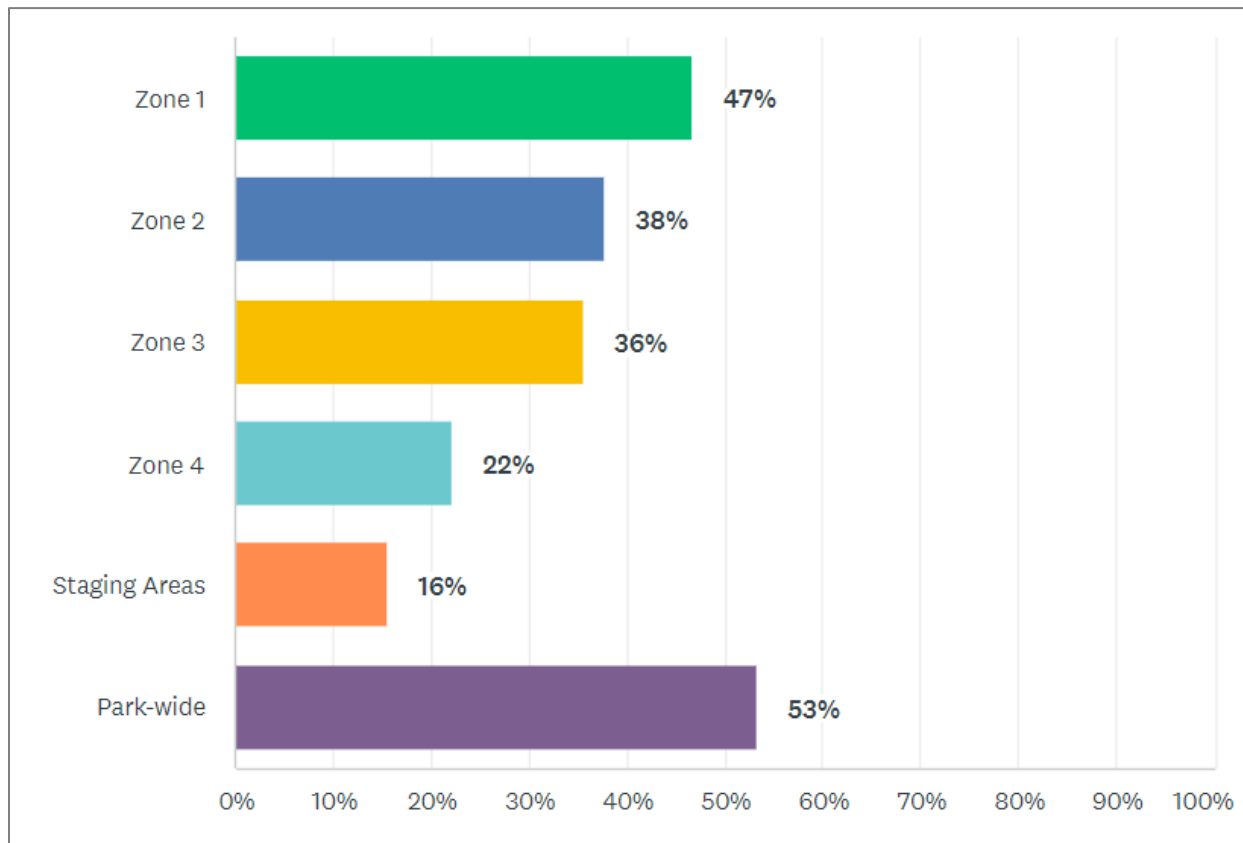
14. Do you have any issues or concerns that make your trail use less enjoyable and/or keep you from using the trails? (Select all that apply)



15. Are there any other thoughts you would like to share about Prairie City SVRA?



16. If you have any concerns, please select the locations you have these concerns? (Select all that apply)

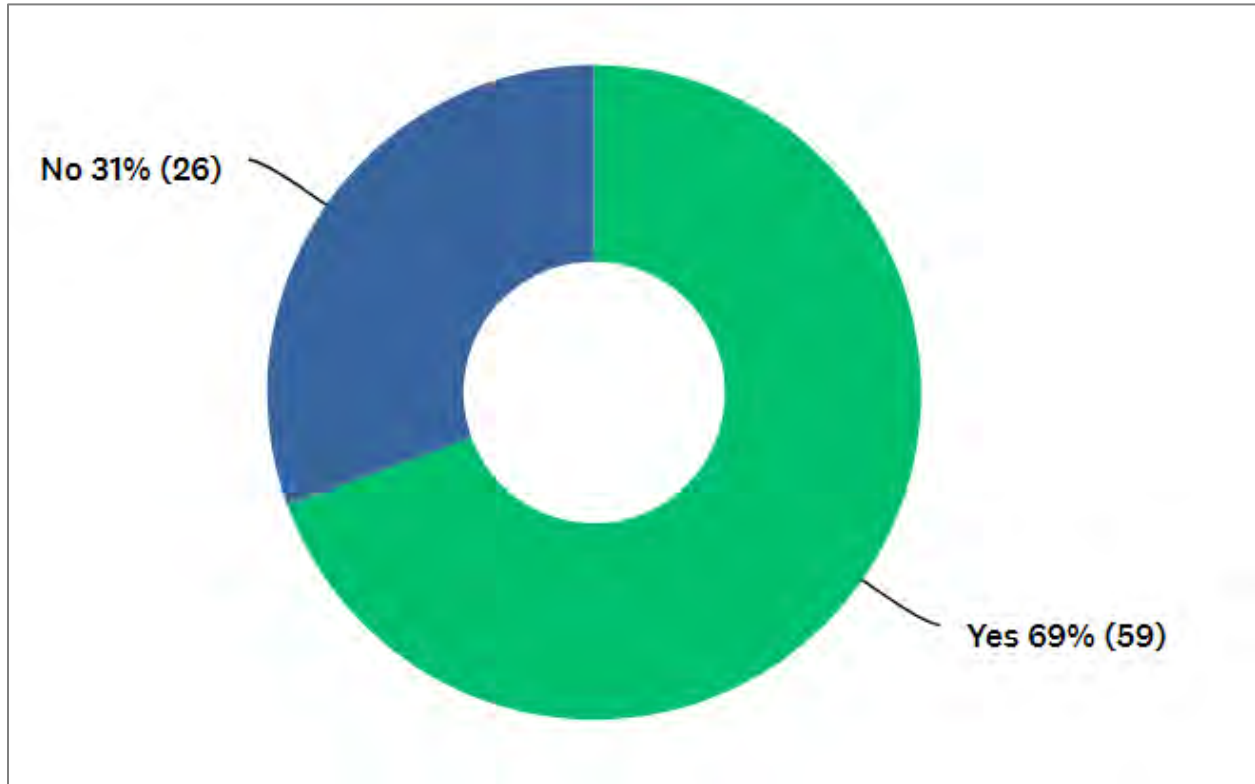


5.2 Section 2: Specific Area Questions

Areas currently open to public recreation (Zones 1-4):

Zone 1

17. Would you like to see camping available in this area?

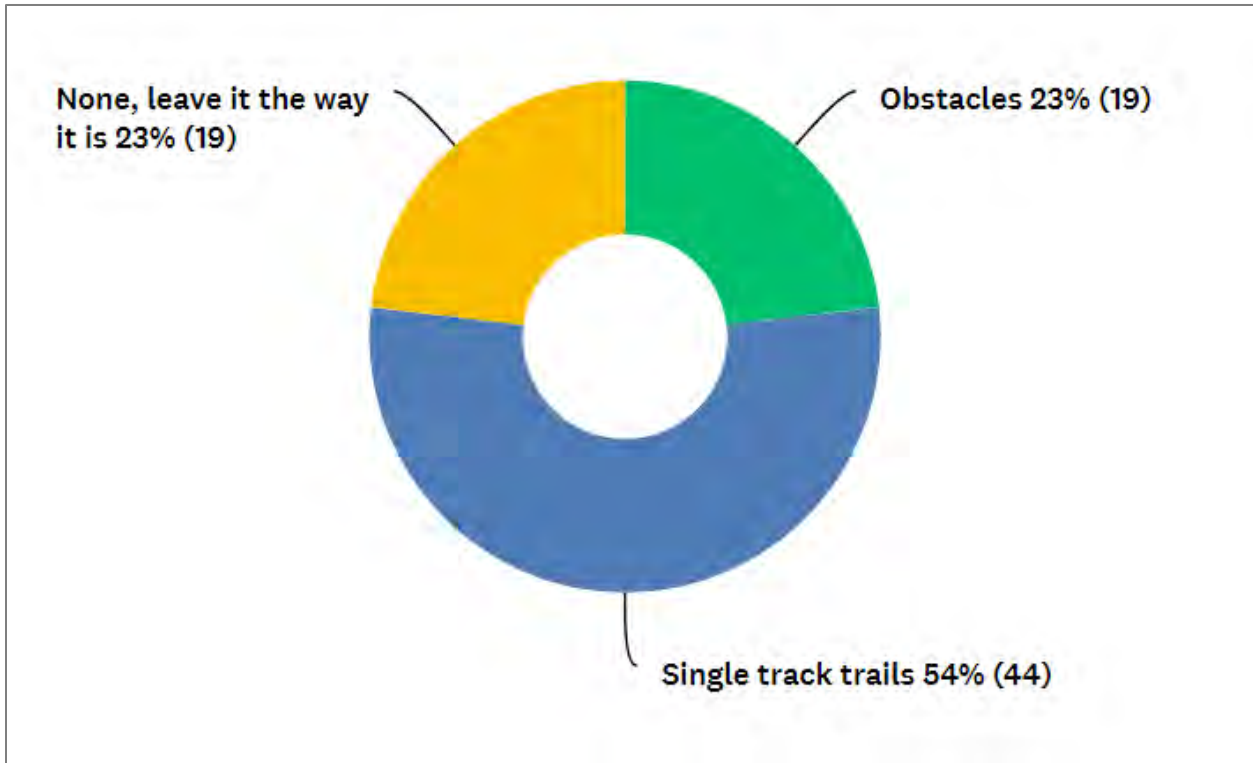


Zone 2

18. Zone 2 is designated as a route and trail riding use area and currently allows the following use types: ROV (Recreational Off-Highway Vehicle), ATV (All-Terrain Vehicle), motorcycle, and trials bike. Would you like to see use types in this area stay as is or should the allowed vehicle types be changed?

- **Added Uses:**
 - 4x4's (25%)
 - Jeeps/trucks (7%)
 - Dirt bike trails (7%)
 - Mountain Biking (40%)
 - Hiking (7%)
 - Non ROV (7%)
 - MX Practice Track (7%)
- **Remove Uses:**
 - Utility Task Vehicle (10%)
 - ROV (66%)
 - ATV (14%)
 - Side by Sides (10%)

19. What features would you like to see more of in Zone 2?



Zone 3

20. Zone 3 is designated as a route and trail riding use area and currently allows the following use types: ROV (Recreational Off-Highway Vehicle), ATV (All-Terrain Vehicle), motorcycle, and trials bike. Would you like to see use types in this area stay as is or should the allowed vehicle types be changed?

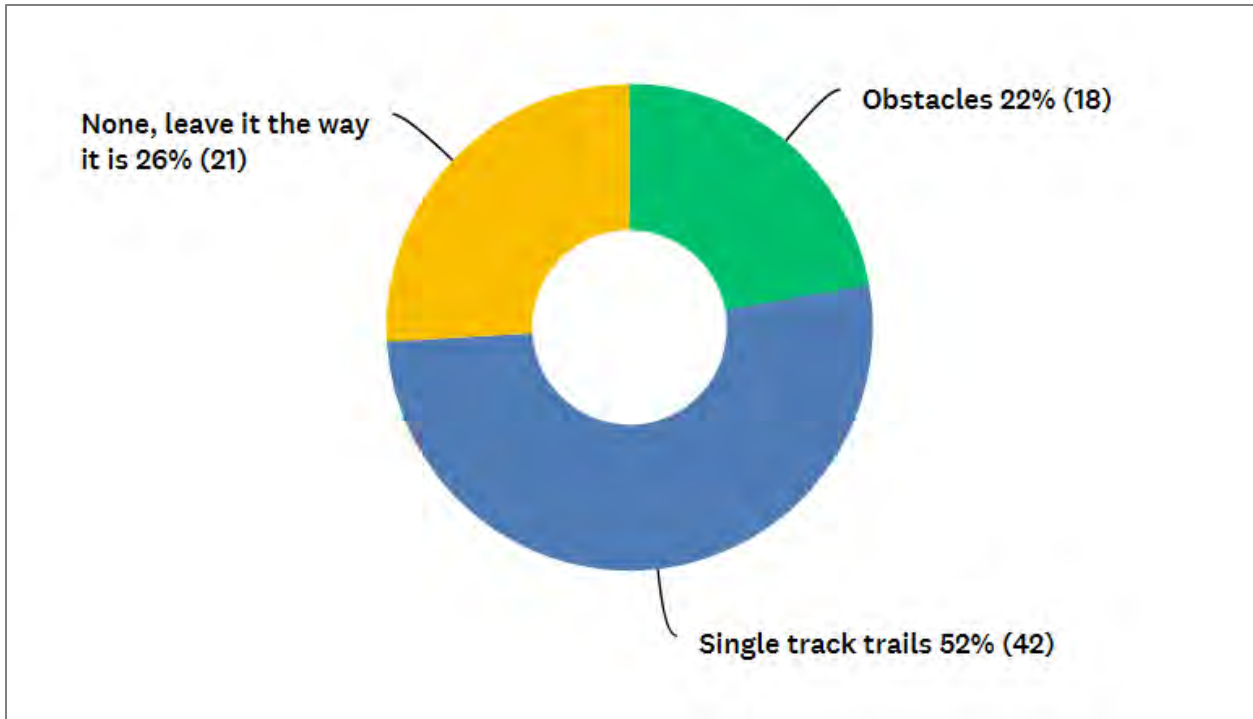
• **Added Uses:**

- Mountain Biking (70%)
- 4x4 jeeps/trucks (30%)

• **Remove Uses:**

- Utility Task Vehicle (12%)
- ROV (68%)
- Side by Sides (12%)
- ATV (24%)

21. What features would you like to see more of in Zone 3?



Zone 4

22. Zone 4 is designated as a route and trail riding use area and currently allows the following use types: ROV (Recreational Off-Highway Vehicle), 4x4, and Trials Bike. Would you like to see these use types in this area stay as is or should the allowed uses be changed?

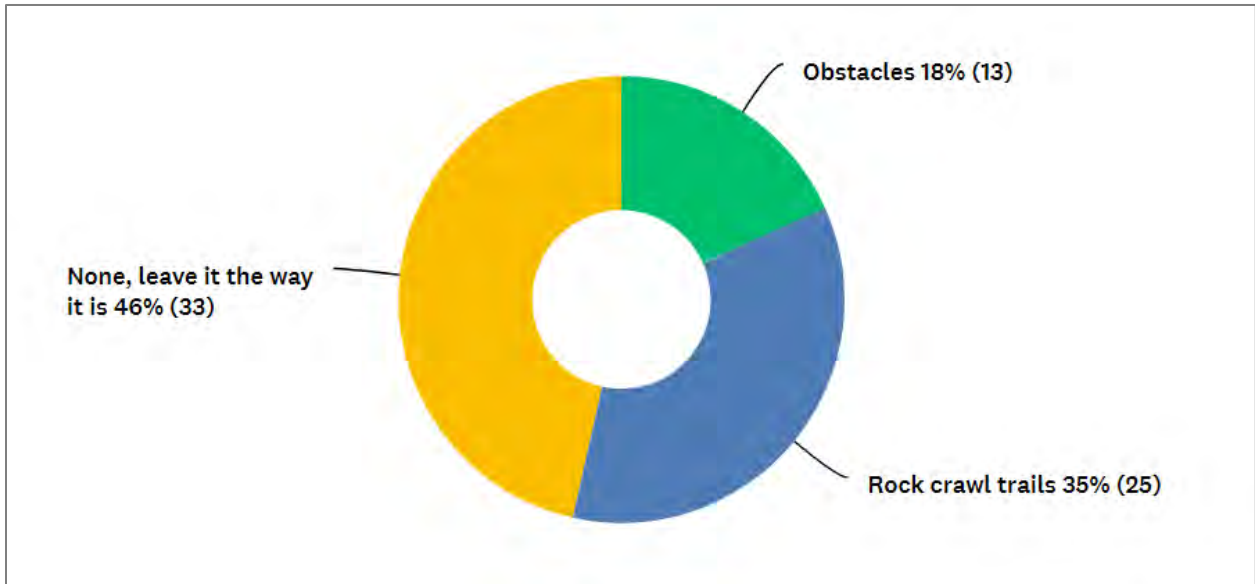
• Added Uses:

- Mountain Biking (44%)
- Motorcycles (35%)
- ATV (7%)
- Single Track (7%)
- Special Events (7%)

• Remove Uses:

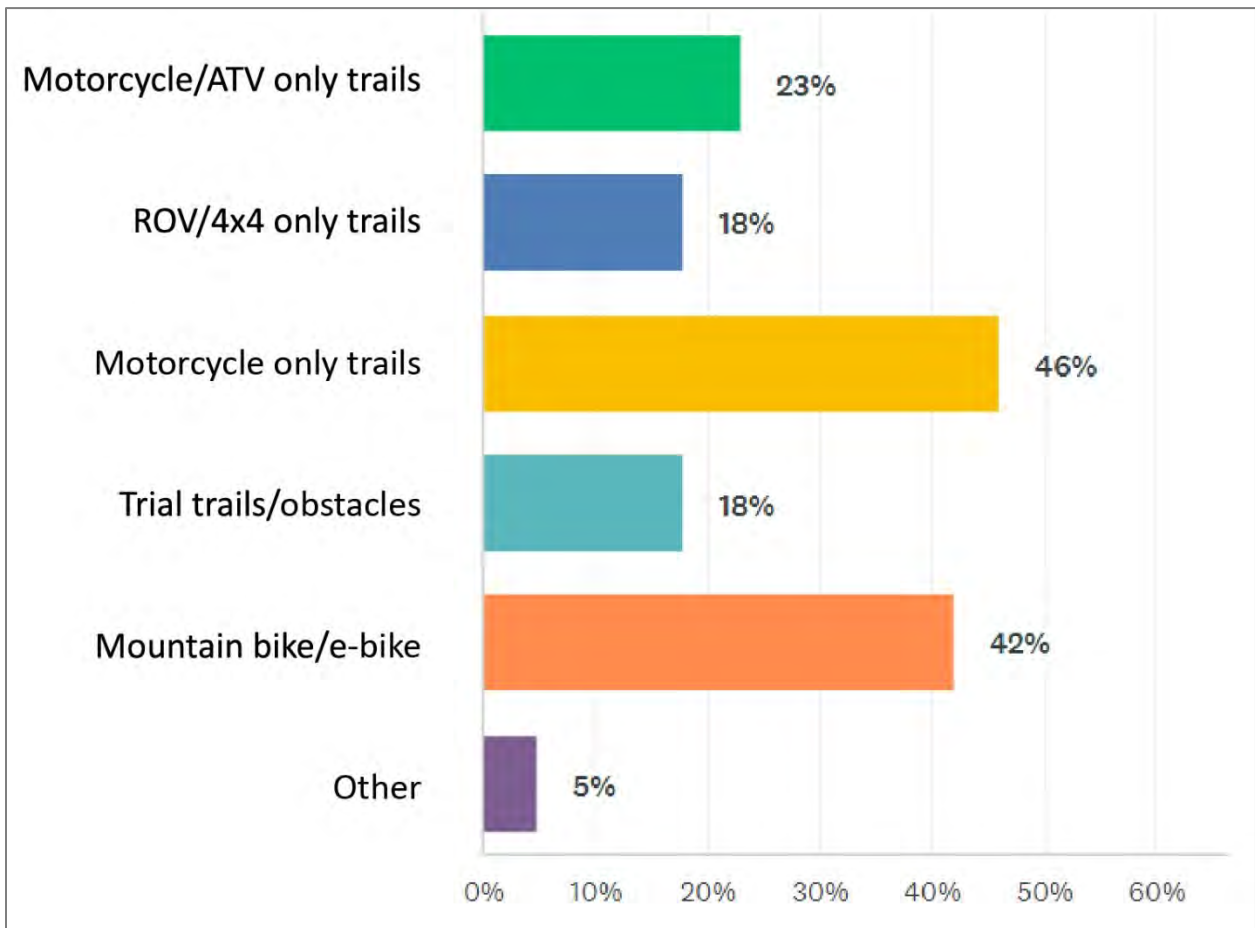
- Utility Task Vehicle (16%)
- ROV (52%)
- Side by Sides (16%)
- Two wheeled vehicles (16%)

23. What features would you like to see more of in Zone 4?

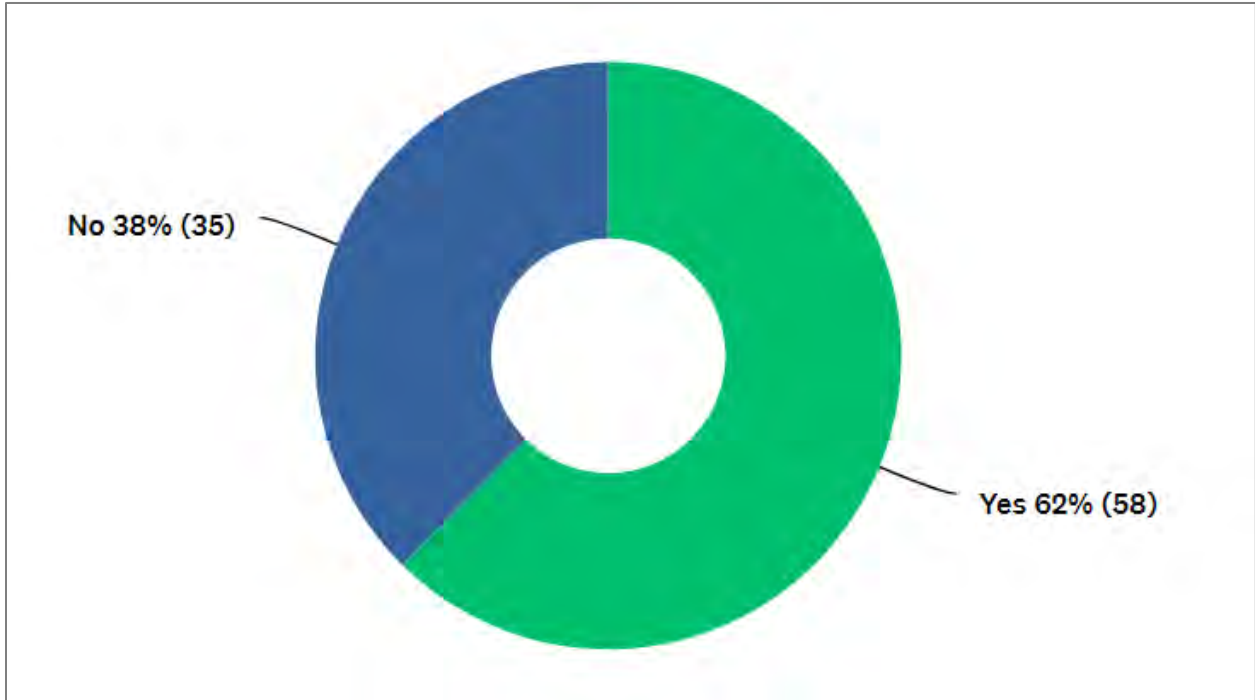


Areas currently not open to public recreation but could include OHV use (Yost and Ehnisz):

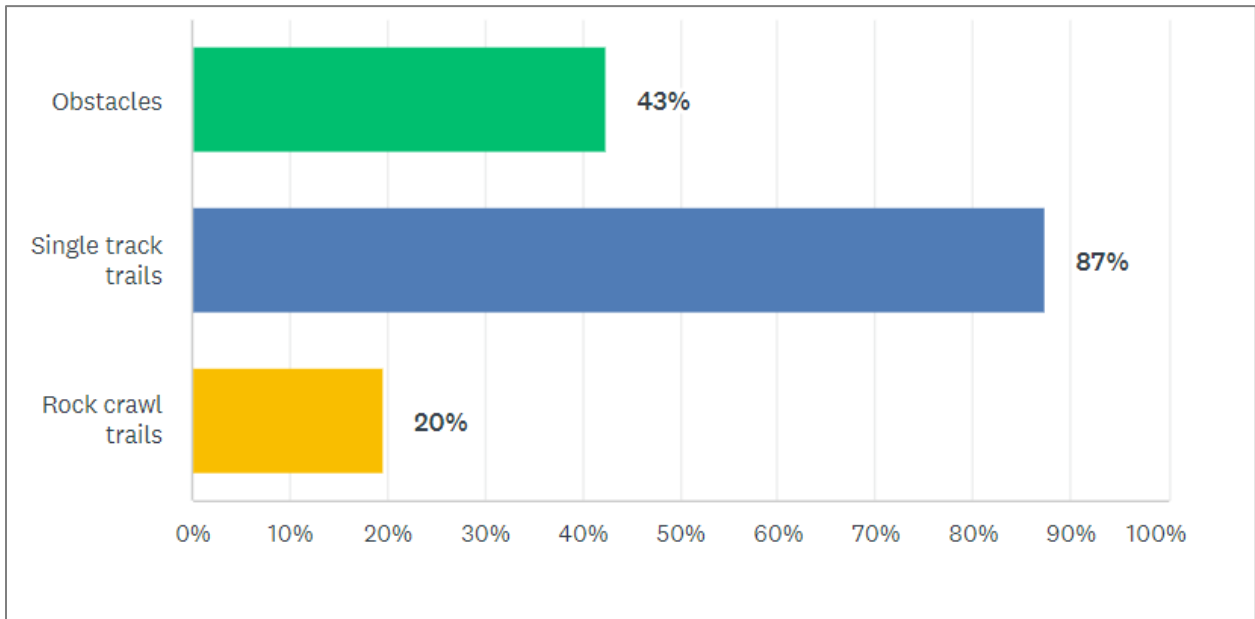
24. What kind of recreational opportunities would interest you in these areas?



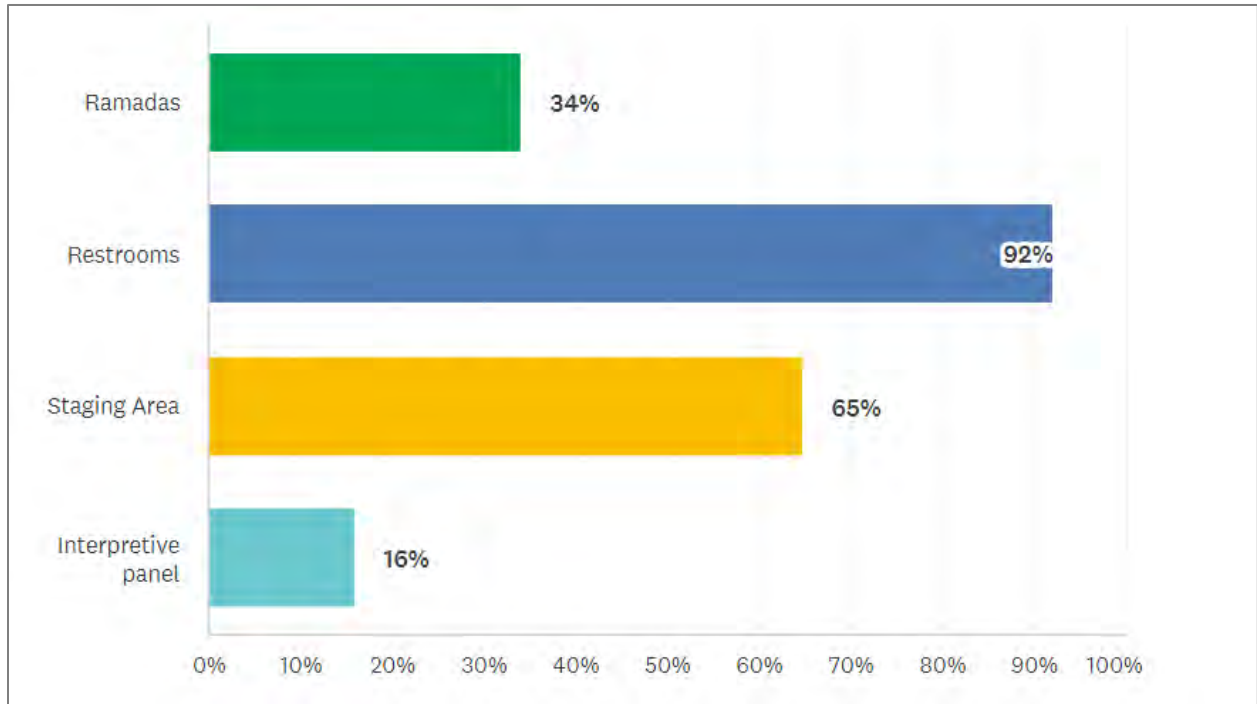
25. Would you like to see camping available in the Ehnisz property?



26. What trail features would be appealing in these areas?

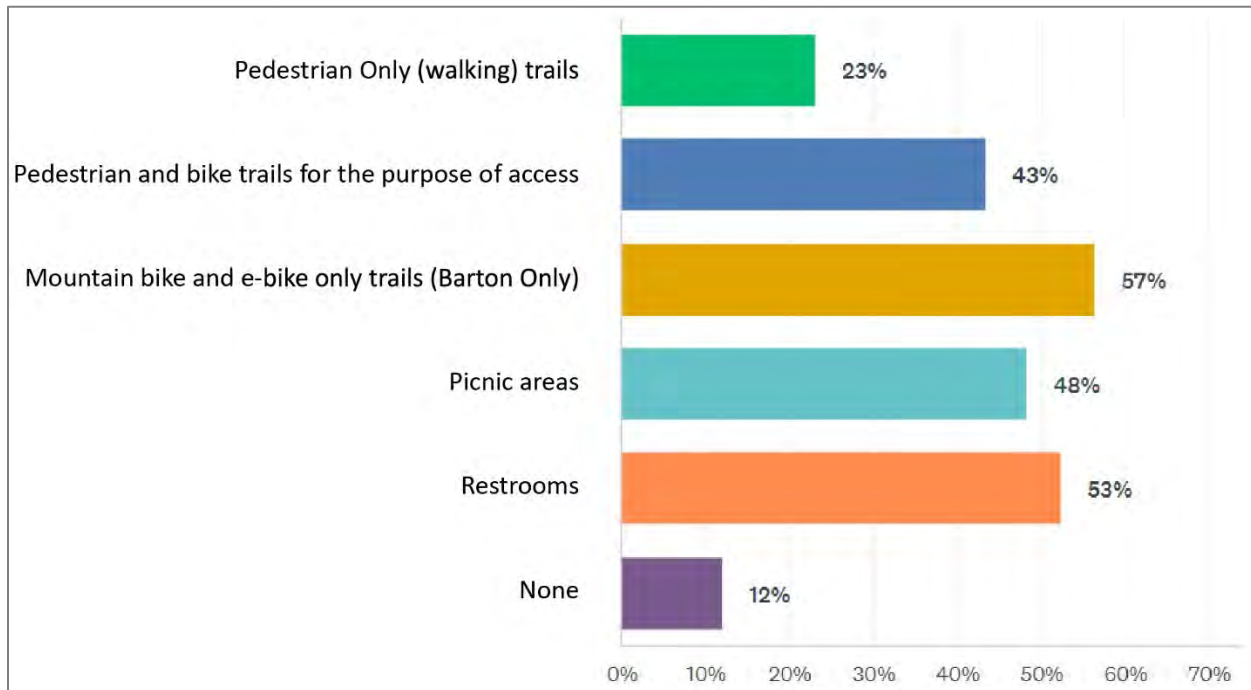


27. What facilities would you like to see in these areas?



Areas currently not open to public recreation and cannot consider future OHV use (Barton and Vernal Pool Management Area):

28. What types of non-motorized recreation would you like to see here?



Prairie City State Vehicular Recreation Area Road and Trail Management Plan

Public Workshop #1 Summary



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1 INTRODUCTION

The California Department of Parks and Recreation (California State Parks) and the consultant, Ascent, hosted a public workshop on August 9, 2023, at 6:00 pm at the Environmental Training Center (ETC) of Prairie City State Vehicular Recreation Area (SVRA) as part of the Road and Trail Management Plan (RTMP) planning process. The public workshop was hosted in-person and included a virtual option. The workshop included a welcome, introduction, presentation, question-and-answer session, and open house format for participants to leave feedback. A summary of the meeting is provided below, and a recording of the meeting is available on the RTMP project website here: www.parks.ca.gov/PrairieCityRTMP.

2 PURPOSE

The purpose of Public Workshop #1 was to provide an overview of Prairie City SVRA RTMP and analysis that has been completed to date, introduce the planning process, review potential strategies that could be included in the RTMP, and gather feedback from participants through a question-and-answer session during an interactive open house format.

3 ATTENDANCE

The meeting was attended by California State Parks staff and members of the consultant team from Ascent. A total of 12 community members were in attendance, with a majority of those that attended in-person at the Prairie City SVRA ETC and other attendees virtually participated through Zoom. Below is a list of those who attended and affiliations:

Name	Affiliation (If Known)
Brent Blakely	Almost Racing/Sports Car Club of America (SCCA)
Solomon Taylor	
Ed Santin	Dirt Diggers North Motorcycle Club
Jim Carius	AQMA/member
Frances Jens	
Jay Custer	
John Barnhart	
Sally Buchanan	Choose Folsom
Nick Cronenwett	
Carlos Rios	
Tonya Dowell	
Amy Granat	Managing Director of California Off Road Vehicle Association (CORVA)
Eric Kellegrew (Virtual)	Sacramento Valley Conservancy
Carly (Virtual)	Sacramento Valley Conservancy
Dave Pickett	

California State Parks Attendees	Ascent
Steve Hilton, Gold Fields District Superintendent	Adam Lewandowski, Project Manager
Peter Jones, Sector Manager	Jessica Mitchell, Senior Environmental Planner
Jim Micheaels, Senior Park & Recreation Specialist	Paul Kronser, Planner (Virtual)
McKenzie Boring, Environmental Scientist	Angela Khermouch, Designer (Virtual)
Taylor Espenshade, Environmental Scientist	
Lora Caldwell, Environmental Scientist	
Joleen Ossello, State Park Interpreter	
Meghan Sullivan, Senior Environmental Scientist	
Tony Guzman, Supervising Ranger	
Jason Spann, Associate Landscape Architect	
Noelle Breitenbach, Staff Park and Recreation Specialist	
Sammy Reyes, Park and Recreation Specialist (Virtual)	

4 SUMMARY

4.1 WELCOME AND INTRODUCTIONS

Steve Hilton, Gold Fields District Superintendent from California State Parks, welcomed participants, shared introductory remarks, and provided a brief overview of the meeting’s purpose. Peter Jones, Sector Manager for Prairie City SVRA, provided an overview of the meeting agenda and introduced the project team.

4.2 PRESENTATION

Following the welcome and introductions, the project team presented background information and context, existing conditions, future opportunities and constraints that may impact or influence proposed improvements at Prairie City SVRA, and the role of the RTMP at Prairie City SVRA. These topics are summarized below.

4.2.1 Project Background and Context

Taylor Espenshade, Environmental Scientist at Prairie City SVRA, presented an overview of Prairie City SVRA, the General Plan, previous RTMP efforts, and goals of the RTMP moving forward. Taylor summarized how the RTMP will guide future development, operation, and maintenance of the road and trail system.

4.2.2 Planning Process and Schedule

Adam Lewandowski from Ascent provided an overview of the planning process and schedule, work and analysis done to date, and the milestones anticipated through completion and approval of the RTMP.

4.2.3 Existing Conditions, Opportunities, and Constraints

Following the overview of the planning process and project schedule, Adam presented a map of the existing conditions and parkwide routes throughout Prairie City SVRA and identified key opportunities for motorized and non-motorized trail connections, additional uses, and other improvements throughout the park.

Before transitioning to the question-and-answer and open-house portion of the meeting, Adam identified ways for participants to stay informed and future opportunities to provide feedback and input into the RTMP. Opportunities for engagement include a user survey open through August 15, 2023, and future workshops and pop-up events.

4.2.4 In-Person and Virtual Open House

To allow meeting attendees to provide feedback both in-person and virtually, the project team had placed boards around the room that contain opportunity and constraints maps for each of the specific zones of Prairie City SVRA. At each of these stations, California State Parks and consultant team staff were present to gather input from meeting attendees through using post-it notes to document comments and questions specifically related to the zones being displayed. For the virtual attendees, an only virtual white board was used and members from both California State Parks and the consultant team facilitated discussions with those attending virtually, adding comments and questions to the white board that contained a parkwide opportunities and constraints map.

4.3 THE COMMENT SUMMARIES FROM PUBLIC WORKSHOP INPUT

The following bullets summarize the comments received during the question-and-answer and open house portion of the workshop where participants interacted with project team members to ask questions and provided feedback on opportunities and constraints at the Prairie City SVRA. The following comments are from the in-person discussions and feedback received from the public in the virtual setting:

- ▶ Provide clarity on which uses at Prairie City SVRA would be paid for through the OHMVR Trust Fund and how non-OHV would be funded.
- ▶ Desire to complete restoration projects that also provide users with recreational opportunities including Coyote Gulch.
- ▶ Expand the MX practice track.
- ▶ Improve conditions and regularly scheduled maintenance of the MX practice track.
- ▶ Consider communicating about practice track conditions on the website or on social media so that visitors know ahead of coming out to the park what to expect, like a ski hill snow report.
- ▶ Desire to improve safety and monitoring of the use of side-by-sides (also called utility vehicles [UTVs], recreational off-highway vehicles [ROVs], and recreational utility vehicles [RUVs]).
- ▶ Potentially impose speed limits for certain uses in specific areas for safety and dust abatement.
- ▶ Consider requiring vehicle flags and separation of uses to improve safety and reduce conflicts between high speed ROVs and other uses.
- ▶ Increase proximity between different types of user groups, which would help alleviate conflicts between vehicles that are traveling at different speeds.

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- ▶ Make programmatic improvements through this planning process that address existing safety concerns so that Prairie City SVRA is welcoming and inviting to all park visitors.
 - ▶ With a foreseeable increase in residential development near the park, there was public support for making sure any proposed land use changes consider (or mitigate) noise impacts.
 - ▶ Interest was shown by the public to either independently or through collaboration with California Off-Road Vehicle Association (CORVA) to create a nonprofit cooperating association that could help raise funding for improvements and organize and support volunteer activities at Prairie City SVRA.
 - ▶ There was public support for increased staffing and funding to assist in maintaining the park on a more regular basis.
 - ▶ A request to expand the MX practice track was discussed and has received 185 signatures. The proposed layout was presented, expanding the track to the northeast out into that empty field, not encroaching on the ATV track that's to the north. With the MX practice track appearing to be the most heavily used facility at the time of the meeting, the commentor described that if it were to be expanded, it would be safer because it would spread people out more.
 - ▶ Comments were made regarding the use of side-by-sides and the impact it has throughout the park. Multiple reports of small children driving them at dangerous speeds, that have come close to causing harm to other users.
 - ▶ A comment was made about the condition of trails by the big track and the need for trail improvement.
 - ▶ Participants in the virtual setting discussed the option of potentially connecting to the Deer Creek Hills Preserve to the south and/or to the new hiking trail along the American River that non-motorized users could potentially access.
 - ▶ There was a discussion regarding the future uses for the pit area and the potential for use of by side-by-sides which would allow for high speed ROV use and potentially reduce conflicts in other areas. Other potential uses discussed were the creation of a directional track as well as trails that take advantage of the topography (i.e., not just a perimeter loop).
 - ▶ A comment was made regarding potential directional changes for certain tracks containing side-by-sides and ROVs to maintain the quality of dirt.
 - ▶ A question was asked regarding the increased use of ROVs throughout the park and potential other options besides segregating use areas, with the requirements for vehicles to have flags for improved visibility and/or creating parallel trails for motorcycles and ROVs.
 - Response: There is a current challenge with ROVs being given access to every zone that have capabilities to achieve high rates of speed in rough terrain so a challenge of the RTMP is to better control uses and increase safety for the public.
 - ▶ A request was made by a participant to give more control to the users on what happens at the park and stated current activities are not conducive to having a good time with crowds impacting the visitors from afar.
 - ▶ A comment was made on how ROVs are the fastest growing segment and there needs to be a way to manage them with potential for a specific location within the park.
 - ▶ A request was made to convey ideas to the OHMVR Commission and for the public to participate in future meetings to provide feedback and make suggestions to see the park succeed.

- ▶ There was a discussion around the need for a buffer due to future housing developments being constructed and Prairie City staff confirmed this kind of defensive planning is being investigated to have a way to insulate park noise from impacting nearby residences.
- ▶ A question was asked on how nearby developments were made aware of the uses that occur at Prairie City SVRA.
 - Response: Prairie City staff notified meeting participants that when a notice of Environmental Impact Reports are released, comment letters are submitted notifying developments of the SVRA and impacts from its uses.
- ▶ A comment was made that due to heavy rainfalls from last season, many park users were unable to use the facilities and preferred to provide feedback on current operations and how things could be improved through distribution of pamphlets containing what can and cannot be done at the park.
- ▶ A participant discussed that users are not coming out and speaking up and focus should be on gathering feedback from the current users on how to improve the park.
- ▶ A Prairie City SVRA park staff member discussed the addition of sound monitoring over the past three years on the Ehnisz property and in Zone 4 which are continuously running and have shown that noise levels have not exceeded levels of the county noise ordinance.
- ▶ A comment was given regarding protecting the perimeter of the park and opposition to using OHV funding to create buffers for areas that potentially could be commercially developed.
- ▶ Potential nonmotorized uses were discussed and comments were made in regards to funding those types of facilities and potentially offering up buffer areas for these uses. Participants compared it to Mammoth Bar with the potential for users to park outside of the park, not paying fees, and using facilities.
- ▶ A comment was made regarding track maintenance and how it can be dangerous at times due to lack of maintenance, watering and grooming and how it is deterring users to other OHV areas including Marysville or Mammoth Bar at Auburn State Recreation Area.
 - Response: Park staff responded that regular maintenance is on the schedule, but staffing constraints and other priorities cause it to be done less consistently than desired. With current available funding, new staff will be needed for future park improvements and maintenance.
- ▶ A participant stated that associations (e.g., Friends of group) can have a lot of impact on how Prairie City SVRA is developed, similar to how the Hollister Hills Off Road Association worked closely with Hollister Hills SVRA.



Appendix 2












Erosion Hazard Maps



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STATE VEHICULAR RECREATION AREA

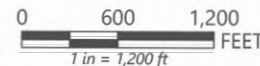
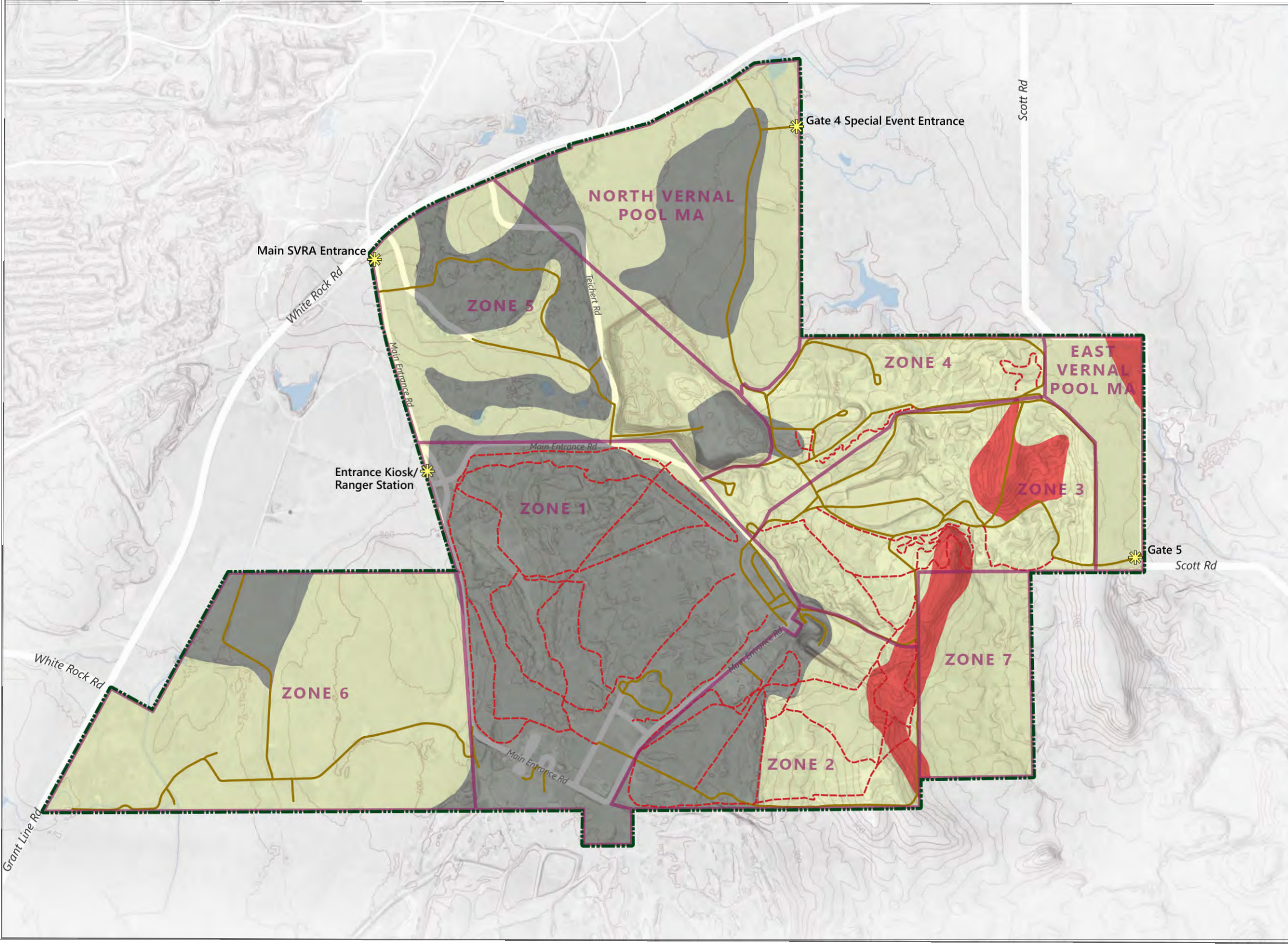
SOIL EROSION HAZARD (OFF-ROAD MOTORCYCLE TRAILS)

-  Park Boundary
-  Management Zone
-  Park Entrance
-  Paved Road
-  Dirt/Gravel Access Route
-  Trail
-  10-foot Contour
- Off-Road Motorcycle Trails**
-  Very limited
-  Somewhat limited
-  Not limited
-  Not rated or not available

Off-road motorcycle trails are intended primarily for recreational use. They require little or no site preparation. They are not covered with surfacing material or vegetation. Considerable compaction of the soil material is likely.

The ratings are based on the soil properties that influence erodibility, trafficability, dustiness, and the ease of revegetation. These properties are stoniness, slope, depth to a water table, ponding, flooding, and texture of the surface layer.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.



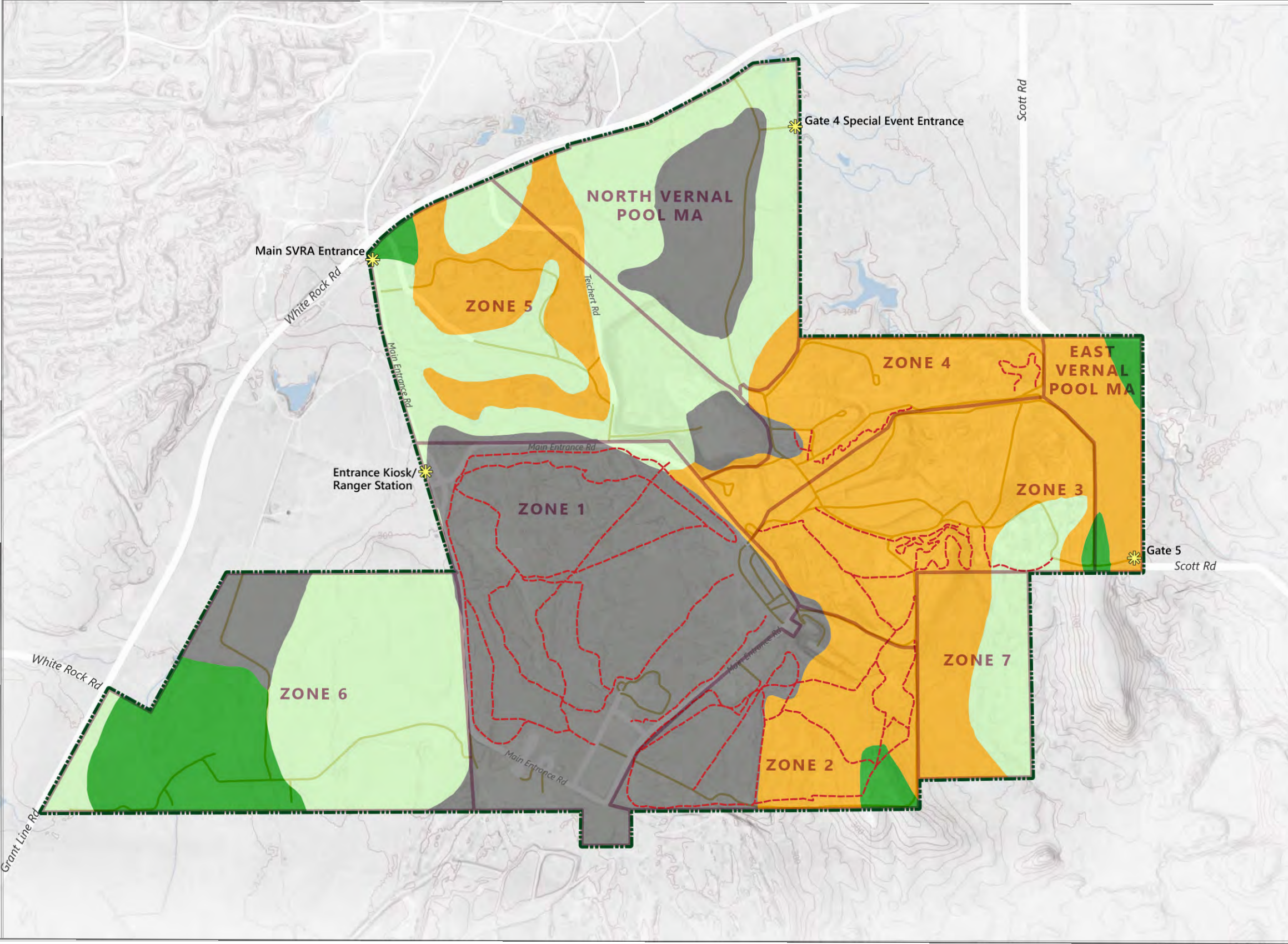
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

SOIL EROSION HAZARD (ROAD, TRAIL)

- Park Boundary
- Management Zone
- Park Entrance
- Paved Road
- Dirt/Gravel Access Route
- Trail
- 10-foot Contour
- Soil Erosion Hazard (Road, Trail)**
 - Very severe
 - Severe
 - Moderate
 - Slight
 - Not rated or not available

The ratings in this interpretation indicate the hazard of soil loss from unsurfaced roads and trails. The ratings are based on soil erosion factor K, slope, and content of rock fragments. The ratings are both verbal and numerical. The hazard is described as "slight," "moderate," or "severe." A rating of "slight" indicates that little or no erosion is likely; "moderate" indicates that some erosion is likely, that the roads or trails may require occasional maintenance, and that simple erosion-control measures are needed; and "severe" indicates that significant erosion is expected, that the roads or trails require frequent maintenance, and that costly erosion-control measures are needed.



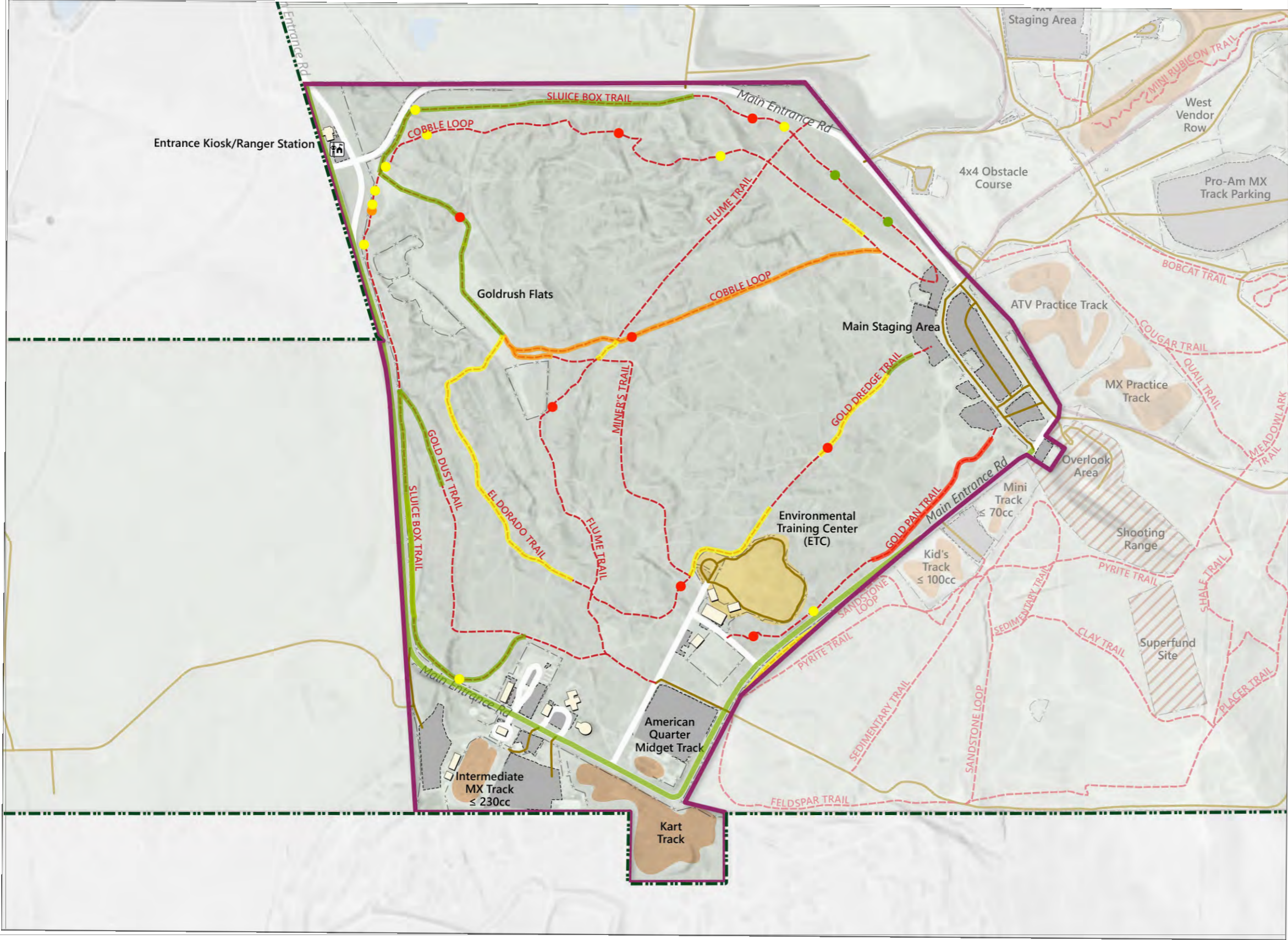
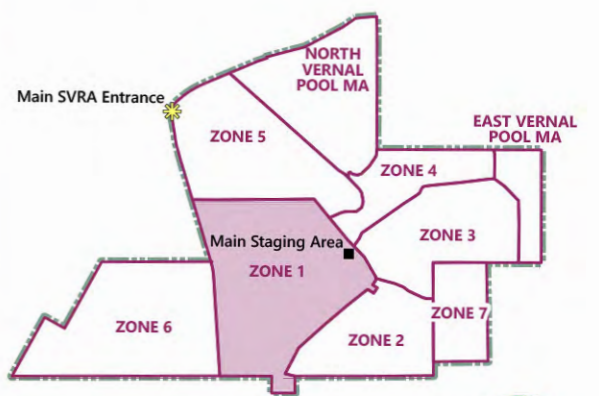
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY

ZONE 1

- Park Boundary
- Management Zone 1
- Other Management Zone
- Ranger Station
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public
- Point Erosion Severity**
- Critical
- High
- Moderate
- Slight
- Route Erosion Severity**
- Critical
- High
- Moderate
- Slight






















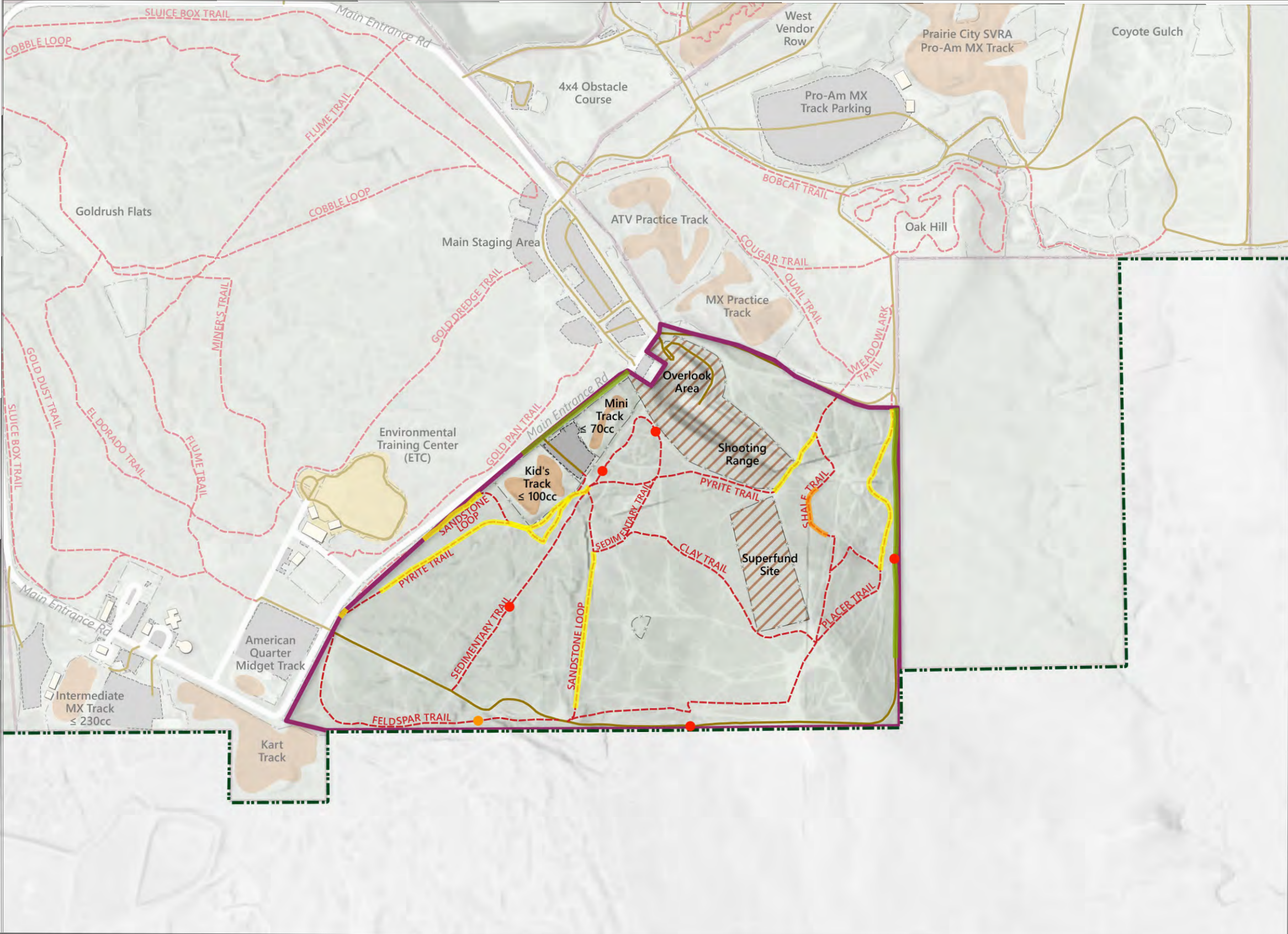
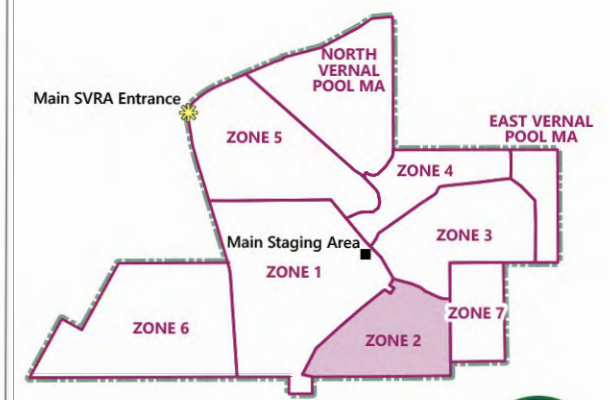
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY

ZONE 2

-  Park Boundary
-  Management Zone 2
-  Other Management Zone
-  Gate
-  Building
-  Maintained Tracks Area
-  Environmental Training Center
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public
- Point Erosion Severity
 -  Critical
 -  High
- Route Erosion Severity
 -  High
 -  Moderate
 -  Slight

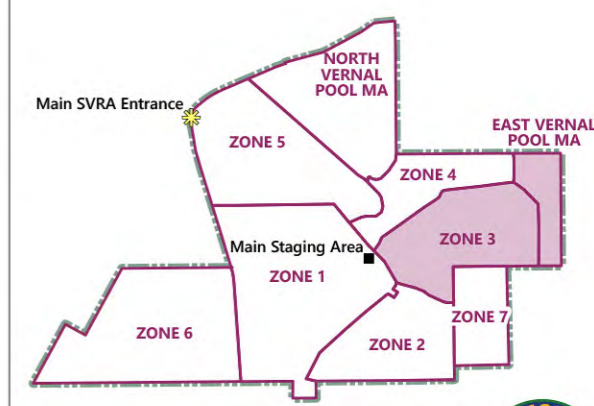
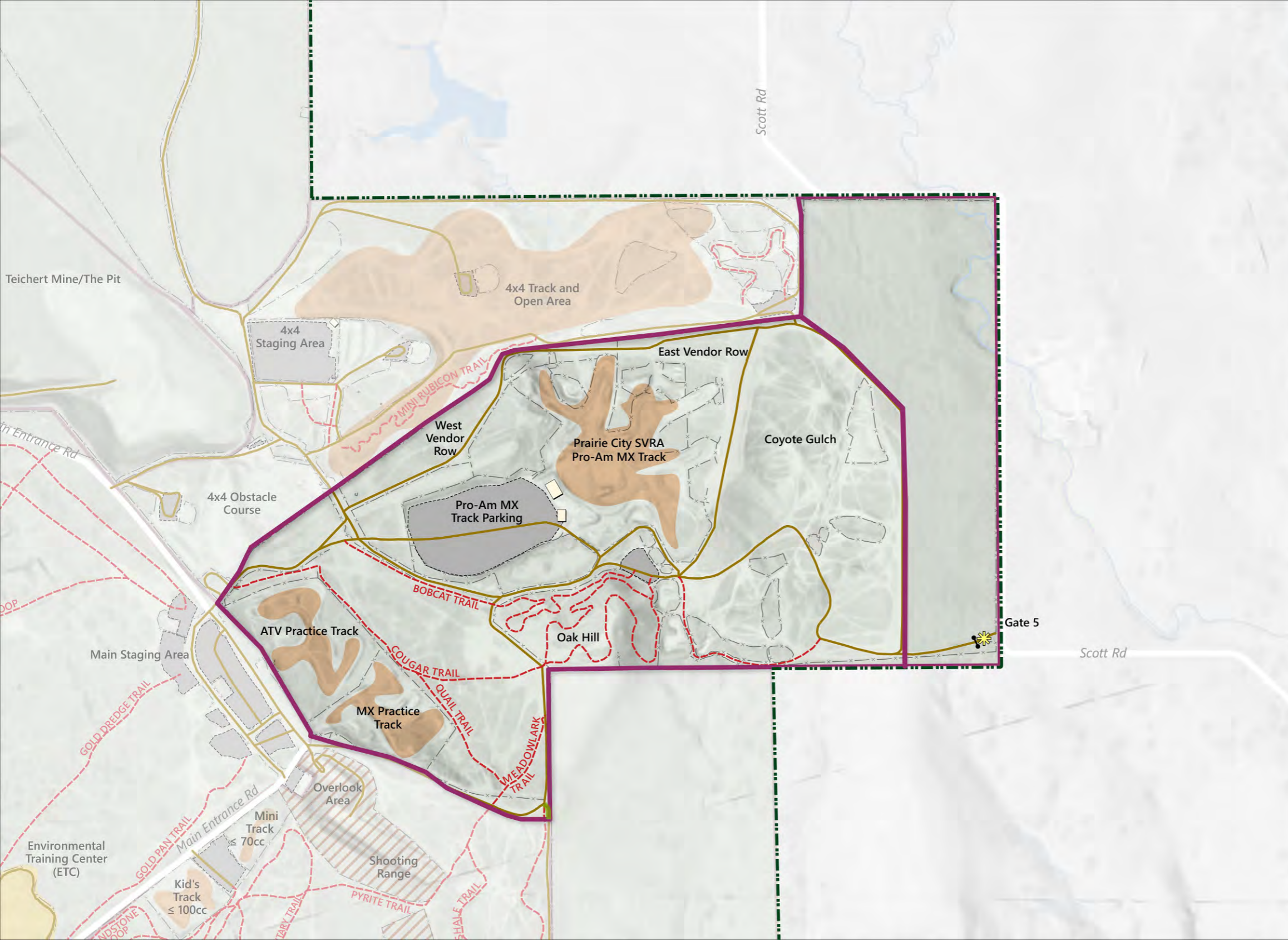


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY ZONE 3 AND EAST VERNAL POOL MA

- Park Boundary
- Management Zone 3 and East Vernal Pool MA
- Other Management Zone
- Park Entrance
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public
- Route Erosion Severity**
 - Slight
















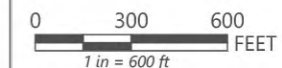
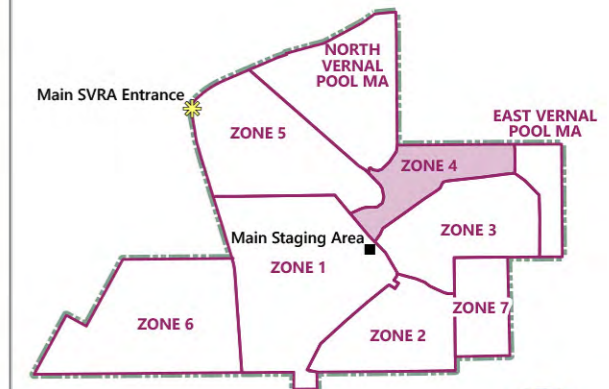
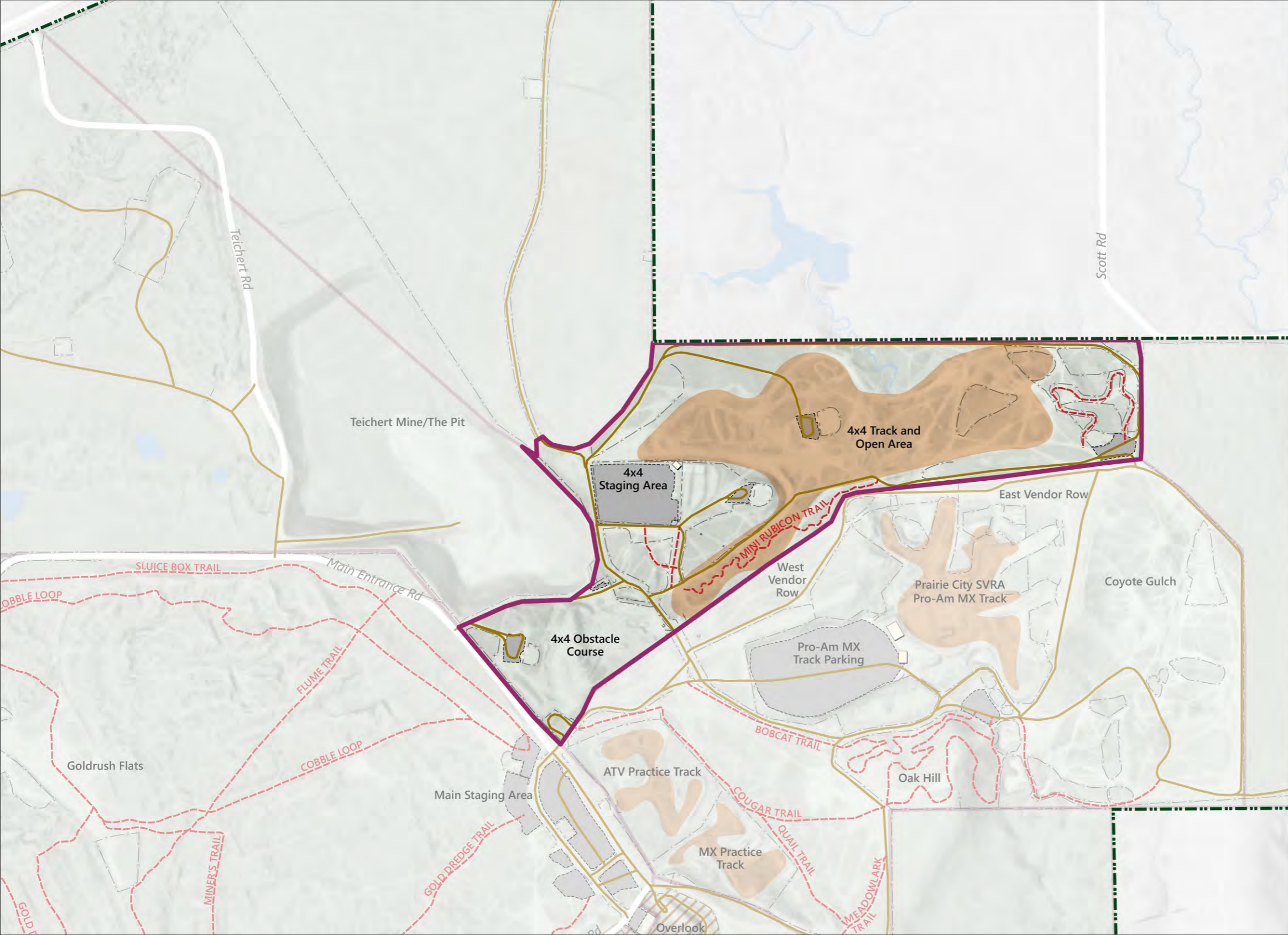
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY

ZONE 4
















-  Park Boundary
-  Management Zone 4
-  Other Management Zone
-  Gate
-  Building
-  Maintained Tracks Area
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public

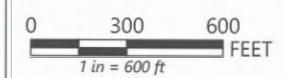
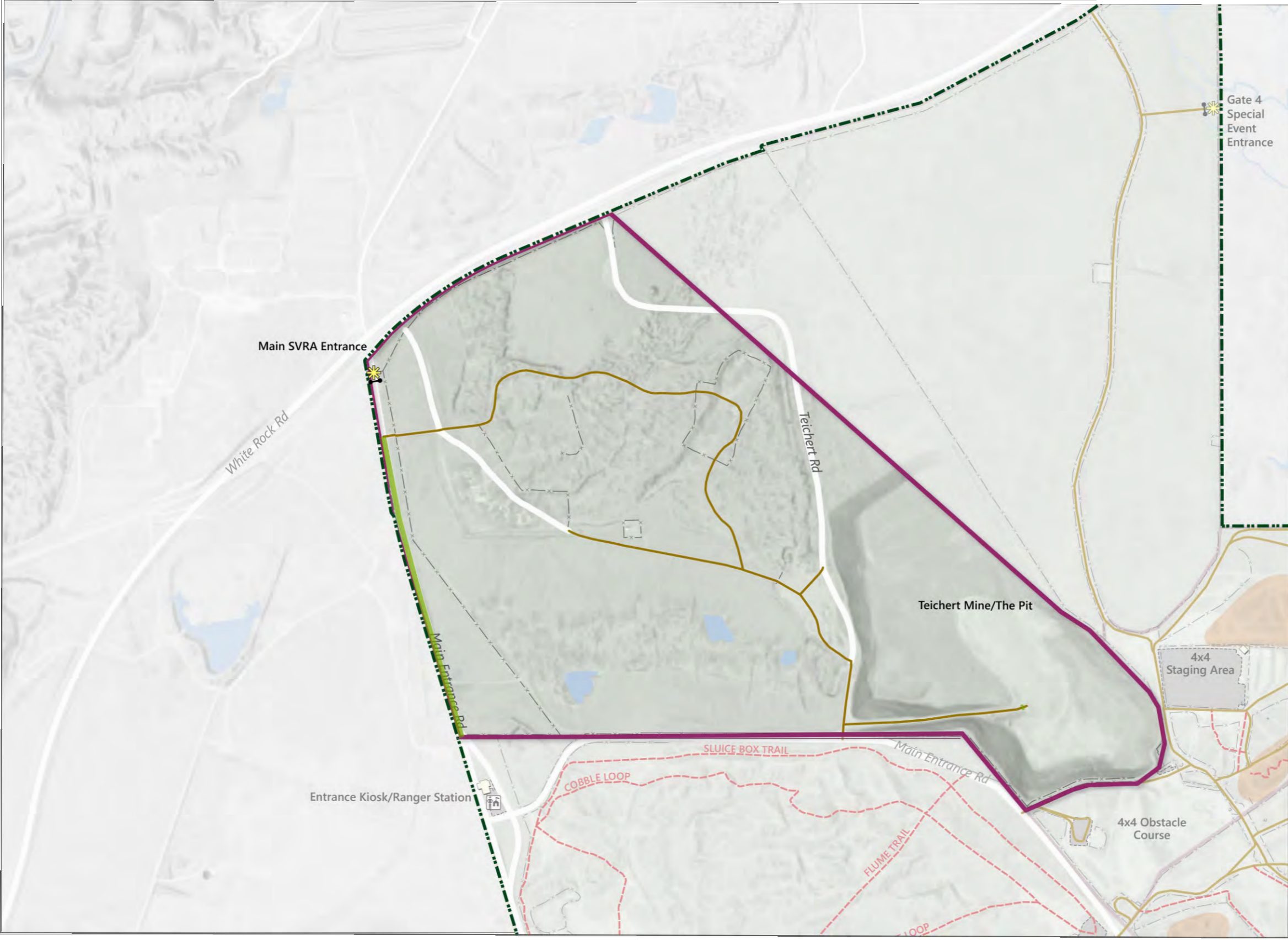
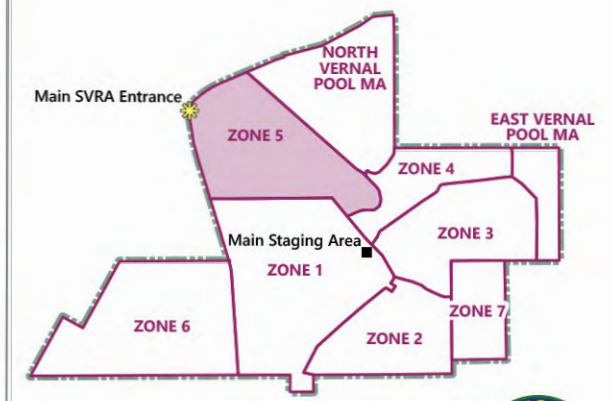


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY ZONE 5 (YOST)

-  Park Boundary
-  Management Zone 5 (Yost)
-  Other Management Zone
-  Ranger Station
-  Park Entrance
-  Gate
-  Building
-  Maintained Tracks Area
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
- Route Erosion Severity
-  Slight

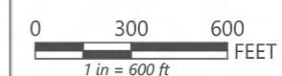
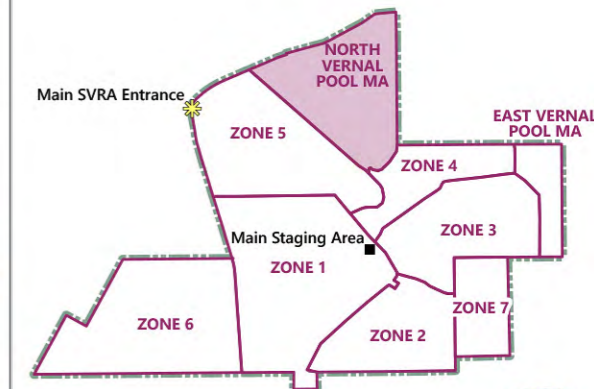
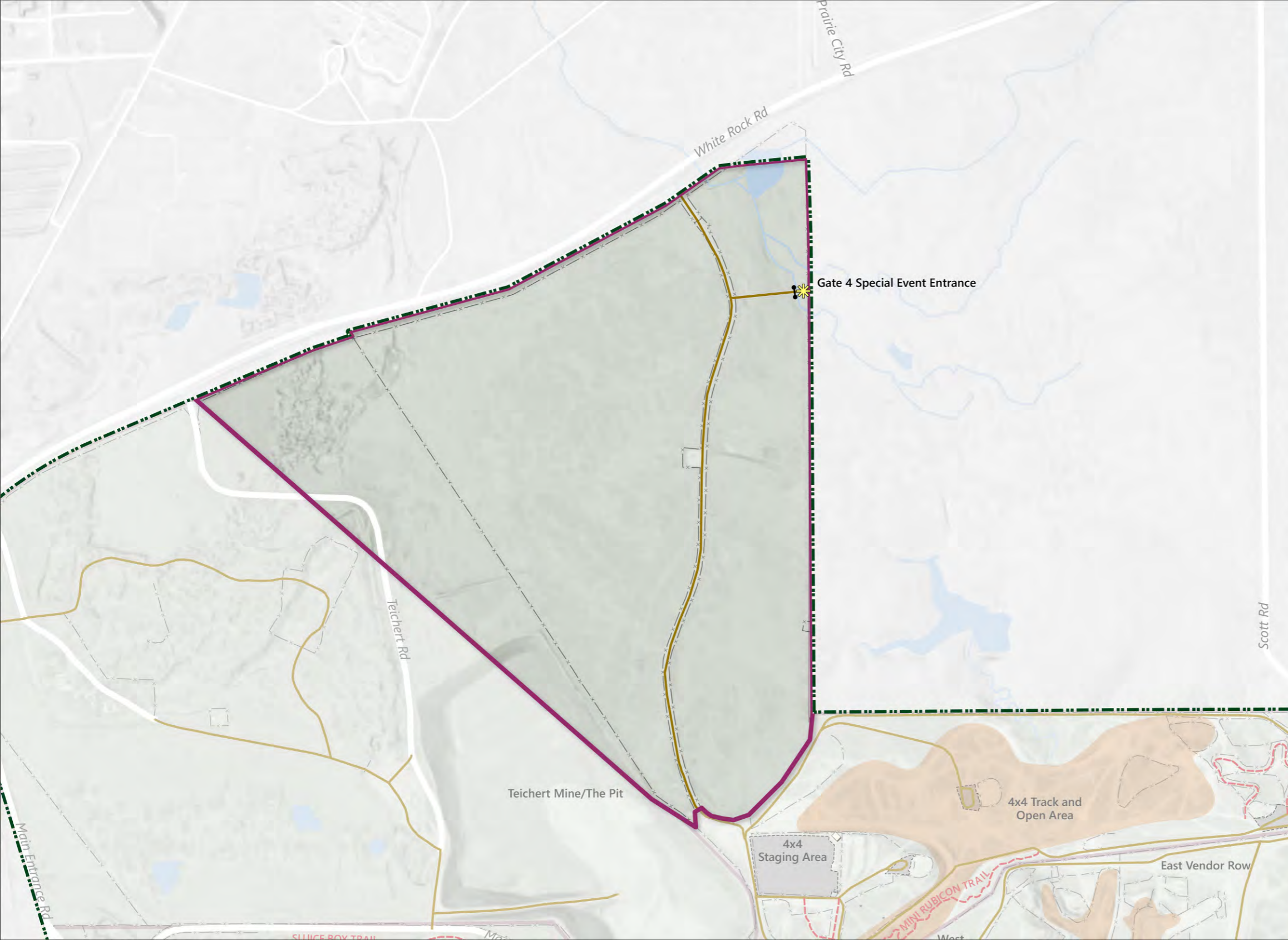


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY NORTH VERNAL POOL MA

- Park Boundary
- North Vernal Pool MA Management Zone
- Other Management Zone
- Park Entrance
- Gate
- Building
- Maintained Tracks Area
- Trail
- Dirt/Gravel Access Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area

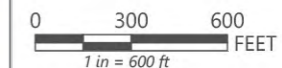
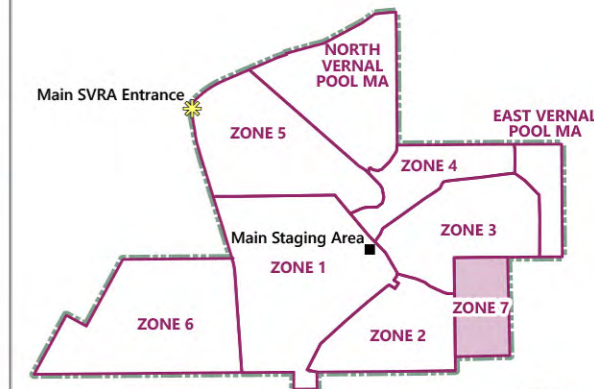


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

TRAIL EROSION SEVERITY ZONE 7 (BARTON)

- Park Boundary
- Management Zone 7 (Barton)
- Other Management Zone
- Park Entrance
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public





Appendix 3





















Wetlands Maps

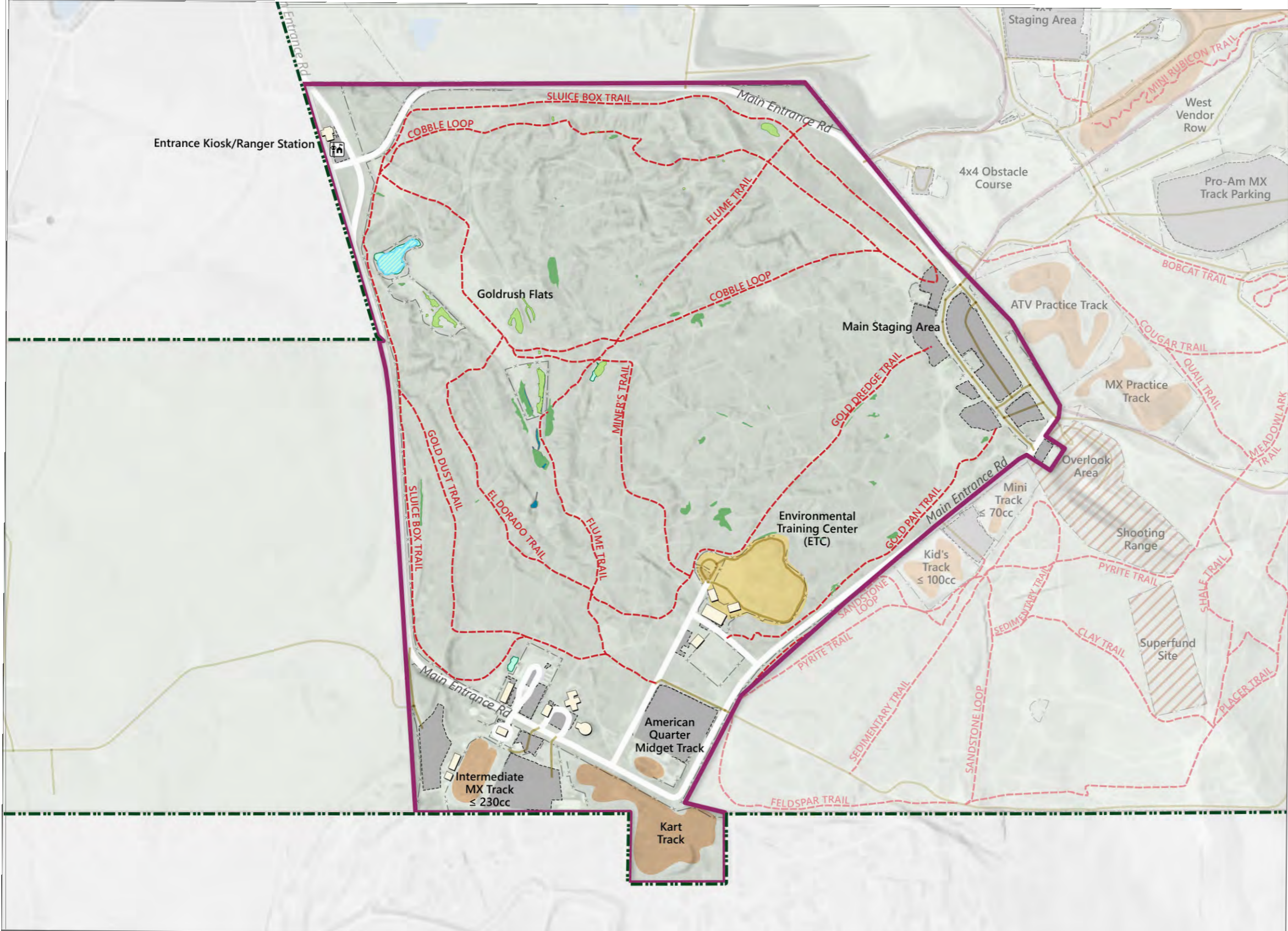
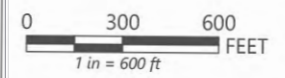
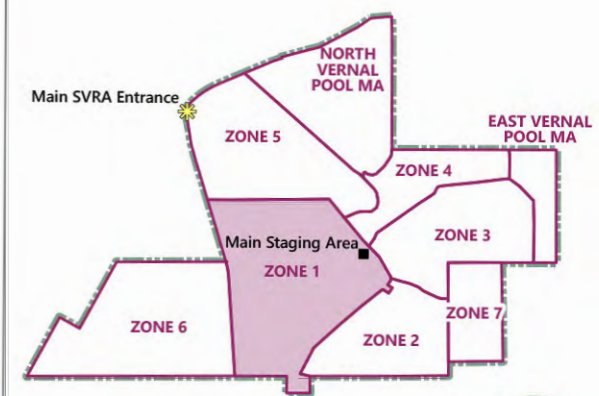


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 1




















-  Park Boundary
-  Management Zone 1
-  Other Management Zone
-  Ranger Station
-  Gate
-  Building
-  Maintained Tracks Area
-  Environmental Training Center
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public
- Wetland Type**
-  Ponds
-  Seasonal Wetland
-  Vernal Pool
-  Wetlands
-  Palustrine Emergent

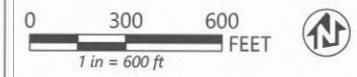
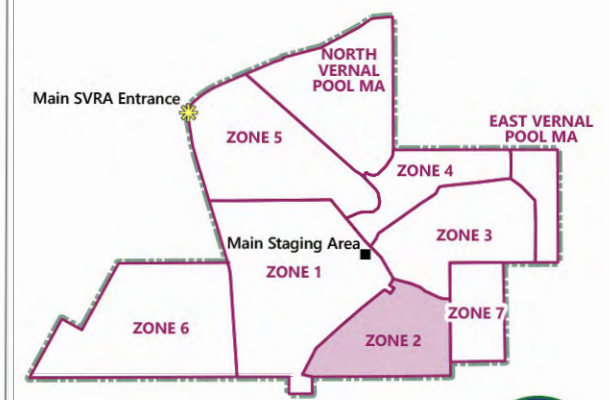
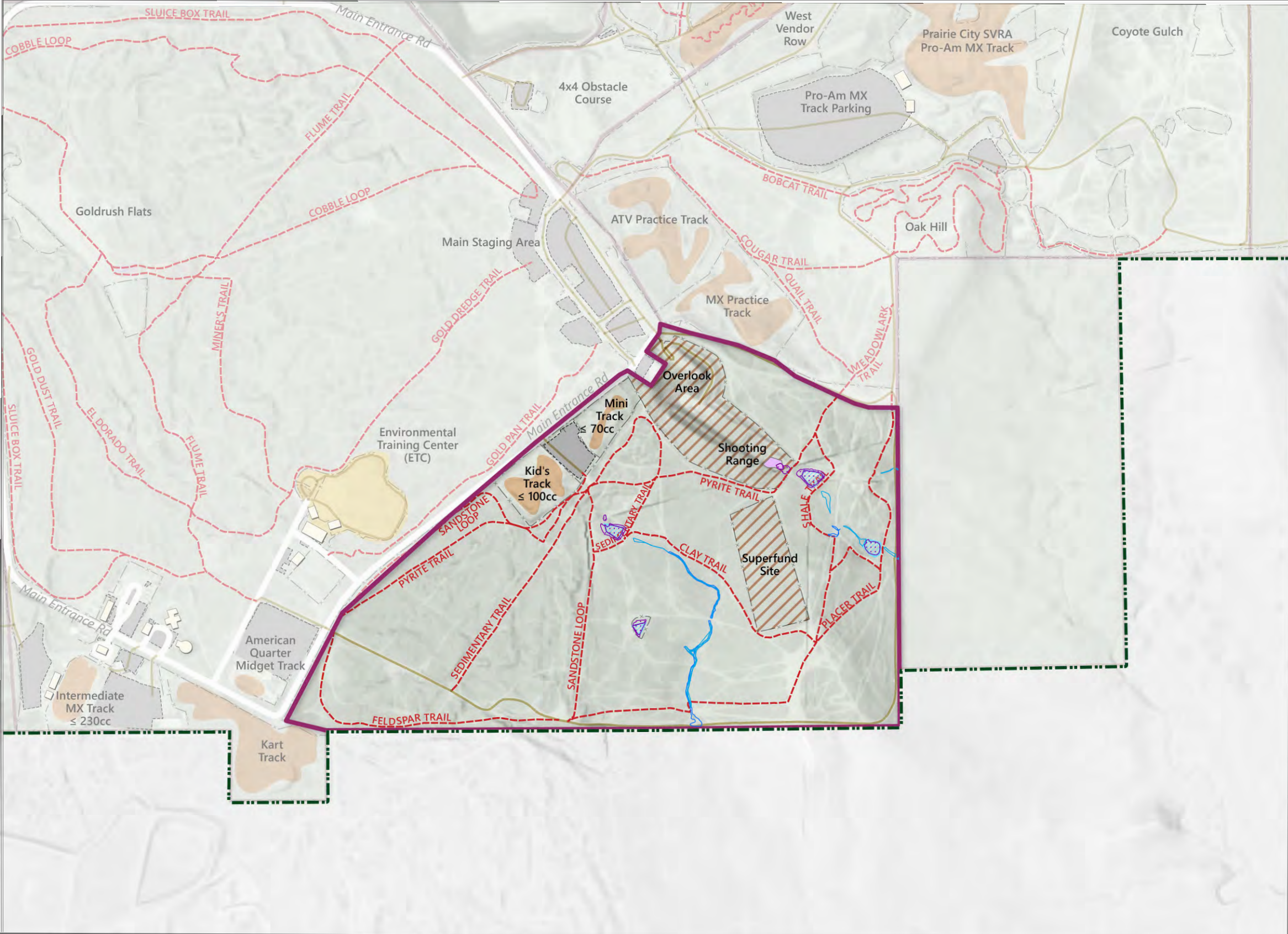


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 2

-  Park Boundary
-  Management Zone 2
-  Other Management Zone
-  Gate
-  Building
-  Maintained Tracks Area
-  Environmental Training Center
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public
- Wetland Type**
-  Ephemeral Drainage
-  Seasonal Drainage
-  Sediment Basin
-  Ponds
-  Marsh



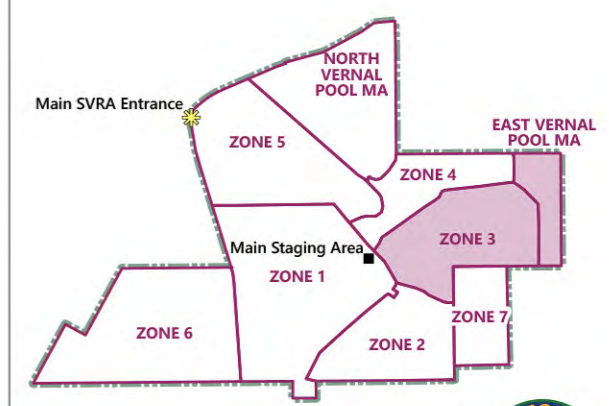
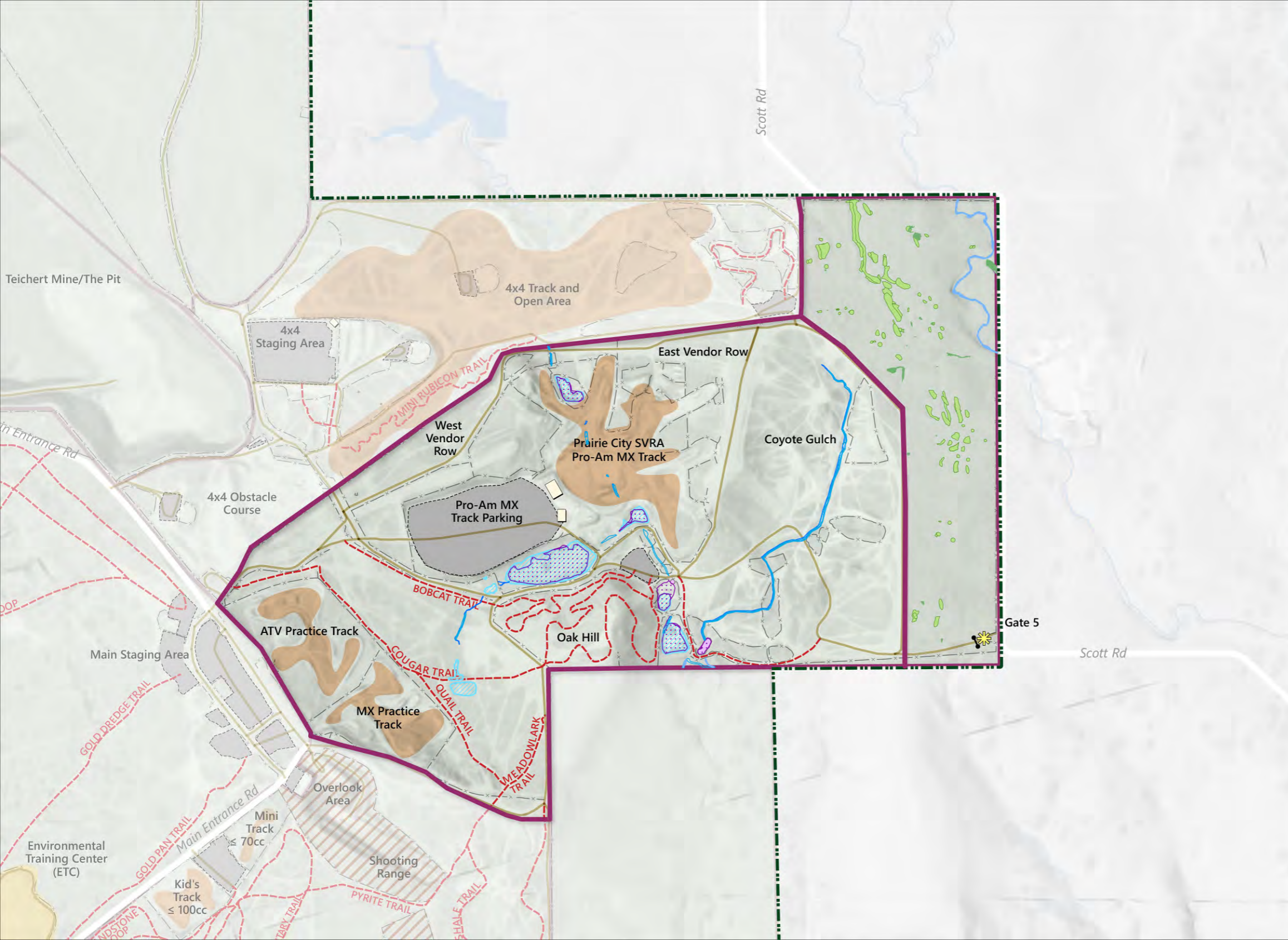
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS

ZONE 3 AND EAST VERNAL POOL MA






















- Park Boundary
- Management Zone 3 and East Vernal Pool MA
- Other Management Zone
- Park Entrance
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public
- Wetland Type**
- Ephemeral Drainage
- Seasonal Drainage
- Intermittent Stream/Drainage
- Sediment Basin
- Ponds
- Marsh
- Seasonal Wetland
- Vernal Pool

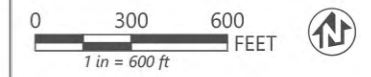
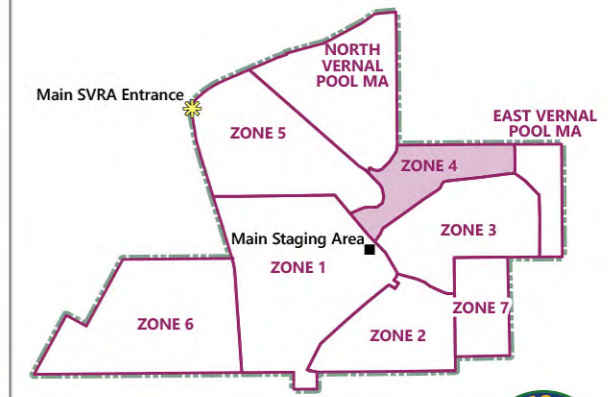
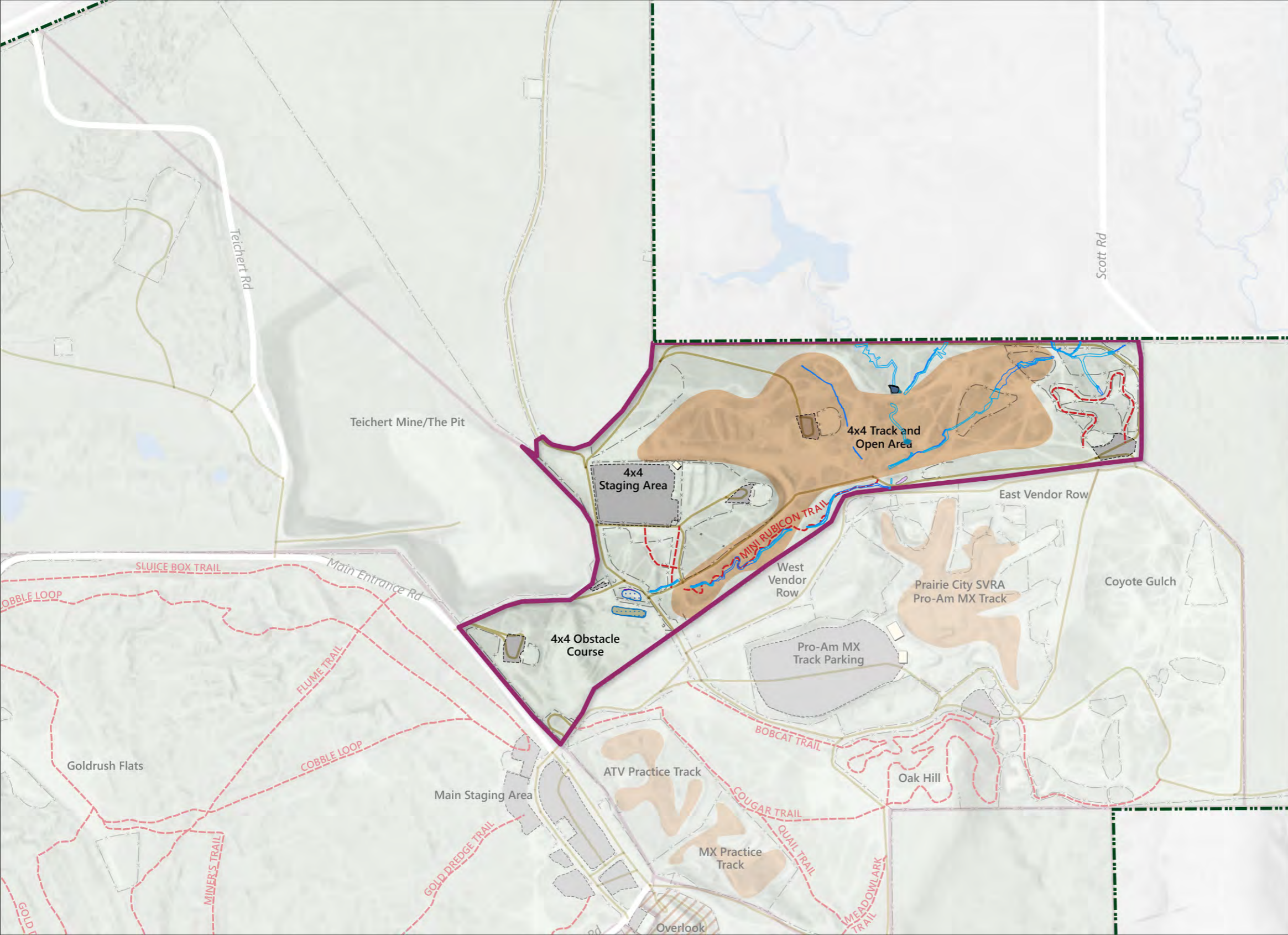


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 4





















-  Park Boundary
-  Management Zone 4
-  Other Management Zone
-  Gate
-  Building
-  Maintained Tracks Area
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public
- Wetland Type**
-  Ephemeral Drainage
-  Seasonal Drainage
-  Intermittent Artificial Pond
-  Artificial Pond
-  Sediment Basin
-  Marsh
-  Wetlands
-  Obstacle Course/Other Constructed Feature

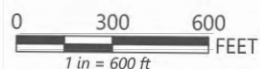
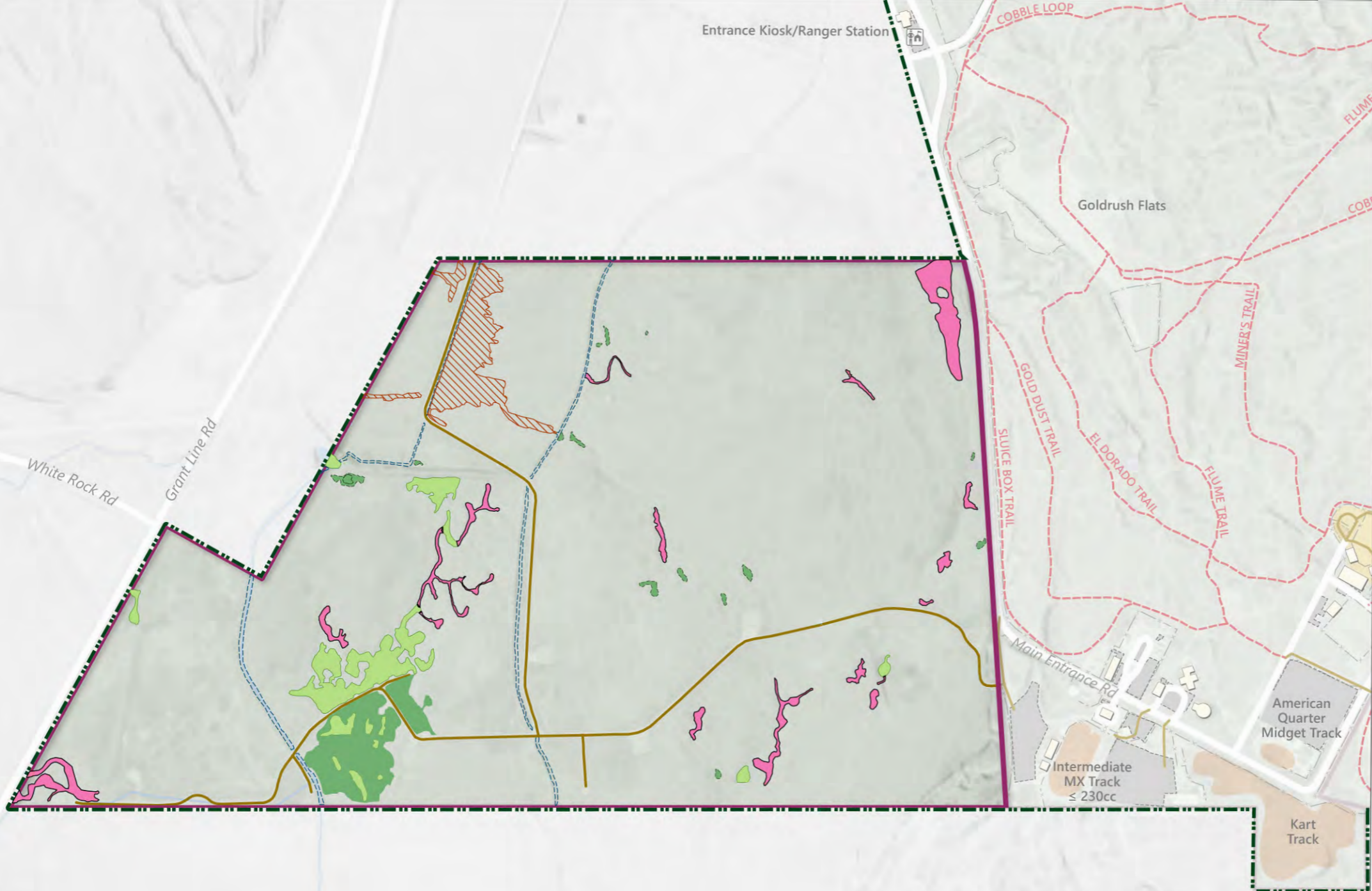
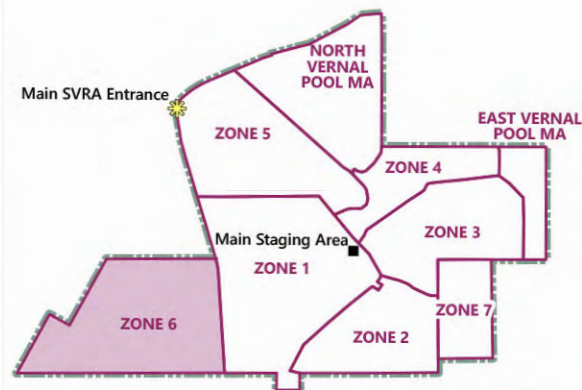


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 6 (EHNISZ)

























-  Park Boundary
-  Management Zone 6 (Ehnisz)
-  Other Management Zone
-  Ranger Station
-  Gate
-  Building
-  Maintained Tracks Area
-  Environmental Training Center
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
- Wetland Type**
-  Roadside/Irrigation Ditch
-  Problematic Farmed Wetland Area
-  Seasonal Wetland Swale
-  Seasonal Wetland
-  Seasonal Wetland Depression
-  Vernal Pool

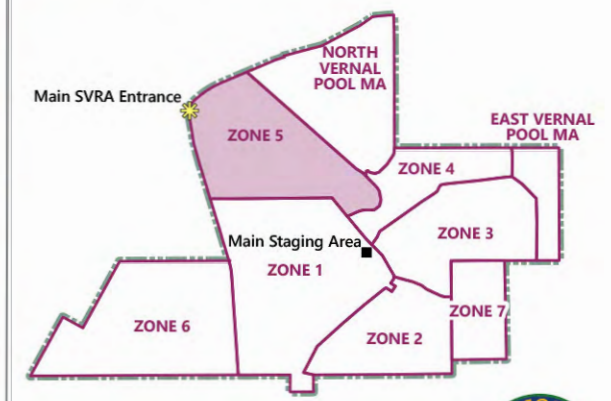
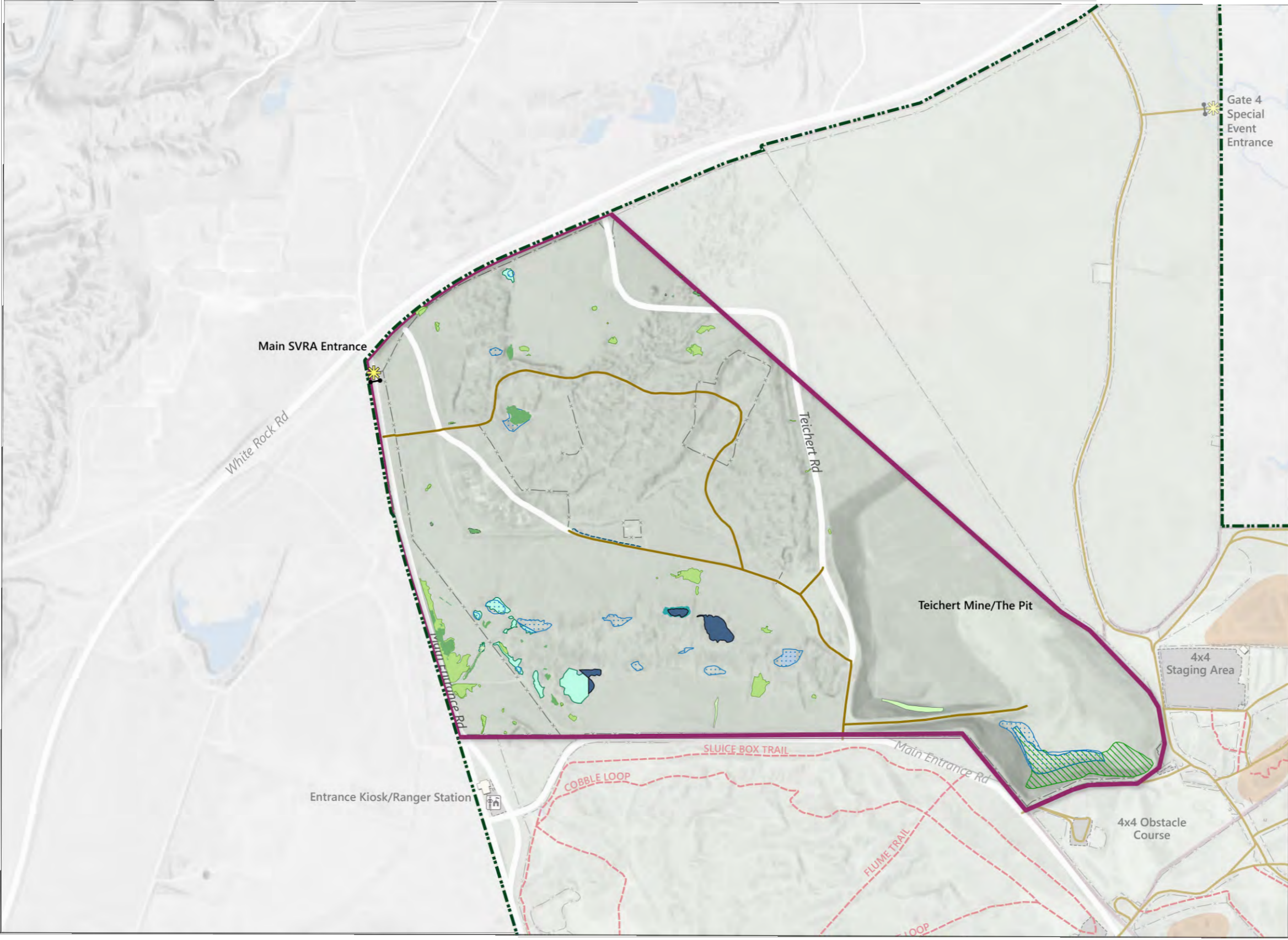


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 5 (YOST)

-  Park Boundary
-  Management Zone 5 (Yost)
-  Other Management Zone
-  Ranger Station
-  Park Entrance
-  Gate
-  Building
-  Maintained Tracks Area
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
- Wetland Type**
-  Roadside/Irrigation Ditch
-  Intermittent Artificial Pond
-  Artificial Pond
-  Riparian Wetland
-  Seasonal Wetland
-  Seasonal Wetland Depression
-  Vernal Pool
-  Vernal Swale
-  Palustrine Emergent
-  Emergent Wetland Fringe



0 300 600 FEET
1 in = 600 ft



















ESRI World Hillshade
20210027.02 GIS 012-6

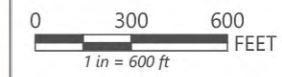
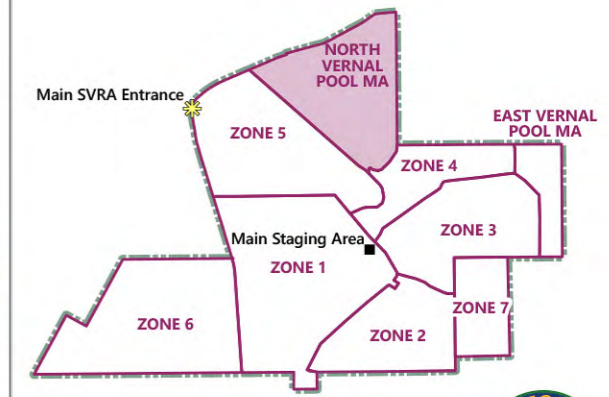
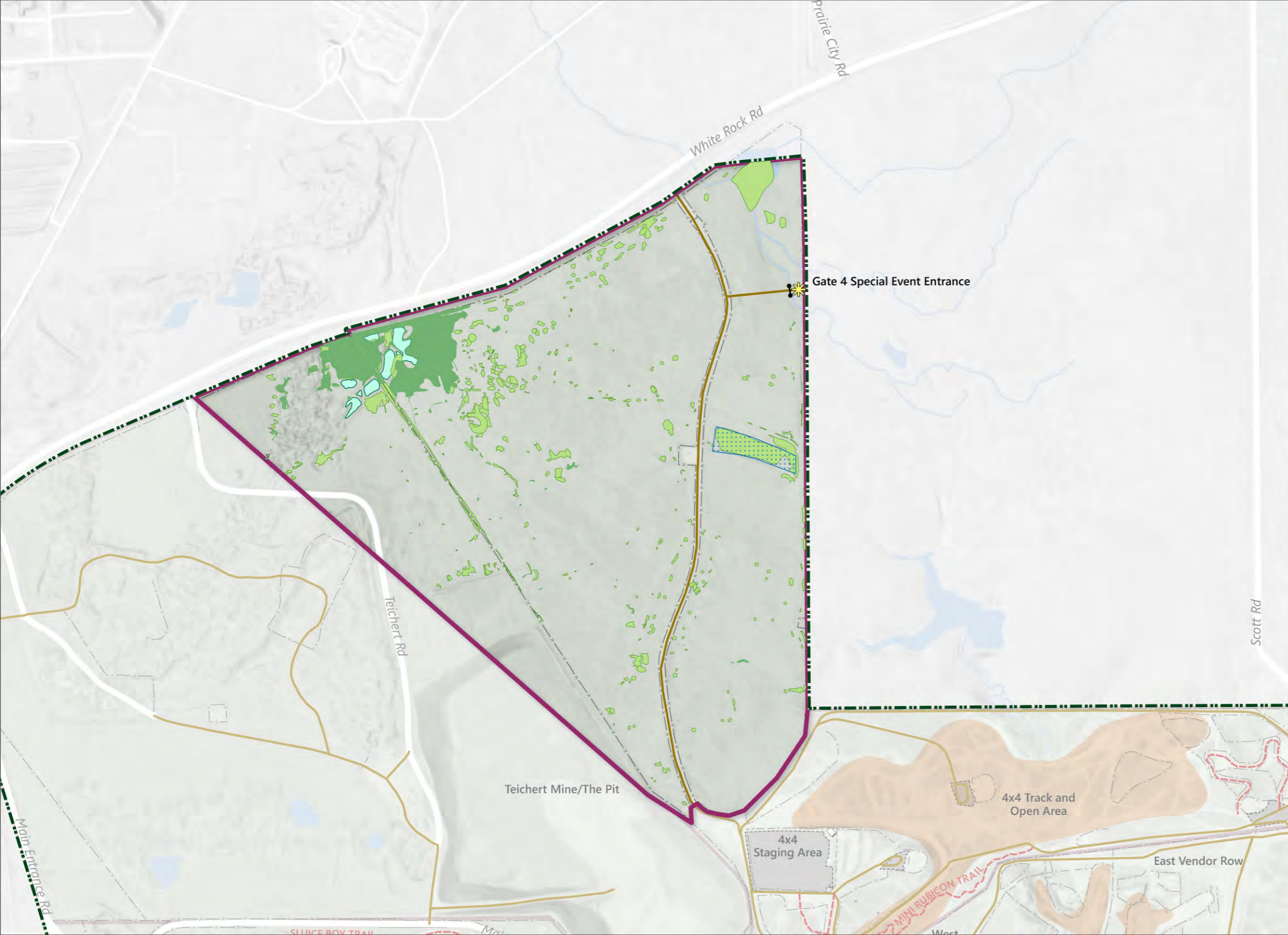
PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS

NORTH VERNAL POOL MA







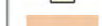




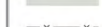




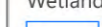


-  Park Boundary
-  North Vernal Pool MA
-  Other Management Zone
-  Park Entrance
-  Gate
-  Building
-  Maintained Tracks Area
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
- Wetland Type**
-  Artificial Pond
-  Seasonal Wetland
-  Seasonal Wetland Depression
-  Vernal Pool
-  Palustrine Emergent

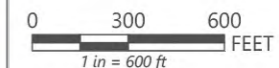
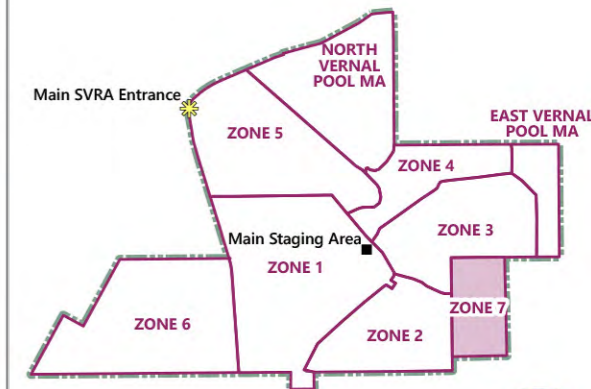
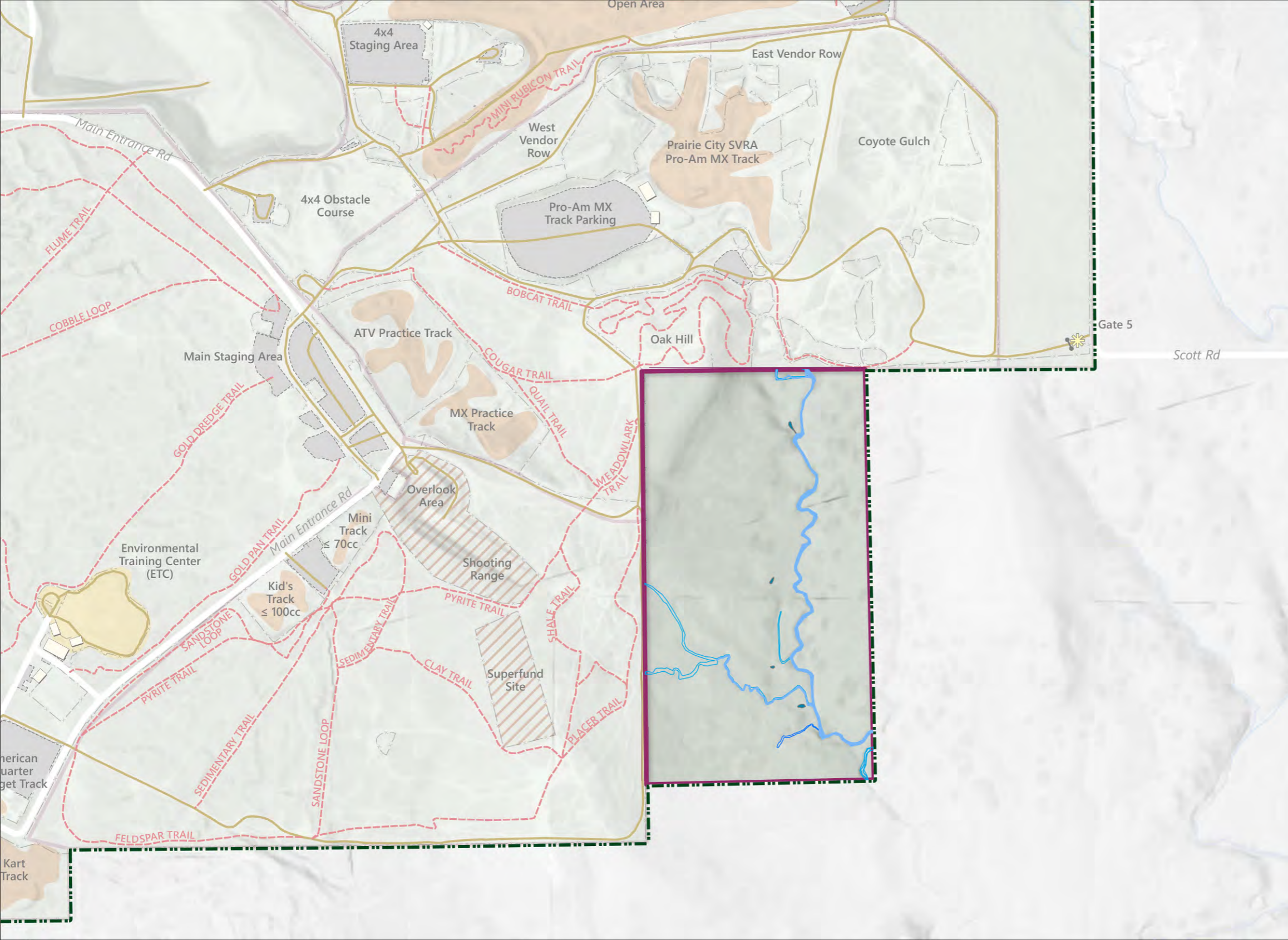


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

WETLANDS ZONE 7 (BARTON)

-  Park Boundary
-  Management Zone 7 (Barton)
-  Other Management Zone
-  Park Entrance
-  Gate
-  Building
-  Maintained Tracks Area
-  Environmental Training Center
-  Trail
-  Dirt/Gravel Access Route
-  Paved Road
-  Fence
-  Waterbodies/waterways
-  Parking Area
-  Area Closed to the Public
- Wetland Type**
-  Ephemeral Drainage
-  Seasonal Drainage
-  Intermittent Stream/Drainage
-  Wetlands





Appendix 4

Land Cover Maps

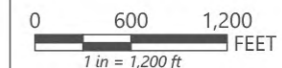
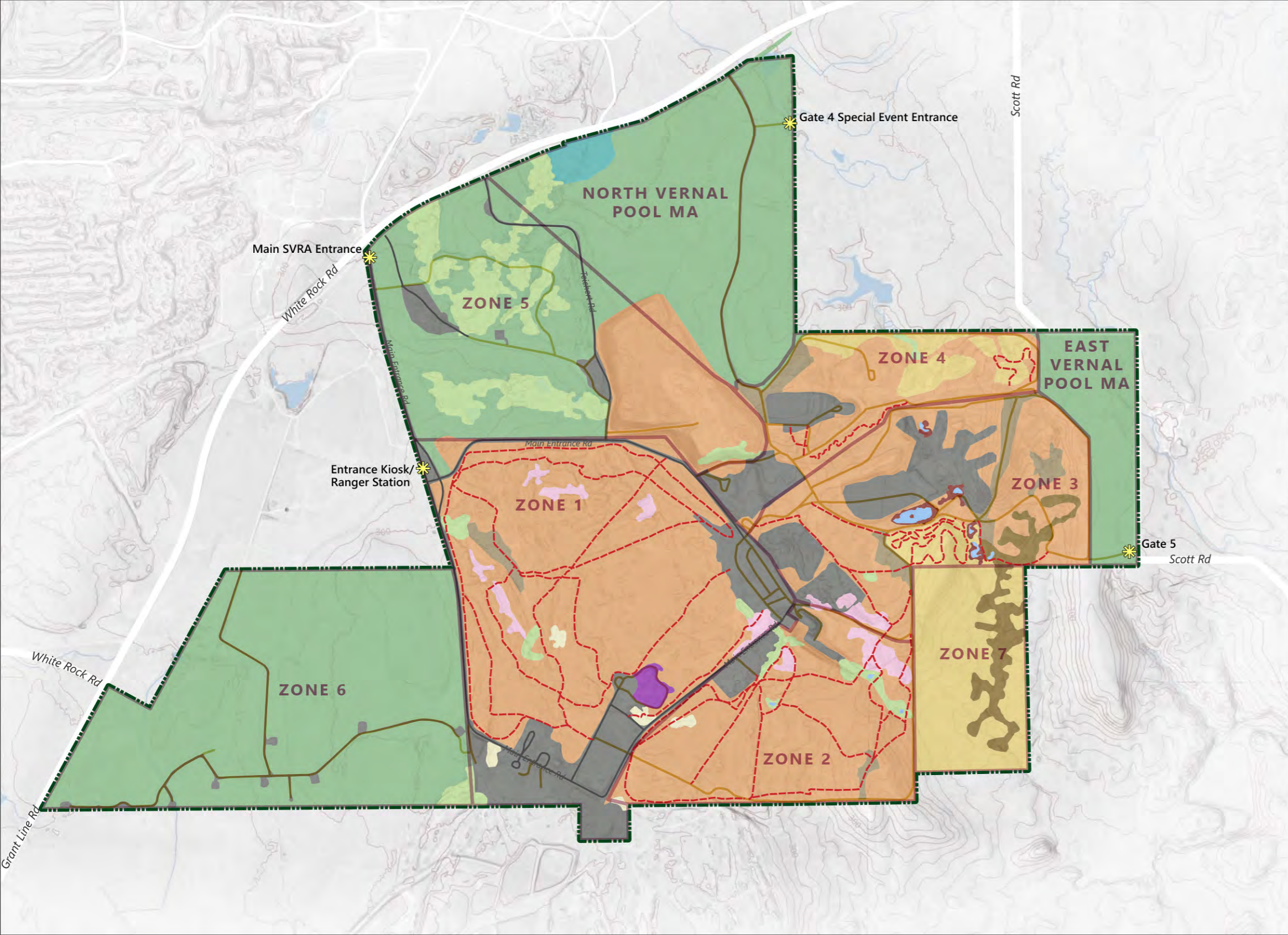


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

LAND COVER/VEGETATION

-  Park Boundary
-  Management Zone
-  Park Entrance
-  Paved Road
-  Dirt/Gravel Access Route
-  Trail
-  10-foot Contour
- Land Cover/Vegetation**
-  California Annual and Perennial Grassland
-  Mediterranean California naturalized annual and perennial grassland
-  Blue Oak Woodland
-  Coyote brush scrub
-  Fremont Cottonwood
-  Red Willow Thickets
-  California Vernal Pool and Grassland Matrix
-  Vernal pool/Swale
-  Sandbar willow thickets
-  Ornamental vegetation
-  Barren
-  Water
-  Developed





Appendix 5

Existing Easements and Infrastructure

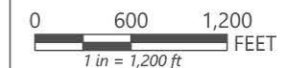
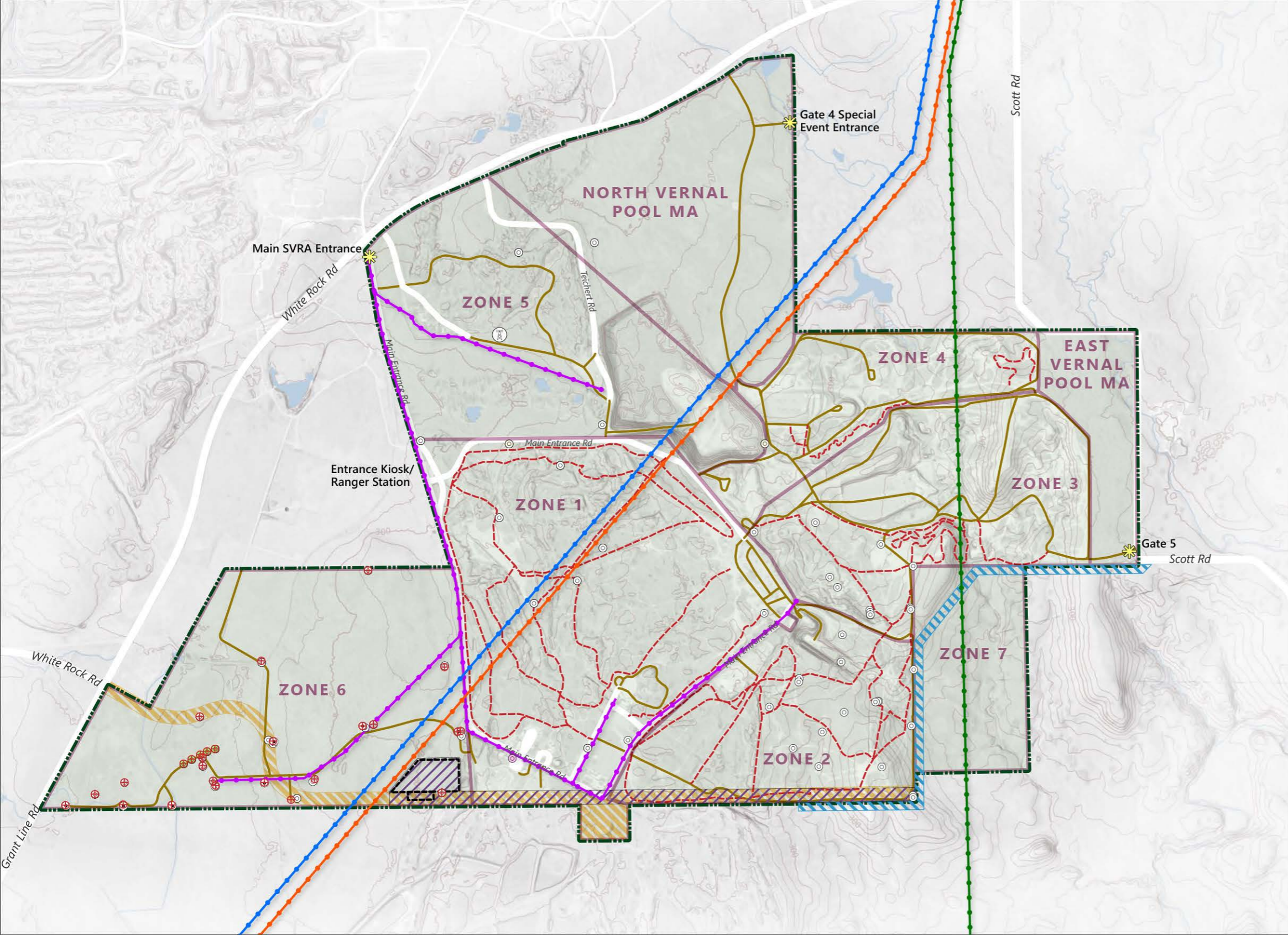


PRAIRIE CITY

STATE VEHICULAR RECREATION AREA

EXISTING EASEMENTS AND INFRASTRUCTURE

- Park Boundary
- Management Zone
- Park Entrance
- Paved Road
- Dirt/Gravel Access Route
- Trail
- 10-foot Contour
- Aerojet Monitoring and Extraction Wells
- Extraction Well
- Monitoring Well
- In Situ Treatment Well
- Irrigation Well
- Piezometer
- PG&E 115kV
- PG&E 230kV
- SMUD 230kV
- SMUD Pole Lines
- Barton Switch Yard
- Coyote Creek Agrivoltaic Ranch Easement (Proposed)
- Teichert 100-foot Easement
- Haul Road 150-foot Easement
- Cell Phone Tower Location





Appendix 6

Glossary





APPENDIX 6 GLOSSARY

ADA. Americans with Disabilities Act of 1990, a federal law prohibiting discrimination against people with disabilities and requiring that public facilities be accessible to people with disabilities. For the purposes of this plan, it refers to the standards established for accessibility by the U.S. Access under the Architectural Barriers Act.

BEST MANAGEMENT PRACTICES. Methods, measures, or practices selected by an agency to meet its non-point source control needs. BMPs include but are not limited to structural and nonstructural controls and operation and maintenance procedures. BMPs can be applied before, during, or after pollution-producing activities to reduce or eliminate the introduction of pollutants into receiving waters.

CEQA. California Environmental Quality Act, which was established shortly after the federal National Environmental Policy Act (NEPA) in 1969. CEQA requires public involvement in and review of projects that would result in an impact on California's natural and cultural resources.

CLASSIFICATION. The designation indicating the intended use and maintenance specifications for a particular trail.

EPHEMERAL STREAM. An ephemeral stream has flowing water only during, and for a short duration after, precipitation events in a typical year.

FACILITY: Anything that is part of the built environment. This term includes all facilities envisioned in the General Plan, including trails and distributed riding areas, a visitor center, a ranger station, an overnight camping area, kart track, motocross track, enhanced spectator facilities, improved circulation, the Prairie City SVRA Sector Office, and multi-use special-events area.

HYDROLOGY. The physical properties, distribution, and circulation of water on the surface of the land, in the soil, in underlying rocks, and in the atmosphere.

MITIGATE/MITIGATION. Actions that are undertaken to avoid, minimize, reduce, eliminate, or rectify the adverse impacts of a management practice or trail use.

MOUNTAIN BIKE TRAIL. Trails that have been designated for use by nonmotorized bicycles equipped for off-road use. Hikers may also use these trails but they are not the intended primary user. These trails are designed to meet the requirements of mountain bikes and their riders, protect resources, and achieve sustainability. They are not intended to be equestrian, multiuse, or accessible trails.

NONSYSTEM ROAD. A route that currently accommodates street-legal vehicles or was initially constructed to allow street-legal vehicle access, that is user-created and not recognized, designated, nor maintained by State Parks.

NONSYSTEM ROUTE. OHV trails that are user-created and not recognized, designated, nor maintained by State Parks.

REHABILITATION. The necessary work to restore a trail or trail system to its classification standards, including returning a work site or a damaged area to its original state. Trail rehabilitation, aka site restoration, is required to mitigate or correct damage or disturbance to wildlife, cultural resources, vegetation, soils, or water courses created by trail construction, maintenance, or visitor use.

SIGHT DISTANCE. The visible, unobstructed forward and rear view of a trail user from any given point on a trail.



SPECIFICATIONS. Standards to which trails and trail structures are built and maintained as determined by the trail's classification.

SUSTAINABLE TRAILS. A trail designed, constructed, or reconstructed to a standard that does not adversely impact natural and cultural resources, can withstand the impacts of the intended user group, and requires only routine cyclical maintenance. A sustainable trail must meet the needs of the intended user group to such a degree that they do not deviate from the established trail alignment.

SYSTEM ROAD. Paved, gravel, or dirt roads that are recognized, designated, and maintained by State Parks.

SYSTEM ROUTE. Routes that are recognized, designated, and maintained by State Parks.

STAGING AREA. An access point to a zone, OHV riding area, or hiking/biking area, often accompanied by various public facilities that may include a parking area, drinking water, restrooms, informational signs, and staging areas.

ROUTE LOG. An inventory of the physical features and conditions of a route by route footage.

VERNAL POOLS. Seasonally ponded wetlands.

WATERSHED. A region or area that is joined peripherally by a water parting formation, such as a ridge, hill, or mountain range, and that drains into the same water course or body.

WORK LOG. A detailed listing, by location, of existing trail elements and/or specific modifications (reengineering, reconstruction, etc.) designed to improve trail conditions.



Appendix 7

Planning Team





APPENDIX 7 PLANNING TEAM

CALIFORNIA STATE PARKS

Steve Hilton	Gold Fields District Superintendent
Peter Jones	Sector Manager
Jim Micheaels	Senior Park and Recreation Specialist
McKenzie Boring.....	Environmental Scientist
Taylor Espenshade.....	Environmental Scientist
Lora Caldwell	Environmental Scientist
Joleen Ossello	State Park Interpreter
Meghan Sullivan	Senior Environmental Scientist
Tony Guzman.....	Supervising Ranger
Jason Spann	Associate Landscape Architect
Noelle Breitenbach	Staff Park and Recreation Specialist
Sammy Reyes.....	Park and Recreation Specialist

ASCENT

Planning and Environmental Consultant

Adam Lewandowski, AICP	Project Manager/ Lead Planner
Curtis E. Alling, AICP	Project Director
Jessica Mitchell, AICP.....	Assistant Project Manager/ Environmental Planner
Angela Khermouch, AIA.....	Designer
Paul Kronser	Planner
Reida Khan	Environmental Planner
Phi Ngo	GIS Specialist/Graphics
Corey Alling.....	Graphics
Gayiety Lane	Publishing
Michele Mattei	Publishing



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