



PRAIRIE CITY

STATE VEHICULAR RECREATION AREA



Final Environmental Impact Report

State Clearinghouse Number 2013062008

September 2016

Notice of Determination

Appendix D

To:

[X] Office of Planning and Research
U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113
Sacramento, CA 95814

[] County Clerk
County of:
Address:

From:

Public Agency: CA Dept. of Parks and Recreation
Address: Off-Highway Motor Vehicle Rec. Division
1725 23rd St., Ste. 200, Sacramento, CA 95816

Contact: Jeanne Sisson
Phone: (916) 985-1094

Lead Agency (if different from above):

Address:

Contact:

Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2013062008

Project Title: Prairie City State Vehicular Recreation Area General Plan

Project Applicant: California Department of Parks and Recreation

Project Location (include county): Prairie City SVRA, Sacramento County

Project Description:

The Prairie City SVRA General Plan is a broad-based policy document that establishes a long-range vision for the SVRA and provides goals and guidelines to direct future improvements, services, and programs. By providing a clear purpose, a vision, and goals and guidelines, the General Plan defines the broadest possible management framework for program development, ongoing management, and public use of Prairie City SVRA. The General Plan is the product of a public planning process which included many public meetings, evaluating existing conditions and assessing current and potential uses.

This is to advise that the California Dept. of Parks and Recreation, OHMVR Division has approved the above (X) Lead Agency or () Responsible Agency

described project on September 9, 2016 and has made the following determinations regarding the above described project. (date)

- 1. The project [] will [X] will not have a significant effect on the environment.
2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
[] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [] were [X] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [] was [X] was not adopted for this project.
5. A statement of Overriding Considerations [] was [X] was not adopted for this project.
6. Findings [X] were [] were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

1725 23rd Street, Suite 200, Sacramento, CA 95816

Governor's Office of Planning & Research

Signature (Public Agency):

[Handwritten Signature]

Title: Chief, OHMVR Division

SEP 13 2016

Date: September 12, 2016

Date Received for filing at OPR:

STATE CLEARINGHOUSE



PRAIRIE CITY

STATE VEHICULAR RECREATION AREA



Final Environmental Impact Report

State Clearinghouse Number 2013062008

Prepared for:

California State Parks
Off-Highway Motor Vehicle Recreation Division

Edmund G. Brown, Jr.
Governor

John Laird
Secretary, The Natural Resources Agency

Lisa Mangat
Director, California State Parks
P.O. Box 942896
Sacramento, CA 94296-0001

September 2016

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ACRONYMS AND OTHER ABBREVIATIONS

bioswale	biofiltration swale
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CRHR	California Register of Historical Resources
CWA	Clean Water Act
EIR	environmental impact report
DEIR	draft environmental impact report
ESA	Endangered Species Act
FEIR	final environmental impact report
NORCOM	Northern Communications Center
OHMVR	Off-Highway Motor Vehicle Recreation
OHV	off-highway vehicle
PG&E	Pacific Gas and Electric Company
SMUD	Sacramento Municipal Utility District
SPPO	State Parks peace officer
State Parks	California Department of Parks and Recreation
SVRA	State Vehicular Recreation Area
USACE	U.S. Army Corps of Engineers



1 INTRODUCTION

On October 26, 2015, the California Department of Parks and Recreation (State Parks), Off-Highway Motor Vehicle Recreation (OHMVR) Division, released to the general public and public agencies the Preliminary General Plan and draft environmental impact report (DEIR) for Prairie City State Vehicular Recreation Area (SVRA). The General Plan is a guidance document intended for use over many years. It identifies potential facilities, proposed use areas, and management goals and guidelines. The goals and guidelines address existing issues and provide management guidance that should be implemented to achieve the SVRA's long-term vision.

The DEIR that accompanied the Preliminary General Plan contains an environmental analysis of potentially significant effects of implementing the General Plan. Together, the DEIR and this document, including the response to comments, constitute the final environmental impact report (FEIR) for the Prairie City SVRA General Plan.

In accordance with Public Resources Code Section 21091 and California Environmental Quality Act (CEQA) Guidelines Section 15087, a 45-day public review period for the Preliminary General Plan and DEIR was provided. The public was advised of the availability of the Preliminary General Plan and DEIR through legal notices placed in local newspapers, e-mails, direct mailings, and notification on the OHMVR Division planning website. A public notice (notice of availability) was posted with the Sacramento County clerk/recorder, and was published in the *Sacramento Bee* on October 26th, 2015 and the *Folsom Telegraph* on October 28th, 2015. Copies of the Preliminary General Plan and DEIR were also made available for review at the following locations: the Rancho Cordova and Folsom Public Libraries, Prairie City SVRA, the State Parks OHMVR Division Headquarters, and the Prairie City General Plan website (<http://www.PrairieCityGeneralPlan.com>).

During the public review period, comments were received from agencies, organizations, and individuals. This document provides responses to the written comments received during the public review period. The focus of the response to comments is on the disposition of environmental issues that have been raised in the comments, as specified by CEQA Guidelines Section 15088(b). The response to comments also includes issues related to planning considerations of the General Plan.

No comments received on the DEIR resulted in the discussion of any new impact; resulted in a change in the significance level of an impact disclosed in the DEIR; or required new mitigation, consideration of new alternatives, or any other substantial changes to the DEIR. Changes made to the DEIR in response to comments are limited to corrections of minor errors and omissions. Recirculation of the environmental impact report (EIR) is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines Section 15088.5). This response to comments document meets CEQA requirements for responding to comments and recirculation of the DEIR is not required.

This document is organized as follows:

Chapter 1, “Introduction,” provides a brief overview of the public review process of the Preliminary General Plan and DEIR, and describes the organization of the FEIR.

Chapters 2 through 4 provide complete copies of and responses to all written comments on the Prairie City SVRA Preliminary General Plan and DEIR received during the public review period. Each chapter provides a list, in table format, of all written comments received on the General Plan and DEIR. Text edits made in response to comments are provided within the response and are shown in Chapter 5, “Revisions to the General Plan” and Chapter 6, “Revisions to the DEIR.” These chapters are as follows:

- ▶ Chapter 2, “Regional and Local Agency Comments and Responses”
- ▶ Chapter 3, “Organizational Comments and Responses”
- ▶ Chapter 4, “Individual Comments and Responses”

Chapter 5, “Revisions to the General Plan,” provides a reproduction of portions of the Preliminary General Plan with proposed revisions to text made by State Parks and in response to comments. These changes will be incorporated in the Draft General Plan to be submitted to the OHMVR Commission for approval.

Chapter 6, “Revisions to the DEIR,” provides a reproduction of portions of the DEIR with proposed revisions to text made by State Parks and in response to comments.

Chapter 7, “List of Preparers,” identifies all preparers of and contributors to the FEIR.



2 REGIONAL AND LOCAL AGENCY COMMENTS AND RESPONSES

This chapter provides responses to significant environmental issues raised in the comment letters received from regional and local agencies on the Preliminary General Plan and draft environmental impact report (DEIR) for Prairie City State Vehicular Recreation Area (SVRA), as required by California Environmental Quality Act (CEQA) Guidelines Section 15132.

2.1 COMMENT LETTERS

This section provides a list of all comments received from regional and local agencies on the Prairie City SVRA Preliminary General Plan and DEIR during the public review period. Table 2-1 indicates the commenters and agencies that submitted written comments, and the dates of the comments. The comment letters received are reproduced in their entirety below.

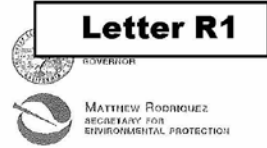
Table 2-1 List of Written Comments Received from Regional and Local Agencies		
Commenting Entity Author	Date	Comment Letter ID
Regional and Local Agencies		
Central Valley Regional Water Quality Control Board Stephanie Tadlock, Environmental Scientist	November 20, 2015	R1
Central Valley Regional Water Quality Control Board Guy Chetelat, Engineering Geologist, P.G.	December 1, 2015	R2
Capital Southeast Connector Derek Minnema, PE	December 10, 2015	R3

2.2 RESPONSES TO COMMENTS

This section provides responses to significant environmental issues raised in the comment letters received on the Preliminary General Plan and DEIR for Prairie City SVRA. The comment letters received are reproduced in their entirety below.

Revisions to the Preliminary General Plan or the DEIR in response to comments are shown in underline and ~~strikeout~~ format in the responses below. These revisions are also shown in Chapter 5, “Revisions to the General Plan,” and Chapter 6, “Revisions to the DEIR.”





Central Valley Regional Water Quality Control Board

20 November 2015

Jeanne Sisson
California Department of Park and Recreation
OHMVR Division
13300 White Rock Road
Rancho Cordova, CA 95742

CERTIFIED MAIL
91 7199 9991 7035 8420 8960

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, PRAIRIE STATE VEHICULAR RECREATION AREA GENERAL PLAN PROJECT, SCH# 2013062008, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 26 October 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Draft Environment Impact Report for the Prairie State Vehicular Recreation Area General Plan Project, located in Sacramento County.

R1-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

R1-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources

KARL E. LONGLEY SoD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit

Cont.
R1-2

R1-3



requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Cont.
R1-3



that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

Cont.
R1-3



2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.


Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

Cont.
R1-3



cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



R1-1 – R1-3

Thank you for your comments. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning efforts, and all applicable policies and permitting requirements as outlined in the commenter letter will be followed. Specific permit needs for future projects will be determined in close cooperation with the regulatory agencies, including the Central Valley Regional Water Quality Control Board.

As stated on page 4-11 of the Draft General Plan:

“Management of the SVRA is undertaken in compliance with all applicable statutory and regulatory requirements, including the following:

- ▶ Section 404 of the federal Clean Water Act (CWA)
- ▶ Section 401 of the CWA
- ▶ Section 402 of the CWA
- ▶ Porter-Cologne Water Quality Control Act of 1969
- ▶ Title 24 of the California Building Standards Code
- ▶ Federal Endangered Species Act
- ▶ California Endangered Species Act
- ▶ California Fish and Game Code
- ▶ California Public Resources Code
- ▶ California Vehicle Code

Detailed descriptions of these laws and regulations and their applicable sections are included in Section 2.7.3, “Regulatory Influences,” of this General Plan.”

As stated on page 4-35 of the Draft General Plan, “Upon adoption of this General Plan and certification of the associated environmental impact report, site-specific planning may move forward and more detailed plans and specific projects envisioned in this General Plan may be implemented. Future projects will require project-specific review pursuant to CEQA and may require project-specific permits.”

Additionally, General Plan guidelines (Water Guideline 1.2, Water Guideline 2.3, and NRM Guideline 1.3) require State Parks to coordinate regulatory agencies, including the Central Valley Regional Water Quality Control Board.



Letter R2



DEIR Comments <prairiecideircomments@gmail.com>

Regional Water Board comment - Prairie City General Plan DEIR (2015)

1 message

Chetelat, Guy@Waterboards <Guy.Chetelat@waterboards.ca.gov>

Tue, Dec 1, 2015 at 4:54 PM

To: "prairiecideircomments@gmail.com" <prairiecideircomments@gmail.com>

Prairie City Preliminary General Plan and DEIR development staff,

I have the following comment regarding the General Plan DEIR:

1. Figure 2-4 Use Area Map shows 6 small wetland features near the center of a large area designated as a "Distributed OHV Recreation Use Area" in the south-west quadrant of the SVRA. According to the Preliminary General Plan, future OHV use will not be confined to identified routes and trails in this area. This is a very unlimited use designation for an area that contains wetlands. Recent photos on Google Maps show ongoing vehicle use and potential impacts in these wetlands and associated waters of the State. In order to protect this resource and habitat, we request you designate protective measures for these 6 wetlands in the General Plan. Protective measures could include exclusion of vehicles from these features.

R2-1

Thank you for protecting wetlands and water quality.

Guy Chetelat
Engineering Geologist, P.G.
Central Valley Regional Water Quality Control Board
364 Knollcrest Drive, Suite 205
Redding, Ca 96002

Tele: [530.224.4997](tel:530.224.4997)

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



R2-1

Thank you for your comments. Protection of water quality and wetlands is an important part of the General Plan. For example, the “Resource Management” column of the “Distributed OHV Recreation Use Area” row in Table 2-1 located on page 2-13 of the DEIR states that portions of the distributed off-highway vehicle (OHV) recreation use area may be closed permanently or temporarily for restoration, conservation, or protection of natural and cultural resources. The Preliminary General Plan (page 4-12) and DEIR (page 3.3-10) include Water Goal 1 and Water Guidelines 1.1 and 1.2. Water Goal 1 states: “Manage the SVRA for the protection of jurisdictional waters of the United States including wetlands, and waters of the state, while maintaining a quality OHV recreational experience.” Additionally, Wildlife Guideline 1.2 states: “Avoid siting new facilities within 250 feet of pools known or later identified to support vernal pool fairy shrimp, vernal pool tadpole shrimp, western pond turtle, or western spadefoot.” Implementation of these elements of the General Plan is expected to protect water quality. Compared with existing conditions, the footprint of “open” or distributed riding opportunities is much reduced under the General Plan. In addition to the goals and guidelines included in the General Plan, State Parks can implement project-level wetland protection measures, if warranted.



Mitrovich, Nick

From: Sisson, Jeanne@Parks <Jeanne.Sisson@parks.ca.gov>
Sent: Thursday, December 10, 2015 10:17 AM
To: Heitner, Max@Parks; Fehling, Michael@Parks; Hertel, Matthew; Canfield, Dan@Parks
Subject: FW: Prairie City SVRA General Plan EIR

FYI

Jeanne Sisson
Superintendent II
Prairie City SVRA/Clay Pit SVRA
916 985 1097

From: Minnema, Derek [<mailto:minnemad@ConnectorJPA.net>]
Sent: Tuesday, December 08, 2015 11:07 AM
To: Sisson, Jeanne@Parks
Cc: Zlotkowski, Tom
Subject: Prairie City SVRA General Plan EIR

Hi Jeanne,

I wanted to let you know that we've reviewed the draft EIR and have no comments. You guys have done a great job incorporating all of our previous coordination efforts and conversations. Thank You!

} R3-1

Best,
-Derek

Derek Minnema, PE
Project Manager
[\(916\) 876-9092](tel:9168769092) | [\(916\) 396-9523](tel:9163969523) mobile
Capital SouthEast Connector JPA



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Mather, CA 95655

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R3-1

Thank you for your comments. State Parks appreciates your interest in the project. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.



3 ORGANIZATIONAL COMMENTS AND RESPONSES

This chapter provides responses to significant environmental issues raised in the comment letters received from organizations on the Preliminary General Plan and draft environmental impact report (DEIR) for Prairie City State Vehicular Recreation Area (SVRA), as required by California Environmental Quality Act (CEQA) Guidelines Section 15132.

3.1 COMMENT LETTERS

This section provides a list of all comments received from organizations on the Prairie City SVRA Preliminary General Plan and DEIR during the public review period. Table 3-1 indicates the commenters and agencies that submitted written comments, and the dates of the comments. The comment letters received are reproduced in their entirety below.

Table 3-1 List of Written Comments Received from Organizations		
Commenting Entity Author	Date	Comment Letter ID
Organizational		
Taylor and Wiley Jesse J. Yang	December 8, 2015	O1
California Off-Road Vehicle Association Amy Granat	December 9, 2015	O2
District 36 Motorcycle Sports Committee, Inc., Legislative Action Office Dave Pickett	December 9, 2015	O3

3.2 RESPONSES TO COMMENTS

This section provides responses to significant environmental issues raised in the comment letters received on the Preliminary General Plan and DEIR for Prairie City SVRA. The comment letters received are reproduced in their entirety below.

Revisions to the Preliminary General Plan or the DEIR in response to comments are shown in underline and ~~strikeout~~ format in the responses below. These revisions are also shown in Chapter 5, “Revisions to the General Plan,” and Chapter 6, “Revisions to the DEIR.”

Letter 01



DEIR Comments <prairiecideircomments@gmail.com>

Prairie City SVRA General Plan Draft EIR (SCH# 2013062008) comment letter

2 messages

Jesse Yang <jyang@taylor-wiley.com> Tue, Dec 8, 2015 at 1:32 PM
To: "prairiecideircomments@gmail.com" <prairiecideircomments@gmail.com>, "Matthew Gerken (Matthew.Gerken@aecom.com)" <Matthew.Gerken@aecom.com>
Cc: "Michael Smith (msmith@teichert.com)" <msmith@teichert.com>, "Troy Reimche (treimche@teichert.com)" <treimche@teichert.com>, Jim Wiley <jwiley@taylor-wiley.com>

Matthew,

On behalf of White Rock Road Properties, LLC, please find our attached comment letter on the Prairie City SVRA General Plan Draft EIR. Your office is listed as the report preparer on the EIR and the point of contact for submitting Draft EIR comments. Please confirm receipt and make sure it is forwarded to all necessary people at AECOM and California Department of Parks and Recreation for their consideration. A hard copy will follow via U.S. Mail. Thanks!

JESSE J. YANG
TAYLOR & WILEY
2870 GATEWAY OAKS DRIVE, SUITE 200
SACRAMENTO, CALIFORNIA 95833
916.929.5545
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 **WRRP Prairie City DEIR Comment Letter with Enclosure 120815.pdf**
3389K

Gerken, Matthew <Matthew.Gerken@aecom.com> Tue, Dec 8, 2015 at 2:02 PM
To: Jesse Yang <jyang@taylor-wiley.com>, "prairiecideircomments@gmail.com" <prairiecideircomments@gmail.com>
Cc: "Michael Smith (msmith@teichert.com)" <msmith@teichert.com>, "Troy Reimche (treimche@teichert.com)" <treimche@teichert.com>, Jim Wiley <jwiley@taylor-wiley.com>

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Good afternoon, Jesse.

I am in receipt of the letter and will make sure it is in the right hands. With whom shall we follow up if there is a need for clarification?

Best,
Matthew

J. Matthew Gerken, AICP
Senior Urban + Environmental Planner

Environmental Planning Department Manager, Greater Northern California/Northern Nevada
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From: Jesse Yang [mailto:jyang@taylor-wiley.com]
Sent: Tuesday, December 08, 2015 1:33 PM
To: prairiecideircomments@gmail.com; Gerken, Matthew
Cc: Michael Smith (msmith@teichert.com); Troy Reimche (treimche@teichert.com); Jim Wiley
Subject: Prairie City SVRA General Plan Draft EIR (SCH# 2013062008) comment letter

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TAYLOR & WILEY

A PROFESSIONAL CORPORATION

ATTORNEYS

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December 8, 2015

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OF COUNSEL
KATHLEEN R. MAKEL

California Department of Parks and Recreation
Off-Highway Motor Vehicle Recreation Division
c/o AECOM, attn. Prairie City SVRA General Plan
2020 L Street, Suite 400
Sacramento, California 95811

Re: Prairie City SVRA General Plan Draft Environmental Impact Report
(SCH# 2013062008)

To whom it may concern:

Taylor & Wiley represents White Rock Road Properties, LLC (“WRRP”), a subsidiary of Teichert, Inc. As noted in WRRP’s prior comment letter dated September 21, 2012, WRRP owns a 100-foot-wide exclusive easement (“Exclusive Easement”) across the Barton Ranch, including the approximately 68 acres that was acquired by the California Department of Parks and Recreation (“CDPR”) and is included in the Prairie City State Vehicular Recreation Area (SVRA) General Plan (“Project”). A copy of that letter and the Exclusive Easement grant deed referenced therein are attached for your reference.

O1-1

We have reviewed the Draft Environmental Impact Report (“Draft EIR”) and the Preliminary General Plan (“General Plan”) for the Project. WRRP supports the Project and CPDR’s planning efforts for the Prairie City SVRA. However, the Draft EIR and General Plan do not fully disclose the extent of WRRP’s Exclusive Easement on the recently acquired Barton Ranch portion of the SVRA property, nor do they discuss the implications of the Exclusive Easement on proposed SVRA operations within the Barton Ranch acquisition area. It is with those purposes in mind that we provide the following comments.

General Comments

Approved Teichert Quarry Project and Exclusive Easement. As discussed in our prior letter, the purpose of the Exclusive Easement is to allow for the construction and operation of a conveyor belt system, access road, and associated utilities (e.g., water, electricity) needed to convey aggregate material from Teichert’s approved Teichert Quarry mining site to its existing Grant Line processing facility. The environmental effects associated with the construction, installation, and operation of the proposed conveyor, access road, and associated utilities were analyzed as part of the Teichert Quarry project in the Final Environmental Impact Report (State Clearinghouse Number 20030702087) that was prepared and certified by the County of Sacramento when it approved that project in November 2010.

O1-2



CDPR Easement Obligations. As discussed in our prior letter, CDPR assumed the obligations under the Exclusive Easement when it acquired the 68-acre portion of the Barton Ranch from Barton-Mosher Sacramento Ranches, LP (“Barton-Mosher”). The Draft EIR should note the following requirements in the Exclusive Easement relating to non-interference with the use of the Exclusive Easement and approval rights of WRRP concerning crossings and other facilities that might impact the Exclusive Easement:

- **Construction.** Construction of the conveyor system, access road, and associated utilities will require entry beyond the boundaries of the Exclusive Easement for grading and other construction-related activities. Under Section 4.A. of the Exclusive Easement, WRRP is allowed to enter Barton-Mosher/CDPR’s property as reasonably necessary for such construction. CDPR should be aware that cut and fill excavation will be required at various places in the Exclusive Easement and that some fill material may be deposited outside the boundaries of the Exclusive Easement.
- **Permits.** Under Section 5 of the Exclusive Easement, CDPR must cooperate with WRRP in connection with obtaining the necessary entitlements to construct and operate WRRP’s proposed conveyor system, access road, and associated utilities, and WRRP’s entitlements take precedence over other uses of the property, including the Project.
- **Approval Right.** Under Section 7.C.(2) of the Exclusive Easement, CDPR’s plans and specifications will be subject to review and approval by WRRP to the extent that the Project could affect or use the Exclusive Easement.
- **Crossings.** Under Section 6 of the Exclusive Easement, any proposed crossings over or under the Exclusive Easement will be subject to WRRP’s approval.
- **Warranty.** The warranty obligations of the Exclusive Easement, as found in Section 7.C.(1), prohibit the Project from causing water to back up onto the Exclusive Easement.
- **CDPR Access.** Section 7.C.(3) of the Exclusive Easement requires advanced notice for access onto the Exclusive Easement and imposes an indemnity obligation arising from any such access.
- **Modifications.** If the Project causes adverse effects to the Exclusive Easement, CDPR will be obligated to remedy the conditions as required by the Exclusive Easement, Section 7.C.(4).

Cont.
01-2



- **Non-Interference Covenant.** Section 13 of the Exclusive Easement requires that CDPR’s use of the property not unreasonably interfere with the Exclusive Easement.

↑
Cont.
O1-2

Comments on the Draft EIR

Page S-4, S.6, Summary of Alternatives Considered. In the fourth paragraph of this section, the discussion of the No-Project Alternative notes that the only activities that would occur in the Barton Ranch acquisition area would be “those designed to improve the SVRA’s environmental and water quality conditions, meet regulatory agency requirements, and keep up with maintenance necessary to maintain safe conditions.” This discussion should be revised to mention Teichert’s proposed use of WRRP’s Exclusive Easement on the Barton Ranch acquisition area.

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O1-3

Page 2-4, Second Paragraph. The discussion of surrounding land uses in this paragraph should also note the presence of WRRP’s Exclusive Easement near the SVRA project site and on a portion of the 68-acre Barton Ranch Acquisition.

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O1-4

Page 2-4, Last Paragraph, to Page 2-6, First Paragraph. This paragraph notes that various easements are located on and in the vicinity of the SVRA project site, but gives no mention of WRRP’s Exclusive Easement. Therefore, this discussion should be revised to include a discussion of WRRP’s Exclusive Easement.

↑
O1-5

Page 2-5, Figure 2-3. This figure shows the 68-acre Barton Ranch acquisition area, but does not show WRRP’s Exclusive Easement. WRRP’s Exclusive Easement should be shown on this figure.

↑
O1-6

Page 2-12, Stormwater Management Use Area. The EIR should provide a description of the construction, operation, and maintenance activities associated with the proposed Stormwater Management Use Area within the Barton Ranch acquisition area. In addition, the EIR should explain how CDPR will access the area in light of WRRP’s Exclusive Easement that currently separates the Barton Ranch acquisition area from the remainder of the Prairie City SVRA property.

↑
O1-7

Page 2-15, Figure 2-4. This figure shows Barton-Mosher’s haul road easement as a “Developed Use Area” but does not show WRRP’s Exclusive Easement. Therefore, the figure should be revised to show WRRP’s Exclusive Easement as a “Developed Use Area” as was done for the other easements on the SVRA property. In addition, this figure shows that the Barton Ranch acquisition is proposed as a “Stormwater Management Use Area.” The EIR should analyze any impacts associated with construction and maintenance of the proposed stormwater management uses in the Barton Ranch acquisition area and describe how the area will be accessed without impacting WRRP’s Exclusive Easement.

↑
O1-8
↑
O1-9



Page 2-17, Figure 2-5. This figure shows the Barton-Mosher’s easement across the southern portion of the SVRA property (denoted as “Haul Road Easement” in the Legend), but does not show WRRP’s Exclusive Easement. The figure and its legend should be revised to show WRRP’s Exclusive Easement across the Barton Ranch Acquisition portion of the SVRA property.

O1-10

Page 3.8-3, Future Planned Stormwater Drainage System. The Draft EIR notes that the Barton Ranch acquisition area will be used as a stormwater management use area with up to 10 acres being used for water quality improvement facilities designed to accommodate a 100-year storm event and an additional 5 acres of undisturbed land that may be used as a spray field for collected stormwater. The EIR goes on to note that a proposed basin and/or bioswale system would be used to “remove sediment and improve water quality so that discharges would meet regulatory requirements before leaving the planning area.” As discussed in our prior comments, the EIR should analyze any environmental impacts associated with construction and maintenance of the proposed stormwater management uses and explain how CDPR will access the area that is separated by WRRP’s Exclusive Easement from the remainder of the SVRA property without impacting WRRP’s Exclusive Easement.

O1-11

Page 3.8-11, Impact 3.8-3. The discussion of the proposed stormwater management uses in the Barton Ranch acquisition area does not address how CDPR will access the area for construction, operation, and maintenance activities without impacting WRRP’s Exclusive Easement. These issues should be addressed in the EIR.

O1-12

Pages 3.11-1 through 3.11-20, Transportation and Traffic. The WRRP’s Exclusive Easement will physically separate the Barton Ranch acquisition area from the remainder of the SVRA property. Given that access across the Exclusive Easement may be limited or completely unavailable, the EIR should address how vehicles will access the Barton Ranch acquisition area for necessary construction and maintenance activities for the proposed stormwater management uses without impacting WRRP’s Exclusive Easement. In addition, the EIR should analyze any environmental impacts associated with providing such access.

O1-13

Pages 4-5 and 4-6, Table 4-3. The aggregate tonnage figures cited for the Teichert Quarry project are maximum *annual* tonnage figures, not total tonnage figures for the entire project life. Table 4-3 should be revised to clarify that the maximum annual tonnage allowed at Teichert Quarry is 7 million tons *per year*. (The maximum approved tonnage over the 25-year life of the Teichert Quarry project is 135 million tons.)

O1-14

Page 4-8, Third Paragraph. The EIR correctly notes that a conveyor to serve the Teichert Quarry operation would be constructed within the Barton Ranch and would be approximately 4 feet high, and 4 to 6 feet wide. However, this discussion does not convey the true size of the Exclusive Easement or the scope of activities allowed within the Exclusive Easement. As discussed in our prior comments, the Exclusive Easement is a 100-foot wide exclusive access easement. In addition to the proposed aggregate

O1-15



conveyor, the Exclusive Easement would also include an access road and associated utility lines for the proposed conveyor.

↑
Cont.
O1-15

Comments on the Preliminary General Plan

Page 2-22, Figure 2-8. This figure depicts the locations of two easements, labeled “Mining Operations Easement” and “Haul Road Easement,” respectively. The “Mining Operations Easement” shown in this exhibit was apparently intended to depict WRRP’s Exclusive Easement alignment across the Barton Ranch. It should be noted, however, that WRRP’s easement does not cross the southern portion of the Prairie City SVRA property or to the west beyond that property as shown in Figure 2-8. The “Haul Road Easement” depicted in this exhibit was presumably intended to show Barton-Mosher’s haul road easement across the Prairie City SVRA and beyond to the west. The western portion of this easement is labeled “Mining Operations Easement” instead of “Haul Road Easement.” Figure 2-8 should be revised to show the correct locations of these two easements.

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O1-16

Page 2-50, First Paragraph. This discussion notes that a “mining operations easement” is located on the Barton Ranch acquisition property, but it does not discuss the limitations imposed by WRRP’s Exclusive Easement. The General Plan text should be revised to better describe how construction and maintenance of the proposed stormwater management uses in the Barton Ranch acquisition area will occur in light of the access and operational constraints imposed by WRRP’s Exclusive Easement.

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O1-17

Conclusion

Thank you for the opportunity to comment on the Draft EIR and General Plan. We look forward to working with CDPR regarding the Project and WRRP’s proposed Exclusive Easement uses. We would be happy to meet with CDPR to discuss issues associated with the interface between CDPR’s and WRRP’s proposed uses.

↑
O1-18

Sincerely,



Jesse Yang

Enclosure

cc: Troy Reimche
Michael Smith



WHITE ROCK ROAD PROPERTIES, LLC

P.O. Box 254795
Sacramento, CA 95825

September 21, 2012

Mr. Jason De Wall
Sector Superintendent
California Department of Parks and Recreation
Twin Cities District Office
13300 White Rock Road
Rancho Cordova, California 95742

Re: Prairie City SVRA Barton Ranch Property Acquisition Initial
Study/Mitigated Negative Declaration (August 2012)

Dear Mr. De Wall:

As you are aware, White Rock Road Properties, LLC ("WRRP"), a subsidiary of Teichert, Inc., owns a 100-foot-wide exclusive easement ("Easement") across the Barton Ranch, including the approximately 68 acres that is proposed for acquisition by the California Department of Parks and Recreation ("CDPR") as part of the Barton Ranch Property Acquisition ("Project"). WRRP has reviewed the proposed Initial Study/Mitigated Negative Declaration ("IS/MND") for the Project. Based on that review, we offer the following comments:

Approved Teichert Quarry Project and Conveyor Easement. The purpose of WRRP's exclusive Easement is to allow for the construction and operation of a conveyor belt system, access road, and associated utilities (e.g., water, electricity) needed to convey aggregate from Teichert's approved Teichert Quarry mining site to its existing Grant Line processing facility. The construction and installation of the proposed easement will involve a substantial amount of grading, including cuts and fills. The environmental effects associated with the construction, installation, and operation of the proposed conveyor, access road, and associated utilities were analyzed as part of the Teichert Quarry project in the Final Environmental Impact Report (State Clearinghouse Number 20030702087) that was prepared and certified by the County of Sacramento when it approved that project in November 2010.

Barton Ranch Easement Obligations. CDPR should be aware that, as successor in interest to Barton-Mosher Sacramento Ranches, LP ("Barton-Mosher") with respect to 68 acres of the Barton Ranch, it will assume the obligations under the Easement and be subject to the covenants and conditions contained in the Easement. A copy of the Easement is attached for your reference. Specific provisions of the Easement are discussed in further detail below.

O1-19



Specific Covenants and Conditions. CDPR should be aware of the following requirements in the Easement relating to non-interference with the use of the Easement and approval rights of WRRP concerning crossings and other facilities that might impact the Easement. The foregoing is not an exhaustive list or discussion of the obligations which will be assumed by CDPR pursuant to the Easement:

- **Construction.** Construction of the conveyor system, access road, and associated utilities will require entry beyond the boundaries of the Easement for grading and other construction-related activities. Under Section 4.A. of the Easement, WRRP is allowed to enter Barton-Mosher/CDPR's property as reasonably necessary for such construction. CDPR should be aware that cut and fill excavation will be required at various places in the Easement and that some fill material may be deposited outside the boundaries of the Easement.
- **Permits.** Under Section 5 of the Easement, CDPR must cooperate with WRRP in connection with obtaining the necessary entitlements to construct and operate WRRP's proposed conveyor system, access road, and associated utilities, and WRRP's entitlements take precedence over other uses of the property, including the Project.
- **Approval Right.** Under Section 7.C.(2) of the Easement, CDPR's plans and specifications will be subject to review and approval by WRRP to the extent that the Project could affect our use the Easement.
- **Crossings.** Under Section 6 of the Easement, any proposed crossings over or under the Easement and conveyor system will be subject to WRRP's approval.
- **Warranty.** The warranty obligations of the Easement, as found in Section 7.C.(1), prohibit the Project from causing water to back up onto the Easement.
- **CDPR Access.** Section 7.C.(3) of the Easement requires advanced notice for access onto the Easement and imposes an indemnity obligation arising from any such access.
- **Modifications.** If the Project causes adverse effects to the Easement, CDPR will be obligated to remedy the conditions as required by the Easement, Section 7.C.(4).
- **Non-Interference Covenant.** Section 13 of the Easement requires that CDPR's use of the property not unreasonably interfere with the Easement.

Thank you for the opportunity to comment on the proposed IS/MND. We look forward to working with CDPR regarding the Project and WRRP's proposed Easement uses. We are currently in the process of finalizing our construction plans for our proposed aggregate conveyor, access road, and associated utilities. During this process,

Cont.
O1-19



Mr. Jason De Wall
September 21, 2012
Page 3

we would be happy to meet with CDPR to allow you to review our plans and to discuss issues associated with the interface between CDPR's and WRRP's proposed uses. Also, please contact us if you would like to schedule a site visit of one of our existing aggregate conveyor systems, including access road and associated utilities.

↑
Cont.
01-19

Sincerely,



Troy A. Reimche
Manager of Properties

Enclosure

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AND WHEN RECORDED MAIL TO:

White Rock Road Properties, LLC
P.O. Box 15002
Sacramento, CA 95851



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Mark Norris, Clerk/Recorder
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Thursday, OCT 18, 2003 3:13:40 PM
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GRANT OF PERMANENT EXCLUSIVE EASEMENT

This Grant of Permanent Exclusive Easement (this "Grant") is executed this ^{16^B} day of October, 2003 by and between BARTON-MOSHER SACRAMENTO RANCHES, LP, a California corporation ("Grantor") and WHITE ROCK ROAD PROPERTIES, LLC, a Delaware limited liability company ("Grantee"), who agree as follows:

BACKGROUND

A. Grantor owns real property situated in Sacramento County, State of California, as more particularly described in attached Exhibit A, and also depicted graphically in attached Exhibit C ("Grantor's Property").

B. Grantee intends to construct and operate a sand and gravel plant and quarry on property north and east of Grantor's Property, as depicted in Exhibit C attached hereto and incorporated herein ("Grantee's Mine Property"). Grantee's Mine Property is more particularly described in Exhibit B attached hereto. Grantee's affiliate, Grant Line Road Properties, LLC ("GLP") owns real property situated adjacent to and to the west of Grantor's Property, as more particularly described in attached Exhibit B-1, and also depicted graphically in attached Exhibit C ("GLP's Property").

C. Grantee desires to acquire a permanent exclusive easement ("Easement") over Grantor's Property for the construction and operating of one conveyor system for the transport of rock, sand and gravel in connection with its mining operation (the "Conveyor System").

AGREEMENT

1. Grant of Permanent Exclusive Easement. For good and valuable consideration, receipt of which is hereby acknowledged, Grantor hereby grants to Grantee, the Easement as hereinafter described.

2. Location of Easement. The Easement granted herein is one hundred (100) feet in width running approximately 7,850 feet, as more particularly described in Exhibit D and graphically depicted in Exhibit C attached hereto.

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3. Description of Permanent Exclusive Easement. The Easement shall be permanent and exclusive, and shall commence upon the execution of this Grant. The Easement may be used by Grantee and its employees, agents, representatives, invitees, guests, affiliates and contractors for the following purposes: (i) the installation of the Conveyor System for the conveyance of rock and raw materials mined or processed at Grantee's Mine Property (as Grantee's mine and processing facilities are finally configured, expanded and relocated on Grantee's Mine Property from time to time) to the mining and processing facilities located on GLP's Property as such facilities may be relocated, expanded and modified on GLP's Property from time to time, collectively referred to herein as "Grantee's Adjacent Properties"; (ii) the installation of roads (including, at Grantee's option, all-weather asphalt-surface roads) to service and maintain the Conveyor System and to provide access to and from Grantee's Adjacent Properties in support of aggregate mining and processing and work related to the reclamation of Grantee's Adjacent Properties; (iii) the installation of above-ground or below-ground water, electrical lines and other utilities reasonably necessary and convenient for the operation of the Conveyor System, the mine and processing facilities on Grantee's Adjacent Properties, reclamation of Grantee's Adjacent Properties and other uses of the Easement contemplated in this Section 3, provided however, that utility lines shall not exceed the height of the Conveyor System; and (iv) the use of the roads for the transport of equipment, water trucks, maintenance vehicles and other vehicles to and from Grantee's Adjacent Properties in support of aggregate mining and processing and work related to the reclamation of Grantee's Adjacent Properties, provided there is no regular transportation of any rock or processed rock materials over the Easement except by the Conveyor System, except during interruption caused by Grantor's relocation of the Easement or Grantor's conduct which interferes with the operation of the Conveyor System.

4. Construction of Conveyor System; Maintenance.

A. Construction of Conveyor System. Grantee shall construct the Conveyor System, roads, utilities and the associated appurtenances (collectively, the "Improvements"), at Grantee's sole cost and expense. Grantee is hereby granted the right to enter Grantor's Property beyond the boundaries of the Easement as reasonably necessary to construct the Improvements, provided Grantee restores Grantor's Property to its pre-Improvement work condition. Grantor acknowledges and agrees that the construction of the Improvements will involve "cut and fill" excavation at various places in the Easement to enable the installation of the Conveyor System and that some fill material may be deposited outside the Easement. Grantee agrees to comply with all requirements of applicable permitting and oversight governmental agencies with respect to its cut and fill excavations. Grantee's right to enter Grantor's Property outside the boundaries of the Easement shall end when the Conveyor System is fully operational, except such entry as is reasonably necessary to repair, replace and maintain fences. The construction of Improvements shall be performed by contractors duly licensed by the State of California. The Improvements shall be constructed in a good and workmanlike manner in compliance with applicable laws, rules, ordinances and regulations. Grantor agrees to cooperate in obtaining the permits and approvals for the Improvements, provided such cooperation is at no cost to Grantor.

B. Maintenance. Grantee shall maintain and repair, at Grantee's sole cost, all Improvements constructed by Grantee in the Easement.

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C. Permits. Before the commencement of any work on the Improvements, Grantee shall, at its sole cost and expense, obtain any and all necessary approvals and permits from applicable governmental agencies and authorities and promptly provide copies of such permits and approvals to Grantor.

D. Liens. Grantee shall pay or cause to be paid all costs and charges for construction of Improvements and maintenance and repairs thereof, and for all materials furnished for or in connection with construction of the Improvements. If any lien is filed against Grantor's Property due to the construction of the Improvements, Grantee will cause the lien to be discharged of record within 10 days after it is filed.

E. Fencing. Grantee shall install, at its sole cost, as part of the Improvements, a six-foot high fence around all sides of the Easement, with such gates as Grantee deems reasonably necessary and convenient. Grantee may install the fence at any time after the Grant is recorded before construction commences on the Easement. The final design of the fence shall be subject to approval of applicable regulatory authorities.

5. Grantee's Entitlements. Grantor, at no cost to Grantor, agrees to fully cooperate with Grantee in connection with Grantee's pursuit of any and all necessary or convenient land use entitlements and/or permits for the use of the Easement, as determined by Grantee, at Grantee's reasonable discretion (the "Grantee's Entitlements"). Grantee covenants that it will act reasonably to obtain Grantee's Entitlements in a manner that avoids restrictions on Grantor's use of or entitlement to Grantor's Property; provided that, Grantee's Entitlements will allow Grantee to fully utilize the Easement for all of Grantee's intended uses. Grantor's cooperation shall include, without limitation, the execution of any and all documents that are reasonably necessary or convenient, for Grantee to obtain Grantee's Entitlements and/or the grant to utility providers and other governmental agencies of easement or access rights to and in the Easement for activities concerning and utilities servicing the Conveyor System only, if such easement or access rights are imposed as conditions to Grantee's Entitlements, as long as Grantee pays all costs in connection therewith and as long as Grantor is not required to agree to land use restrictions causing material adverse use restrictions on any part of Grantor's Property, except that part on which the Easement is located.

6. Grantor's Rights.

A. Relocation. Grantor shall have the right to move the location of the Easement, Conveyor System and all the appurtenances, roads and associated equipment and utilities, at Grantor's sole cost and expense, and at no cost or expense to Grantee, not more often than once every ten (10) years, subject to Grantee's approval, not to be unreasonably withheld; provided that the relocation does not adversely impact Grantee's use of the Easement, operationally or economically, or cause Grantee to incur capital improvement costs. If Grantor elects to cause relocation, Grantor agrees to pay Grantee promptly upon presentation of an invoice therefor, in addition to the costs of relocation, any such increase in Grantee's operational, permitting, Entitlements, economic or capital costs or expenses.

B. Crossing. Grantor may elect to construct and maintain roads or other access or crossings of any nature for any other purpose under or over the



Easement and the Conveyor System (each a "Crossing") at Grantor's sole cost and expense to allow access and transportation of resources, materials, animals and any other items between the Grantor's Property and other property adjacent to the Grantor's Property or for the purpose of conducting environmental mitigation or remediation, or for any other purpose, subject to Grantee's approval, not to be unreasonable withheld or delayed; provided that the Crossing does not adversely impact Grantee's use of the Easement, operationally or economically (except non-material adverse impacts). If the Crossing causes adverse economic consequences to the use of the Easement or operation of the Conveyor System, Grantor agrees to pay Grantee all costs and losses arising therefrom, but if the Crossing causes the Easement or Conveyor System to be unusable, in whole or in part, for any use set forth in Section 3, Grantee may elect to disapprove Grantor's proposed Crossing.

7. Indemnity.

A. Grantee's Indemnity. Grantee agrees to indemnify, defend and hold harmless Grantor and Grantor's employees, agents, directors, officers, partners, shareholders and members of and from all claims, causes of actions, damages, costs (including the cost of investigators, consultants and attorneys selected by Grantor) arising from or related to either (i) personal injury or property damage arising from Grantee's use of the Easement or entry onto Grantor's Property or (ii) the existence of Hazardous Materials released by Grantee or Grantee's employees, agents, or contractors. The term "Hazardous Materials" means any substance, waste, matter or material which (i) has been or is at any time determined by any state or federal court in a reported decision to be a waste, pollutant, contaminant, hazardous waste, hazardous material, or hazardous substance (or similar designation), (ii) has been or is determined by any Governmental Authority to be a waste, pollutant, contaminant, hazardous waste, hazardous substance or hazardous material (or similar designation), (iii) is described as, or has been or is determined to be a waste, pollutant, contaminant, hazardous waste, hazardous substance, or hazardous material (or similar designation) under any Hazardous Waste Law, or (iv) is regulated under any Hazardous Waste Law. For purposes of this Agreement, "Hazardous Waste Law" means any law, statute, ordinance, code, rule, regulation, decree, resolution or requirement promulgated by any Governmental Authority with respect to Hazardous Materials, including, without limitation, the following: (A) the Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984, 42 U.S.C. Section 6901 et seq.; (B) the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended by the Superfund Amendments and Reauthorization Act of 1986, 42 U.S.C. Section 9601 et seq.; (C) the Clean Water Act, 33 U.S.C. Section 1251 et seq.; (D) the Safe Drinking Water Act, 42 U.S.C. Section 300f et seq.; (E) the Toxic Substances Control Act, 15 U.S.C. Sections 2601 et seq.; (F) the Hazardous Materials Transportation Act, 49 U.S.C. Section 1801 et seq.; (G) the Clean Air Act, 42 U.S.C. Section 7401 et seq.; (H) the Federal Insecticide, Fungicide, and Rodenticide Act, 7 U.S.C. Section 136 et seq.; (I) the Occupational Safety and Health Act of 1970, 29 U.S.C. Section 651 et seq.; (J) the California Hazardous Waste Control Law, California Health and Safety Code Section 25100 et seq.; (K) the Hazardous Substance Account Act, California Health & Safety Code Section 25300 et seq.; (L) the Safe Drinking Water and Toxic Enforcement Act of 1986, California Health and Safety Code Section 25249.5 et seq.; (M) the Porter-Cologne Water Quality Control Act, California Water Code Section

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13000 et seq.; and (N) the California Air Resources Law, California Health and Safety Code Section 39000 et seq. For purposes of this Agreement, "Governmental Authority" shall mean any local, regional, state or federal governmental entity, agency, court, judicial or quasi-judicial body, or legislative or quasi-legislative body. Grantee's obligation to indemnify, defend and hold harmless Grantor under this Section 7 shall not extend to any such claims or damages caused by Grantor's or Grantor's employees, agents or contractors negligence or wrongful intentional acts.

B. Grantor's Indemnity. Grantor agrees to indemnify, defend and hold harmless Grantee and Grantee's employees, agents, directors, officers, shareholders and affiliated entities of and from all claims, causes of action, damages, costs (including the costs of investigators, consultants and attorneys selected by Grantee) arising from or related to either (i) the use by Grantor and Grantor's tenants, invitees, guests, employees, agents and contractors of Grantor's Property or Crossings installed over or under the Easement for personal injury and property damage or (ii) any orders, remediation, clean-up, investigation and damages related to the existence of Hazardous Materials which existed on the Grantor's Property at the time of the commencement of the Easement or which are released by Grantor. Grantor's obligation to indemnify, defend and hold harmless Grantee under this Section 7 shall not extend to any such claims or damages caused by Grantee's or Grantee's employees, agents or contractors negligence or wrongful intentional acts.

C. California Department of Parks and Recreation. Notwithstanding anything to the contrary stated in this Grant, or in Section 7 A or 7 B, Grantor and Grantee shall not be obligated to indemnify one another for any claims, causes of action or damages arising from or related to releases of runoff containing soils, silts and other potential Hazardous Materials from the California Department of Parks and Recreation's ("DPR") off-road park facility located adjacent to the Grantor's Property, as depicted on Exhibit C (the "DPR Environmental Conditions"). Grantor's and Grantee's waiver of indemnity claims against one another arising from or related to DPR Environmental Conditions shall not extend to their respective successors or assigns but shall extend to their respective officers, directors, employees, partners, shareholders, members and affiliates, and with respect to Grantor, to inter-family transfers between the families and family members of the partners of Grantor, for estate planning purposes. The term "affiliate" means entities which are controlled by or which control Grantor and Grantee. To facilitate the mitigation and remediation of DPR Environmental Conditions and to avoid interference with Grantee's use of the Easement, the parties agree to the following additional covenants:

(1) Grantor's Warranty. Grantor warrants and agrees that any mitigation or remediation of DPR Environmental Conditions pursuant to a Proposed DPR Agreement (as defined below) or any other agreement shall not cause the back up of water into the Easement.

(2) Grantee's Approval. If DPR and Grantor propose to enter into an agreement (the "Proposed DPR Agreement") providing for the mitigation or remediation of DPR Environmental Conditions, which will effect the Easement or involve the use of the Easement, Grantor agrees that the Proposed DPR Agreement shall be subject to the prior written approval of Grantee, in Grantee's sole and absolute discretion. Grantee may disapprove the Proposed DPR Agreement for, among other

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things, if Grantee determines that the implementation of the Proposed DPR Agreement will cause adverse economic or operational effects on Grantee's use of the Easement, cause water drainage from or across the DPR Property to back up into any part of the Easement, or otherwise cause adverse effects on Grantee's use of the Easement.

(3) DPR's Access. If the DPR seeks access to the Easement to remove silt, debris or other material in natural drainages in the Easement pursuant to its mitigation program, Grantor shall include in the Proposed DPR Agreement and any other agreement with DPR the requirement that DPR shall, each time it desires to enter the Easement, to (i) first provide Grantee two-weeks prior notice of such entry and comply with Grantee's reasonable determination of the time of DPR's entry on the Easement and with Grantee's safety and operational requirements; and (ii) indemnify, defend and hold harmless Grantee of and from any and all property damage and personal injury claims related to or arising from DPR's entry into the Easement and work performed therein.

(4) Adverse Consequences. If the mitigation or remediation of DPR Environmental Conditions contemplated pursuant to the Proposed DPR Agreement (whether or not approved by Grantee) or otherwise implemented on Grantor's Property actually results in adverse effects on Grantee's use of the Easement, including without limitation, the back up of water into the Easement, DPR and/or Grantor shall promptly modify the mitigation or remediation program, and/or facilities constructed pursuant to such program, to eliminate such adverse effect on Grantee's use of the Easement.

(5) Third Party Beneficiary. If the Proposed DPR Agreement is approved by Grantor pursuant to Subsection (2), above, such Proposed DPR Agreement shall either include Grantee as a party to the Proposed DPR Agreement or include provisions making Grantee an express third party beneficiary thereof such that Grantee shall have the right to directly enforce all obligations of DPR (or other DPR-aligned parties) pursuant to such Proposed DPR Agreement.

(6) Reciprocal Covenants. If Grantor proposes to enter into an agreement with DPR granting to DPR a "buffer zone" or operational easement whereby DPR is granted the right to transmit noise, dust, runoff or other operational consequences arising from the operation of its adjacent property over or through Grantor's Property (the "Buffer Agreement"), Grantor agrees to make its best efforts to require DPR, as part of the Buffer Agreement, to consent to Grantee's operations providing in substance that Grantee's use of the Easement shall not constitute a nuisance or trespass or otherwise be actionable by DPR.

(7) No Monetary Participation. Grantee shall receive no fee or profit or compensation for the Proposed DPR Agreement or its implementation. Grantor has informed Grantee that Grantor intends to enter into the Proposed DPR Agreement in consideration for DPR's payments to Grantor for Grantor allowing DPR to mitigate or remediate for the sediment runoff from DPR's adjacent property. Grantor may be unable to negotiate the Proposed DPR Agreement with DPR if Grantee can in any way require DPR to mitigate or remediate for the sediment runoff prior to the sediment running onto the Easement. Therefore, Grantee will allow the sediment from DPR's property to run off over the Easement through natural drainages, provided that

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Grantee is provided the right to have DPR remove the sediment from the Easement pursuant to Section 7C(3) on Grantee's request to DPR.

8. Insurance. Grantee and Grantor shall each maintain at all times during the existence of the Easement, commercial general liability insurance written on an "occurrence" policy form, covering bodily injury, property damage and personal injury arising out of or relating to Grantee's use of the Easement and Grantor's use of Grantor's Property. Such liability coverage shall include all coverages typically covered by the broad form comprehensive general liability endorsement, including broad form property damage coverage, owner's and contractor's protective coverage, and the broadest available form of contractual liability coverage. Grantee's insurance shall be endorsed to add Grantor as an additional insured. Each insurance policy shall contain a per occurrence liability limit of at least \$3 million in a combined liability limit of not less than \$3 million. The insurance required under this Section 8 shall be provided by an insurance company qualified to do business in the State of California. The policy shall provide that it may not be cancelled, nonrenewed or subject of material change in coverage or available limits of coverage, except on 30 day's prior written notice. Grantee and Grantor shall promptly deliver to each other a copy of the policy or certificate of insurance which complies with this Section 8.

9. Real Property Taxes and Assessments.

A. Grantee's Responsibility. Grantee agrees to use its best efforts to assure that neither the Easement nor any use of the Easement or any other action of Grantee will adversely impact Grantor's benefits of the Williamson Act covering the Grantor's Property and an adjacent parcel (APN# 072-0110-035) included under California Land Conservation Contract # 70-AP-044 in Sacramento County (the "Williamson Act Property"). Grantee agrees to pay any and all property tax increases with respect to the Easement or on all or any part of the Williamson Act Property resulting from the creation of the Easement or Grantee's use of the Easement, including but not limited to any property tax increases arising out of a resulting termination or cancellation, in whole or part, of California Land Conservation Contract # 70-AP-044, subject to Grantee's rights set forth below in this Section 9. If Grantee's use of the Easement results in a proposed increase of property taxes on all or part of the Williamson Act Property or Easement, Grantee may elect to do any one of the following: (i) pay the increased taxes in so far as the taxes apply to the Easement or all or part of the Williamson Act Property; (ii) contest the proposed increase at Grantee's sole cost, in which case Grantor agrees to fully cooperate with Grantee in contesting such proposed property tax increase, provided that Grantee will pay any and all property tax increase as determined in a final judgement in such contest; or (iii) proceed at Grantee's sole cost, to subdivide Grantor's Property in such a manner as to minimize the proposed tax increase on the Williamson Act Property and Easement, which may include, without limitation, the creation of a new legal parcel consisting of the Easement, either by subdivision or a lot line adjustment and/or the termination or division of the Williamson Act contract with respect to the Williamson Act Property, Grantor's Property or the subdivided property created pursuant to the subdivision, all subject to Grantor's consent, not to be unreasonably withheld or delayed.

B. Grantor's Responsibility. If Grantor's use or subdivision of the Grantor's Property causes a Proposition 13 reassessment or termination or modification

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of California Land Conservation Contract# 70-AP-044 or any other Williamson Act Contract, or otherwise results in the increase in the real property taxes, Grantor shall be solely responsible to pay all such increases of real property taxes caused by Grantor, including any property tax increase on the Easement caused by Grantor, and shall take such steps as are necessary, at Grantor's sole cost, to avoid any changes to Grantee's use of the Easement.

10. Termination of Easement. Grantee may elect to terminate and abandon the Easement by duly executing, acknowledging and delivering to Grantor a Quitclaim Deed which will be promptly recorded in the Official Records of Sacramento County. Before terminating the Easement, Grantee agrees to remove the Conveyor System and all aboveground appurtenances and other equipment and fences, but under-ground utilities and the road will remain in place, at Grantee's option. Notwithstanding the foregoing, if Grantee constructs asphalt-surfaced roads, Grantee shall remove the asphalt surface upon termination at Grantor's request. The Easement will automatically terminate if and when all of the following occur: (i) Grantee permanently ceases the mining and processing activities on Grantee's Mine Property and GLP's Property; and (ii) reclamation is fully completed on Grantee's Adjacent Properties; and (iii) all reclamation bonds or other undertakings encumbering the Easement and posted by Grantee and GLP in connection with their mining, processing and reclamation activities have been fully and unconditionally released.

11. Nature of Easement. This Grant creates a permanent exclusive easement in gross. However, when Grantee acquires title to all or part of Grantee's Mine Property, this Easement shall be deemed to be appurtenant thereto. Grantor and Grantee shall, upon acquisition by Grantee of all or part of Grantee's Mine Property, promptly execute and acknowledge an amendment to this Grant stating that the Easement is appurtenant to the Grantee's Mine Property and such amendment shall be immediately recorded in the Official Records of Sacramento County.

12. Additional Payments. To defray Grantor's anticipated out-of-pocket costs associated with the Easement, Grantee agrees to make 10 annual payments of \$4,000 each to Grantor beginning on the commencement date of the Easement. If the construction of the Conveyor System has not commenced as of the tenth anniversary date of the commencement of the Easement, Grantee shall continue to make the \$4,000 annual payments to Grantor until such year as construction on the Conveyor System commences.

13. Grantor's Covenant. Grantor hereby covenants and agrees that Grantor's use of Grantor's Property shall not unreasonably interfere with Grantee's use of the Easement.

14. Interpretation. The provisions of this Grant shall be construed as a whole and according to its fair meaning and not for nor against either Grantor or Grantee because that party prepared the provision in question.

15. Attorneys' Fees. In any action between Grantor and Grantee involving this Grant or arising from or related to the use, repair, maintenance or construction of the Easement, or use by Grantor of Grantor's Property, the prevailing party shall recover from the other party, in addition to any damages, injunctive or other relief, all costs and expenses (whether or not allowable as "cost" items by law) reasonably



incurred at, before and after trial or on appeal, or in any bankruptcy proceedings, including without limitation reasonable attorneys and witness (expert and otherwise) fees, deposition costs, copying charges and other reasonable expenses.

16. Notices. All notices, requests, demands or other documents are not effective unless they are: (a) personally delivered with executed receipt; (b) mailed, certified mail, return receipt requested; or (c) delivered by recognized overnight delivery service to all of the following addresses:

If to Grantor: BARTON-MOSHER SACRAMENTO RANCHES, LP
Melba Mosher and Alva Barton
10161 Grant Line Road
Elk Grove, CA 95624

If to Grantee: WHITE ROCK ROAD PROPERTIES, LLC
Attn: President
P.O. Box 15002
Sacramento, CA 95851

A personally delivered notice or one sent by recognized overnight courier is effective on delivery. A mailed notice, when notices to all parties have been deposited in United States mailboxes, postage paid, and addressed as indicated above, is effective in two days. The addresses in this Article may be changed only by written notice given by such party in the manner provided above.

17. Assignment. While this Easement remains an easement in gross, the Easement may be assigned by Grantee without the consent of Grantor to a corporation, partnership or limited liability company which controls, is controlled by, or is under the common control with Grantee. Any assignment to a person or entity other than such an affiliated entity shall require the prior written approval of Grantor, not to be unreasonably withheld or delayed.

18. Waiver. No waiver of any default of breach or any term, covenant or condition by either party hereunder shall be implied from any omission by either party to take action on account of such default. No express waiver shall effect any default other than the default specified in the waiver, and then said waiver shall be operative only for the time and to the extent therein stated. Waiver of any term, covenant or condition contained herein by either party to be effective shall be in writing and shall not be construed as a waiver of any subsequent breach of the same term, covenant or condition. The consent or approval by either party to or of any act by either party requiring further consent or approval shall not be deemed to waive or render unnecessary their consent or approval to or of any subsequent similar acts.

19. No. Partnership. This Grant shall not be construed as creating a partnership or joint venture between Grantor and Grantee or between either of them and any third party or cause either of them to be responsible in any manner for the other's or any third parties' debts or obligations.

20. Counterparts. The parties may execute this Grant of Permanent Exclusive Easement in two or more counterparts, which shall in the aggregate, be signed by all the parties, which when taken together will form one instrument.



21. Recording. This Grant shall be recorded in the Official Records of Sacramento County.

IN WITNESS WHEREOF, Grantor and Grantee have executed this Grant of Limited Nonexclusive Easement on the date first above written.

GRANTOR:

BARTON-MOSHER SACRAMENTO
RANCHES, LP, a California corporation

By: William Mosher Sr. and Melba Mosher
1994 Revocable Trust dated July 27, 1994

Title: General Partner

By: William Mosher Sr.
By: Melba Mosher

William Mosher Sr. and Melba O.
Mosher

Title: Trustees

By: Alva Barton 1983 Revocable Trust dated
March 23, 1983

Title: General Partner

By: Alva Barton
Alva Barton
Title: Trustee

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GRANTEE:

WHITE ROCK ROAD PROPERTIES, LLC, a
Delaware limited liability company

By: Norman E. Eilert
Its: President

By: Robert H. Hamel
Its: Vice President

STATE OF CALIFORNIA
COUNTY OF Sacramento }

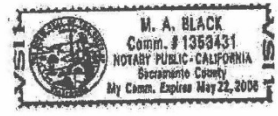
On 10-16-03, before me, the undersigned notary public, personally appeared William Mosher, Sr.,

personally known to me
 proved to me on the basis of satisfactory evidence

to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNES my hand and official seal.

Signature 



Cont.
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STATE OF CALIFORNIA
COUNTY OF Sacramento }

On 10-16-03, before me, the undersigned notary public, personally appeared Melba O. Mosher,

personally known to me
 proved to me on the basis of satisfactory evidence

to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same in her authorized capacity, and that by her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNES my hand and official seal.

Signature 



STATE OF CALIFORNIA)
COUNTY OF Sacramento }

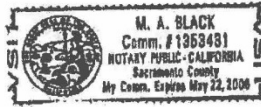
On 10-16-03, before me, the undersigned notary public, personally appeared Alva Barton,

personally known to me
 proved to me on the basis of satisfactory evidence

to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same in her authorized capacity, and that by her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature 



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STATE OF CALIFORNIA)
COUNTY OF Sacramento }

On 10-15-03, before me, the undersigned notary public, personally appeared Norman E. Eilert

personally known to me
 proved to me on the basis of satisfactory evidence

to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature Virginia M. Halstenrud



STATE OF CALIFORNIA)
COUNTY OF Sacramento }

On 10-15-03, before me, the undersigned notary public, personally appeared Robert H. Hamel,

personally known to me
 proved to me on the basis of satisfactory evidence

to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature Virginia M. Halstenrud



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01-20



EXHIBIT A
LEGAL DESCRIPTION OF GRANTOR'S PROPERTY

THE EAST ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SECTION 31, THE
SOUTHWEST ONE-QUARTER OF SECTION 31, THE NORTHEAST ONE-QUARTER
OF SECTION 31, AND THE SOUTHEAST ONE-QUARTER OF SECTION 31,
TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN.

EXCEPTING THEREFROM ANY PORTION LYING WITHIN PARCEL "B", AS SHOWN
ON THE PARCEL MAP ENTITLED "PARCEL MAP OF PORTIONS OF SECTIONS 25,
26, 35 & 36, T. 9 N., R. 7 E., & SECTION 31, T. 9 N., R. 8 E., M.D.B.& M.," FILED IN
THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY, CALIFORNIA, ON
APRIL 22, 1975 IN BOOK 22 OF PARCEL MAPS, AT PAGE 2.

ASSESSOR'S PARCEL NUMBER: 072-0110-036 (PORTION)



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EXHIBIT B

LEGAL DESCRIPTION OF GRANTEE'S MINE PROPERTY

ALL THAT CERTAIN REAL PROPERTY LOCATED IN AND BEING A PORTION OF SECTIONS 29, 30 AND 32, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, ALSO BEING A PORTION OF THE LANDS OF MANGINI AS DESCRIBED IN BOOK 83-01-06, AT PAGE 1146, OFFICIAL RECORDS OF SAID COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL A:
THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN.

PARCEL B:
THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN.

ASSESSOR'S PARCEL NUMBERS: 072-0110-053 AND 072-0110-060

PARCEL C:
THE NORTH 1377.00 FEET OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, MEASURED PERPENDICULAR TO THE NORTH LINE THEREOF.

EXCEPTING THEREFROM THE EAST 110.00 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, AS CONVEYED TO THE COUNTY OF SACRAMENTO BY GRANT DEED RECORDED IN BOOK 5043, AT PAGE 187, OFFICIAL RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBERS: 072-0110-063

PARCEL D:
THE SOUTH HALF OF THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN.

EXCEPTING THEREFROM THE NORTH 1377.00 FEET OF SAID SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, MEASURED PERPENDICULAR TO THE NORTH LINE THEREOF.

FURTHER EXCEPTING THEREFROM THE EAST 110.00 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, AS CONVEYED TO THE COUNTY OF SACRAMENTO BY GRANT DEED RECORDED IN BOOK 5043, AT PAGE 187, OFFICIAL RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBERS: 072-0110-051 AND 072-0110-062

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PARCEL E:

THE NORTHWEST QUARTER AND THE NORTHEAST QUARTER OF SECTION 32,
TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN.

EXCEPTING THEREFROM THE EAST 110.00 FEET OF THE EAST HALF OF THE
NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 9 NORTH, RANGE 8 EAST,
MOUNT DIABLO MERIDIAN, AS CONVEYED TO THE COUNTY OF SACRAMENTO
BY GRANT DEED RECORDED IN BOOK 5043, AT PAGE 187, OFFICIAL RECORDS
OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 072-0110-022 AND 072-0110-061

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EXHIBIT B-1

LEGAL DESCRIPTION OF GLP'S PROPERTY

A PORTION OF SECTIONS 35 AND 36, TOWNSHIP 9 NORTH, RANGE 7 EAST, M.D.B. & M., AND A PORTION OF SECTIONS 1 AND 2, TOWNSHIP 8 NORTH, RANGE 7 EAST, M.D.B. & M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHEASTERLY BOUNDARY OF THE RANCHOS RIO DE LOS AMERICANOS WHICH IS THE POINT OF INTERSECTION BETWEEN A LINE DRAWN WESTERLY FROM THE CENTER OF SAID SECTION 35 AND THE SOUTHEASTERLY BOUNDARY OF SAID RANCHO; THENCE FROM SAID POINT OF BEGINNING IN THE SOUTHWESTERLY DIRECTION ALONG THE SOUTHEASTERLY BOUNDARY OF THE SAID RANCHO TO ITS INTERSECTION WITH THE WESTERLY LINE OF SAID SECTION 2; THENCE SOUTH ALONG SAID WESTERLY BOUNDARY TO THE ONE-QUARTER CORNER COMMON TO SECTIONS 2 AND 3, TOWNSHIP 8 NORTH, RANGE 7 EAST, M.D.B. & M.; THENCE EASTERLY ALONG THE EAST AND WEST QUARTER LINE THROUGH THE CENTER OF SAID SECTION 2 TO A POINT 2343 FEET WESTERLY ALONG SAID QUARTER LINE FROM THE EASTERLY BOUNDARY OF SAID SECTION 2; THENCE NORTHERLY PARALLEL TO THE EASTERLY BOUNDARY 2643 FEET; THENCE EASTERLY AND PARALLEL TO THE NORTHERLY BOUNDARY OF SAID SECTION 2, AND ALONG THE NORTH LINE OF THE PROPERTY CONVEYED BY JOHN B. HAASE, ET AL, TO KATE G. SWEET, 2343 FEET TO A POINT ON THE EASTERLY BOUNDARY OF SAID SECTION 2, AND BEING THE NORTHEAST CORNER OF SAID SWEET LAND, AND BEING THE NORTHWEST CORNER OF SAID SECTION 1, MARKED WITH A TWO-INCH PIPE DRIVEN FLUSH WITH THE GROUND; THENCE SOUTH 0 DEGREES 17' WEST 2640 FEET ALONG THE WEST LINE OF SECTION 1; THENCE SOUTH 89 DEGREES 00' EAST 2760 FEET TO A 1 1/4 INCH IRON PIPE; THENCE NORTH 0 DEGREES 17' EAST 1320 FEET TO A 1 1/4 INCH IRON PIPE DRIVEN IN THE GROUND, THENCE NORTH 89 DEGREES 00' WEST 780 FEET; THENCE NORTH 0 DEGREES 17' EAST 1320 FEET; THENCE SOUTH 89 DEGREES 00' EAST ALONG THE NORTH SECTION LINE OF SECTION 1 TO THE SECTION CORNER COMMON TO SECTION 36; TOWNSHIP 9 NORTH, RANGE 7 EAST, SECTION 31, TOWNSHIP 9 NORTH, RANGE 8 EAST, SECTION 1, TOWNSHIP 8 NORTH, RANGE 7 EAST, AND SECTION 6, TOWNSHIP 8 NORTH, RANGE 8 EAST, M.D.B. & M.; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 36 TO THE ONE-QUARTER CORNER COMMON TO SAID SECTION 36 AND 31; THENCE WESTERLY THROUGH THE CENTER OF SECTION 36 AND 35 TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF THE COUNTY ROAD KNOWN AS GRANT LINE ROAD LYING SOUTHEASTERLY OF THE SOUTHEASTERLY BOUNDARY OF THE RANCHO RIO DE LOS AMERICANOS, A DISTANCE MEASURED AT RIGHT ANGLES TO SAID BOUNDARY LINE; AND ALL THAT PORTION LYING EAST OF, AND PARALLEL TO THE WEST BOUNDARY OF SAID SECTION 2, A DISTANCE MEASURED AT RIGHT ANGLES AT THE WEST BOUNDARY OF SAID SECTION OF 40 FEET.

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01-20

ALSO EXCEPTING THEREFROM BEGINNING AT 1 1/4" IRON PIPE MONUMENT TAGGED "L.S. 3185", FROM WHICH A 1 1/4" IRON PIPE MONUMENT TAGGED "L.S. 3185", MARKING THE EAST ONE-QUARTER CORNER OF SAID SECTION 36 BEARS NORTH 89 DEGREES 32' 24" EAST 1925.74 FEET; THENCE FROM SAID POINT OF BEGINNING, SOUTH 89 DEGREES 32' 24" WEST 544.50 FEET TO A 1 1/4" IRON PIPE MONUMENT TAGGED "L.S. 3185"; THENCE SOUTH 00 DEGREES 27' 36" EAST 400.00 FEET TO A 1 1/4" IRON PIPE MONUMENT TAGGED "L.S. 3185", THENCE NORTH 00 DEGREES 27' 36" WEST 400 FEET TO THE POINT OF BEGINNING.

FURTHER EXCEPTING THEREFROM ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, NOW OR AT ANY TIME HEREAFTER SITUATE THEREIN AND THEREUNDER AS RESERVED IN DEED DATED DECEMBER 16, 1953 RECORDED FEBRUARY 8, 1954 IN BOOK 2551, PAGE 220, OFFICIAL RECORDS, EXECUTED BY YUBA CONSOLIDATED GOLD FIELDS, A MAINE CORPORATION TO ALLAN T. OLSON AND ALLAN F. OLSON.

ASSESSOR'S PARCEL NUMBERS: 072-0100-016, 072-0100-017 073-0010-001, 073-010-022 AND 073-0010-023



Cont.
O1-20

Cont.
O-20

EXHIBIT C

PLAT SHOWING GRANTOR'S PROPERTY, GRANTEE'S MINE PROPERTY AND GLP'S PROPERTY

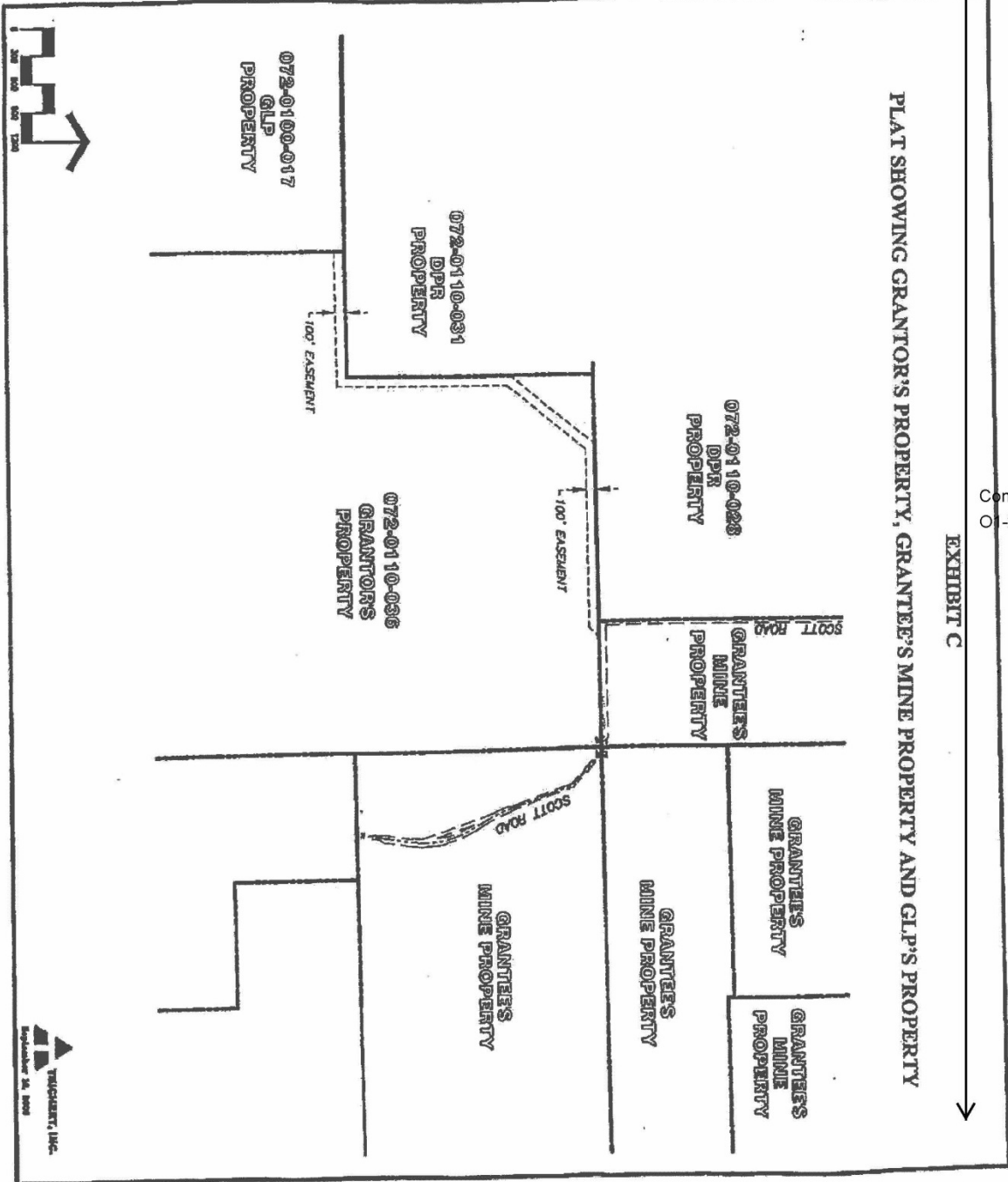


EXHIBIT D
LEGAL DESCRIPTION OF EXCLUSIVE EASEMENT

ALL THAT CERTAIN REAL PROPERTY SITUATE IN SECTION 31, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, BEING A PORTION OF THE LANDS OF "BARTON-MOSHER SACRAMENTO RANCHES, L.P." AS CONVEYED BY GRANT DEED, RECORDED ON JANUARY 28, 2002 IN BOOK 20020128, PAGE 1082, OFFICIAL RECORDS OF SACRAMENTO COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A STRIP OF LAND WITH A UNIFORM WIDTH OF 100.00 FEET, MEASURED AT RIGHT ANGLES, THE NORTHERLY, WESTERLY AND NORTHWESTERLY BOUNDARY OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 31, SAID POINT BEING LOCATED ON THE SOUTHERLY BOUNDARY OF PARCEL "B", AS SHOWN ON THAT CERTAIN PARCEL MAP FILED IN THE OFFICE OF THE RECORDER OF SACRAMENTO COUNTY ON APRIL 22, 1975 IN BOOK 22 OF PARCEL MAPS, AT PAGE 2; THENCE FROM SAID POINT OF BEGINNING, ALONG THE BOUNDARY OF SAID PARCEL "B" THE FOLLOWING TWO COURSES: (1) EASTERLY, 1,312 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID PARCEL "B"; AND (2) NORTHERLY, 1,797 FEET, MORE OR LESS, TO A POINT WHICH BEARS SOUTHERLY 848 FEET FROM THE NORTHEAST CORNER OF SAID PARCEL "B"; THENCE NORTHEASTERLY 1,093 FEET TO A POINT LOCATED ON THE NORTH LINE OF SECTION 31 WHICH BEARS EASTERLY, 686 FEET FROM SAID NORTHEAST CORNER OF PARCEL "B"; THENCE ALONG SAID NORTH LINE OF SECTION 31 EASTERLY, 2,054 FEET TO THE END OF SAID STRIP.

THE SOUTHERLY BOUNDARY OF SAID STRIP SHALL BE SHORTENED OR LENGTHENED SO AS TO TERMINATE AT THE WEST LINE OF SAID SECTION 31.

Cont.
01-20



- O1-1 Thank you for attaching a copy of the exclusive easement grant deed, and your comment letter dated September 21, 2012 in response to the Prairie City State Vehicular Recreation Area (SVRA) Barton Ranch Acquisition Initial Study/Mitigated Negative Declaration. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.
- O1-2 References to the haul road easement can be found throughout the Preliminary General Plan. These references can be found on page 2-21, Figure 2-8 on page 2-22, and page 2-50. Operations and Maintenance Guideline 5.1 on page 4-29 states: “Manage the SVRA in a manner that honors existing easements and does not adversely affect easement use by the respective parties.” See response O1-16 for changes to Figure 2-8 showing a revised location of the haul road easement. In response to the comment, text edits have been made to Preliminary General Plan page 2-21 as shown below:

Easements

Prairie City SVRA has various easements primarily for utility providers, such as Pacific Gas and Electric Company (PG&E) and Sacramento Municipal Utility District (SMUD), to allow transmission lines to run through the site and to maintain electric poles. In April 2014, State Parks purchased 67.95 acres adjacent to the ~~southwestern~~ southeastern corner of the SVRA from Barton-Mosher Sacramento Ranches, LP, and assumed an exclusive easement with White Rock Road Properties, LLC for conveyance of aggregate material from the Teichert Quarry mining site to its processing facility. The Barton Ranch property was acquired to manage erosion and sedimentation along the Coyote Creek drainage. The cost of this purchase was partially offset by selling a 21.68-acre haul road easement to the Barton Ranch along the southern boundary of the SVRA to support future mining operations on other Barton Ranch properties. This easement dissects the existing kart track and mini MX track, creating the need to relocate them to another site within the SVRA. Figure 2-8 shows the locations of the existing easements in the SVRA.

Text edits have also been made to the “Allowable Uses” column of the Stormwater Management Use Area in Table 4-1 located on page 4-7 of the Preliminary General Plan and Table 2-1 located on page 2-13 of the DEIR. The text edit is shown below:



This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks' exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss.

O1-3 In response to this comment, a text edit has been made to page S-4 of the DEIR as shown below:

Under the No-Project Alternative, the only activities on the Yost property and in the Barton Ranch acquisition area would be those designed to improve the SVRA's environmental and water quality conditions, meet regulatory agency requirements, honor existing easements, and keep up with maintenance necessary to maintain safe conditions.

O1-4 The discussion on DEIR page 2-4 describes the environmental setting of the areas in the vicinity of the Prairie City SVRA. State Parks' exclusive agreement with White Rock Road Properties, LLC is described elsewhere in the existing setting which can be found in Chapter 2, "Existing Conditions" of the Preliminary General Plan. See response to comment O1-1.

O1-5 In response to this comment, the text has been edited on DEIR pages 2-4 and 2-6 as shown below:

Prairie City SVRA has various easements for utility providers, ~~and~~ a haul road easement along the southern boundary of the SVRA, and an exclusive easement with White Rock Road Properties, LLC to support future mining operations on nearby properties (General Plan Figure 2-8, "Easements").

O1-6 Figure 2-3, "Planning Area" is intended to show the planning area boundary which includes the properties that were recently acquired by State Parks to expand Prairie City SVRA. This figure does not show any of the existing easements. Easements are shown on Figure 2-8. See also response O1-16.

O1-7 DEIR Table 2-1 and Preliminary General Plan Table 4-1, "Use Areas" provide a detailed description of the Stormwater Management Use Area. See response O1-2 for text edits to DEIR Table 2-1 and Preliminary General Plan Table 4-1.

As stated in the DEIR, general plans are broad-based policy documents that long-range visions and goals and provide direction on future types of improvements, services, and programs. The Preliminary General Plan provides much of the physical and regulatory setting description and the project description used for the CEQA analysis. Chapter 2, “Existing Conditions,” in the General Plan describes the geographical, physical, and management setting, including resource conditions and planning influences. General Plan Chapter 4, “The Plan,” identifies proposed use areas and management goals and guidelines, which combine to serve as the project description used for the CEQA analysis. The level of detail provided in the CEQA document is appropriate for a program EIR. The specifics of the BMPs are not known at this time.

- O1-8 See response O1-2 for text edits to DEIR Table 2-1 and Preliminary General Plan Table 4-1.
- O1-9 See response O1-7.
- O1-10 In response to the comment, DEIR Figure 2-5, “Potential Facilities,” DEIR Figure 6-1, “Reduced Footprint Alternative,” and Preliminary General Plan Figure 4-2, “Potential Facilities,” have been revised to include State Parks’ exclusive easement with White Rock Road Properties, LLC within the Barton Ranch acquisition area.
- O1-11 See response O1-7.
- O1-12 See responses O1-2 and O1-7.
- O1-13 See responses O1-2 and O1-7.
- O1-14 In response to the comment, text edits have also been made to the “Project Description” column of the Teichert Quarry row in Table 4-3 located on page 4-5 of the DEIR. The text edit is shown below:
- The project would involve mining of up to 7 million tons of material per year, with a maximum of 135 tons over 25 years on 584 acres.
- O1-15 In response to the comment, a text edit has been made to DEIR page 4-8 as shown below:
- A conveyor will be constructed within a 100-foot wide exclusive easement located in Barton Ranch along the southern boundary of Prairie City SVRA to convey a portion of the mined material to Teichert Aggregates’ existing Grant Line Rock Products facility.

- O1-16 In response to the comment, Figure 2-8, “Easements,” on page 2-22 of the Preliminary General Plan has been revised to show modified locations of the haul road and mining operations easements.
- O1-17 In response to the comment, a text edit has been made to Preliminary General Plan page 2-50 as shown below:
- A mining operations easement is also located on the Barton Ranch acquisition property, and the proposed stormwater management improvements are subject to the terms of State Parks’ exclusive easement with White Rock Road Properties, LLC (see Figure 2-8 and Table 2-1).
- O1-18 Thank you for your comments. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.
- O1-19 Thank you for attaching a copy your comment letter dated September 21, 2012 in response to the Prairie City SVRA Barton Ranch Acquisition Initial Study/Mitigated Negative Declaration. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.
- O1-20 Thank you for attaching a copy the exclusive easement grant deed. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.

Letter 02



DEIR Comments <prairiecitydeircomments@gmail.com>

Comments from the California Off-Road Vehicle Association

1 message

Amy Granat <granat.amy@gmail.com>
To: prairiecitydeircomments@gmail.com

Wed, Dec 9, 2015 at 7:47 PM

Please find comments from the California Off-Road Vehicle Association attached for the Prairie City Preliminary General Plan/Draft Environmental Impact Report.

Amy Granat
Managing Director
California Off-Road Vehicle Association
916-710-1950

 **Prairie City DEIR Comments.docx**
35K

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=15...> 12/10/2015





1500 W El Camino Ave. #352 · Sacramento · California · 95833-1945
Phone · 916-710-1950 · www.corva.org

December 7, 2015

California Department of Parks and Recreation
Off-Highway Motor Vehicle Recreation Division
c/o AECOM, attn. Prairie City SVRA General Plan
2020 L Street, Suite 400
Sacramento, CA 95811

Submitted electronically via prairiecitydeircomments@gmail.com

Comments on the Preliminary General Plan and associated draft environmental impact report
(Draft EIR) for Prairie City State Vehicular Recreation Area (SVRA)

Thank you for the opportunity to submit comments on the DEIR and Preliminary General Plan issued for the Prairie City SVRA on behalf of the California off-Road Vehicle Association (CORVA), our members, member clubs and affiliate members. For 46 years CORVA has been proud to represent motorized vehicle enthusiasts on far-ranging issues throughout the state specializing in land-use designations on federal and state lands.

Prairie City SVRA is a very important park to off-road enthusiasts because of its proximity to urban areas in California. The park represents a safe place for parents to bring their children who are first learning to ride but also gives more experienced riders and drivers someplace to hone their skills. Therefore it is critical that the Preliminary General Plan recognize existing uses while offering more opportunities whenever and wherever feasible.

The Preliminary General Plan is programmatic in nature, intended to set forth a vision for the future of the SVRA. It is further understood that site specific analysis conforming to the California Environmental Quality Act may be needed when components of the plan are implemented. CORVA is very pleased to see that the preferred alternative calls for expansion of the SVRA into the 'Yost' property allowing for more access and opportunities for motorized recreation including special events. This usage complies with the mission statement as set forth for the Off-Highway Motorized Recreation Vehicle Division of State Parks, but also aligns with off-road enthusiast expectation.

We are also pleased that there is a plan in place to allow for overnight camping, which should encourage families looking for a weekend adventure and visitors from farther away make Prairie City a destination. It is clear that the sites chosen for potential improvements in the park are located towards the center of the property, which we believe helps create a separation between the activity in the park and surrounding communities. This represents a big step forward from the current situation in the SVRA.

"Dedicated to protecting our lands for the people, not from the people."

O2-1





1500 W El Camino Ave. #352 · Sacramento · California · 95833-1945
Phone · 916-710-1950 · www.corva.org

CORVA has few concerns and is generally satisfied with the Preliminary General Plan and Draft EIR. We agree that all SVRA's should open their facilities and encourage non-motorized activities that are compatible with off-road recreation, such as mountain biking. The alignment of non-motorized recreation with motorized facilities can only help further communication and cooperation among enthusiasts of all kinds.

To summarize CORVA believes the following components of the DEIR/General Plan are critical to the success and future of the SVRA:

1. Appropriate protection of species within park boundaries.
2. Inclusion of opportunities for non-motorized recreation.
3. Realignment of entrance and Ranger Station to allow better access from main thoroughfares adjacent to the park.
4. Overnight camping facilities.
5. Increased trail specific recreation.
6. Facilities for continued special events.

We encourage the park to continue working with the OHV community as plans progress, and look forward to continued fruitful collaborations.

Sincerely,

Amy Granat
Managing Director
California Off-Road Vehicle Association

1500 W El Camino #352
Sacramento, CA 95833
Amy.granat@corva.org

Cont.
O2-1

"Dedicated to protecting our lands for the people, not from the people."



O2-1

Thank you for your comments and statement of support for the General Plan. State Parks appreciates your interest in the project. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.



DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE, INC.
Legislative Action Office
rights + riding + racing

December 9, 2015

Sent Via E-Mail & USPO

OHMVRD – State Parks
1725 23rd Street, Suite 220
Sacramento, CA 95816

RE: Prairie City SVRA General Plan Comments

Attn: Dan Canfield

Enclosed are General Plan Comments for the Prairie City SVRA unit.

I must applaud the effort put forth by OHMVRD Staff and the contractor the Division is working with. It is a very comprehensive General Plan document, and the Draft Environmental Impact Report also deserves credit for its intense content. District 36 appreciated the work that went into these documents, and the information contained within both.

The details contained within both met most of the needs from my point of view, and the complexity of the text was intense. The Maps were workable, and I felt the key points from the environmental side were clear to the reader of the obligations of statutes, codes, laws and citations that Division has to deal with.

Enclosed are some comments asking for more information on various topics that I felt needed more information, and suggestions as well on behalf of our membership.

I am looking forward to the next step in the process, and get the Yost Property into play after these long 10 years, and am excited about the new acquisition to the west of the SVRA. It is truly amazing what has happened in the absolute smallest SVRA in the system over the decades.

As always, I am most proud that our flagship event, the Hangtown National Motocross – which is still the best of the best for PC SVRA.

Thank you for your involvement in this process.

Dave Pickett
District 36 Motorcycle Sports Committee, Inc., Legislative Action Office Director

03-1



Pg. 188 3.3.6 Interpretation and Education.

More clarity is needed as to why the area to the North is closed to OHV. A clear disclosure of why the area was closed upon the State taking title to PC SVRA (PC) while OHV recreation took place in the area from 1972 (McGill) and then to the County of Sacramento until 1988 when State Parks took over the operation of PC. For 16 years, opportunity was allowed. It needs to be disclosed to the public exactly WHY this area was removed for recreation, while for 16+ years it was allowed for recreation. Please include any documents of request for access to this closed area Parks submitted to other agencies on behalf of the user community. The public needs clarity on this issue. Supporting documents with specificity as to reasons why this large area was closed, with agency reasons and regulatory citations to be included. Prior to Yost and Barton properties, as well as other acquisitions currently in process, this removed approximately +/- 20% of recreation opportunity acreage. As an urban PC, it is the smallest SVRA unit managed by the OHMVR Division, and cannot afford this loss any longer. It needs to be petitioned for exemption, and opened up for use. Many major companies in the housing industry have been successful using mitigation practices. With OHV Trust Funds being used to assist in the Deer Creek Hills Nature Preserve acquisition, and title of that said property in State Parks possession, that could be used as a Mitigation possibility. Effort needs to be made by PC to reopen this area, or partially open for use as controlled trails, and the possibility of Tree Planting along White Rock Road as View Scape, Sound deadening potential, dust resistance, etc. in light of the Folsom SOI. Included would be to the north along that road.

O3-2

Review of PC SVRA Master Plan of 1991. Please review the original "intention of the SVRA", especially as noted concerning specific statements made about the SVRA. Confusion with the original document shows confusion to the process. Citations below:

These need to be addressed within the purpose, need and scope of the new GP proposal. As the PC facility has "matured" over the years, the "riding area footprint continues to shrink". Infrastructure like the Environmental Training Center and adjacent parking lot, paved race courses, transportation roads, maintenance buildings, Communications center, unusable areas like Area 39, and the closed "Fairy Shrimp" areas and other environmental mandates/restrictions continue to shrink available motorized recreation within the SVRA. We need to MAXIMIZE opportunity.

O3-3

Please explain what the intentions are to OPEN areas to OHV recreation that are currently closed.

Page 1-7 1.7 Subsequent Planning

"PCGP could physically alter the environment."
OHV recreation includes special needs and requirements for recreation purposes. This is why the program is called State VEHICLE Recreation Areas, as they are NOT Parks but are commonly referred to as Parks. The facility purchases were and are intended to primarily serve the Off Highway Vehicle community at large. The public may visit and use the SVRA for individual non-motorized purposes, but the use is mainly for OHV purposes. As stated, The PC EIR and Article 9 of CEQA identifies regulatory guidance, and District 36 concurs with the statement that no significant environmental impacts should occur for the SVRA's intended use, and meets the Mission Statement of the OHMVR Division. Unfortunately, CEQA does not properly address OHV recreation for what it is, and that coupled with mandated Department of Parks and Recreation Department Operations Manual (2004) lays non-motorized SVRA units in the same category as a non-motorized Park unit. SVRA units and OHV in general,

O3-4



have needs different than a non-motorized park unit, as the recreation requires land to recreate upon that meets the needs of this type of recreation. SVRA managers are saddled with regulations such as **DPR O/M page 03-5, Identifier 0303.1.6 OHMVRD** [Paraphrase] The OHMVRD Division develops specific mitigation to conserve resources in the SVRA and Trail system” but is not used. Example: Deer Creek Hills Nature Preserve, of which OHV Trust Funds were used to assist in the purchase of that property, yet that mitigation purchase assistance is not used to allow access for use in the closed areas regarding tree plantings along the White Rock Road nor to allow open or trail riding in the closed area. Also, Under DPR O/M Identifier 0303.1.7 Compliance with the California Outdoor Recreation Resources Plan for statewide need for significant natural resources, along with other agencies and regulations that make it very difficult to offer OHV recreation and protect the environment as mandated.

↑
Cont.
O3-4

Also, on page **03-5 of DPR O/M Identifier 0304 General Management Direction** [Paraphrase] “Natural resources management as a PRIMARY management goal, along with some level of visitor use, as “Appropriate.”

Clarification is needed in the sections cited above. D36 feels an acquisition of land, for the specific use of motorized recreation in a controlled unit, known as an SVRA, is NOT the primary purpose as stated in the General Management Direction as stated. Is it OHV, or is it Natural Resources Protection? Confusion exists on the process of land leases and purchases for “buffer” and/or Mitigation, but even when put into play, no increase in land use within the SVRA for these costly expenses paid for by the Trust Fund.

Page 2.1 2.1 Regional Planning Area

The Resource Conservation Area identified in paragraph 2. Does this apply to PC as another layer of environmental protection, or does CEQA over ride this?

O3-5

Page 2.2 2.1 MAP

On this page, it shows a map, aerial view, of the SVRA. The section bordering White Rock Road is listed as Public/Quasi-Public. This needs to be changed. While D36 understands this map and what it means by the term Quasi-Public, others may not know that. It is important to draw a boundary line where OHV recreation ceases, and the area shown as CLOSED to OHV, Open to non-motorized SVRA attendees. It also needs to cite how many acres are CLOSED to the OHV community for environmental reasons. The OHV community deserves to have comment in the GP as to why this area is closed to OHV recreation. Please cite codes and regulations with specificity that caused this action to take place when the state took over. D36 is always getting this question from the public and its members. Transparency.

O3-6

Page 2.3 City of Folsom

Insufficient information in the GP on this issue.

Add in what State Parks/OHMVRD is doing to protect the SVRA from potential complaints from neighbors in the future. D36 did attend meetings early on, including the very first one. We identified potential conflict with homeowners to the contractor holding public meetings, and made “on the record” comments requesting Notice to Purchasers, and to identify the SVRA in Codes, Covenants & Restrictions [CC&R’s] to avoid litigation by residents.

O3-7

Page 2.5 Map of Folsom Sphere of Influence [SOI]

D36 made comment on NOT putting single family housing development on the corner of White Rock Road and Prairie City Road. We suggestion commercial applications here, such of fuel station/mini mart. City of Folsom ignored our suggestion and comment. This may be of CRITICAL concern for sound or dust. This also should be on the Record from a Folsom Meeting we attended and spoke on this.

O3-8
↓



GP team needs to send a letter to the City of Folsom advising of this, and make a formal request for a change to that area.

↑ Cont.
O3-8

Page 2.7 Figure map 2.2

The section due west of PC. This needs to be identified as a “potential acquisition” property for the PC SVRA unit under acquisition/purchase as a footnote. It is shown as R-E/R. Transparency.

O3-9

Page 2.13/2.14 Map Figure 2-6

Possible printing error. The first line on page 2-14 states:

“There is a 35-acre buffer zone in the eastern portion of the SVRA. **VEHICULAR** activity IS ALLOWED in the buffer zone.....” The Map on page 2-13 [Figure 2-6] indicated it is a closed area.
Correction needed.

O3-10

Page 2.17 2.2.3 Facilities

Bullet Point #1

Prairie City MX Track. This facility is known at the famous HANGTOWN NATIONAL MX TRACK. The club that promotes this event that actually pre-dates the State owning the facility, needs to show the positive social-economic to the surrounding communities of Folsom & Rancho Cordova as well as Sacramento County. Many folks in the public refer to PC as “Hangtown” and emphasis on this very special portion of PC needs to be touted in the GP as a positive for the SVRA. It is the “Crown Jewel” of the OHMVRD in terms of exposure and name identification on a global scale. Located only 20 miles from the State Capitol of California, it is a unique event that takes place at the smallest SVRA in the system. It is sanctioned by the American Motorcyclist Association, the largest motorcycle organization in the world.

O3-11

Page 2-20 Administration Facilities

Paragraph #5

Norcom Communication Center:

This facility came into the SVRA in the late 1990’s, and this is a good thing for the public at large. Details on “income” to the facility needs to be explained, including NONE if the case. As it a shared center with other agencies, does the OHV Trust Fund derive income from this operation. Unfortunately, a loss of OHV opportunity exists in the SVRA because of the footprint for the building and parking area as lost to OHV recreation. With the Yost acquisition, will this building be relocated to the new Yost property?

O3-12

Paragraph #6

SPPO / Shooting practice area. May also be known as Area 39 (?) This area is closed to OHV use, and takes away valuable opportunity for OHV recreation. D36 supports Law Enforcement, but is this appropriate use inside of an SVRA? While this will not be a popular with LE and certain staff, D36 is constantly asked about this. At one time, parts of it were allowed for use, but our understanding is this is no longer available. A commercial shooting range is located in Rancho Cordova, so why are we using it for this purpose and not to INCREASE OHV opportunity when its location is right next to the largest parking and staging area? Please explain. Tying in NORCOM and the Shooting Range, this is a substantial loss of opportunity for OHV recreation due to the large footprint of land in the smallest SVRA in the system. Perhaps this shooting range could be open to the public on Wednesdays, in the afternoon thus meeting the multi-use aspect of the program. Of course, as noted, proper safety concerns would have to be addressed..

O3-13

Page 2-21 Electricity:

1st. Paragraph

Please identify which "TRACKS" have lighting in the SVRA. It is unclear and needs clear identification.

O3-14

Page 2-35 NOA/Asbestos-Naturally Occurring.

Please ADD that that Asbestos is a generic term. Serpentine (Asbestos) is also the State Rock in California. This can be put at the bottom of paragraph #2.

O3-15

Page 2-46 Closed Area Figure 2-14

Identified as Aerojet Burn Areas #30 & #29B. both of these areas are closed, and have been closed for a long time. It is possible that these can be "cleaned" using Federal monies under toxic waste statutes? Please advise the total acreage of these 2 units. The combined acreage of these 2 locations, if returned to a natural state, could increase OHV opportunity "already inside" of the SVRA unit, thus avoiding spending OHV Trust Funds on acquisitions.....

O3-16

NDMA – aka Nitrosodimethylamine, per advisory in this section, appears to be a minor concern category. Its declining percentages appear to be below California standards for concern.

Page 2-51 Existing Air Quality – Criteria Air Pollutants

Based upon this lengthy chapter, including pages 2-51 through 2-58, it appears that PC is more than safe. As stated, recreation falls off dramatically during the hot summers in Sacramento, and thus, since no citation was made regarding Red Sticker or Green Sticker seasons, D36 would ask that DPR/OHMVRD petition the California Air Resource Board for an exemption to operate with both kinds of registration at the PC facility. Consider the short distance from Hwy 50, the amounts of exhaust entering the atmosphere is insignificant for the recreation uses applied at PC on a daily basis. Without science to VERIFY total pollutants emitted by recreation use for the 313 Days the PC is open. (52 day subtraction as facility is closed on Wednesdays)

D36 would ask for an exemption due to the report contents as listed in the GP, as it appears no impact of substance is occurring. **D36 would ask for consideration of the possibility of a CARB waiver.**

It would be the opinion of D36 that CONSTRUCTION Vehicles operating inside of the AQMD probably eradicates the puny volume of emissions that OHV recreation at PC produces.

O3-17

Page 2-58 2.3.1.8 Climate Change

While the law is the law, and politics dictate the global cooling, global warming, or Climate Change regulatory environment, D36 can only agree to what was cited on page 2-59 Paragraph 4:

Quote: "The precise quantity of GHGs that it takes to ultimately result in climate change is **NOT** known...."

And: "No single project would be expected to **measurably contribute** to a noticeable incremental change in the global average temperature, or to global, local, or micro climates."

D36 couldn't agree more. Hence, my comment regarding request for exemption for Red Sticker mandates at PC for year round recreation opportunity.... See above. Citation on page 2-51.

Page 2-59 2.3.2 Biotic Resources

O3-18



Bullet point #3 Please identify that the California Native Plant Society is NOT an agency of the State or Federal government. It is a non-profit 501 C corporation. Readers of this report might construe it is an agency of a government nature.

Cont.
03-18

Page 2-60 Identification of WHPP process and results for vegetative monitoring in the planning area. Please include a link to the Master Species List at State Parks for the planning area. The public may wish to review this monitoring.

03-19

Page 2-62 Vegetation Map Figure 2-16

Based on the map SCALE that is shown, it appears that the VERNAL POOLS identified on the map are of a small quantity. One point, to the lower left is shown a ¼ inch, thus 350 feet wide +/- . Most of the rest are tiny dots of 1/16" so a few feet. Next to White Rock Road are 2 larger ones. It seems that a HUGE amount of acreage is closed to OHV recreation for a few hundred feet of identified Vernal Pool locations. This seems excessive.

03-20

Also, the listing of Disturbed Annual Grassland on the same map [Fig. 2-16] but is not listed as whether it is an ESA identified species or not. This is an important point as it is all over the SVRA, but identified as Annual Grassland and Disturbed Annual Grassland. D36 thinks it is important to LIST any and all species of plants and animals in the closed area on the map as to the individual status of listing. The graphs shown are difficult to comprehend.

D36 asks that all plants and animals, fairy shrimp included be identified as to list status, if any. On the legend, it includes everything listed on the map Fig. 2-16. Fairy Shrimp are listed as FE, meaning Threatened, and not Endangered.

03-21

The GP needs to be clear on this, as over 400 acres are in discussion. Clarity of exactly what is in this area, and the Status of these specimens needs to be shown where listed, fed or state, and current status. The way it is presented is NOT clear. An example is the Coyote Brush Scrub. It is noted, on page 2-62, but does not identify its status as threatened, endangered or just a plain old bush. Doing an internet look up on the Coyote Brush Scrub, it is a common plant, and not endangered or a species of concern.

Clarification with detail is need for EVERYTHING that is in this area of 400+ acres of closed area today that was used for recreation in the past. The public needs to see the justification, with supporting documentation to SUPPORT the closed area status.

Page 2-74 Waters of the US.

This passage is confusing to the reader. It identifies a JD – [Jurisdictional Decision] as having expired in 2013 for PC. And it seems reference to Waters of the US are also mentioned. As noted, an "occasional flowing" (River?) flows through the center of the National Hangtown Track on rare occasion. The passage is confusing and difficult to understand.

It is not clear IF the State can petition the Federal Agency about having this dormant stream de listed from the SVRA. Can the GP identify the process and regulation with more clarity so the public and understand why the listing is shown in the first place. Transparency is needed.

03-22

Also, please identify what USACE means in the next edition, and include in the previous passage at least once.. Most don't know it is U.S. Army Corps of Engineers and would make it easier on the reader, even though it is in the Acronyms And Other Abbreviations section on page iv. Thank you.



Page 2-76 2.3.3.1 Arch Resources.

Please explain the meaning of the comment “ The site has not been evaluated and will be avoided by project activities.” Does this mean CLOSURE of this area? Clarification needed.

O3-23

Page 2-78 “Moon Room” (P-34-1603)

While this structure seems to have no historical value by various agencies, it does to the OHV Community. D36 would like PC and OHMVRD to contact EPA and see if restoration of this structure would qualify for funding due to lead and asbestos issues. If not, could this rehabilitation project be added to request for funds via the OHV Commission to make this unique building a museum for PC and OHV or some kind off visitation center. I am sure the public would contribute to the restoration of this building, and PRESERVE it for its unique construction and history that would complement the SVRA as having some kind of cultural center at the SVRA. We have an ETC, why not the OHV Moon Room?

O3-24

Page 2-79 2.3.3.4 Ethnographic Setting

This is informational information only as listed from pages 2-79 to 2-82 but cites no action for this item. Stated, it identifies lack of cooperation for identification by the people involved. D36 supports recreation in this are unless unknown factors are at play.

Page 2-85 2.3.3.6 Historic Era

While the story of PC is wonderful, and has a long history – it is now an SVRA unit of State Parks.. It has been so since 1972. As we sneak up on 50 years of OHV recreation at PC, PC like Carnegie SVRA and Hollister SVRA were started as motorcycle parks or facilities. History is in the making now and we are living it as an OHV facility enjoyed probably by millions of Californians over the decades. It NEEDS to remain as an SVRA for our slice of history. It is a HUGE benefit to the people of California. As the facility attempts to accommodate all forms of recreation, it has put a burden on the facility due to its small size. Staff seems to be up to the challenge of accommodating all user types.

O3-25

Page 2-87 2.3.4.2 PC View Shed

For over a decade, enthusiasts have tried to get more trees planted in the SVRA. Key to those same enthusiasts is to obtain clearance from other agencies to plant trees along the White Rock Corridor and along the east facing section along the fence line. This effort needs to move forward, especially in light of the Folsom SOI. This will assist in avoiding the issues that Carnegies SVRA is having with View Shed issues. The GP should include this in its goals. At the Prairie City Improvement group meetings, going back decades, this topic continues. It is time to address it, and figure out if it’s viable. The photographs as shown on the following pages of the same area, show the nudity of the landscape in the form of plains.

O3-26

Page 2-90 2.3.4.3. Visual Sensitivity

See comments under 2.3.4.2. They apply as same for this area.

Page 2-91 Sect. 2.3.5 Sound + 2.3.5.1 Acoustic Fundamentals

This topic is under State Law and the requirements are met on a daily basis. PC has one of the best sound compliance programs of any SVRA, including permitted events. Proof is in the science, and the graphs attached clearly state the facts on sound at PC.

O3-27



Page 3-2 Issues 3.3.1. Existing Facility

D36 makes a recommendation on the Yost Acquisition that was purchased in 2004. It is over 10 years now since the State purchased this area. D36 believes an additional statement in this passage, explain to the OHV public why it has taken so long to get to this point. Clarification of the Contractual obligations of the sale and Leases in place, and the extension of the lease by first right of refusal, tied up the working process until those leases expired.

O3-28

Page 3-2 3.3.2 Sight Access

The gate system installed on White Rock Road is a disaster. Access to the entrance known as the Pit Road is almost non-existent, and State Parks needs to do everything with the County of Sacramento to fix this unnecessary problem the County has caused. This is a major problem and has the OHV community very upset without this easy access, especially during permitted events. Having to bypass the old gate entrance while heading west, then making a U-turn with a trailer, is a disaster waiting to happen. It is NOT a matter of IF, it is a matter of WHEN!

This must be a priority of the SVRA and State Parks to resolve this issue quickly. If necessary, D36 would recommend discussion with the Director of State Parks and the Secretary of Resources for assistance. Also, if necessary, as the public is NOT happy with the loss of this entrance, the access creates a dangerous situation for people coming to the SVRA. This alone is cause for possible action by the Attorney’s General for assistance. This IS a serious problem, and includes elevated speeds that are now occurring on White Rock Road in BOTH directions.

O3-29

Page 4-6 4.3.2. Potential Facilities

Table 4.1

Box #1 to #4 Keep recreation open for open riding. Trails within the small area can only work so well, but with new product for OHV of all sizes, this becomes problematic. SXS and ATV type vehicles cannot work on single track type riding on motorcycles. Use areas like Barton to accommodate some recreation, and keep in mind the uses established by permitted event and the history of those events. With the addition of Yost Property and the gravel pit area, expand opportunity in that are for other types of recreation and multiple use. D36 has stated a DT type facility in the gravel pit can also be used for other types of recreation such as staging for Permitted Events. This process for shared use of the entire facility MUST be well thought out, so rushing this portion of the GP is problematic. It must be designed for the USER community, with user groups and individual input.

Box #5 is a different issue, and State Parks must make some kind of effort to get parts of it open. The facility just does not have the acreage to do it all, and needs every square foot it has for recreation FIRST and foremost. Again, if you add up all the buildings, parking lots, and roads for access, the footprint gets even smaller. This is why this facility may need special clearances, via mitigation, to secure more of what we already have at the SVRA. An SVRA is not, I repeat – IS NOT a traditional State Park, and should not be operated like one. The fact that and SVRA has to follow environmental regulations pertaining to a non-motorized park is ludicrous. The standards need to be different for an SVRA, because of the type of use it gets from motorized vehicles. The USFS and BLM get it, why can’t the State do the same.....

O3-30

O3-31

Page 4-10 Multi-Use Special Events Area

D36 supports this concept as stated. Inclusion of bleachers, lighting and restrooms would enhance this area tremendously, especially for permitted events, which have history going back pre-state ownership. It can also be used for non-OHV events in special circumstances. The Prairie City Improvement Group needs to be heavily involved in the process on this topic.

O3-32



Close.

All parties involved in this process MUST remember one thing.

It is that this SVRA was acquired for OHV Recreation as its primary purpose for existence.

Everything else is secondary.

D36 is confident OHMVRD and facility staff can meet all its mandated requirements of regulations and requirements while continuing to offer premium OHV experiences of all types.

O3-33

Dave Pickett

District 36 Motorcycle Sports Committee, Inc. Legislative Action Officer,

On behalf of all District 36 Members of record.

These comments do not dissuade any individual member for making comments on their own.

12/9/15



- O3-1 Thank you for your comments. State Parks appreciates your interest in the project.
- O3-2 The commenter appears to be referring to the portion of the SVRA identified as “Ecological Reserve Area” on Figure 2-6 of the General Plan. This area has a concentration of vernal pools as identified on Figure 2-12 of the General Plan. Through the development of the 1991 Master Plan for Prairie City SVRA, a Resource Management Guideline was developed directing that “Vernal pools should be protected from OHV impacts.” Given the concentration of vernal pools in this area it was set aside through the 1991 Master Plan as not available for OHV recreation.
- State Parks appreciates the commenter’s desire to make this area available for OHV recreation but due to the concentration of vernal pools and through consultation with the Central Valley Regional Water Quality Control Board the General Plan identifies this area as a Vernal Pool Management Use Area and not open to OHV recreation.
- O3-3 As part of the General Plan development process the planning team reviewed the 1991 Master Plan in its entirety inclusive of Vision Statement, unit classification and Purpose of the Plan. The commenter identifies “confusion with the original document” but does not elaborate on which elements of 1991 Master Plan is confusing relative to the General Plan. State Parks believes the planning process utilized to develop the current General Plan is consistent with the intention of a SVRA Classification.
- The commenter then provides a statement identifying a condition that has evolved over time, as facilities have been developed at Prairie City SVRA; the lands available for OHV recreation have decreased. The General Plan identifies the 211-acre Yost property as land previously closed to OHV recreation but in the future will accommodate OHV recreation.
- O3-4 The General Plan and DEIR have been developed in accordance with CEQA, the OHMVR Act and other relative statutes, regulations and State Park policies. See DEIR Section 1, “Introduction.”
- The Deer Creek Hills Preserve identified by the commenter is not part of the planning area for the Prairie City SVRA General Plan.
- Use areas identified in the General Plan that are not open to motorized recreation should not be construed as mitigation directed by a regulatory action. No regulatory action is implemented as part of the General Plan. Instead use areas



were developed to achieve a balance in providing OHV recreation while protecting and interpreting on-site natural resources.

Tree planting along White Rock Road was not identified in the General Plan. Without knowing the project details it is not possible to determine consistency of such plantings with the General Plan.

The OHMVR Act requires that SVRAs be managed to provide quality OHV recreation while caring for resources. The commenter seems to believe that SVRAs should be operated without consideration for resources. The General Plan strives to achieve a balance of providing quality OHV recreation while caring for natural and cultural resources, thus meeting the dual mandates of the OHMVR Division.

The General Plan identifies the 211-acre Yost property as lands previously closed to OHV recreation but that in the future will accommodate OHV recreation.

O3-5 Because SVRAs are owned by the State of California and operated by State Parks, the general plans of local cities and counties do not guide SVRA planning or management. As described on page 2-1 of the Preliminary General Plan, portions of the General Agriculture land use designation to the northeast and southeast of Prairie City SVRA have a Resource Conservation Area combining designation. This land use designation was established by Sacramento County in its 2030 General Plan. The land use designation for Prairie City SVRA has not been recently updated by Sacramento County. Therefore, a portion of the SVRA's land use is still obsoletely listed as General Agriculture (Figure 2-1). No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.

O3-6 Figure 2-1 is included in the Prairie City SVRA General Plan to identify surrounding land uses. It is not intended to show SVRA lands open or closed to OHV recreation. Figure 4-1 of the Prairie City SVRA General Plan identifies SVRA lands open or closed to OHV recreation and Section 4.3.1.5 of the Prairie City SVRA General Plan describes why the area identified by the commenter is proposed to be closed to OHV recreation.

O3-7 Section 3.3.8, "Land Use, Development, and Easements" on page 3-5 of the Preliminary General Plan discusses the future development of the Folsom Plan Area Specific Plan, and acknowledges that there is potential for conflicts between future residents and the existing SVRA during daily operations and special events. As described on page 3.9-13 of the DEIR Section 3.9, "Noise", noise impacts from SVRA operation at off-site noise sensitive uses would be less than significant. Preliminary General Plan traffic impacts as described on DEIR pages



3.11-15 through 3.11-20, were also found to be less than significant. The Preliminary General Plan includes Operations and Maintenance goals and guidelines related to noise, traffic, and special events.

- O3-8 As described in Preliminary General Plan page 2-3 and shown in Figure 2-2, the Folsom Plan Area Specific Plan, the propose land use adjacent to the northeast corner of Prairie City SVRA along Prairie City and White Rock Roads is community commercial.
- O3-9 Figure 2-3, “Conceptual Land Use Plan for the East Planning Area” on page 2-7 of the Preliminary General Plan shows the location of the East Planning Area as described in the Rancho Cordova General Plan adopted in 2006. The East Planning Area is further described on page 2-4 of the Preliminary General Plan.
- O3-10 In response to the comment, a text edit has been made to the first paragraph of Preliminary General Plan page 2-14 as shown below:
- With the exception of limited administrative and special event access,
~~V~~ehicular activity is not allowed in the buffer zone, which protects views and scenic quality along Scott Road from White Rock Road to Latrobe Road (Figure 2-6).
- O3-11 State Parks shares the commenter’s admiration for the annual Hangtown Motocross Classic. The referenced section of the General Plan identifies that the Prairie City Motocross Track hosts the Hangtown Motocross Classic every May. Section 3.3.5 of the General Plan also identifies the Hangtown Motocross Classic as the largest special event at Prairie City SVRA and Section 4.3.2.5 of the General Plan directs SVRA managers to enhance the spectator facilities at the Prairie City Motocross Track. This proposed action is expected to facilitate State Parks’ continued relationship with the event sponsors of the Hangtown Motocross Classic and sponsors of other similar events.
- O3-12 The Preliminary General Plan does not propose the relocation of the Northern Communications Center (NORCOM).
- O3-13 The facility referenced by the commenter is a remnant of the Aerojet rocket testing site at Prairie City SVRA. The facility’s attributes made this site suitable for a State Parks peace officer (SPPO) firearms training facility but not suitable for public access consistent with a SVRA. It is not uncommon in the provision of public recreational land use that the land use manager needs support facilities to operate the lands and that these facilities occupy space that is not otherwise available for public use. The Draft General Plan proposes to continue the utilization of the facility for SPPO firearms training and that it will remain closed to the public.

- O3-14 DEIR page 3.1-6 states that the dirt oval track and quarter midget track are currently equipped with lighting. In response to the comment, a text edit has been made to the fourth paragraph (Electricity) of Preliminary General Plan page 2-21 as shown below:
- The on-site distribution system, which consists of a 12-kilovolt line, provides electrical power for the administration buildings, water pumping requirements, security lighting, and lighting for ~~tracks~~the dirt oval track and the quarter midget track.
- O3-15 The referenced section currently describes that, “Asbestos is a term applied to several types of naturally occurring...” which appears to be consistent with the commenter’s request. State Parks appreciates the information regarding Serpentine’s status as a State Rock but disagrees that this information needs to be added to the General Plan.
- O3-16 The acreage of the two sources areas located within Area 39 has been added to DEIR page 3.7-7. The text has been amended as shown below:
- Source area 29B (8.9 acres) was closed primarily because of lead contamination associated with the firing range and the source area 30B (4.6 acres) was closed primarily because dioxins and furans were found in soils.
- O3-17 Thank you for your comments. The commenter is requesting an “exemption” based on the information contained in this section. It is unclear what the “exemption” relates to. The commenter is also requesting a “CARB Waiver.” State Parks assumes this is referring to a waiver from the California Air Resources Board (ARB) green/red sticker program which is described in the Preliminary General Plan on page 2-126. State Parks does not have the authority to waive or exempt Prairie City SVRA from the ARB green/red sticker program.
- O3-18 As stated on page 2-60 of the Preliminary General Plan, the bullet points list information sources and studies that were used to inform the existing conditions of biological resources known or expected to occur in the planning area. The Preliminary General Plan does not state that these sources and studies were provided by government agencies.
- O3-19 The Prairie City SVRA website currently provides information related to wildlife monitoring (http://ohv.parks.ca.gov/?page_id=25711). State Parks will upload the master species list to the wildlife monitoring webpage.
- O3-20 A discussion of vernal pools and associated plant/wildlife species is provided on page 2-66 of the Preliminary General Plan. Given the concentration of the vernal



pools in the portion of the SVRA discussed by the commenter and through consultation with the Central Valley Regional Water Quality Control Board, State Parks believes the area should continue to be excluded from OHV recreation consistent with the 1991 Master Plan for Prairie City SVRA.

O3-21

Figure 2-16, “Vegetation Map” shows the locations of the nine vegetation communities that are present in the planning area including: Annual Grassland, Coyote Brush Scrub, Blue Oak Woodland, Cottonwood/Willow Stand, Developed/Ornamental, Disturbed Annual Grassland, Ruderal, March/Palustrine, and Vernal Pool. Annual Grassland and Disturbed Annual Grassland are vegetative classifications which contain a mix of native and nonnative forbs and nonnative annual grass species along with scattered areas of vernal pools as described on page 2-63 of the Preliminary General Plan. Coyote Brush Scrub is described in detail on page 2-64 of the Preliminary General Plan. Table 2-7 (Preliminary General Plan page 2-69) and Table 2-8 (Preliminary General Plan page 2-70) provide detailed information of the special-status plant and wildlife species that have the potential to occur in the vicinity of Prairie City SVRA. Vernal pool fairy shrimp and vernal pool tadpole shrimp are included in Table 2-8. Vernal pool fairy shrimp are listed as threatened under the federal Endangered Species Act (ESA), and the vernal pool tadpole shrimp are listed as endangered under the ESA. Preliminary General Plan Section 3.3.11, “Biological Resources” on page 3-6 of the Preliminary General Plan and Impact 3.3-4, “Potential Impacts on Vernal Pool Special-Status Invertebrates” on page 3.3-14 of the DEIR provides additional information on vernal pool tadpole shrimp and vernal pool fairy shrimp. Figure 4-1 of the Preliminary General Plan identifies Use Areas for the future operation of Prairie City SVRA. The allowable uses and total acreage within the Use Areas are described on pages 4-5 and 4-6 of the Preliminary General Plan.

O3-22

The following commenter reference from page 2-74 of the Preliminary General Plan was not found: “As noted, an “occasional flowing” (River?) flows through the center of the National Hangtown Track on rare occasion.” As stated on page 2-74 of the Preliminary General Plan, wetlands and other waters mapped in the planning area are potential waters of the United States subject to U.S. Army Corps of Engineers jurisdiction under Section 404 of the federal Clean Water Act (CWA). Before any fill material may be placed into waters of the United States, the project applicant must apply for a CWA Section 404 permit from USACE. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning efforts and the CWA Section 404 permit requirements will be evaluated at that time. During that process an updated jurisdictional determination can be pursued.



As noted in the comment, the abbreviation “USACE” is listed on page viii of “Acronyms and Other Abbreviations.” The abbreviation is also spelled-out the first time it is used in the Preliminary General Plan on page 2-60. However, in response to the comment the abbreviation will also be spelled-out on Preliminary General Plan page 2-74 as shown below:

Wetlands and other waters mapped in the planning area, including vernal pools, marsh/palustrine habitat, and the four intermittent streams tributary to Coyote Creek and Buffalo Creek, are potential waters of the United States subject to U.S. Army Corps of Engineers (USACE) jurisdiction under Section 404 of the federal CWA.

O3-23

The Bedrock Milling Features is a prehistoric site located in the Barton Ranch acquisition Area. The Barton Ranch property was purchased in 2014 to help manage water quality and it is identified as a Stormwater Management Use Area in Figure 4-1, on page 4-2 of the Preliminary General Plan. The text of Preliminary General Plan page 2-76 has been modified as shown below:

Bedrock Milling Features (Temporary Number 04232012)

This is a prehistoric site that is located in the Barton Ranch acquisition area and consists of three milling station features, situated at the eastern edge of an open prairie that transitions into a creek. Large oak trees are located sparsely along the creek drainage and the eastern reaches of the bench. However, no cultural constituents were found in association with the oak trees. Because of dense grasses and forbs, ground visibility is poor. Much of the bedrock is covered in reddish-brown soil, and there appears to be seasonal soil buildup covering the site. Additional milling features may be buried beneath the sediment. This area was most likely a food processing area because no significant midden or artifacts were present. The site has not been evaluated for inclusion in the CRHR and will be avoided by project activities. The General Plan identifies this location as a Stormwater Management Use Area.

O3-24

As stated on page 4-9 of the Preliminary General Plan Section 4.3.2, “Potential Facilities,” the Moon Room is envisioned as the future home of the SVRA visitor center, providing opportunities for interpretation and educational programs.

O3-25

Preliminary General Plan Chapter 2, “Existing Conditions” includes Sections 2.3.3.4, “Ethnographic Setting” and 2.3.3.6, “Historic-Era Setting” as part of the existing conditions discussion for cultural resources.

O3-26

State Parks agrees with the commenter as illustrated by Operations and Maintenance Guideline 8.1 on page 4-34 of the Preliminary General Plan, which



directs State Parks to plant California native plant and tree species to screen the northeast corner of the 4x4 trials area from views along Scott Road, and as necessary to screen new facilities from views.

- O3-27 Thank you for your comments. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.
- O3-28 Yost property acquisition details including content identified by the commenter can be found in the second paragraph of Preliminary General Plan page 2-37.
- O3-29 The comment suggests circulation and access improvements that are already proposed in the Preliminary General Plan. The General Plan's preferred concept, represented as potential facilities (Figure 4-2), broadly depicts the types and conceptual locations of facilities that are anticipated to be constructed at the SVRA over the long term. Circulation improvements are included in the preferred concept, and are described in detail on page 4-10. State Parks agrees with the commenter that the White Rock Road widening project implemented by Sacramento County resulted in diminished access to Prairie City SVRA. State Parks is actively working on efforts to improve access and public safety associated with circulation and access issues.
- O3-30 through O-33 Thank you for your comments. State Parks appreciates your interest in the project.

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4 INDIVIDUAL COMMENTS AND RESPONSES

This chapter provides responses to significant environmental issues raised in the comment letters received on the Preliminary General Plan and draft environmental impact report (DEIR) for Prairie City State Vehicular Recreation Area (SVRA), as required by California Environmental Quality Act (CEQA) Guidelines Section 15132.

4.1 COMMENT LETTERS

This section provides a list of all comments received from individuals on the Prairie City SVRA Preliminary General Plan and DEIR during the public review period. Table 4-1 indicates the commenters and agencies that submitted written comments, and the dates of the comments. The comment letters received are reproduced in their entirety below.

Table 4-1 List of Written Comments Received from Individuals		
Commenting Entity Author	Date	Comment Letter ID
Individual		
Beverly Ban	October 26, 2015	I1
Ron Porteous	October 30, 2015	I2
Kevin Murphy	November 15, 2015	I3
Mike Pace	November 21, 2015	I4
Joe Dowd	December 7, 2015	I5
Maria Olmos	December 7, 2015	I6
Jean Sousa	December 7, 2015	I7
Maria Olmos	December 8, 2015	I8
Steve Mundy	December 8, 2015	I9
Ed Santin	December 9, 2015	I10
Dave Pickett	December 9, 2015	I11
Tom A. Balmain	December 9, 2015	I12

4.2 RESPONSES TO COMMENTS

This section provides responses to significant environmental issues raised in the comment letters received on the Preliminary General Plan and DEIR for Prairie City SVRA. The comment letters received are reproduced in their entirety below.

Revisions to the Preliminary General Plan or the DEIR in response to comments are shown in underline and ~~strikeout~~ format in the responses below. These revisions are also shown in Chapter 5, “Revisions to the General Plan,” and Chapter 6, “Revisions to the DEIR.”

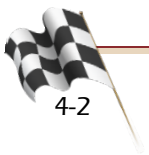
Letter I1

10/26/2015 3:52:12 PM

BEVERLY ban
11280 colony road
speedwaynut@msn.com

would like to review plans for 2016

I 11-1



I1-1

Thank you for your comments. State Parks appreciates your interest in the project. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.

10/30/2015 2:36:29 PM

Ron Porteous
7851 Cherry Brook Dr. Elverta, CA
rplorteous@comcast.net

In response to your request for public comments for the Prairie City SVRA Preliminary General Plan. Please consider these views and suggestions for future planning.

- I am strongly in favor of expanding the overnight camping area and adding full hook-ups for trailers and RV's regardless of the zone this area may be located.
- I am strongly against closing any portion of the park for wildlife conservation including vernal pools or environmental training. There are thousands of square miles of California where this is more appropriate but NOT IN MY PLAYGROUND!
- I am strongly against reserving any part of the park for any recreational activity that does not include a motorized vehicle of some sort including, but not limited to, bicycling, hiking, or horseback riding. There are greater opportunities for those activities along the American River Parkway than there are for my motorcycle. (I'm still sore about losing Goethe Park)
- I am strongly in favor of a motorcycle TT track and quarter mile dirt oval in the quarry pit that would include lights for night events. That is a natural arena that can open up opportunities and become a national destination much like the Hangtown MX track if properly implemented. A speedway motorcycle practice track is also long overdue.
- I am in favor of expanding the MX practice track and include a starting grid as an "Old School" competition track for sanctioned events but DO NOT add jumps or obstacles that would place it in a class of the Hangtown track or supercross track. Keep it simple, keep it safe for beginners.
- I would also like to see the quad track expanded to include a starting grid for holding sanctioned events.
- I strongly agree with expanding opportunities for motorcycle observed trials.
- There is one use for Zone 5 that I haven't seen in the report (unless I missed it), and that is a practice track for motorcycle road racing. Or, better yet, relocate and expand the cart track as planned with road racing and supermoto as an alternate use.

12-1

Thank you for the opportunity to voice my opinions and suggestions for improving the California state park I visit the most.

Ron Porteous

Member of the American Motorcyclist Assn.



I2-1

Thank you for your comments. State Parks appreciates your interest in the project. The uses proposed in the Preliminary General Plan are consistent with the long term vision and management mandates for Prairie City SVRA.

Letter I3

Submitted Comment

Posted by: Kevin Murphy - OHMVR Commissioner (ohvmurphy@yahoo.com) on Nov 15, 2015 / 10:29AM

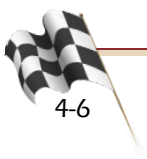
“Hi Everyone! I wanted to suggest putting in some shower facilities, similar to the units at Hollister Hills SVRA.
And, some more manufactured TRIALS obstacles would be nice. The PITS club would be able to provide input.
Thanks.”

I3-1

Visitor Information

Email Address: ohvmurphy@yahoo.com
Full Name: Kevin Murphy - OHMVR Commissioner
Phone Number: 408-489-9168

[help](#)
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I3-1

Thank you for your comments. State Parks appreciates your interest in the project. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning and development efforts that will consider a broad range of amenities.

11/21/2015 1:20:13 AM

Mike Pace
18151 Ridge Rd., Pine Grove, Ca. 95665
mikey47x@hotmail.com

I have yet to find any explanation or reason for a " haul road" to be incorporated into this SVRA. Haul Roads are for moving raw materials out to public highways. The sand pit closed operations years ago, what is the reason for re-creating the haul road if not to haul materials out of the pit? If the plan is to use this as a means to fund rebuilding the access from Gate #4 then get out front with it. That issue may have merit but you have not addressed it, much less made full disclosure. Commercial pit mining is done, what do we OHV users need a haul road for?

14-1



I4-1

Thank you for your comments. Preliminary General Plan page 2-21 provides a description of the planning area easements, of which the haul road is one. Table 4-3 on DEIR page 4-5 provides information on the Teichert Quarry and the need for the haul road and mining operations easements. In response to this comment and comment O1-2, text edits have been made to Preliminary General Plan page 2-21 as shown below:

Easements

Prairie City SVRA has various easements primarily for utility providers, such as Pacific Gas and Electric Company (PG&E) and Sacramento Municipal Utility District (SMUD), to allow transmission lines to run through the site and to maintain electric poles. In April 2014, State Parks purchased 67.95 acres adjacent to the ~~southwestern~~ southeastern corner of the SVRA from Barton-Mosher Sacramento Ranches, LP, and assumed an exclusive easement with White Rock Road Properties, LLC for conveyance of aggregate material from the Teichert Quarry mining site to its processing facility. The Barton Ranch property was acquired to manage erosion and sedimentation along the Coyote Creek drainage. The cost of this purchase was partially offset by selling a 21.68-acre haul road easement to the Barton Ranch along the southern boundary of the SVRA to support future mining operations on other Barton Ranch properties. This easement dissects the existing kart track and mini MX track, creating the need to relocate them to another site within the SVRA. Figure 2-8 shows the locations of the existing easements in the SVRA.

Text edits have also been made to the “Allowable Uses” column of the Stormwater Management Use Area in Table 4-1 located on page 4-7 of the Preliminary General Plan and Table 2-1 located on page 2-13 of the DEIR. The text edit is shown below:

This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks’ exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility.

Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss.



Letter I5

12/7/2015 4:33:33 PM

Joe Dowd
110 Hazelmere Dr. Folsom, CA. 95630
jrdowd@aol.com

Moving an existing structure seems wasteful, the ranger booth.

A one way trail system set up by one of the local clubs , Dirt Diggers or Polka Dots would be a great addition to the park in many ways.

1. Safety
2. Environmental. This course if you will, can be re-configured yearly to allow the native vegetation to grow back
3. More visitors would come to ride the new course.

I5-1



I5-1

Thank you for your comments. State Parks appreciates your interest in the project. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning and development efforts and all allowable uses will be considered during these future efforts.



Letter I6



DEIR Comments <prairiecitydeircomments@gmail.com>

General Plan Comments

1 message

Maria <Maria_Olmos@live.com> Mon, Dec 7, 2015 at 4:37 PM
To: "prairiecitydeircomments@gmail.com" <prairiecitydeircomments@gmail.com>

I'm suggesting that the Priarie City SVRA make an effort to add an additional practice motocross track and/or a TT track open for public use where possible or on land acquired after the adoption of the Prairie City General Plan which is in line with its mission of providing diverse forms of OHV recreation from beginner to expert skill levels. Hollister Hills can be looked to for an example of a TT track: <https://www.youtube.com/watch?v=3AjDCdBINhw>. Prairie City does not currently have an open public use TT track.



hollister hills tt track

On my klx 140l and my friend on his yz 125

[Watch now...](#)

16-1

An example of what could be done is that one motocross track could be designated as a beginner/intermediate, while the other could be more expert level. The new motocross track would have banked corners/berms vs. flat and also have table tops and jumps.

Also, I'm in agreement with and looking forward to a trail system being developed on the Yost property. I would like to see it be one directionally for safety reasons, with signage indicating as such, as well as the level of difficulty. While there should be some beginner/intermediate trails, it might be an opportunity to develop some more extreme black diamond trails which would attract more advanced riders to the area. It might be an opportunity to host more social media events in terms of, e.g. enduro competitions.

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



Maria Olmos

[916-747-7136](tel:916-747-7136)

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



I6-1

Thank you for your comments. State Parks appreciates your interest in the project. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning and development efforts and all allowable uses will be considered during these future efforts.

Letter I7

12/7/2015 4:43:45 PM

Jean Sousa
110 Hazelmere Drive, Folsom, Ca. 95640
jmsrider@rocketmail.com

Camping is a great idea.

The environmental training center should not be growing, this is an off-road park.

Expanding the park with the newly acquired land is a good idea.

The alder berry bushes need to be brought under control. Pretty soon all the riding area is going to be alder berry and we won't be able to ride.

No more new pavement.

|
17-1
|



I7-1

Thank you for your comments. State Parks appreciates your interest in the project. General Plan implementation and construction of potential facilities will require subsequent planning and development efforts and all allowable uses will be considered during these future efforts.

Letter 18



DEIR Comments <prairiecitydeircomments@gmail.com>

In addition to my Comment Sent Yesterday

1 message

Maria <Maria_Olmos@live.com> Tue, Dec 8, 2015 at 8:40 AM
To: "prairiecitydeircomments@gmail.com" <prairiecitydeircomments@gmail.com>

Here are two more examples of different track types that could be done at Prairie also gotten from Hollister Hills:

GP: <https://www.youtube.com/watch?v=14jLEB5--BQ>

Vintage: <https://www.youtube.com/watch?v=0eV1YFqwe-c>



Hollister Hills Vintage Track 2014

Kenny Linnell @ Hollister Hills
Vintage Track 2014 Special Thanks to RynoPower, Answer, and 100% WATCH IN 1080P!!! Like and subscribe

[Read more...](#)

18-1

Both types have TT characteristics, but with more variety/technical aspects.

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



I8-1

Thank you for your comments. See response I6-1.

Letter 19



DEIR Comments <prairiecitydeircomments@gmail.com>

Comments to the Draft Plan

1 message

Steve Mundy <SteveMundy@comcast.net>
To: prairiecitydeircomments@gmail.com

Tue, Dec 8, 2015 at 10:39 PM

Staff,

Thank you for the opportunity to provide feedback on the Prairie City Preliminary General Plan. Following, I have copy/pasted text from the Plan below and added my comments.

DRAFT DECLARATION OF PURPOSE

“The purpose of Prairie City SVRA is to offer high-quality off- highway vehicle (OHV) and other recreational

opportunities, and to provide OHV and special event venues, while protecting and interpreting resources.”

Steve’s comments – “other recreational opportunities” needs to be clarified. This is an OHV park and must be protected as OHV use. This language opens the door to non-OHV use which can infringe upon and push out OHV. This language should simply be removed. Yes, I am very protective here, I have seen time and time again where OHV area is taken away from us. This park was originally leased, purchased, and establish as OHV. OHV funds and dedicated OHV enthusiast/clubs further developed this area. Additionally, delete “protecting and interpreting resources”. This is an open door for environmentalist to infringe and take away this OHV park. This is not relevant to an OHV park.

19-1

DRAFT VISION

“Prairie City SVRA will provide high- quality off-highway vehicle (OHV) recreation and other recreational

opportunities, while protecting natural and cultural resources. Prairie City SVRA will develop and maintain a

family-oriented model of an urban OHV recreation area that is flexible, responsive, and provide a high level of

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



quality customer service. Opportunities will be provided for family and community outreach through

environmental awareness, environmental stewardship, safety, and training programs at this multi-use OHV

recreation area.

Cont.
19-1

Steve's comments – Delete “other recreational opportunities, while protecting natural and cultural resources”. As stated earlier, this is an OHV. Do not try to make this anything other than. “Cultural resources”- really?? What is that about? This is an OHV park- how on Earth does cultural awareness or whatever have relevance to OHV? Remove any reference to “environmental awareness, Stewardship”, etc. There are plenty of other opportunities OUTSIDE of this OHV park for people to learn about this. In fact, OHV users have already lost a tremendous amount of riding areas because of environmental. This absolutely needs to be removed.

Zone 1

Ranger station near Northern Communications Center (NORCOM) (moved from location near the Entrance

Kiosk)

19-2

Steve's comments – Please explain why this needs to be moved. Administrative facilities should be moved away from/out of the riding area. These facilities should move to the front and open up areas for OHV use inside the main OHV area. OHV funds should not be used for any expenses related to the buildings.

ZONE 2

- **OHV recreation allowed on identified route and trail system**
- **Kart Track (moved from Zone 1 to accommodate a haul road easement)**
- **Mini Mx Track (moved from Zone 1 to accommodate a haul road easement)**
- **Stormwater Management Area**

19-3

Steve's comments – Remove “identified route and trail system”. The park must remain an Open riding area. Do not restrict to designated trails. Allow riders to create new routes. What is a “haul road”? I did not see this prior. Sounds like it will infringe upon the OHV use. Reroute this road. The kart track and mini MX track are appropriate in their current location. Moving them will disrupt the flow within the park, take away riding areas, and needlessly spend money. OHV funds should not be used for this purpose. Stormwater area should not be restricted. This area should be available for OHV use.

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Zone 3

- **OHV recreation allowed on identified route and trail system**
- **Distributed OHV recreation (existing vegetation protected per CVC Division 16.5) in area directly east of ATV Practice Tracks**
- **Enhanced spectator facilities for National Motocross Track**
- **Vernal Pool Management Area (Vernal pools are seasonal wetlands that provide habitat for rare plants and animals)**
- **Stormwater Management Area**

19-4

Steve’s comments – “route and trail system” same comments as above. What is the “existing vegetation”? Spell it out. Yes, allow improvements to the National Track in the existing area. However, the expense of improvements should come from or be shared with the operator of the facility and the Dirt Diggers who promote and benefit from the Hangtown event. “Vernal Pools”??? As stated above, this is an OHV park. Do not infringe upon its purpose with purposes that are counter to OHV use. Again, there are PLENTY of parks in the state that protect “rare plants and animals” – areas that have already been taken for OHV users. By the way, what are the “rare plants and animals”?

Zone 4 – my comments above are relevant to Zone 4 as well.

ZONE 5

- **OHV recreation allowed on identified route and trail system**
- **Improve circulation for special events (Gate 4)**
- **District office near gate 1 (moved from Zone 1)**
- **Vernal Pool Management Area (Vernal pools are seasonal wetlands that provide habitat for rare plants and animals)**
- **Special events area at the Quarry Pit**

19-5

Steve’s comments – same comments as above Zones. Additionally...regarding improve circulation. Scott Rd will soon be rerouted as part of the widening of White Rock Road. Leverage this to add access to the park from Scott Rd and/or Prairie City. Create an exit on the East and/or south sides to enter Scott Rd. This could be exit only gates during routine operating days. Regarding the Quarry Pit – why does this need to be designated for Special Events? This area should always be available for OHV use.

Best Regards,

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015



Steve Mundy

El Dorado Hills, CA

<https://mail.google.com/mail/u/0/?ui=2&ik=ce95d07387&view=pt&search=inbox&th=151...> 12/9/2015

- I9-1 Thank you for your comments. State Parks appreciates your interest in the project. As discussed in Section 2.7 of the Preliminary General Plan, the OHMVR Act directs State Parks to manage SVRAs to support OHV recreation and related non-motorized recreational opportunities. Additionally the OHMVR Act directs that SVRAs be managed to provide recreational opportunities while caring for the resources. The Declaration of Purpose and SVRA Vision referenced by the commenter were partly derived from this statutory guidance.
- I9-2 The comment references Zone 1. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. Preliminary General Plan Section 3.3.7, “Administrative and Recreation Facilities” states: “The building that currently serves as a main entrance station and ranger station is too small for both operations. Relocating the ranger station to the current district office location would provide sufficient space for ranger station operations and locate the station more centrally in the SVRA.” The ranger station discussion on page 4-9 of the Preliminary General Plan provides further rationale for the proposed relocation of the ranger station.
- I9-3 The comment references Zone 2. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. The Preliminary General Plan includes approximately 217 acres of a Distributed OHV Recreation Use Area, which is an area where OHV recreation is not confined to identified routes and trails. Preliminary General Plan Table 4-1 provides a detailed description of the Distributed OHV Recreation Use Area. See response I-4 for haul road easement information.
- I9-4 The comment references Zones 3 and 4. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. See also response I9-3. Refer to Preliminary General Plan Section 2.3.2 (starting on page 2-59) for a detailed

description of the vegetation communities and plant and animal life present or likely to occur at Prairie City SVRA.

I9-5

The comment references Zone 5. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. Circulation and access improvements are proposed in the Preliminary General Plan. Improved Circulation is included as a potential facility, and is described in detail on page 4-10.

12/9/2015 7:54:49 AM

Ed Santin
121 Pepito way Folsom, ca 95630
edwardsantin67@gmail.com

Ideas listed below

- 1 Graze cattle in Vernal pool area at front of Pc in Zone 5 event road entrance..to clear over grown grasses. from fire danger
- 2 Establish a complete open riding trail system in Sone 5 Yost Property behind ranger living trailers..Explore as many trails as can be made in that area with road crossing from section one for all year access
- 3 Move forward with safety tunnels upgrade replacements on the Hangtown mx track..
- 4 Purchase more movable alu. bleachers for special events
- 5 purchase more plastic water fallible barricades for traffic control /resource protection
- 6 release native grass seeds in open riding areas at key times of year to replace loss of vegetation not just in special projects areas
- 7 build more sediment ponds with ohv access around them along creek in 3 before water gets to new barton property sediment ponds to help with returning sediment to property
- 8 Fix main park road entrance . screwed up by the white rock 4 lane road.. Make PGand E move the power pole they offset to dangerous spot causing traffic with trailers to have to come to almost a stop to enter the park from the west on white rock road.. add flashing signs warning of slow traffic ahead .and or create an actual turn lane into the park..
- 9 Add new parcel to west of main road into general plan. before you close this plan . We have been waiting for decades to be able to ride in Zone 5 /yost property and I don't want to die before riding on new property thank you for letting us comment.

I10-1

I10-2

I10-3

I10-4

Ed santin 916-952-8336 questions.



- I10-1 Thank you for your comments. State Parks appreciates your interest in the project. The comment references Zone 5. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. Preliminary General Plan implementation and construction of potential facilities will require subsequent planning and development efforts and all allowable uses will be considered at that time.
- I10-2 The comment references Zone 3. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. Preliminary General Plan Table 4-1 provides a detailed description of the Stormwater Management Use Area. As stated in the “Allowable Uses” column, this area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss. The Preliminary General Plan includes goals and guidelines related to water quality including Water Goal 2, which states: “Manage the SVRA for the protection of water quality while maintaining a quality OHV recreational experience.” The commenter does not offer any evidence of how the project would result in additional significant impacts. Therefore, the comment does not change the conclusions in the DEIR regarding the significance of impacts.
- I10-3 Thank you for your comments. Circulation and access improvements are proposed in the Preliminary General Plan. The General Plan’s preferred concept, represented as potential facilities (Figure 4-2), broadly depicts the types and conceptual locations of facilities that are anticipated to be constructed at the SVRA over the long term. Circulation improvements are included in the preferred concept, and are described in detail on page 4-10.
- I10-4 Thank you for your comments. The planning area of the Prairie City SVRA General Plan as described on Preliminary General Plan page 1-4 and shown in Figure 1-2, consists of approximately 1,115 acres: the existing SVRA encompassing 836 acres, 211 acres purchased in 2004 (the Yost property), and

68 acres purchased in 2014 (the Barton Ranch acquisition). The comment references Zone 5. While zones were used during the development of planning concepts early during the planning process, the Preliminary General Plan and DEIR that were circulated for public review do not include zone designations. See Figure 4-2, “Potential Facilities” on Preliminary General Plan page 4-3 for the preferred concept. No further response is provided because the comment is not related to the adequacy of the environmental impact analysis in the DEIR.



Letter I11

12/9/2015 1:24:23 PM

Dave Pickett
D36lao@volcano.net

Hi. My understanding is the comments period for the GP was Dec 15th.

I 111-1

When did you change to the 9th?



I11-1

Thank you for your comments. State Parks appreciates your interest in the project. The Preliminary General Plan and associated DEIR for Prairie City SVRA was circulated for public review and comment for a period of 45 days from October 26, 2015 through December 9, 2015.



12/9/2015 2:44:42 PM

Tom Balmain
8328 Mariposa Ave. Citrus Heights, CA. 95610
balmain@comcast.net

12/9/15

Tom A. Balmain
California State Parks
Letter of Comment: PCGP
Location: Prairie City OHV Park
Concerning: Unrestricted OHV use in all possible zones

I have been involved in the development and use preservation of Prairie City OHV Park from day one. I have been participating in race events for decades, as well as enjoyed open riding at P.C. with my family and friends. It is imperative to all of us, that P.C. remains an open riding facility in all possible zones and available to us to enjoy our accustomed freestyle exploration and practice for competition events. We agree that preservation of environmental issues is important and we have the desire to respect the land as we use it for our recreational purposes. At the same time, we feel very strongly that P.C. OHV Park as one of the few, if not only, areas yet left for us to feel free to enjoy our desires to ride in the dirt, open and unrestricted.

As I strongly feel that P.C. OHV Park should remain an area open to respectful and unrestricted use in all possible zones. Necessary consideration to the preservation of the existing environment, such as large trees and drainage is agreed. P.C. was originally chosen for OHV purposes, because the landscape had little to be destroyed by OHV usage, as it is primarily rock and firm dirt. Yet it offered some moderate inclines in its topography, as well as hard dirt and the desired challenge of muddy terrain that OHV riders seek. All this is still, in my opinion, a good "balance" between a preserved unrestricted area for the use of OHV riders and the preservation of a naturally forgiving landscape with its rocky terrain, mixed with a robust supply of replenishing tall grass, as well as an absence of much of a variety of other vulnerable and or endangered species and vegetation.

P.C. OHV Park is a property designated for OHV use, with that use as the priority, as long as the use is not damaging to the surrounding areas. For decades, open OHV use has been coexisting with the natural habitat without lasting effect respectively. The original idea and scope should remain, where P.C. is a place "designated" for the use of OHV's. Yes, the soil continually gets turned over. But, it is still there unharmed with wildlife and plant life nearby, as well as passing through at will. P.C. should include vegetation protection, such as around mature established tree and plant growth. But, still keeping in mind what the P.C. property is designated for and making sure as much of the space as possible is accessible by open areas between, around and through the protected areas. Grass however, is far from endangered in the surrounding areas and in fact exists and replenishes itself bountifully on the entire property in spite of the OHV use.

In a designated OHV Park, "Storm Water Management" should include means of preventing off site contamination, without unnecessary riding restrictions within the boundaries of property designated

I12-1

for OHV use. Vernal Pool Management Areas" within the boundaries of a designated OHV Park should be held to a necessary minimum. The whole idea of an OHV Park is to keep OHV's in a confined area where they can be ridden, providing a place designated, so that they are "not" ridden where it is undesirable to others. Environmental Standards for habitat is agreed to be a necessity for the preservation of plants and animals. However, these areas are engineered in places of development, so the species will be included to live, where development otherwise has hindered their establishment. Places as, designated vernal pool areas in city parks, as well as along roads and freeways. There is little to no development surrounding P.C. and natural habitat is plentiful. These habitat management areas are places that are illegal for OHV riders to use and understandably so. OHV riders, due to "restricted areas" have become "endangered species" ourselves. In turn, it should be "understandable" to others, that it would be unfair to unnecessarily restrict OHV riders in their own "designated habitat".

Storm Water Management Areas and Vernal Pool Management Areas should be held to a necessary minimum only with the least amount of restriction to open riding in this designated OHV Park. Otherwise State development standards for storm water and vernal pool management should be amended and or exempted from property that has been designated for the OHV species. OHV riders welcome natural species to coexist in the natural terrain. There are many plants and animals present in spite of the tire tracks from OHV use. Restricted areas to OHV's to implement standards that are only necessary elsewhere, which unnecessarily reduces the already confined space for the OHV's, further confines vehicle use in an already congested space that creates elevated safety concerns.

PRAIRIE CITY OHV PARK MUST REMAIN AS IT HAS ALWAYS BEEN INTENDED. AS AN UNRESTRICTED OHV PARK, WHERE THE SAFE AND RESPECTFUL "UNRESTRICTED" USE OF THE PROPERTY HAS BEEN PRESERVED FOR THOSE OF US THAT DON'T HAVE MANY, IF ANY OTHER AREAS IN OUR LOCAL TO RIDE WITHOUT TREADING ON OTHERS, AS WE PRIVILEGE FROM WHAT WE FUND THROUGH OUR CALIFORNIA STATE OHV REGISTRATION FEES.

Sincerely,

Tom A. Balmain

D36 234C

Cont.
I12-1



I12-1

Thank you for your comments. State Parks appreciates your interest in the project. The Preliminary General Plan includes the Distributed OHV Recreation Use Area, the Route and Trail System Use Area, and the Developed Use Area, all of which provide OHV recreational opportunities. Preliminary General Plan Table 4-1 provides a detailed description of these use areas.

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5 REVISIONS TO THE GENERAL PLAN

This chapter contains revisions to the Preliminary General Plan following the public review process. Text revisions are organized by section and page numbers in the Preliminary General Plan. Revisions to text are shown with a strikethrough or underline. Text that has a ~~strikethrough~~ has been deleted from the Preliminary General Plan. Text that has been added is presented as single underlined.

The Draft General Plan includes the revisions to the Preliminary General Plan indicated below. The Final General Plan may include additional minor revisions in the future to ensure the accuracy of information presented in the plan.

5.1 REVISIONS BY STATE PARKS

OM Goal 6 was written inconsistently in the Preliminary General Plan.

Text edits have been made to Preliminary General Plan page 4-30 as shown below:

OM Goal 6: Limit potential air quality impacts ~~on residential properties~~ within the planning area that could result from construction, maintenance, and OHV recreation activities.

The text of the “Potential to Occur” column of the Dwarf downingia row in Table 2-7, “Special-Status Plant Species with the Potential to Occur at Prairie City SVRA,” on page 2-69 of the Preliminary General Plan is hereby revised as follows:

~~Known to occur. State Parks has observed this species in vernal pools on site.~~ Could occur. The CNDDDB reports an occurrence within 1.5 miles of the planning area. Suitable habitat exists within the planning area.

5.2 REVISIONS IN RESPONSE TO COMMENTS

The revisions to the General Plan listed below have been made for clarification purposes or, where needed, to add information or correct minor errors. These revisions also appear in the responses to comments in Chapters 2-4 of this FEIR.

The text of Preliminary General Plan page 2-14 is hereby modified as follows:

With the exception of limited administrative and special event access, ~~V~~ehicular activity is not allowed in the buffer zone, which protects views and scenic quality along Scott Road from White Rock Road to Latrobe Road (Figure 2-6).

The text of Preliminary General Plan page 2-21 is hereby modified as follows:

Easements

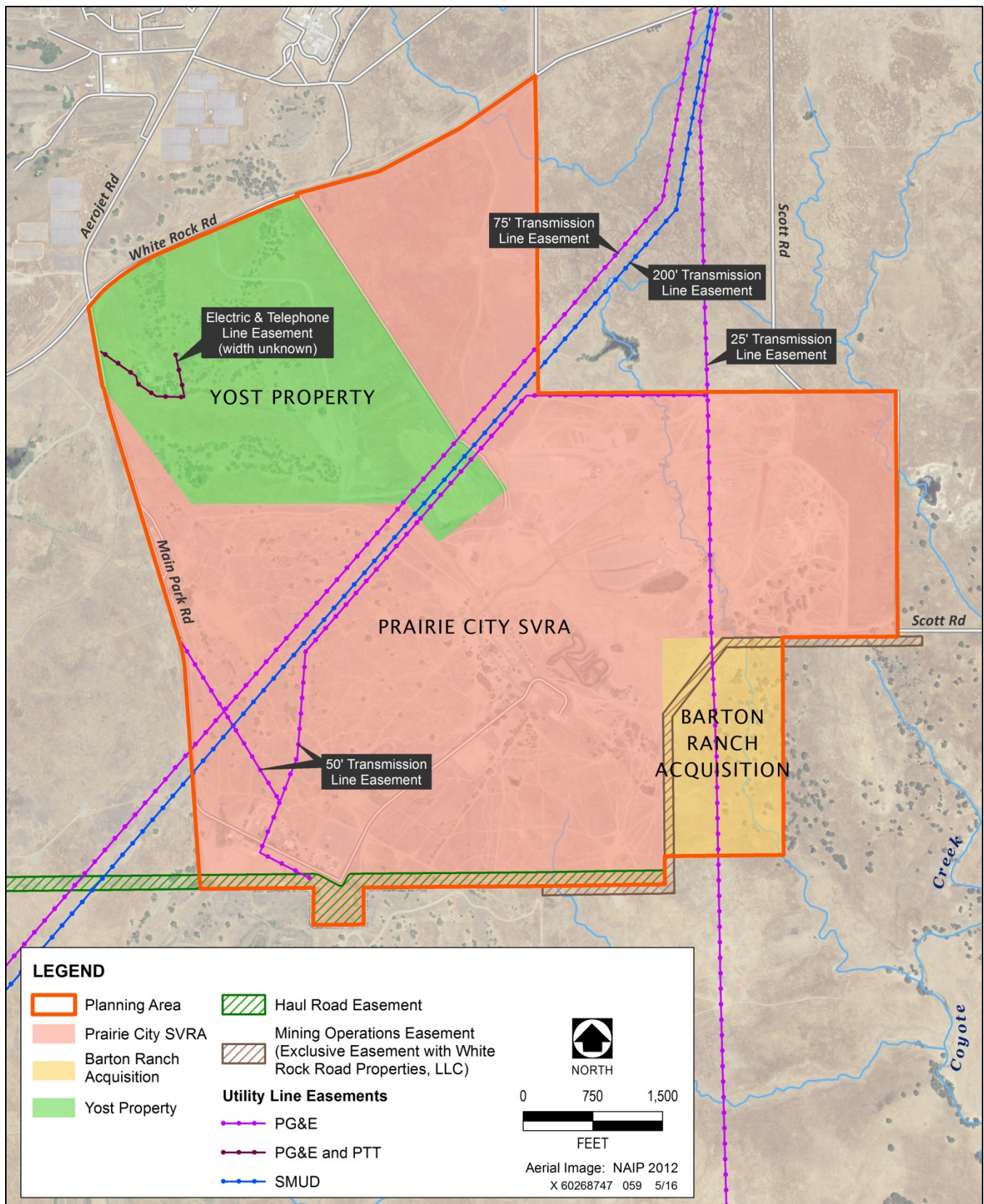
Prairie City SVRA has various easements primarily for utility providers, such as Pacific Gas and Electric Company (PG&E) and Sacramento Municipal Utility District (SMUD), to allow transmission lines to run through the site and to maintain electric poles. In April 2014, State Parks purchased 67.95 acres adjacent to the ~~southwestern~~ southeastern corner of the SVRA from Barton-Mosher Sacramento Ranches, LP, and assumed an exclusive easement with White Rock Road Properties, LLC for conveyance of aggregate material from the Teichert Quarry mining site to its processing facility. The Barton Ranch property was acquired to manage erosion and sedimentation along the Coyote Creek drainage. The cost of this purchase was partially offset by selling a 21.68-acre haul road easement to the Barton Ranch along the southern boundary of the SVRA to support future mining operations on other Barton Ranch properties. This easement dissects the existing kart track and mini MX track, creating the need to relocate them to another site within the SVRA. Figure 2-8 shows the locations of the existing easements in the SVRA.

The text of Preliminary General Plan page 2-21 is hereby modified as follows:

The on-site distribution system, which consists of a 12-kilovolt line, provides electrical power for the administration buildings, water pumping requirements, security lighting, and lighting for ~~tracks~~ the dirt oval track and the quarter midget track.

Figure 2-8, “Easements,” on page 2-22 of the Preliminary General Plan is hereby revised to show modified locations of the haul road and mining operations easements:





Source: State Parks 2005a, adapted by AECOM 2014a

Figure 2-8. Easements

The text of Preliminary General Plan page 2-74 is hereby modified as follows:

Wetlands and other waters mapped in the planning area, including vernal pools, marsh/palustrine habitat, and the four intermittent streams tributary to Coyote Creek and Buffalo Creek, are potential waters of the United States subject to U.S. Army Corps of Engineers (USACE) jurisdiction under Section 404 of the federal CWA.

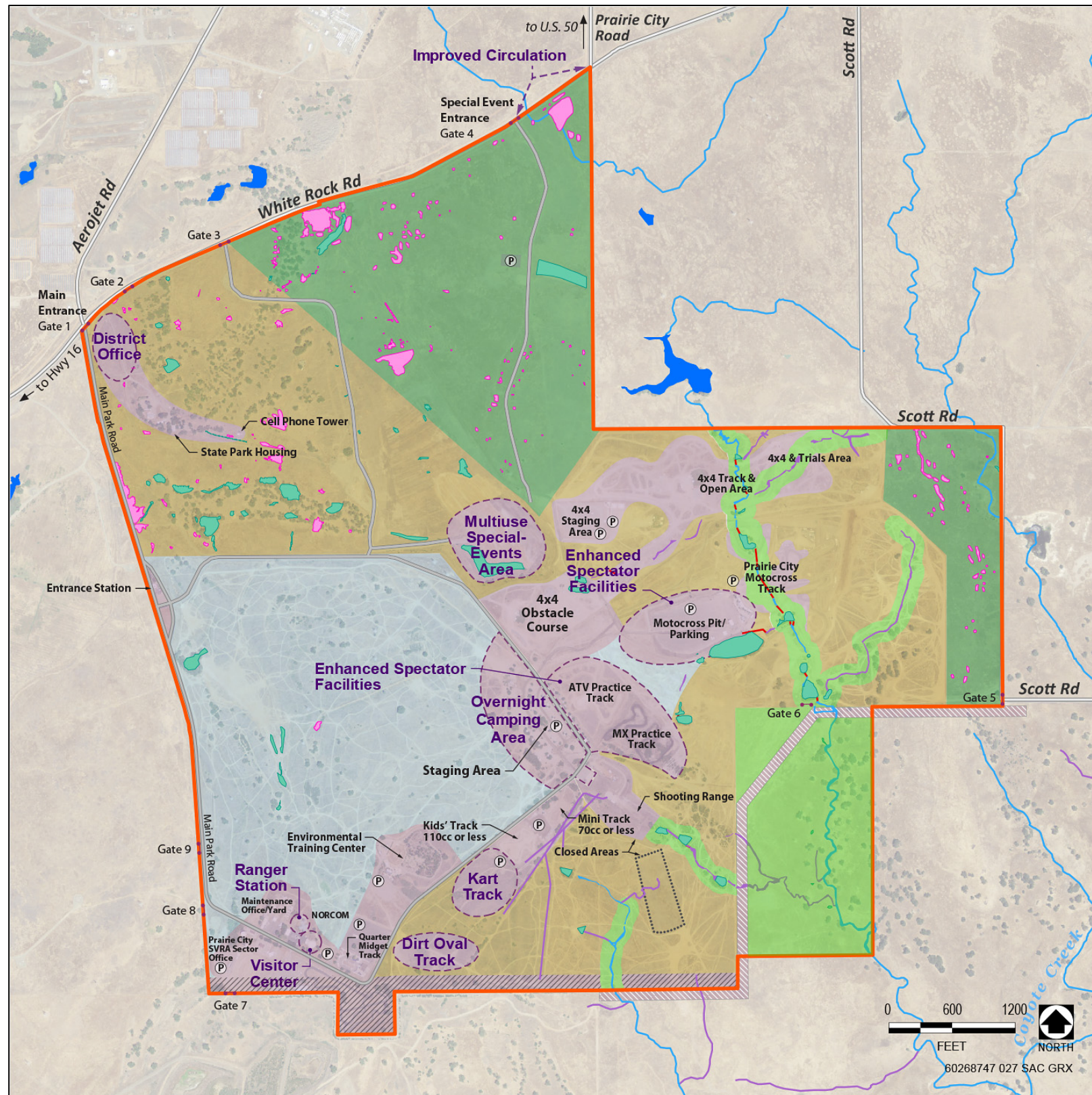
The text of Preliminary General Plan page 2-76 is hereby modified as follows:

Bedrock Milling Features (Temporary Number 04232012)

This is a prehistoric site that is located in the Barton Ranch acquisition area and consists of three milling station features, situated at the eastern edge of an open prairie that transitions into a creek. Large oak trees are located sparsely along the creek drainage and the eastern reaches of the bench. However, no cultural constituents were found in association with the oak trees. Because of dense grasses and forbs, ground visibility is poor. Much of the bedrock is covered in reddish-brown soil, and there appears to be seasonal soil buildup covering the site. Additional milling features may be buried beneath the sediment. This area was most likely a food processing area because no significant midden or artifacts were present. The site has not been evaluated for inclusion in the CRHR and will be avoided by project activities. The General Plan identifies this location as a Stormwater Management Use Area.

Figure 4-2, “Potential Facilities,” on page 4-3 of the Preliminary General Plan is hereby revised to show State Parks’ exclusive easement with White Rock Road Properties, LLC within the Barton Ranch acquisition area:





Potential Facilities

- Visitor Center
- Ranger Station (relocated)
- Overnight Camping Area
- Kart Track (relocated)
- Dirt Oval Track (relocated)
- Enhanced Spectator Facilities
- Improved Circulation
- District Office (relocated)
- Multiuse Special-Events Area

Existing Facilities

- Main Entrance (Gate 1)
- Special Event Entrance (Gate 4)
- Prairie City SVRA Sector Office
- Entrance Kiosk
- State Park Housing
- Cell Phone Tower
- Maintenance Office and Maintenance Yard
- Northern Communication Center (NORCOM)
- Shooting Range
- Environmental Training Center
- Staging Area
- Quarter Midget Track
- Kids' Tracks 110cc or less
- Mini Track 70cc or less
- Motocross Pit/Parking
- Prairie City Motocross Track
- ATV Practice Track
- MX Practice Track
- 4x4 Staging Area
- 4x4 Obstacle Course
- 4x4 Track and Open Area
- 4x4 and Trials Area

Legend

- Planning Area
- Potential Facilities (Conceptual Location)
- Use Areas**
- Developed Use Area
- Distributed OHV Recreation Use Area
- Route and Trail System Use Area
- Stormwater Management Use Area
- Vernal Pool Management Use Area
- Existing Infrastructure**
- P Parking
- Gate
- Closed Area
- Haul Road Easement
- Exclusive Easement with White Rock Road Properties, LLC
- Internal Roads
- External Roads
- Intermittent Stream
- Seasonal Drainage
- Culvert
- Vernal Pool
- Marsh/Palustrine
- Other Waters (Outside of Planning Area)

Source: Data provided by State Parks 2012 and adapted by AECOM in 2014

Figure 4-2. Potential Facilities

The text of the “Allowable Uses” column of the Stormwater Management Use Area in Table 4-1 on page 4-7 of the Preliminary General Plan is hereby modified as follows:

This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks’ exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss.

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6 REVISIONS TO THE DEIR

This chapter contains revisions to the DEIR following the public review process. Text revisions are organized by section and page numbers in the DEIR. Revisions to text are shown with a strikethrough or underline. Text that has a ~~strikethrough~~ has been deleted from the DEIR. Text that has been added is presented as single underline.

6.1 REVISIONS BY STATE PARKS

OM Goal 6 was written inconsistently in the DEIR.

Text edits have been made to DEIR page 2-22 as shown below:

SVRA OPERATIONS AND MAINTENANCE

The General Plan includes goals and guidelines for SVRA operations and maintenance. Primary goals and guidelines include providing sustainable visitor services and infrastructure that encourage responsible visitor use of Prairie City SVRA and meet visitor needs (OM Goal 1); maintaining and enhancing the quality of OHV recreational opportunities (OM Goal 2); providing facilities and services that contribute to the safety and convenience of visitors and staff (OM Goal 3); coordinating with special-event sponsors to ensure that special events are well managed and that appropriate visitor services are available (OM Goal 4); developing and maintaining SVRA facilities and monitoring OHV activities to ensure compatibility with surrounding land uses (OM Goal 5); limiting potential air quality impacts ~~on residential properties~~ within the planning area that could result from construction, maintenance, and OHV recreation activities (OM Goal 6); managing the SVRA for the protection of human health and ecological health based on recommendations developed in the Aerojet Feasibility Study for Area 39 (OM Goal 7); and managing the SVRA to maintain aesthetic qualities and reduce visual impacts on surrounding areas that could result from construction maintenance, and OHV recreation activities (OM Goal 8).

Text edits have been made to DEIR page 3.10-4 as shown below:

OM Goal 6: Limit ~~Reduce~~ potential air quality impacts within the planning area that could result from construction, maintenance, and OHV recreation activities.

6.2 REVISIONS IN RESPONSE TO COMMENTS

Revisions are the result of responses to comments detailed in Chapters 2-4 of this document.

The text of DEIR page S-4 is hereby modified as follows:

Under the No-Project Alternative, the only activities on the Yost property and in the Barton Ranch acquisition area would be those designed to improve the SVRA’s environmental and water quality conditions, meet regulatory agency requirements, honor existing easements, and keep up with maintenance necessary to maintain safe conditions.

The text of DEIR pages 2-4 and 2-6 is hereby modified as follows:

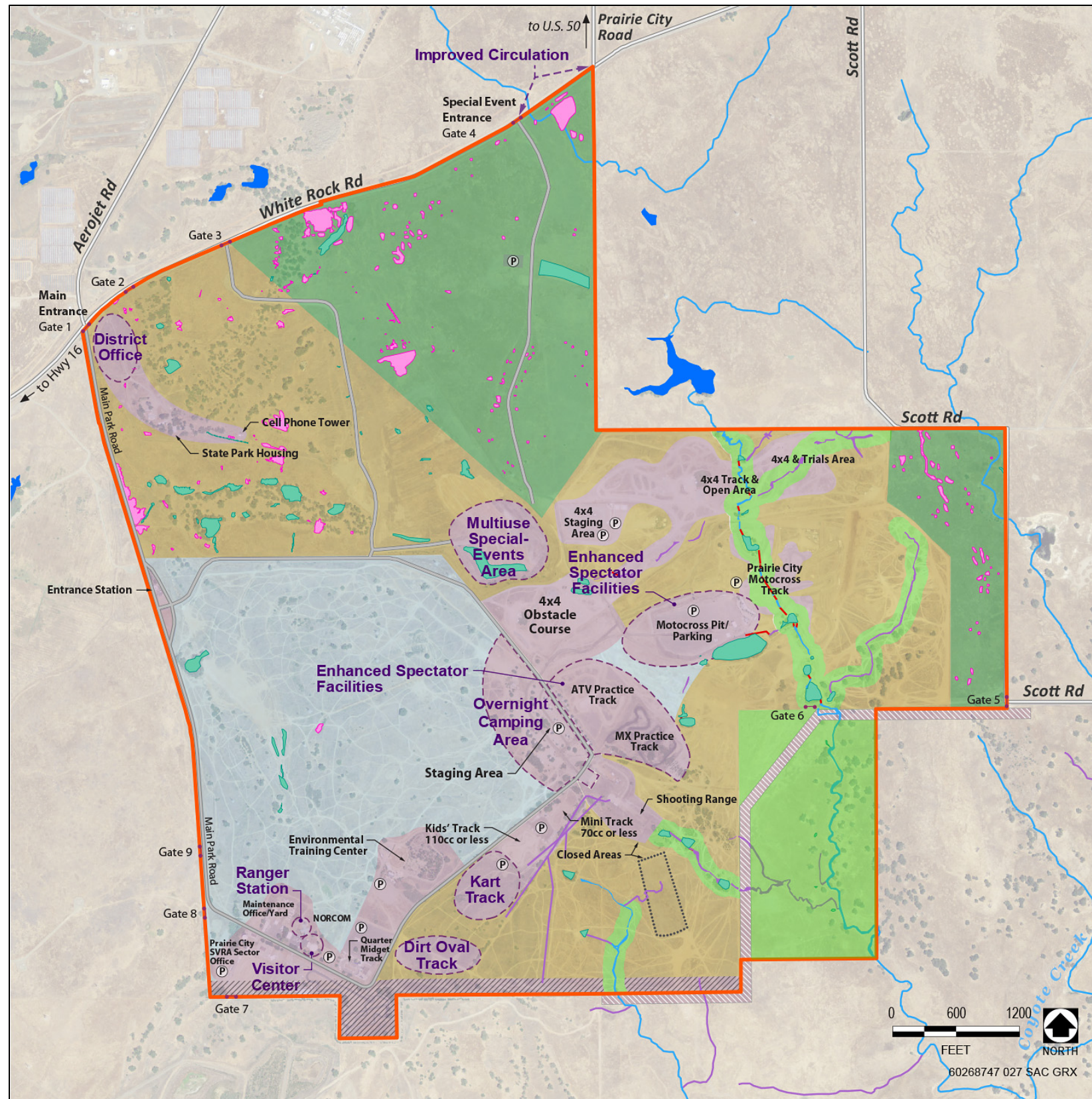
Prairie City SVRA has various easements for utility providers, ~~and~~ a haul road easement along the southern boundary of the SVRA, and an exclusive easement with White Rock Road Properties, LLC to support future mining operations on nearby properties (General Plan Figure 2-8, “Easements”).

The text of the “Allowable Uses” column of the Stormwater Management Use Area in Table 2-1 on page 2-13 of the DEIR is hereby modified as follows:

This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks’ exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss.

Figure 2-5, “Potential Facilities,” on page 2-17 of the DEIR is hereby revised to show State Parks’ exclusive easement with White Rock Road Properties, LLC within the Barton Ranch acquisition area:





Potential Facilities

- Visitor Center
- Ranger Station (relocated)
- Overnight Camping Area
- Kart Track (relocated)
- Dirt Oval Track (relocated)
- Enhanced Spectator Facilities
- Improved Circulation
- District Office (relocated)
- Multiuse Special-Events Area

Existing Facilities

- Main Entrance (Gate 1)
- Special Event Entrance (Gate 4)
- Prairie City SVRA Sector Office
- Entrance Kiosk
- State Park Housing
- Cell Phone Tower
- Maintenance Office and Maintenance Yard
- Northern Communication Center (NORCOM)
- Shooting Range
- Environmental Training Center
- Staging Area
- Quarter Midget Track
- Kids' Tracks 110cc or less
- Mini Track 70cc or less
- Motocross Pit/Parking
- Prairie City Motocross Track
- ATV Practice Track
- MX Practice Track
- 4x4 Staging Area
- 4x4 Obstacle Course
- 4x4 Track and Open Area
- 4x4 and Trials Area

Legend

- Planning Area
- Potential Facilities (Conceptual Location)
- Use Areas**
- Developed Use Area
- Distributed OHV Recreation Use Area
- Route and Trail System Use Area
- Stormwater Management Use Area
- Vernal Pool Management Use Area
- Existing Infrastructure**
- P Parking
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- Haul Road Easement
- Exclusive Easement with White Rock Road Properties, LLC
- Internal Roads
- External Roads
- Intermittent Stream
- Seasonal Drainage
- Culvert
- Vernal Pool
- Marsh/Palustrine
- Other Waters (Outside of Planning Area)

Source: Data provided by State Parks 2012 and adapted by AECOM in 2014

Figure 2-5. Potential Facilities

The text of Preliminary General Plan page 2-50 is hereby modified as follows:

A mining operations easement is also located on the Barton Ranch acquisition property, and the proposed stormwater management improvements are subject to the terms of State Parks' exclusive easement with White Rock Road Properties, LLC (see Figure 2-8 and Table 2-1).

The text of DEIR page 3.7-7 is hereby modified as follows:

Source area 29B (8.9 acres) was closed primarily because of lead contamination associated with the firing range and the source area 30B (4.6 acres) was closed primarily because dioxins and furans were found in soils.

The text of the "Project Description" column of the Teichert Quarry row in Table 4-3 on page 4-5 of the DEIR is hereby modified as follows:

The project would involve mining of up to 7 million tons of material per year, with a maximum of 135 tons over 25 years on 584 acres.

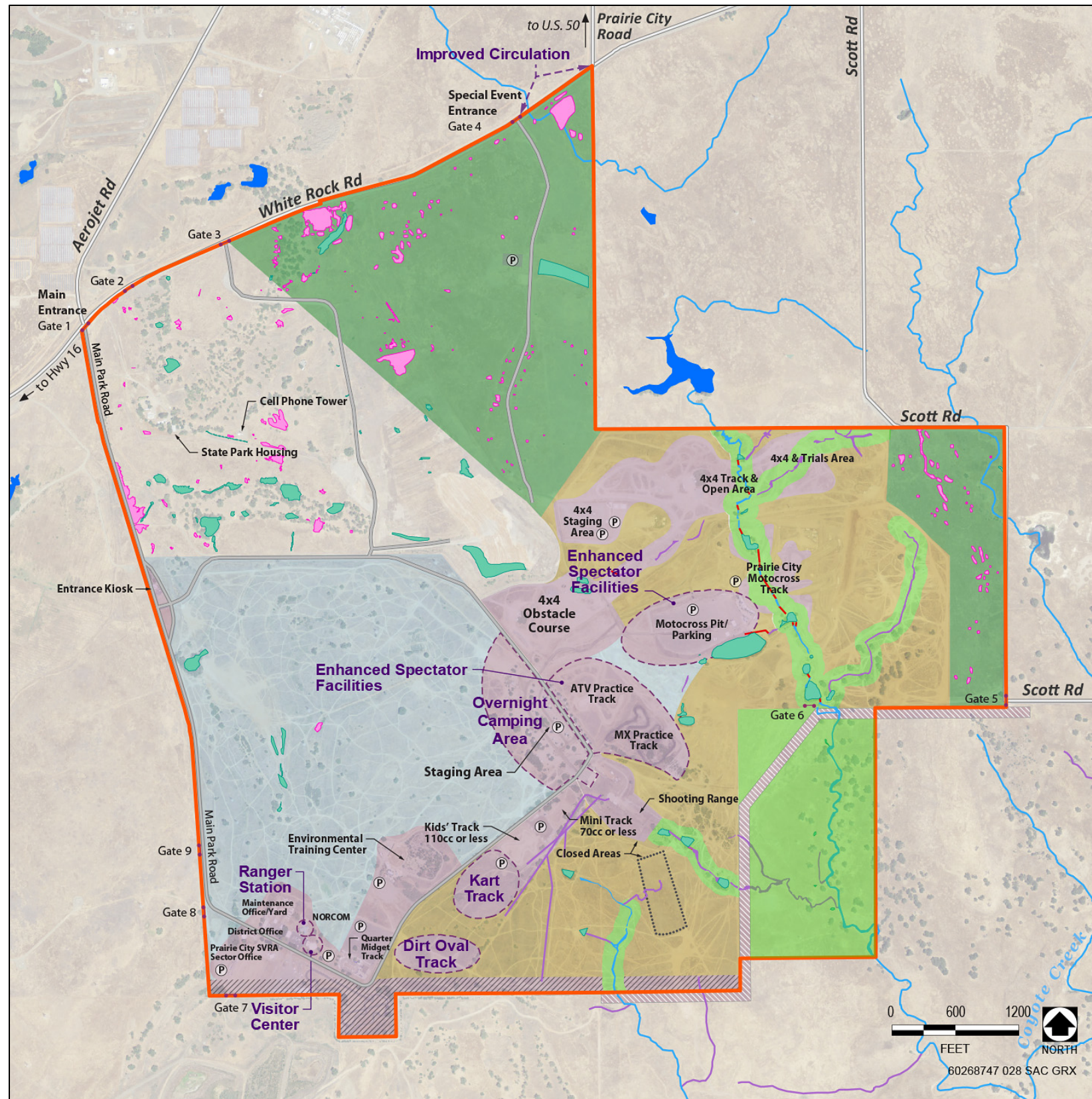
The text of DEIR page 4-8 is hereby modified as follows:

A conveyor will be constructed within a 100-foot wide exclusive easement located in Barton Ranch along the southern boundary of Prairie City SVRA to convey a portion of the mined material to Teichert Aggregates' existing Grant Line Rock Products facility.

Figure 6-1, "Reduced Footprint Alternative," on page 6-9 of the DEIR is hereby revised to show State Parks' exclusive easement with White Rock Road Properties, LLC within the Barton Ranch acquisition area:

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Potential Facilities

- Visitor Center
- Ranger Station (relocated)
- Overnight Camping Area
- Kart Track (relocated)
- Dirt Oval Track (relocated)
- Enhanced Spectator Facilities
- Improved Circulation

Existing Facilities

- Main Entrance (Gate 1)
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Source: Data compiled by State Parks in 2012, adapted by AECOM in 2014

Figure 6-1. Reduced Footprint Alternative

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