HUNGRY VALLEY
STATE VEHICULAR RECREATION AREA

GENERAL PLAN

~~Preliminary~~ FINAL

April 1981

Edmund G. Brown Jr.
Governor of California

Huey D. Johnson
Secretary for Resources

Pete Dangermond, Jr.
Director
Department of Parks and Recreation

State of California - The Resources Agency
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STATE OF CALIFORNIA—THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390

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March 25, 1982

TO HOLDERS OF THE PRELIMINARY GENERAL PLAN FOR
HUNGRY VALLEY STATE VEHICULAR RECREATION AREA,
APRIL 1981, AND AMENDMENT OF SEPTEMBER 1981:

The enclosures comprise the addendum to the General Plan, which was approved by the State Park and Recreation Commission on October 9, 1981 and is considered the Final Plan.

Attached are Resolution 77-81 by the Commission, adopting the plan, and comments and responses on the preliminary plan by agencies, organizations, and individuals.

Please delete the word "preliminary" from your copies. (Note to depository libraries: your copy of the amendment to the plan is also enclosed.)

Sincerely,

Alan K. Kolster

Alan K. Kolster, A.S.L.A.
Senior Landscape Architect

Enclosures

D-0112I

STATE OF CALIFORNIA—RESOURCES AGENCY
Edmund G. Brown Jr., Governor
DEPARTMENT OF PARKS AND RECREATION
STATE PARK AND RECREATION COMMISSION
P. O. BOX 2390, SACRAMENTO 95811

Resolution 77-81
Adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at its regular meeting in LOS ANGELES, California
on October 9, 1981

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for the Hungry Valley State Vehicle Recreation Area; and

WHEREAS, this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for the Hungry Valley SVRA, preliminary dated April 1981, with addendum, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan.

HUNGRY VALLEY
STATE VEHICULAR RECREATION AREA

AMENDMENT TO THE
GENERAL PLAN

~~Preliminary~~ FINAL

September 1981

Edmund G. Brown Jr.
Governor of California

Huey D. Johnson
Secretary for Resources

Pete Dangermond, Jr.
Director
Department of Parks and Recreation

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
P.O. Box 2390
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HUNGRY VALLEY STATE VEHICULAR RECREATION AREA
PRELIMINARY GENERAL PLAN AMENDMENT

NATIVE GRASSLANDS MANAGEMENT PROGRAM

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1. Introduction

A. Purpose

This management plan proposal was developed around two primary goals. The first is to protect native grassland ecosystems in such a manner as to maintain and enhance the quality of native grasses present in the unit. The second is to provide visitor access in the management area by the establishment of off-highway vehicle trails.

B. History

On July 10, 1981, the State Park and Recreation Commission delayed a vote of approval for the Hungry Valley General Plan, pending further study related to issues dealing with the previously proposed native grassland natural preserve. At this hearing, Director Dangermond elected to return to the Commission (in October) with an alternative management proposal in lieu of placing the native grasslands in the actual classification of natural preserve. In a subsequent meeting with the Director, Department staff was asked to further study the originally proposed natural preserves and additional native grasslands to determine an alternative management approach. A special management proposal has been developed to maximize protection of native grasslands, while allowing OHV use on designated interpretive trails within the area.

In a paper prepared by W. James Barry, Ph.D., State Park Plant Ecologist, entitled California's Native Perennial Grasslands, significant grassland communities were identified at Hungry Valley (see appendix). The following is an excerpt from the text of that paper:

> "A mosaic of grassland communities covering more than 3,000 acres is located in the north and northwest portions of the unit. About 1,400 acres, representing the best and least disturbed examples of native grassland communities...."
>
> "The major grassland formation in this area is nodding needlegrass prairie, open prairie and steppe. Only one other site for the nodding needlegrass prairie community is known -- a small isolated stand adjacent to Black Butte Road, Tehama County. Excellent stands occur along the north rim of Hungry Valley and overlooking Gorman. This community was extensive along the lower slopes of the valley; however, most stands have been all but obliterated by OHV impact. In dryer areas, especially ridgelines between the Hungry Valley and Gorman watersheds, a nodding needlegrass-pine bluegrass-big squirreltail prairie occurs. This community contains an extensive annual wildflower component. In even dryer sites of very shallow soils, this community is replaced by nodding needlegrass, big squirreltail or pine bluegrass steppe

communities. These native grassland communities have not been described elsewhere and are of extreme natural and ecological importance. Moist lowlands contain dense stands of blue wildrye very tall prairie. This community once dominated the floor of Yosemite Valley but is now rare there."

It is the Department's responsibility and intent to preserve these grasslands while accommodating the recreational use of off-highway vehicles. While the grasslands do not contain any identified rare or endangered species, the association of species are representative examples of plant communities that existed in California prior to the impact of civilization.

C. The Issue

The preliminary General Plan proposed the establishment of a fragmented natural preserve with off-highway vehicle trails separating the preserve fragments. The Commission indicated concern that this fragmentation approach would threaten the concept of the natural preserve.

2. Recommendations

In resolving the issue of protecting native grasslands and maintaining recreational trail use in Hungry Valley, the following items are recommended for the Native Grasslands Management Program:

A. The establishment of a 4,160-acre special natural grasslands management zone, as indicated on the revised general plan map (see appendix).

B. The preservation of grassland communities within the identified management zone for the interest and benefit of this and future generations.

C. The continuance of off-highway vehicle use within the management zone on designated trails identified in the plan.

D. The establishment of trails in such a manner as to preserve the integrity of the Interstate 5 scenic buffer concept, originally proposed in the general plan.

E. The designation of eleven (11) access points along the management zone perimeter to serve as trailheads for trails in the management zone.

F. The application of most resource management approaches that normally apply to a natural preserve.

G. The eventual phasing out of agricultural leases to allow the reestablishment of native grasses in areas currently subjected to

cultivation and grazing. Leases will be allowed to run their normal terms. Should any current agricultural practices endanger the integrity of native grasslands, those leases would be terminated when practical, with the least possible financial impact.

H. The management program proposed in this amendment be given a 3-year trial period. After the first 18 months, an interim evaluation report will be prepared by Department staff to check progress of the program. A progress report will be submitted to the Park and Recreation Commission for their review. If OHV damage is excessive at that time, appropriate recommendations will be submitted to the Commission. At the end of three years, the Department will submit a final report to the Park and Recreation Commission with recommendations for the future of the Native Grasslands Management Program.

The management approach will utilize brochures and signing to enhance user awareness. Monitoring will also be used to assure protection of natural values. Where necessary, fencing will be used to maintain user conformance.

Situated in a pocket between the unit's main entrance and the proposed management zone, is an area proposed for the location of administrative facilities (General Plan pp. 36, 38-40). It is recommended that this area be designated as a development zone to be included in this management program amendment. The use of this zone will be for the purpose of establishing the unit's facilities, an OHV staging area, and trails.

3. Implementation

The concepts of area boundaries, trails, and access points were formulated with implementation a primary consideration. The use of clearly identified physical features as boundaries will aid in understanding the management area limits. This will enable the use of signing to identify the majority of boundaries. In areas where signing alone may not be adequate (lack of natural physical barriers), fencing may be necessary to manage use. Signing will also be used to identify access points to the management area.

Once the management zone is defined, monitoring use will be fundamental to determining the success of the program. To get an overall perspective of any alterations resulting from OHV use, aerial photography will be used. It is proposed that the management zone be photographed prior to its establishment, again after 18 months (for interim progress report), and once for the final 3-year evaluation report. In monitoring individual sensitive areas, personal observation, spot and aerial photography, qualitative and quantitative soil and vegetation analysis, and other determinations will be used. All scientific analysis shall be statistically valid. At the outset of this management effort, standards shall be established to aid evaluation of the program. Such criteria

will be used to clearly define the acceptable limits of OHV use and how much environmental damage is acceptable. The criteria will be set by the Department's Resource Protection Division and the University of California in cooperation with the users, to be represented by the Hungry Valley Citizens Advisory Committee.

The management program proposed herein will depend heavily on informing and educating the visitor to the conditions surrounding the identified native grassland management zone. In order to inform visitors, it is proposed that a pocket-size brochure be developed for distribution. The brochure should include a map of the identified management area, access points, available trails, and an explanation of the significance surrounding the native grasslands. These brochures shall be made available through self-dispensing facilities located at key access points, the area office, and at the main entrance near Gorman. Person-to-person contact will also be used by unit rangers to complement these handouts.

The time involved in the implementation and operation of this special management zone is expected to require additional staff at the field level. Given the current unit workload staffed with only two rangers, any additional duties will require supplemental field personnel. Headquarters will provide resource personnel necessary to assist field monitoring operations.

It is proposed that a start-up period of three months be set aside prior to the official beginning of the 3-year evaluation period. During this 3-month period, the following efforts will need to be initiated or completed:

A. The establishment of standards to gauge acceptable/unacceptable limits of environmental damage.

B. The construction of approximately 8 miles of new trail.

C. Signing and partial fencing of the management area boundary, approximately 4,160 acres.

D. The designation and signing of 11 access points.

E. Developing and printing of an interpretive brochure.

F. The establishment of self-dispensing stations for distribution of the interpretive brochure.

4. Alternatives

A. Alternatives Considered

The dichotomy of protecting native grasslands while allowing recreational use in their vicinity, prompted the Department staff to study several alternatives prior to making a final recommendation.

The alternatives considered were limited to areas of the unit that support native grassland habitats and presently established trails. The need for additional trails to complement those existing and the management of trail use was also considered in the formulation of alternatives. In addition to protecting grasslands and establishing trails, the future of the current agricultural leases was considered as they relate to this management plan. The following is a description of the alternative areas considered for inclusion in a management program:

Alternative 1: A management area boundary to coincide with the natural preserve recommended in the General Plan (Page 24). Trail use in this area would be available only on trails identified as corridors in the original natural preserve proposal and new trails recommended to the Commission at the July 10, 1981 hearing. Five points along the perimeter would be established to control access to the trail system recommended for the area.

Alternative 2: This management area would include grassland areas to the northwest of the originally proposed natural preserve. Its boundary would extend from the original preserve to the boundaries that form the unit's northwest corner. Trail use in this area would be available on identified existing routes of travel. Three points along the perimeter would be established to control access to the trails recommended for the area.

Alternative 3: This management area includes grasslands to the southeast of the original preserves. This area is bound on the north and east by the unit boundary, and on the south by the Southern California Edison power line service road. Trail use in this area would be available on a new trail system as shown on the plan. The conceptual location for these trails was done on the ground; further field work will be necessary to determine exact trail alignments. Two points along the perimeter would be established to control access to the trails in this area.

Alternative 4: This alternative combines all of the previous alternatives into one management zone. Also incorporated would be all identified trails and access points contained in the other alternatives. This alternative constitutes the present recommendation for the management zone.

Essentially, those lands identified in Alternatives No. 1 and No. 3 are presently under lease for agricultural purposes. Only a small portion of lands under lease are being used for dry farming and grazing. In formulating a final plan, the Department has considered three options in addressing the future for these agricultural leases. These options include:

1) Maintaining current lease boundaries and terms (last lease expires March 1985) with a possibility of renewing the leases as they expire.

2) Revising the lease boundaries to define those areas actually being used for agricultural purposes, at which time the Department would consider extending the terms of the lease.

3) The termination of all agricultural leases at an appropriate time as to not incur any adverse economic impacts upon the lease holder or the Department.

An on-site meeting was held on August 20, 1981, at which time these alternatives were discussed. Present at this meeting were representatives from the State Park and Recreation Commission, the Hungry Valley Citizens Advisory Committee, the Department's Resource Protection Division, Development Division, Office of Off-Highway Motor Vehicle Recreation, and the Department's off-highway vehicle consultant. All members were able to observe first-hand how each alternative related to the site and possible management procedures.

B. Summary

Having fully examined the alternatives at the August 20, 1981 meeting, the Department proposes a management plan reflecting Alternative 4 for the following reasons:

1) This zone incorporates over 90% of the native grasslands identified in the unit, including grasslands determined to be most significant.

2) The areas comprising this alternative occur in the previously identified scenic corridor (General Plan, Page 27). OHV use in the scenic corridor is recommended on designated trails only. This use concept is consistent with the OHV use recommended in this alternative.

3) By identifying new trails in the management zone, OHV use opportunities will be increased to a level greater and more rapidly than would normally occur without a management proposal. This alternative provides the greatest amount of trail opportunities.

4) The success or failure of this management program will depend on how the plan is implemented and managed. The demarcation of boundaries for this alternative utilizes clearly identified features such as established roads and property lines. This will reduce management complications associated with educating visitors to the conditions inherent in this management zone.

By the designation of this alternative as the management zone, the Department will be able to sufficiently identify and control zone boundaries by signing and, in a few instances, fencing. The use of fencing to establish trail access points may be necessary where topographic and sign controls are not sufficient to keep OHV access to a single trail. Trails within the management zone will be designated by signing and identified on maps available to visitors.

Portions of the trail shown in this plan are existing. Identified new trails will be necessary to complete the trail system creating interpretive experiences and trails suitable for a variety of ability levels. Those trails indicated as new are conceptual alignments whose specific location will need to be determined on the ground.

The management concepts and zone limits proposed are largely the result of inputs and agreements reached by the study committee in its August 20, 1981 meeting at Hungry Valley. The details regarding the implementation have been prepared by the Department subsequent to the August 20, 1981 meeting.

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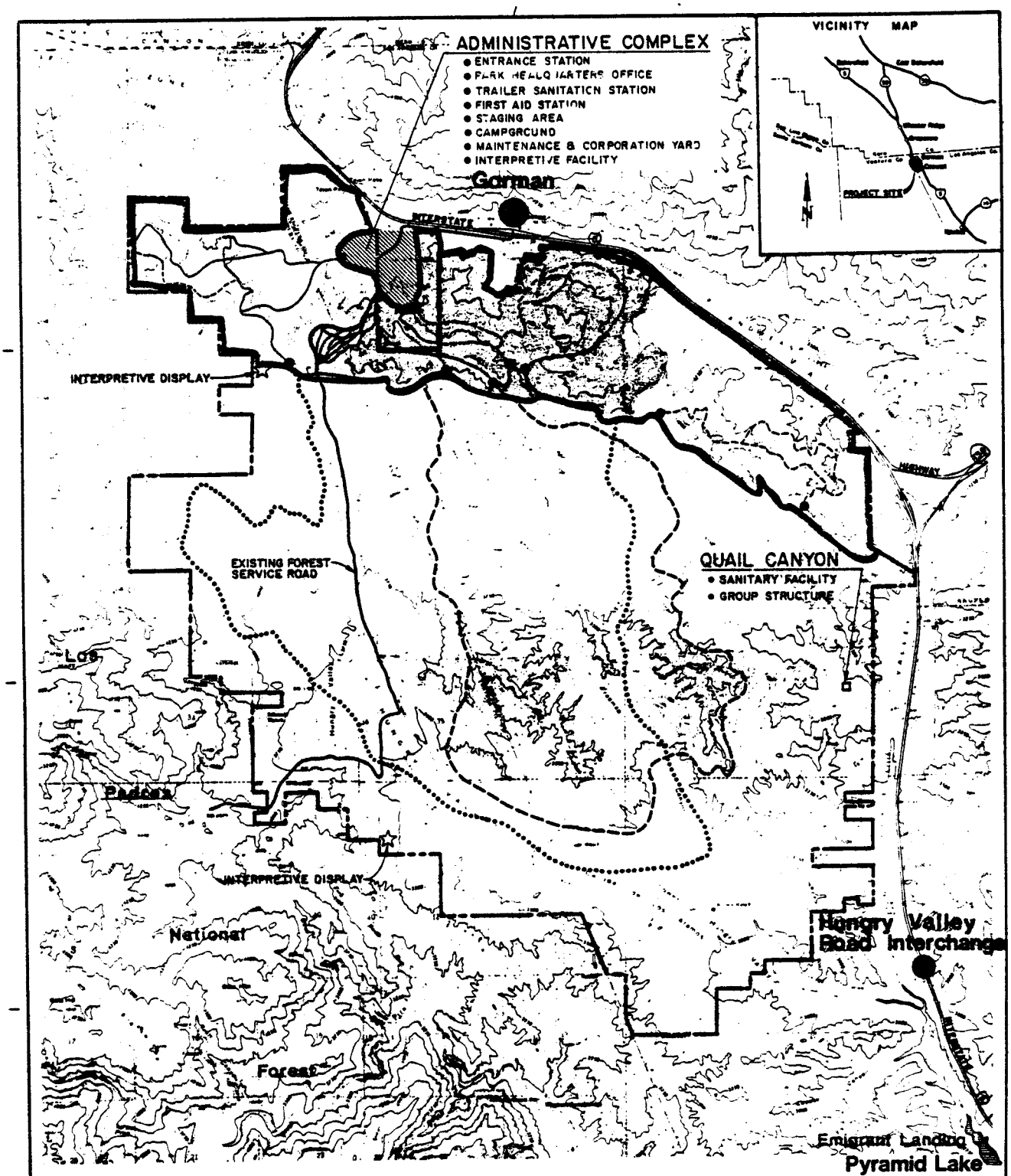
Appendix



8	17905	HUNGRY VALLEY SVRA GENERAL PLAN AMENDMENT 1: NATIVE GRASSLANDS MANAGEMENT	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED _____ DATE _____	REVISIONS	DESIGNED DRAWN JAN. 1981 CHECKED

CALIFORNIA'S NATIVE PERENNIAL GRASSLANDS

by
W. James Barry, Ph.D.
State Park Plant Ecologist

Just over two hundred years ago my Miwok ancestors roamed freely throughout the heart of the California grasslands. For more than 20,000 years an estimated population of 100,000 to 200,000 California Indians lived in harmony with nature on the savannas, prairies, steppes and grassland barrens which covered one fourth of California. This large grassland ecosystem was in a dynamic balance with the forces of nature -- including floods, droughts, major climatic fluctuations, lightning fires, etc. Man's role in this pristine ecosystem was minor, with the exception of his frequent use of fire. Through thousands of years of intense observations and trial and error he learned to use fire to his advantage -- to facilitate in the harvest of seeds, to maintain better hunting grounds and drive game, to ensure quick regrowth of food plants after fall rains, to protect village sites from wildfire, and even to control insects such as the filbert weevil.[1/] Thus, the California grassland ecosystem evolved under conditions of frequent fire, with a near annual fire cycle of autumn burns, likely set in the foothill areas of oak woodlands and savannas from whence they crept down into the prairies and steppes on the valley floors.

These pristine grasslands were only moderately grazed by migrating herds of pronghorn (Antilocarpra americana), tule elk (Cervus elaphus nannoides) and mule deer (Odocioleus hemionus). In contrast, similar grassland ecosystems of the Mediterranean Region evolved under a regime of infrequent fire and heavy grazing by domestic animals.

THE PRISTINE STATE OF CALIFORNIA'S GRASSLAND ECOSYSTEM

The Distribution of the Native Grassland Ecosystem.

The original appearance of the California grasslands is not known; it is not a matter of historical record. Early Spanish accounts refer to the prairie as merely an excellent pasture. It is apparent that the native perennial bunchgrasses were far more abundant in pristine times.

1/ The filbert weevil (Curculio occidentalis) breeds in acorns, which were the main staple of many California Indian tribes. The larvae may destroy 20 to 70 percent of the acorn crop. Autumn fires disrupt the life cycle of the filbert weevil.

Prairies on the bluffs of the north coast were apparently covered with grassland communities dominated by California oat grass (Danthonia californica), blue wildrye (Elymus glaucus), common redgrass (Calamagrostis nutkaensis), Pacific hairgrass (Deschamosia caespitosa ssp. holciformus) and purple needlegrass. Valleys and surrounding open hills in the Redwood region contained California oat grass (Danthonia californica), purple needlegrass (Stipa pulchara), and Idaho fescue communities.

In pristine times the vast expanses of the Central Valley were mainly dominated by two perennial bunchgrasses, purple needlegrass (Stipa pulchara) and nodding needlegrass (Stipa cernua). These were liberally supplemented by erect perennials and a few stoloniferous perennials, interspersed with numerous annuals which increased with decreasing rainfalls. The California perennial grassland communities differed from other prairies of the world, in both identity of the perennial species and the larger number and importance of annuals. Needlegrasses are presumed to have evolved from isolated steppe progenitors as the Mediterranean type climate slowly developed over the past million years or so. This evolution did not include tolerance to heavy grazing pressure, characteristic of steppes and prairies in other parts of the world for, at least through the present epoch, grazing animals have not been a numerous component of the California prairie ecosystems.

Apparently, purple needlegrass was the principle species throughout the Great Valley, but was not as abundant along the north coast. Blue wildrye, pine bluegrass, (Poa scabrella), and deergrass (Muhlenbergia rigens) were important also formed communities. One of the dominant grasses in this community departs from the bunchgrass habitat, beardless wildrye (Elymus triticoides), a sod-former. This grass formed an extensive consociation in the central portion of the San Joaquin Valley, as well as in some of the larger coastal valleys. In the southern coast ranges and southern California, foothill needlegrass (Stipa lepida) and large needlegrass (S. coronata) share the role of principle dominants with the two interior species. Important associated grasses were Junegrass (Koeleria macrantha), small flowered melic (Melica imperfecta), deergrass and various three-awn grass (Aristida spp.) Blue wildrye and giant wildrye were characteristic of the oak savanna, while foothill needlegrass and large needlegrass were common on upper slopes along the grassland chaparral ecotones, in the California chaparral, and in the oak savanna and woodlands.

Great masses of annuals, representing more than 50 genera and several hundred species were present; their densities fluctuated widely with rainfall, temperature,

slope, exposure, fire, and soils. These annuals had remarkably short life spans; they would germinate, attain full size and mature their seed within a few months in the spring. During the months of March, April, and May, the Great Valley was a continuous bed of grasses, sedges, and flowering plants. Each species usually dominated a particular ecotone (habitat), often with the grassland communities occurring on hummocks and the hog wallow community in damp swales.

The prairie was covered with masses of wildflowers making solid blotches of bright blue, orange, white, yellow, pink and cream. The following plants were conspicuous during the vernal period when they flowered profusely: Trifolium tridentatum, Gilia tricolor, Orthocarpus erianthus, O. purpurascens, Layia platyglossa, Sisyrinchium bellum, and various species of the genera Layia, Brodiaea, Calandrinia, Nemophila, Castilleja and Lupinus.

Following the spring months subsequent to May, the general brown and purple colors of the vegetation were the most marked characteristic of the Central Valley prairie. In October when the dry spring vegetation had disintegrated, there was a second outburst of flora bloom with the appearance of yellow masses of the tarweed (Holocarpha virgata). The tarweed association was often miles in extent; a single plant produced as many as 3,000 flowers. Later, in November, two to three species of Eriogonum and tufts of Grindelia spp. bloomed and continued to bloom until the spring flowers of January appeared.

There are two important edaphic variants within the California grasslands; the alkaline flat community and the "hog wallow" community. The alkali flats covered large areas, especially on the west side of the San Joaquin Valley. These areas support dense stands of saltgrass (Distichlis stricta) and alkali sacaton (Sporobolus airoides), as well as other alkali tolerant plants such as Anemopsis californica, Nitrophila occidentalis, Astragalus tener and Trifolium fecatum. The "hog wallows" are small depressions occurring extensively in bench lands underlaid by hardpan along the east side of the Sacramento and San Joaquin valleys from Shasta to Kern counties. During the rainy winter months, the depressions fill with water, and subsequent evaporation from the vernal pools creates an unusual ecotope where a rare vernal flora has evolved. The hog wallow community includes such species as Lepidium latipes, Lythrum hyssopifolia, Navarretia leucocephala, Downingia elegans, Mimulus tricolor, and Psilocarphus brevissimus.

In areas of the San Joaquin Valley and Desert, where rainfall was less than 10 inches, the perennial grasslands were replaced by annual grasslands.

Known perennial grassland communities from the Great Basin are dominated by Indian ricegrass (Oryzopsis hymenoides), needle and thread (Stipa comata) and blue bunch-wheatgrass (Agropyron spicatum). The most abundant and widespread native grasses in the Mojave and Colorado Deserts are big gallantagrass (Hillaria rigida), desert stipa (Stipa speciosa) and Indian ricegrass, blue grama (Bouteloua gracilis), and fluffgrass (Tridens putchellus).

With the coming of European man to the New World dramatic changes occurred to all North American ecosystems. Perhaps the most subtle but greatest ecological change occurred to the California grasslands. As the horse spread across the Great Plains, so alien Mediterranean annual grasses and forbs spread like wildfire, with many species becoming well established prior to European exploration to the interior of California.

Although the general grassland landscape appeared much the same, species composition was drastically altered. Few accounts were made of this alteration. One of the earliest references to the pristine composition was by Eschscholtz who was the naturalist of Kotzebue's 1824 expedition to the Mexican Presidio of San Francisco. On a trip from the Presidio to Fort Ross, within a few miles from the Fort, Kotzebue records "luxurient growth of grasses"..."for the winter they (the Indians) lay up provisions of acorns and wild-rye; the latter grows here abundantly." His reference must have been to blue wild-rye (Elymus glaucus), which is now uncommon on the north coast prairies.

The alien wild oats (Avena fatua and A. barbata) made their first appearance at Fort Ross in 1833. Russian records state that in many fields it invaded in such abundance as to smother the wheat. In 1846 K.T. Hartweg rode over Terro Road near Salinas and noted that it was "destitute of trees and shrubs but thickly covered with wild oats (Avenae species)." Another early reference is a letter to the Surveyor General from Leander Ransom, a surveyor, who reported that most of the Pacheco Valley was under cultivation at the time and of the Mount Diablo area he noted. "These valleys and ravines and hills surrounding them are mostly covered with thick-set wild oats, growing from 4 inches to as many feet in height. Even Mount Diablo has a covering of wild oats which affords abundant pasturage to the extensive droves of cattle and horses that are scattered abroad over this magnificent range, and also

herds of elk, antelope, and deer that abound here. One herd of elk that I saw on the mountain numbered 200." Wild oats were not the only alien species to become widespread. General Fremont rode across the wilderness (in 1844) between the present day locations of Porterville and Bakersfield. He was impressed by the vast cover of red-stem filaree (Erodium cicutarium) "instead of grass cover".

With the European settlement of California came plant introductions from all over the world; some introductions were intentional, some purely accidental. Elements of grassland floras from other regions with Mediterranean climates have been mixed with the pristine vegetation of California. Species from matching climatic environments but with dissimilar floras (Southern Europe, Chile, South Australia, and South Africa) have very successfully invaded the California grasslands. Many introduced species occupy seral or even weedy habitats, but others are in what appears to be a new stable vegetation. Such introductions as annual bluegrass (Poa annua), barley (Hordeum murinum), and Italian ryegrass (Lolium multiflorum) made almost immediate headway, as evidenced by adobe-brick studies.

One of the main factors which shifted the competitive advantages from native to non-native grasses appears to have been the inability of native grasses to successfully compete under heavy grazing conditions. The use of the grasslands of California for domestic grazing animals dates from the arrival of the first Spanish colonists in 1769. Before that time, the grasslands were subjected only to limited grazing by game animals, and use by rodents. Controlled grazing began around 1771, and has continued in many grassland areas until the present date. The first widespread permanent grazing began in 1824, when land grants for the vast cattle ranchos were made under the Mexican Liberal Colonization Act. Herds of cattle numbering in the tens of thousands overgrazed the lush California grasslands, causing the first major human induced impact on the rich resources of California. Once domestic grazing animals were introduced, the pristine bunchgrass communities quickly disappeared from most of California.

Much of the grassland was plowed under and grain was the major crop of the Great Valley until early in this century. The remaining grasslands of the Great Valley are now dominated by soft chess (Bromus mollis), ripgut (B. diandrus), red brome (B. rubens), fescues (Festuca spp.) wild oats (Avena fatua), and slender wild oats (A. barbata). By 1918, wild oats had invaded most of the Great Valley. In that year, Clements observed and noted: "the obliteration of many hundred miles of nearly continuous consociation of Stipa pulchara"... and the establishment of "the wild oats, Avena fatua as the great dominant throughout."

As a result of the alien plant introductions, domestic grazing animals, cultivation and the disruption of the natural fire cycle, many perennial grassland communities have been brought near the brink of extinction. Relict perennial grassland communiti have survived mainly on soils which are unplowed or unsuited for alien plant species; for example, serpentine and halomorphic soils. Occassionally, when grazing pressure is low or non-existent, native perennial grasses return to previously cultivated lands. Such sites must be considered prime native grassland habitats and should be protected.

The California grasslands have been described by various authors using numerous terms, including the Pacific grasslands, the California prairie, the California steppe, the California annual grassland, Central Valley prairie, Valley grasslands, north coastal prairie, Coastal prairie, foothill grassland, etc. Unfortunately these descriptions relate to geographical boundaries not often adhered to by plant communities. For example, purple needlegrass communities occur in all these areas, while nodding needlegrass communities overlap two or more geographical areas.

Like forests, there are many types of grasslands. In order to systematically evaluate, preserve, and manage these relict communities I have devised a hierarchial vegetation classification system, which is expanded for perennial grassland communities (outlined in Tables 1 and 2). The classification system separates vegetation in terms of structural, botanical and spacial relationships. Table 2 lists specific locations where these communities are preserved or known to occur.

THE JEPSON PRAIRIE

The largest and best preserved example of the California grasslands ecosystem is found in southern Solano County, where more than 13,000 acres of unplowed grasslands, and vernal pools, ponds and lakes, known as the Jepson Prairie still exist.

Jepson Prairie encompasses the largest and best remaining example of purple needlegrass and vernal communities in California. The acquisition (fee title or conservation easement) of the Jepson Prairie is to be funded through the 1980 State Park Bond Act and private funding by The Nature Conservancy. The project is located in southern Solano County, approximately fifteen miles south of Dixon in the vicinity of Denier, Denverton and Travis Air Force Base. It is approximately 60 miles from the San Francisco and Sacramento metropolitan areas via State Highways 12 and 113. There are few access roads in the proposed Jepson Prairie Project.

In addition, the Jepson Prairie project is contiguous to the Suisun Marsh Protected Area, thus providing a continuum from salt water marsh, to vernal pools, and grasslands and freshwater marshes. The Jepson Prairie acquisition would provide more feeding and nesting habitat for the waterfowl migrating along the Pacific Flyway, and provide a larger buffer zone for the Suisun Marsh.

Perennial grassland communities include purple needlegrass prairie, open prairie, and steppe. The purple needlegrass prairie forms dense stands in the Denverton area, while the open prairie community occurs on hummocks to the north (best preserved in the Dozier area).

The purple needlegrass prairie also contains nodding needlegrass, blue wild-rye, and squirreltail which may be locally common. Interspersed among the bunches are abundant native perennial wildflowers such as johnny jump-up (Viola pedunculata) and Mariposa lily (Calochortus luteus).

The purple needlegrass open prairie occurs on the top of mima mounds associated with the alien soft chess (Bromus mollis), ripgut (B. diandrus), slender wild oat (Avena barbata) and broad-leaf filaree (Erodium botrys) and with the native California golden violet (Viola pedunculata). Owl's clover (Orthocarpus erianthus), Cerastium vericosum, Sidalcea malvaeflora, blue-eyed grass (Sisyrinchium bellum), Ranunculus californica and Hypochoeris glabra.

The purple needlegrass steppe occurs on sandy loam soils with near level topography. The following species are common in this community. Avena barbata, Brodiaea pulchella, Lupinus nanus, Orthocarpus erianthus, Erodium botrys, Poa scabrella, Sidalcea malvaeflora, and Lomatium utriculatum. The following species may also be present but are more site specific: Avena fatua, Erodium obtusiplicatum, Festuca megalura, F. dertonesis, Lotus subpinnatus, Medicago hispida, Viola pedunculate, Gilia tricolor, Melica californica, Gastridium ventricosum, Filago

gallica, Elymus caput-medusae, Convolvulus arvenis, Silene gallica, Brodiaea laxa, and Navarretia pubescens, Lupinus bicolor, Trifolium tridentatum, Cerastium visconsum, and Sisyrinchium bellum.

Four very rare species occur in the Jepson Prairie: Orcuttia mucronata (State listed endangered, Federally listed endangered, CNPS List 2) - known only from Dozier; Neostaphia colusana (State listed endangered candidate threatened, CNPS List 2); and Fritillara liliacea (Federal sensitive list, CNPS List 2). Cordylanthus millis ssp. hispidus (Federal sensitive list, CNPS List 2) occurs in the southwestern area of the project and several vernal pool/grassland species occur in the west portion of the project area. They include: Plagiobothrys histriculus, Lasthenia conjugens, and Trifolium amoenum. Legenerg limosa also occurs within the area to the southeast of Dozier. All of these species are considered very rare and endangered by CNPS, all are on List 2, with high REVD ratings, and all are on the Federal list of endangered candidates.

The Delta groundbeetle (Elaphrus viridis), a Carabid beetle, was collected in the 1850's, and was not collected again until 1975, when it was found in two vernal lakes in the Jepson Prairie. One of these lakes was plowed in 1976; it is not known whether the plowing will cause the extinction of the beetle population. The Delta groundbeetle is on the Federal list of threatened species. Some of the insects which pollinate vernal community plants restrict their activity to one depression, or a small group of depressions. The Jepson Prairie is also a breeding area for various amphibians, including the California Tiger Salamander.

However, the Jepson Prairie itself is threatened! The greatest threats are proposed projects for bringing irrigation water to the area. With water, intensive agriculture would take place; the hummocky topography would be leveled for irrigated crops. Indeed, this is occurring at an alarming rate, at the north end of the project where water is now available. A number of water projects are proposed to cross or irrigate the Jepson Prairie: the Solano Irrigation Project, the extension of the U. S. Bureau of Reclamation Tehama-Colusa Canal, the North Bay Aqueduct, East Bay Municipal Utility District Aqueduct, and the Sacramento Wastewater Aqueduct. Other threats include the Collinsville P.G.&E. Coal Power Plant Waste Dump, and expansion of rail and road service to the Collinsville site. The routes for the proposed BART or HSGT (High Speed Ground Transportation) corridor and the Canadian gas pipeline are all proposed to go through the Jepson Prairie.

The list of threats is too exhaustive to list here; however, these threats have been met with strong, organized resistance from various individuals, institutions, conservation organizations, and governmental agencies, notably students and staff of the University of California (Davis and Berkeley) and Solano Community College, the University of California Natural Land and Water Reserves System, the California Natural Areas Coordinating Council and CNPS directly, The Nature Conservancy and the California Department of Parks and Recreation. Swift action on acquisition of the Jepson Prairie is essential for adequate preservation of this relict pristine prairie.

SAN LUIS ISLAND

San Luis Island contains the only large expanse of unplowed grassland on the floor of the Great Central Valley. In 1969, the Department of Parks and Recreation proposed to acquire 21,000 acres of the 29,000 acres of unplowed grasslands, marshes and riparian forests. Unfortunately, since that time much of the land has been put under the plow--about 14,000 acres remained in 1972, with more than half (7,600 acres) preserved in the San Luis National Wildlife Refuge. Currently the Department is in the process of acquiring around 2,000 acres at San Luis Island.

The alkali lowland portion of San Luis Island contains the very rare Sporobolus airoides community. This perennial alkali grassland community occurs both on white and black alkali soils. On these soils, with a high water table, saltgrass (Distichlis spicata) occurs in drier alkali areas, while other native grasses such as alkali saccaton (Sporobolus airiodes) and slender wheatgrass (Agropyron trachycaulum) dominate more moist alkaline areas. These native bunchgrasses were once common in the wet and marshy grasslands of the Great Valley. Other native species of the alkali flat community include alkali heath (Frankenia grandifolia) alkali mallow (Sida lenrosa var. hederacea), and jackass-clover (Wislizenia refracta).

Hemizonia pungens (spikeweed), Lotus spp., and other natives are found in the upper grasslands. Marsh area natives include Scirpus spp. (bulrush or tule), cattail (Typha latifolia), Baltic rush (Juncus balticus), and spike-rush (Eleocharis spp.).

Fiddleneck (Amsinckia sp.) also occurs in grasslands.

Riparian woodland contains willows (Salix spp.), buttonbush (Cephalanthus occidentalis var. californicus), cottonwood (Populus trichocarpa), and valley oak

(Quercus lobata). The vernal flora includes goldfields, lowland cudweed (Gnaphalium palustre), and dwarf pepper-grass (Lepidium latipes).

HUNGRY VALLEY STATE VEHICULAR RECREATION AREA

A very significant area of relict perennial grassland communities has recently been discovered in Hungry Valley State Vehicular Recreation Area.

Hungry Valley State Vehicular Recreation Area is located in the northwest corner of Los Angeles County and northeast corner of Ventura County, directly south of the town of Gorman. 14,260 acres were purchased with money from the Off-Highway Vehicle Fund in 1978, 1979, and 1980, and were classified by the State Park and Recreation Commission in April 1980. An application is pending for addition of 4,200 acres of federal Bureau of Land Management land to the SVRA. This, combined with 320 acres of U.S. Forest Service land, will bring the project total to 18,780 acres. Before State purchase, the area had been used informally for off-highway vehicle recreation.

A mosaic of grassland communities covering more than 3,000 acres is located in the north and northwest portions of the unit. About 1,400 acres, representing the best and least disturbed examples of native grassland communities, are being proposed for Natural Preserve status.

The major grassland formation is this area is nodding needlegrass prairie, open prairie and steppe. Only one other site for this prairie is known -- a small isolated stand adjacent to Black Butte Road, Tehama County. Excellent stands occur along the north rim of Hungry Valley and overlooking Gorman. This community was extensive along the lower slopes of the valley, however, most stands have been all but obliterated by OHV impact. In dryer areas, especially ridgelines between the Hungry Valley and Gorman watersheds, a nodding needlegrass pine bluegrass-big squirreltail prairie occurs. This community contains an extensive annual wildflower component. In even dryer sites of very shallow soils this community is replaced by nodding needlegrass-big squirreltail or pine bluegrass steppe communities. These native grassland communities have not been described elsewhere and are of extreme natural and ecological importance. Moist lowlands contain dense stands of blue wildrye very tall prairie. This community once dominated the floor of Yosemite Valley but is now rare there.

SUMMARY

The Jepson Prairie Project represents typical grassland and vernal pool communities which occurred along the rim of the Great Central Valley. San Luis Island represents riparian grassland and vernal pool communities of the valley floor, while Hungry Valley represents foothill grassland communities which are now non-existent elsewhere. South coastal grasslands are best represented in La Jolla Valley Natural Preserve, while north coastal grasslands are best represented at Sonoma Coast State Beach and Salt Point State Park.

Acquisition of native primal grasslands for preservation purposes does not necessarily protect these relict ecosystems; ecosystem management is also necessary to shift or maintain a competetive advantage toward the ancient species and away from introduced alien species. This requires site specific applied ecological research. Such research should contain baseline studies and ongoing ecological monitoring to detect the effects of management or non-management and determine the current management endeavor.

The effect of non-management protection is well illustrated at La Jolla Valley. In 1971 the valley contained the best examples of purple needlegrass prairie in the state. Now, ten years later, much of the area has been invaded by Harding grass, an alien perennial which spread rapidly after the Portrero fire (a Santa Ana type fire) of September 1973. Harding grass was established on the east rim of the valley prior to the fire. Apparently the time of the year, intensity of the burn and/or post fire climatic patterns favored the Harding grass. Normally native bunch grasses are favored by fire at least over alien annual species. In areas that are burned off annually, like the impact areas of Camp Pendleton and the explosives test site at Lawrence Livermore Laboratory, purple needlegrass has made a dramatic comeback.

Ecosystem management efforts are focused on the reestablishment of the natural fire cycle. Other manipulations may also be necessary. Soils depleted by years of grazing and/or cultivation may require fertilization, i.e., phosphates favor the growth of some native bunchgrasses. Spring mowing sometimes favors native bunchgrasses over introduced annual grasses. In all cases, relict stands of these grasses are necessary for seed sources.

The California Department of Parks and Recreation and the National Park Service are trying to restore native grasslands within State Park System units. The Department is currently working with the California Conservation Corps and native plant growers to propagate and revegetate appropriate State Park System lands with native grasses (from local seed sources).

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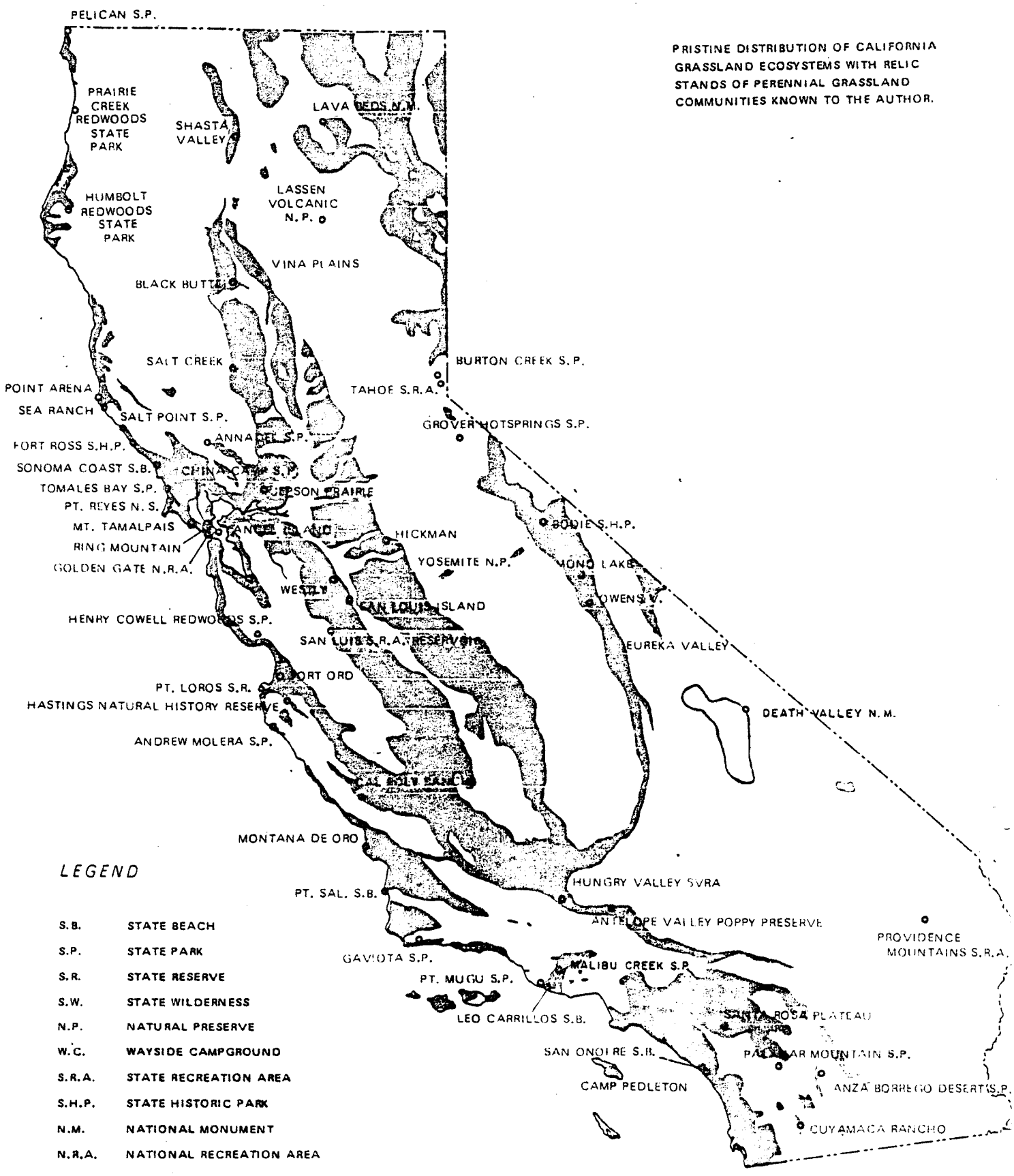

PRISTINE DISTRIBUTION OF CALIFORNIA GRASSLAND ECOSYSTEMS WITH RELIC STANDS OF PERENNIAL GRASSLAND COMMUNITIES KNOWN TO THE AUTHOR.

LEGEND

S.B.	STATE BEACH
S.P.	STATE PARK
S.R.	STATE RESERVE
S.W.	STATE WILDERNESS
N.P.	NATURAL PRESERVE
W.C.	WAYSIDE CAMPGROUND
S.R.A.	STATE RECREATION AREA
S.H.P.	STATE HISTORIC PARK
N.M.	NATIONAL MONUMENT
N.R.A.	NATIONAL RECREATION AREA
N.P.	NATIONAL PARK
S.V.R.A.	STATE VEHICULAR RECREATION AREA
V.	VALLEY
N.S.	NATIONAL SEASHORE

Table 1. Hierarchial Vegetation Classification System (expanded for the Perennial Graminoid Formation Subcl. 1).

Substrate Class

I. Terrestrial

Formation Class

A. Tree

B. Shrub

C. Herb

D. Forb

E. Graminoid

Formation Subclass

1. Perennial

Formation Group

a. Tussock

b. Sod

c. Mixed

Vegetation Type (genera of dominant species)

Formation (height class)

1) Giant (more than 3 meters tall)

2) Very Tall (1 to 3 meters)

3) Tall (0.5 to 1 meter)

4) Medium (10 to 50 centimeters)

5) Short (3 to 10 centimeters)

6) Very Short (1 to 3 centimeters)

7. Micro (less than 1 centimeter)

Subformation (density class)

1) Prairie (75% to 100% vegetation cover)

2) Open Prairie (50% to 75%)

3) Steppe (25% to 50%)

4) Open Steppe (5% to 25%)

5) Barren (1% to 5%)

2. Annual

a. Winter

b. Summer

c. Mixed

F. Moss

G. Liverwort

H. Lichen

I. Algae

II. Subterrestrial

III. Aquatic

Table 2. Hierarchial classification of perennial grassland communities identified in California. Locations known to the author are listed in descending order of relative importance. (*introduced alien species)

I. Terrestrial Vegetation

E. Graminoid Formation Class

1. Perennial Graminoid Formation Subclass

a. Perennial Tussock Graminoid Formation Group

1) Agropyron Vegetation Type

Agropyron spicatum "bluebunch wheatgrass" tall steppe: plains and dry hills 3,000 to 5,000 feet; Lassen to Siskiyou and Modoc Counties.

Agropyron spicatum - Festuca idahoensis "bluebunch wheatgrass - Idaho fescue" tall steppe: plains and dry hills 3,000 to 5,000 feet; Lassen to Siskiyou and Modoc Counties.

Agropyron spicatum/Poa sandbergii "bluebunch wheatgrass/sandberg bluegrass" tall steppe

2) Ammophila Vegetation Type

Ammophila arenaria*"European beachgrass" tall open prairie: coastal dune systems.

Ammophila arenaria - Elymus mollis/Poa douglasii "European beachgrass - American dunegrass/ Douglas bluegrass" tall open prairie: coastal dunes Point Arena to Monterey.

3) Andropogon Vegetation Type

Andropogon virginicus* "broomsedge" tall open prairie: western edge of the Sacramento Valley and adjacent Sierra Nevada foothills; moist meadows and old pastures.

4) Anthoxanum odoratum Vegetation Type

Anthoxanum odoratum* - Deschampsia caespitosa ssp. holiciformis "sweet vernal grass - Pacific hairgrass" tall prairie: coastal plains from Monterey northward.

5) Aristida Vegetation Type

Aristida hamulosa "Arizona three-awn" medium steppe: Salt Creek Canyon, Colusa County.

6) Beutelona Vegetation Type

Beutelona gracilis "blue grama" very short steppe: 5,500 to 8,500 feet Mojave Desert (Rare due to grazing).

7) Calamagrostis Vegetation Type

Calamagrostis breweri "shorthair" medium prairie: subalpine and alpine meadows; (6,200 to 12,000 feet, Sierra Nevada, Trinity County.

Calamagrostis breweri - Carex vernacule "shorthair - vernacular sedge" medium prairie; alpine meadows Sierra Nevada.

Calamagrostis breweri - Carex exserta - Tristtum spicatum "shorthair - shortgrass sedge - spike trisetum" medium prairie: subalpine and alpine dry meadows; Sierra Nevada, Trinity County.

Calamagrostis nutkaensis "common redgrass" very tall prairie: Goat Rock Unit, Sonoma Coast State Beach; Salt Point State Park; and Sea Ranch (Sonoma Coast).

Calamagrostis nutkaensis open prairie: Goat Rock Unit, Sonoma Coast State Beach; Salt Point State Park and Sea Ranch; Point Arena.

Calamagrostis nutkaensis/Deschampsia caespitosa ssp. holiciformus "common redgrass/Pacific hairgrass" very tall open prairie: Goat Rock Unit, Sonoma Coast State Beach; Salt Point State Park; Point Arena.

8) Danthonia Vegetation Type

Danthonia californica "California oatgrass" tall open prairie: dry hills and meadows of coastal areas of Monterey to Tulare Counties; Point Lobos State Reserve.

Danthonia californica - Festuca idahoensis - Festuca rubra "California oatgrass-Idaho fescue-red fescue" tall open prairie: north coastal plains and prairie balds.

9) Deschampsia caespitosa ssp. holciformus "Pacific hairgrass" prairie: Salt Point State Park, Goat Goat Rock Unit, Sonoma Coast State Beach, Point Lobos State Reserve.

10) Elymus Vegetation Type

Elymus cinereus "Ashy wildrye" tall prairie: Great Basin; Tahoe Basin.

Elymus condensatus "giant wildrye" giant prairie: Owens Valley.

Elymus glaucus "blue wildrye" very tall prairie : Yosemite National Park; Hungry Valley SVRA.

Elymus mollis "American dunegrass" tall prairie: ancient, elevated dunes at Salt Point State Park; coastal strand at Gold Bluff Beach, Prairie Creek Redwoods State Park.

11) Festuca Vegetation Type

Festuca idahoensis - F. rubra - Danthonia californica "Idaho fescue - red fescue - California oatgrass" tall prairie: coastal prairies of Del Norte and Humboldt Counties.

Festuca brachyophyla - Carex rossii "alpine fescue - Ross sedge" medium open steppe: alpine, windblown areas near Carson Pass, Sierran.

12) Holcus Vegetation Type

Holcus lanatus* "common velvetgrass" tall prairie: north coastal plains and meadows of the north coast ranges.

13) Muhlenbergia Vegetation Type

Muhlenbergia richardisonis - Stipa pinetorum "short-leaved muhly-pine needlegrass" tall steppe: Sierra Nevada

Muhlenbergia rigens "deergrass" very tall open prairie: Doane Valley Natural Preserve, Palomar Mountains State Park; Cuyamaca Rancho State Park.

14) Orcuttia Vegetation Type

Orcuttia pilosa short prairie: Hickman Vernal Pools, Stanislaus County.

15) Oryzopsis Vegetation Type

Oryzopsis hymenoides "Indian ricegrass" tall steppe: Eureka Dunes, Mono Lake area.

16) Phalaris Vegetation Type

Phalaris aquatica* "Harding grass" very tall prairie: La Jolla Valley Natural Preserve, Point Mugu State Park.

Phalaris aquatica "Harding grass" very tall open prairie: La Jolla Valley Natural Preserve, Point Mugu State Park.

17) Phleum Vegetation Type

Phleum alpinum - Trisetum spicatum - Agrostis variabilis "Alpine Timothy - Downy oatgrass - variable bentgrass" medium prairie: Mount Shasta; Lassen National Park.

18) Poa Vegetation Type

Poa douglasii "Douglas bluegrass" medium open steppe: Ten Mile Dunes, MacKerricher State Park.

Poa scabrilla "pine bluegrass" medium steppe: Hungry Valley State Vehicular Recreation Area.

19) Sitanion Vegetation Type

Sitanion hystrix "bottlebrush squirreltail" medium steppe: alpine Sierra Nevada - Slate Creek, Dana Plateau.

Sitanion hystrix - Stipa occidentalis medium steppe: Mount Shasta, Lassen National Park.

Sitanion jubatum "big squirreltail" medium steppe: Hungry Valley State Vehicular Recreation Area.

20) Sporobolis Vegetation Type

Sporobolis airoides "alkali saccaton" prairie - San Luis Island National Wildlife Refuge and San Luis Island Project, Department of Parks and Recreation.

Sporobolis airoides "alkali saccaton" open prairie - San Luis Island National Wildlife Refuge and San Luis Island Project, (DPR).

21) Stipa Vegetation Type

Stipa cernua "nodding needlegrass" medium prairie: Hungry Valley State Vehicular Recreation Area.

Stipa cernua "nodding needlegrass" medium open prairie: Hungry Valley State Vehicular Recreation Area.

Stipa cernua - Poa scabrila - Sitanion jubatum "nodding needlegrass - pine bluegrass - big squirreltail" medium open prairie: Hungry Valley State Vehicular Recreation Area.

Stipa cernua - Sitanion jubatum "nodding needlegrass - big squirreltail" medium steppe: Hungry Valley State Vehicular Recreation Area.

Stipa comata - Juncus balticus "needle and thread - Baltic rush" tall steppe - alpine Sierra Nevada.

Stipa pulchara "purple needlegrass" tall prairie: Jepson Prairie Project, Solano County; La Jolla Valley Natural Preserve, Point Mugu State Park; Mount Tamalpais State Park; Hasting's Natural History Reserve; Ring Mountain, Marin County; Montana de Oro State Park; Malibu Creek State Park; Point Lobos State Reserve; Andrew Molera State Park; Fort Ross State Historic Park; Salt Point State Park; Annadel State Park; Humboldt Redwoods State Park.

Stipa pulchara "purple needlegrass" tall open prairie: Jepson Prairie Project; La Jolla Valley Natural Preserve; San Onofre State Beach; Malibu Creek State Park; Golden Gate National Recreation Area; Tomales Bay State Park and Annadel State Park.

Stipa pulchara "purple needlegrass" tall steppe: Jepson Prairie Project; Antelope Valley California Poppy Reserve; Gaviota State Park; Point Sal State Beach; Salt Point State Park; Humboldt Redwoods State Park; San Luis Reservoir State Recreation Area.

Stipa speciosa "desert needlegrass" medium open steppe: east slope Tehachapi Mountains.

22) Tridens Vegetation Type

Tridens pulchellus "fluffgrass" short open steppe: Mojave Desert, below 5,500 feet.

b. Perennial Sod Graminoid Formation Group

1) Arundo Vegetation Type

Arundo donax* "giant reed" giant prairie: in patches throughout California; Point Mugu State Park.

2) Calamagrastis Vegetation Type

Calamagrastis canadensis "bluejoint reedgrass" tall prairie; Yosemite Valley, Yosemite National Park.

3) Distichlis Vegetation Type

Distichlis spicata var. stricta "desert saltgrass" medium prairie: alkali seeps, Anza-Borrego Desert State Park; alkali flats, San Luis Island; Death Valley National Monument.

4) Elymus Vegetation Type

Elymus triticoides "creeping wildrye" medium prairie: Malibu Creek State Park; Yosemite Valley.

5) Lolium Vegetation Type

Lolium multiflorum* - Lolium perenne* "Italian ryegrass - perennial ryegrass" tall prairie: Point Mugu State Park.

6) Hilaria Vegetation Type

Hilaria rigida "big galletagrass" tall open steppe: Anza-Borrego Desert State Park.

HUNGRY VALLEY
STATE VEHICULAR RECREATION AREA

GENERAL PLAN

~~Preliminary~~ FINAL

April 1981

Edmund G. Brown Jr.
Governor of California

Huey D. Johnson
Secretary for Resources

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HUNGRY VALLEY STATE VEHICULAR RECREATION AREA

GENERAL PLAN

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SUMMARY

Hungry Valley - Location, Size, and Current Situation

Hungry Valley State Vehicular Recreation Area is located in the northwest corner of Los Angeles County and northeast corner of Ventura County, directly south of the town of Gorman. 5,704 hectares (14,260 acres) were purchased with money from the Off-Highway Vehicle (OHV) Fund in 1978, 1979, and 1980. It was classified by the State Park and Recreation Commission in April 1980. An application is pending for addition of 1,680 hectares (4,200 acres) of federal Bureau of Land Management land in the SVRA. This, combined with 120 hectares (320 acres) of U.S. Forest Service land, will bring the project total to 7,512 hectares (18,780 acres). Before state purchase, the area had been used informally for off-highway-vehicle recreation.

This document presents a description of the resources of the unit, describes general policies to be followed for its proper management, and proposes the developments the Department of Parks and Recreation recommends. In producing these management policies and development plans, the special nature of off-highway-vehicle recreation was recognized. The major problem -- that of minimizing adverse impacts on the soils, vegetation, and drainages of the area -- was of prime consideration at all times. At the same time, emphasis was placed on determining exactly what developments would best serve off-highway recreationists.

Citizen participation played an important role in the planning. A citizens advisory committee consisting of seven users, as well as an interagency task force consisting of twenty agencies, was formed to help in the planning.

Plan Recommendations

Numerous proposals and recommendations are discussed in this document. The following is a summary of the major recommendations for Hungry Valley SVRA.

Resources

1. Establishment of OHV land use zones based on the sensitivity of different areas to OHV use.

2. Provision for resource management based on watersheds and rehabilitation analyses.

3. Monitoring of erosion and rehabilitation efforts.

4. Construction of sediment debris basins.

5. Establishment of natural preserves (632 hectares or 1,580 acres) to perpetuate significant resource values. Vehicle use will not be permitted.

6. Establishment of cultural preserves (332 hectares or 830 acres) to perpetuate significant resource values. Vehicle use will be allowed on designated roads and trails in these preserves.

7. Establishment of a corridor within the viewshed of Interstate 5 and Gorman. OHV use will be limited to designated roads and trails, to minimize visual impacts.

8. Highest management priority given to containment of off-site impacts.

9. Provision for closure of the unit during periods of significant rainfall to minimize OHV impact and reduce maintenance costs. Closures may occur during periods of high fire danger.

10. Control of use by non-conventional vehicles and accessories.

11. Establishment of a resource management staff position at the unit, to provide technical advice and assistance in management and protection of the resources.

Land Use

12. 6,880 hectares (17,200 acres) devoted to off-highway-vehicle recreation, including:

    - 2,070 hectares (5,175 acres) of unrestricted use.
    - 4,218 hectares (10,545 acres) of trail use.
    - 592 hectares (1,480 acres) for special or competitive use on a reservation basis.

13. 640 hectares (1,600 acres) devoted to primitive, open camping in the unrestricted use area.

14. Thirty family campsites at a campground near the headquarters.

15. An entrance information kiosk.

16. Headquarters facilities, including:

    - a trailer sanitation station.
    - a park office and information center.
    - a first-aid station.
    - a day-use parking area, restrooms, and potable water.
    - a maintenance shop and yard.

17. Trailheads to the three USFS trails.

18. Realignment of a section of the Hardluck Road to Hardluck Campground.

19. Closure of the southern access to Hungry Valley, and renaming the Hungry Valley Road Interchange to eliminate access confusion.

20. Possible future development of a southern entrance to the USFS facilities at Alamo Mountain.

21. Establishment of a backbone trail system for future development of a more comprehensive trail network.

22. Renewal of grazing and farming leases in the scenic corridor.

INTRODUCTION

Responding to the need created by increasing sales of off-highway vehicles (OHVs), the California Legislature in 1971 passed the Chappie-Z'berg OHV Act. This act provided for registration of vehicles, set equipment noise standards, and created OHV operating rules. Additionally, the law allowed the State Department of Parks and Recreation to acquire land (with funds generated through registration of OHVs and gas taxes generated by off-highway activity) for the purpose of providing places for OHV users to participate in their form of recreation.

The purpose, then, of Hungry Valley State Vehicular Recreation Area is to provide a facility for OHV recreational activity near the state's largest metropolitan area. Existing State Park System policy specifically permits management and modification of the natural and cultural elements of the environment of state vehicular recreation areas to enhance the recreation experience. Given these operational guidelines, Hungry Valley SVRA has been planned as a facility that will enhance recreational experiences while controlling overuse, thus providing a sustained use facility.

General Description

Hungry Valley State Vehicular Recreation Area is an 18,780-acre unit of the State Park System located next to Interstate Highway 5 in the northwest corner of Los Angeles County and the northeast corner of Ventura County, in the Transverse ranges of Southern California. It is about 60 miles north of the Los Angeles Civic Center. The entrance to the facility is off Peace Valley Road between the towns of Gorman and Frazier Park. Hungry Valley is bordered on two sides by major tracts of public land. The Los Padres National Forest is on the west, and the Angeles National Forest is on the south. Department of Water Resources land and several scattered residences are located on the east, and the town of Gorman is on the north edge of the unit. In April 1980, Hungry Valley became a unit of the State Park System.

Hungry Valley SVRA contains four distinct physiographic units. The first unit is Hungry Valley proper, a large valley in the western portion of the project. The second is Freeman Canyon, a severely eroded badland-type environment in the middle of the project. The third is the Gorman Creek drainage along the north and east sides of the project. The fourth is Canada de Los Alamos, a large, relatively flat area in the south and southeast portions of the project. Immediately outside the project to the southwest, Canada de Los Alamos forms a spectacular, steep-walled canyon.

Purpose of Plan

The goals and objectives of the planning process are to produce a comprehensive and yet flexible plan that will provide policies for management and guidelines for development of Hungry Valley State Vehicular Recreation Area.

This plan reflects an intention to maintain the resource values of the unit, and to guide their management. It also discusses expected environmental impacts resulting from the unit's operation and maintenance.

The plan is not to be regarded as a rigid document, but rather a flexible planning tool, establishing guidelines within which OHV recreation, management, operation, and development can occur. The plan has been made flexible purposely to accommodate the changing needs of the unit and the desires of the users. As such, the plan should be reviewed before any development proposal, and updated to reflect all then-current conditions.

The plan is intended to:

a. Provide for continuance of off-highway recreational opportunities for all types of Green Sticker Fund contributors.

b. Identify the various users of the facility, and their recreational needs and desires.

c. Identify and provide for protection of the cultural and natural resources of the unit.

d. Indicate management policies with respect to each of the above factors.

e. Delineate any possible environmental impacts that might result from implementation of the General Plan.

f. Identify existing problems of the unit, and suggest possible solutions to these problems.

g. Identify lands outside the existing boundaries that are of prime concern to present and future environmental values and recreational needs of the unit.

h. Provide a guide for the sequence of facility development.

i. Provide general guidelines for development of facilities for the various forms of OHV recreation.

j. Through management, interpretation, and user education, make this form of recreation as safe as possible without removing its challenge and risk.

k. Serve as an informational document for the public, unit personnel, the legislature, and local planning entities.

l. Provide a variety of off-highway recreational activities and experiences, allowing maximum freedom of choice by users.

m. Provide a facility that will attract users away from other public lands closed to OHV use.

n. Establish management policies oriented toward preventive maintenance and user education as a means of managing the environment to maximize use areas.

o. Increase user awareness and education of unique site conditions and features through self-guided interpretive programs.

Recreation and User Demands

There are no reliable attendance data for Hungry Valley SVRA because it is a new facility, although it has received informal use for many years. There have, however, been estimates of up to two thousand people using Hungry Valley on peak summer weekends before state ownership; this use has occurred without any publicity or facilities whatsoever.

It is believed that use of Hungry Valley SVRA will grow dramatically in the future because of several factors. Vast areas of Southern California are being closed to OHV use each year. Additionally, the high cost of getting to many of the existing riding areas is forcing more people to seek recreation closer to home, or to go less often. OHVs do consume gasoline; however, when operated off-highway all day, a motorcycle may consume two gallons of gas, and a four-wheel-drive vehicle on a typical day may use several more. The big expense, then, is not incurred off-highway; it is incurred getting to the recreation site. Hungry Valley would seem to provide a solution to these problems because the land has been set aside specifically for OHVs, and it is relatively close to home for a large segment of the riding public (Hungry Valley is only sixty miles from the Los Angeles Civic Center).

Another factor expected to influence the use of Hungry Valley is found in the reasons why people participate in the activity. When asked, most users give reasons such as: to get away from the stress of everyday life and to prove yourself, to release yourself, to accept the challenge, to get away from the hassles of urban life. As the pressures of modern society continue to mount, the need to participate in this form of recreation will continue to exist and grow for certain groups of people, as life becomes more structured, regimented, urban, and mundane.

Potential Problem Areas

Throughout the planning process, many diverse and conflicting issues were brought out in the open. OHVs are controversial by nature and, as such, do not mix well with many other forms of recreation and other forms of land use. Many of the issues that surfaced dealt with the impact of OHVs and the OHV facility on adjacent land uses. Listed below are the most significant issues. The issues are not listed in any order of importance.

- Sedimentation into Pyramid Reservoir.
- Traffic congestion at Hungry Valley Interchange and at Gorman.
- Impact on adjacent recreation facilities at Pyramid Reservoir, the Hardluck area, Alamo Mountain, and Gold Hill.
- Impact on significant cultural and natural areas in the unit.
- Impact on the towns of Gorman and Frazier Park.
- Impact on remaining residences along Interstate 5.
- Impact on private landowners in adjacent areas of the Los Padres National Forest.

Additionally, certain forms of OHV recreation do not mix with each other. Some four-wheel-drive users prefer to be separated from motorcyclists, and some bikers prefer to be separated from four-wheel-drive users. Most motorcycle forms of recreation tend to be characterized by higher-speed operation than most four-wheel-drive events (observed trials are one exception). At Hollister Hills SVRA, the department has two use areas -- one exclusively for motorcycles and the other (by reservation only) for motorcyclists or four-wheel-drive vehicles on alternating weekends.

Planning Process

The Public Resources Code provides that the Department of Parks and Recreation shall classify each unit after its acquisition, and shall prepare a Resource Element and General Plan. Hungry Valley was classified as a state vehicular recreation area by the State Park and Recreation Commission at its meeting in April 1980. This document is in response to that mandate of the Public Resources Code that requires submission of this plan for hearing and consideration by the Park and Recreation Commission. In addition, the document includes an environmental impact element, in conformance with requirements of the California Environmental Quality Act.

Public Participation

During the initial planning phases, more than 1,600 questionnaires were distributed to OHV enthusiasts, special interest groups, local residents, and state and local government agencies. The information gathered was used to help determine the profiles and desires of prospective users. Subsequently, three public meetings were held (Gorman, Ventura, and Los Angeles) to discuss the general plan requirements. During the meetings, additional questionnaires and open forum discussions were used to assess the various needs of potential users. (See Appendix B: Newsletter 2.)

Citizens Advisory Committee and Task Force

A Citizens Advisory Committee, composed of seven OHV enthusiasts representing the various off-highway interests, was selected to act as a liaison between user groups and the Department of Parks and Recreation. Eleven public meetings with the committee were held on a monthly basis, to assure that user desires were clearly understood throughout the planning process. Information derived from these meetings was instrumental in developing this plan, and has shaped many of the concepts presented. One of the recurring comments received from the public was that money from the Off-Highway Vehicle Fund should be used for purchasing additional OHV recreational lands, rather than for developing facilities. The main concern of off-highway-vehicle enthusiasts is that OHV Fund money should be used for acquisition of land for riding, and not for fancy campgrounds, picnic areas, interpretive programs, natural preserves, and the like.

From the outset of this planning effort, it became quickly apparent that a great deal of coordination would be necessary with the various land use, public safety, and regulatory agencies that have jurisdiction over this part of the state. For this reason, the decision was made that rather than try to work with each of the affected agencies singly, we would form a task force of these agencies, and meet with them as a group at critical points in the planning process. This method was a definite asset to development of the plan. When we met as a group, we shared our concerns and found that some agencies had common concerns.

The following agencies were instrumental in evolution of this plan: the U.S. Forest Service, the Angeles and Los Padres National Forests, the Bureau of Land Management, the California Department of Water Resources, the California Department of Fish and Game, the California Air Resources Board, the California Highway Patrol, the Los Angeles County Sheriff's Department, the Los Angeles County Fire Department, the Los Angeles County Health Services Department, the Los Angeles County Parks and Recreation Department, the Ventura County Sheriff's Department, the Ventura County Environmental Services Department, and the Gorman School District.

Additionally, because of utility transmission facilities in the project, the following utilities were involved as members of the task force: the Southern California Edison Company, the Southern California Gas Company, the Pacific Telephone Company, the Mobil Oil Pipeline Company, and the Four Corners Pipeline Company.

Listed below are the primary concerns of these task force members:

a. Public safety and accident response are important, especially in the back country.

b. The Hungry Valley road to Gold Hill is a public road, and California Vehicle Code provisions apply (vehicles are required to be street legal to operate on this highway).

c. Traffic control may be needed during times of heavy visitation.

d. A non-use area buffer is needed around the Gorman School.

e. Hungry Valley OHV users should be required to enter the facility from Gorman only, and should not be permitted ready access to the water-oriented recreation at Pyramid Reservoir.

f. Management of OHV use should be standardized as much as possible between DPR and the U.S. Forest Service.

g. Public safety agencies felt that the level of staffing would need to be greater than planned.

h. Fire control during the peak fire season is an important concern.

i. Sanitation is an important concern.

RESOURCE ELEMENT

The purpose of this Resource Element is to establish long-range resource management objectives and policies necessary to protect and perpetuate the recreational, natural, and cultural resources in Hungry Valley State Vehicular Recreation Area. The element identifies specific resource sensitivities and physical constraints, and establishes the department's guidelines for acceptable levels of development and use in consideration of these factors and the purpose for which the unit was established.

Due to the large size of the unit and the complexities inherent in long-term management of off-highway-vehicle recreation areas, the scope of this element is limited to identifying general policies and guidelines. Establishment of specific policies needed to manage various uses in the unit on a day-to-day basis and development of detailed programs, such as rehabilitation plans, will be accomplished after the General Plan is approved.

Inventory Summary

Unit Identification

The land making up Hungry Valley was acquired by the state between 1978 and 1980 through the Off-Highway-Vehicle Fund. Additional lands considered in this element for planning purposes include approximately 1,600 hectares (4,000 acres) of public lands administered by the Bureau of Land Management and 128 hectares (320 acres) of lands managed by the U.S. Forest Service.

The principal landmark in the SVRA is the main branch of Hungry Valley, which extends down the center of the unit. The valley is wide and gently sloping, and is bordered by terrace slopes and rugged hills.

Hungry Valley SVRA is located in the Transverse Ranges of Southern California, and is in the Southwest Mountains and Valleys Landscape Province.

Summary of Resources and Evaluation

The following is a brief summary of the resource information contained in the Inventory of Features for Hungry Valley SVRA, compiled in 1980. Some of the detailed resource maps in this inventory are included in the Technical Appendix of the Resource Element. Additional information is on file with the department.

Natural Resources

Topography

The topography in Hungry Valley SVRA is quite varied. Broad valleys contrast with steep-sided canyons, and rolling hills along the northern boundary set off the more rugged hills and mountains in the rest of the unit. Elevation in the SVRA ranges from 1,630 meters (5,350 feet) in the northwest to 884 meters (2,900 feet) in the southeast corner. There is a general decrease in elevation from the northern end of the unit to the southern end.

The main topographic features in the unit are the upper branches of Hungry Valley, Lower Hungry Valley, gently sloping terraces, rolling hills, rugged hills and badlands, and steep-walled canyons. The east and west branches of Hungry Valley are wide and gently sloping. Lower Hungry Valley is split by an arroyo, the Canada de Los Alamos, that is 4 kilometers (2.5 miles) long, up to 21.8 meters (75 feet) deep, and 61 meters (200 feet) wide. The Canada was reportedly created during one winter in the early part of this century. Most of the Canada is located outside the unit's boundary, but it is the dominant feature of Lower Hungry Valley, and can be seen from inside the SVRA. Several remnant terraces are found along the northwestern edge of the unit, along the base of Frazier Mountain to the northwest. These are remains of old alluvial deposits, and have flat table-like tops and steep escarpments. Rolling hills occur in the northern portion of the unit. To the south, these rolling hills give way to rugged hills with steep slopes. Within these rugged hills, steep-sided canyons, most notably Freeman Canyon, are found. Freeman Canyon, principally north-south trending, joins Lower Hungry Valley near the beginning of the Canada de Los Alamos.

Meteorology

The Hungry Valley area has a semi-arid Mediterranean climate. Throughout much of the year, warm air masses blow southwest from the Mojave Desert and pass through the area, heading toward the Los Angeles Basin. However, air masses are cold enough in the winter to allow some snowfall.

The mean maximum monthly temperatures for March through May in the area is from about 10°C or 50°F to 18°C (65°F). During the summer, mean monthly maximum temperatures range from 24°C (75°F) to 29°C (85°F). On the average, temperatures may reach or exceed 32°C (90°F) twenty days during the summer season.

In winter, mean monthly high temperatures range between 7°C (45°F) and 10°C (50°F). Minimum temperatures dip to freezing or below an average of about sixty days a year.

Mean annual precipitation for the area ranges from about 25 centimeters (10 inches) to 38 centimeters (15 inches). Most of this precipitation occurs between October and May, with usually less than one centimeter per month (0.5 inches per month) falling from June to September. Approximately 70 percent to 90 percent of the total precipitation falls between November and March.

The prevailing wind direction in the unit is from the north-northwest, except for the months of November through February. During these months, the winds originate from the east-northeast, due to winter storms. The area is susceptible to very strong winds due to its closeness to a major mountain pass (Tejon Pass).

Hydrology

Almost all of Hungry Valley SVRA is in the Santa Clara River watershed. All but one small portion of the unit drains into the Canada de Los Alamos (Lower Hungry Valley), or into Gorman Creek. Both of these empty into Pyramid Lake.

Hungry Valley SVRA contains parts of nine smaller hydrologic units. The Tejon Pass basin drains north towards Castac Lake. All others drain south towards Pyramid Lake. These nine watersheds are not all entirely enclosed within the unit's boundaries. Overall, only about 50 percent of the total acreage in these watersheds are in the unit. Most of the balance of these watersheds are in National Forest lands.

The streams in Hungry Valley SVRA are all ephemeral, except for a small section of the Canada de Los Alamos in Lower Hungry Valley, which has a small summer base flow and an intermittent channel in the Maxy Canyon watershed.

Generally, the creek beds in the unit have steep-walled, U-shaped channels. The channels tend to be deeply incised (up to 6.5 meters or 20 feet), and show evidence of active lateral migration, especially on the broad, flat valley floor.

Peak flows in creek channels in the unit occur during or shortly after major storms. There is potential for large water and sediment discharges during and immediately after rainstorms. Between storms, there is little or no water in the streams.

Creek channels transport sediment, as well as providing drainage of surface water. In dry months, the braided channels are choked with sediment. Depositional fans on flat-lying benches and valley floors reveal significant sediment movement.

Extensive gully development (based on size and density of gullies) is occurring in the east branch basin of Hungry Valley, and parts of the Gorman Creek basin. Moderate gully development occurs in the southern part of Maxy Canyon basin, and in the northwestern part of the Canada de Los Alamos basin.

Generally speaking, groundwater quality is very good in Hungry Valley. Chemical analyses of water from seven wells and one spring show that the three dominant constituents in the water are calcium bicarbonate, sodium bicarbonate, and calcium-sodium sulfate. Two wells were found, however, to be unsuitable for irrigation use because of high concentrations of flouride and boron.

Lack of aquifer volume and recharge rate information precludes estimating safe yields for the unit.

No flood studies have been performed in the unit, except for a very small area immediately south of Gorman. A flood hazard map including this area was prepared by County of Los Angeles engineers for the State Water Resources Department.

Since little flooding information is available for most of the unit, only general assumptions can be made. Areas immediately adjacent to stream channels will be subject to flooding. Since stream channels in the unit are generally of adequate size, most problems will probably be associated with lateral cutting of streambanks during high flows, rather than direct flooding.

Geology

Hungry Valley is located on the boundary of the Coast Range and Mojave Desert Geomorphic Provinces, occupying the only area where these two provinces touch. To the immediate south is the Transverse Range Geomorphic Province, and to the north and northeast are the Great Valley and Sierra Nevada Geomorphic Provinces.

Hungry Valley lies in a large intermontane basin, termed Ridge Basin, filled with clastic sediments. During the late Cenozoic Era, the sediments were derived primarily from highlands consisting of pre-Cenozoic metamorphic and igneous rocks, and were deposited in a non-marine environment. Ridge Basin was downdropped along the San Gabriel fault to the southwest, and the Clearwater, Liebre, San Andreas, and other faults to the east and northeast. Later deformation, uplift, and erosion gave rise to an exposed sedimentary sequence (termed the Ridge Basin Group), 9,000 meters (29,000 feet) in thickness, dipping gently to moderately northwest. This is one of the thickest known sections of non-marine upper Miocene and Pliocene rocks in North America.

The SVRA is bounded on the north by the San Andreas fault, capable of generating major earthquakes at 50- to 100-year intervals. The San Gabriel fault, which bounds the southwestern part of the area, displaces Pliocene rocks, but may or may not have been active during the Quaternary. The low-angle Frazier Mountain thrust fault displaced metamorphic rocks southeastward over younger Ridge Basin sediments during the mid-Pleistocene Epoch, but continued activity of this fault is not considered likely.

Landslides on some hill slopes, especially those underlain by Peace Valley Beds or quartz-monzonite, present possible constraints on development. This is especially true where the type of slope failure is a flow, which may be mobile over distances of several hundred meters. The high occurrence of these features near the San Andreas fault zone indicates that they may, in part, be seismically triggered.

Natural, livestock, and OHV-caused or accelerated erosion of poorly consolidated Pliocene and Quaternary sediments is found in all parts of the unit. Naturally occurring erosion is most predominant in the badlands of the eastern part of the site, where large areas of bedrock are exposed on very steep slopes. Livestock and OHV-initiated erosion is more common in the northern and western parts of the unit, and leads to deep gullying of hillslopes and adjacent valleys. Most notable among such areas is the Canada de Los Alamos, which developed during historic time and reaches its maximum width of 70 meters (230 feet) and depths of 21 meters (70 feet) just south of the unit.

Fossils found in the Ridge Basin sediments include species of freshwater invertebrates and several vertebrates, including horses and camels. The fossils found to date occupy a region of 5.5 by 1.25 kilometers (3.5 by 0.75 miles) in size, although no fossil-rich beds or quarries have been identified.

Soils

Hungry Valley SVRA contains a variety of topographical features that are reflected in the soils. In the uplands, there are Gorman soils on rolling hills; Saugus soils, eroded Gorman soils, and gullied land on the rugged hills; and gullied land and Hanford soils in steep-walled canyons. The basin soils, Hanford, Greenfield, Ramona, and Oak Glen, are found in the broad, flat Hungry Valley (see Soils Map, page 79).

The Gorman soils are found on slopes of 9 to 50 percent, and are formed from alluvial materials derived from granitic rock. The area was grazed, and is currently one of the main OHV use areas. Numerous gullies bisect the northern portion of the unit as a result of the increased runoff from the denuded slopes.

The more rugged hills along the western boundary and in the eastern half of the unit have soils with a sandy loam or loam texture. These areas are mapped as Gorman and Saugus soils, gullied land, and rough broken land. Saugus soils are formed on loosely-consolidated sandstone and mudstone. The slopes of the hills are up to 90 percent. Many hills have been cut by gullies, and many landslides are present. In the gullied areas, the original soil material has been partially or even completely removed through natural erosion processes.

The basin soils are formed by draining of the intermediate streams found in Hungry Valley. Soils formed by this process are deep, well-drained, moderately-coarse-textured, on gentle slopes between 0 and 15 percent. When these soils are undisturbed, erosion hazard is slight. Plant cover is sparse, and provides less soil protective cover than grasslands. When the vegetation is disturbed, the erosion hazard is high, and gullies often form rapidly.

Oak Glen and Ramona soils are found on the older alluvial fans, Greenfield soils on a low terrace, and Hanford soils in and around the stream beds. The Oak Glen soils have a higher organic matter content than the Hanford soils. Soil conditions also vary with depth. In comparison with the surface soil, the Ramona soils have much more clay below the surface, while the Greenfield soils have only slightly more clay below the surface. At the mouth of Freeman Canyon and on fans facing Interstate 5, the Hanford soils have accumulated calcium carbonate in the subsoil.

Lands in the unit are susceptible to erosion due to hillside slopes and the sandy texture of many of the soils. Soil erosion is a natural process, but has been accelerated by OHV use and grazing.

Plant Life

The vegetation of Hungry Valley SVRA is quite diverse. The complexity results from the merging of elements from the Great Basin, Inyo, and Mojave floristic regions of the Transmontane Floristic Province, and elements from the Sierra, Valley, and Southern California floristic regions of the California Floristic Province.

There are seven major biotic communities in Hungry Valley SVRA. These are chaparral, pinyon-juniper woodland, grassland, riparian, juniper-yucca open woodland, oak woodland, and rabbitbrush-sagebrush shrubland (see Biotic Communities Map, page 81).

Chaparral is a shrub-type plant community characterized by species with broad, leathery, thick leaves that are adapted to drought and fire. This is the most extensive type of vegetation in California, and similar vegetation occurs in other areas with a Mediterranean climate. Common species include big-berry manzanita, turbinella oak, chamise, and mountain mahogany. Most of the chaparral in the SVRA is found in the rugged terrain of the eastern part of the unit.

Pinyon-juniper woodland is a tree/shrub community dominated by needle-leaved trees/shrubs, and generally found on granitic soils. It is also adapted to drought. In the SVRA, the pinyon-juniper woodland is found on the ridges extending from the base of Frazier Mountain in the western part of the unit. Common species in this vegetation type are singleleaf pinyon pine, California juniper, and turbinella oak.

Several different types of grassland communities occur in the SVRA. The most unique grasslands are found in the northern portion of the unit. These grasslands contain native perennial prairie vegetation types that have become very uncommon in California as a result of the introduction of exotic plant species, domestic livestock grazing, and other land use changes. Native grassland communities include slender wheatgrass, nodding needlegrass prairie, and pine blueglass steppe. The nodding needlegrass prairie is the most common in the unit, with excellent stands along the north rim of Hungry Valley. These communities have not been described in scientific literature elsewhere in California and are of extreme natural and ecological importance. Portions of these communities are recommended for inclusion in natural preserves.

Most of the grassland community on the floor of Hungry Valley is dominated by exotic grasses, including soft chess, cheatgrass, blue grass, and foxtail.

The riparian community is dominated by trees and shrubs with thin, broad leaves. It is found at the north entrance to Hungry Valley, along Gorman Creek, and in the Canada de Los Alamos. This community is a dense thicket of shrubs and trees, including Fremont cottonwood, willows, sedges, and rushes. The riparian habitat is very sensitive to disturbance, and is of great value to wildlife. The Gorman Creek area and the Canada de Los Alamos are relatively undisturbed, but the north entrance area has been damaged by OHV use.

Juniper-yucca open woodland is dominated by California juniper and chaparral yucca. Other common species are coastal sage and California buckwheat. This community is found on alluvial terraces and alluvial fans in the southern portion of the SVRA.

The oak woodland community is dominated by valley oak, with an understory of primarily grasses and forbs. This community is found in two locations in the unit. The largest stand of oaks occurs east of the old Kinsey Ranch, near the lower end of the SVRA. However, the most significant stand, ecologically, is the small grove on the western border of the unit, near Maxey Ranch. The understory of this grove is dominated by slender wheatgrass from the Great Basin floristic region and deer grass from the Southern California and Sierra floristic regions. This is the only recorded example in the state of valley oak woodland with native grasses remaining in the understory. Due to its botanical significance and its association with a perennial groundwater seep, this area is being proposed as a natural preserve.

Rabbitbrush shrubland is dominated by very drought-tolerant shrubs indigenous to the desert. The common species in the SVRA are rabbitbrush, big sagebrush, and bladderpod. The shrubland is found on alluvial fans in the east and west branches of Hungry Valley.

There are no known rare, endangered, or threatened plants, as listed by the California Native Plant Society or the State and Federal government, in the SVRA.

Animal Life

Hungry Valley is in the California Wildlife Region. This region includes most of the lowlands and foothills of California, except for the deserts and northwest coastal forest.

A diversity of habitat in the SVRA supports a variety of wildlife. The distribution of different wildlife species is closely associated with each biotic community.

The riparian community in the unit is very important to many animals as areas for watering, feeding, and shelter. During the dry months, the importance of this habitat is magnified, especially in areas where free water is normally present throughout most of the year. The dense vegetation growth characteristic of riparian habitats provides excellent cover, and produces an abundant food supply. Many animals from adjacent communities use the riparian resources. Animals most often found in this community include the California toad, California slender salamander, California alligator lizard, common garter snake, California quail, and mourning dove. Mammals common to the area include the Audubon cottontail, striped skunk, dusky-footed wood rat, and deer mouse. Coyote and California mule deer also frequent riparian areas.

The grassland community is important to some animals as a feeding area. A wide variety of arthropods such as beetles, grasshoppers, spiders, crickets, and flies occur in these areas. These small animals forage on the various herbaceous plants and each other, and are, in turn, preyed upon by various reptiles, birds, and mammals. The Pacific gopher snake and garter snake are common in these regions. Birds commonly found in the area include the horned lark, western meadowlark, mourning dove, killdeer, common raven, and starling. Many raptor species, including the red-tailed hawk, Ferruginous hawk, prairie falcon, and American kestral, hunt over the grassland for small mammals and birds. Mammals found in the grassland community include the deer mouse, little pocket mouse, Botta pocket gopher, Beechy ground squirrel, and black-tailed hare. Predatory mammals such as the badger, coyote, gray fox, and bobcat forage in the grassland, primarily in the evenings and early mornings.

The rabbitbrush-sagebrush shrubland community offers a fairly uniform habitat that relatively few wildlife species inhabit permanently. Most animals are visitors from other communities. Birds that forage in this community include the western meadowlark, road runner, common raven, loggerhead shrike, western bluebird, and Brewer's blackbird. Reptile species found include the side-blotched lizard, western red-tailed skink, Pacific gopher snake, and western rattlesnake. Common mammals include the Heermann kangaroo rat, deer mouse, Beechy ground squirrel, and black-tailed hare.

The dense vegetation characteristic of the chaparral community provides excellent shelter for many animals. In addition to shelter, the plants and insects provide quantities of food for many reptiles, birds, and mammals. The side-blotched lizard, western fence lizard, Pacific gopher snake, and western rattlesnake are common. Many birds occurring in the area are ground-foragers with good running ability, including the rufous-sided towhee, brown towhee, California thrasher, and California quail. Mammals commonly found in this community include the brush mouse, California mouse, desert wood rat, and Heermann kangaroo rat. Because of the dense cover, large mammals such as bobcat, coyote, and California mule deer are mainly restricted to the trails through the vegetation.

The juniper-yucca open woodland community provides wildlife habitat for species preferring open woodland conditions. Reptiles commonly found are the side-blotched lizard, desert spiny lizard, California whiptail, red racer, and western rattlesnake. The berries produced by the juniper trees are important as a food source for birds such as the American robin, cedar waxwing, Townsend's solitaire, scrub jay, and mockingbird. Other birds commonly found include the Scott's oriole, California thrasher, mourning dove, western kingbirds, and loggerhead shrikes. Mammals common in this area include the Beechy ground squirrel, Heermann kangaroo rat, Audubon cottontail, coyote, gray fox, and bobcat.

The pinyon-juniper woodland community represents the transition between the desert shrubland and the coniferous forest. Animals common to both shrubland and forest habitats may be found in this area. The juniper berries are an important food source for birds such as the American robin, cedar waxwing, and Townsend's solitaire, while the pinyon pine nuts are eaten by pinyon jays. Other birds common in the area include the white-crowned sparrow, ash-throated flycatcher, scrub jay, mourning dove, plain titmouse, bushtit, and loggerhead shrike. Mammals commonly seen in the area include the Audubon's cottontail, Merriam's chipmunk, black-tailed hare, and Beechy ground squirrel. The dusky-footed wood rat, Heermann kangaroo rat, deer mouse, California mouse, and pinyon mouse are abundant but not commonly observed. Reptiles occuring here include the western fence lizard, side-blotched lizard, California horned lizard, red racer, and western rattlesnake.

The oak woodland community in the SVRA provides habitats not afforded in other communities in the area and, though small in size, is very important to many species of wildlife, particularly birds. The trees provide shelter and forage for the band-tailed pigeon, great horned owl, red-shafted flicker, several different woodpeckers, mourning dove, Bullock's oriole, white-breasted nuthatch, and many other birds. The dusky-footed wood rat, Beechy ground squirrel, Botta pocket gopher, and Audubon cottontail are commonly found in the oak understory. Lizards commonly seen in rocky areas and on fallen tree snags include the western skink, western red-tailed skink, and western fence lizard. Other reptiles found include the California alligator lizard, Pacific gopher snake, red racer, western rattlesnake, and California kingsnake.

The oak woodland area on the western border of the SVRA is of special importance to wildlife. In this area, a perennial seep with willow and other riparian vegetation occurs in the oak community. The association of these two types of communities provides conditions that are among the most productive in terms of wildlife numbers and diversity. This area is included in a proposed natural preserve.

Washes or dry creek beds in the unit provide habitat for reptiles such as the western whiptail and leopard lizard, which are well adapted for running in open, sandy areas. Other species found in this habitat are the desert spiny lizard, coast horned lizard, side-blotched lizard, and western rattlesnake. Washes also provide routes of travel for the coyote, gray fox, and bobcat.

Hungry Valley SVRA is not known to provide important habitat for any rare, endangered, or threatened wildlife. The site is within the large range of the endangered California condor, and individual birds have been observed in the area. The southern bald eagle and American peregrine falcon, both listed as endangered, have also been observed occasionally in the area. However, no important habitat for these species are known in the SVRA.

Cultural Resources

Native American Resources

There are a total of 83 Native American sites recorded in Hungry Valley. Based on ethnographies and previous archeological projects in the area, six types of sites appear to be represented by those discovered at Hungry Valley: temporary camps, lithic scatters, yucca ovens, milling stations, caches, and isolated finds that cannot be otherwise classified.

Temporary camps were occupied for a short length of time (one day to one month by a few people, or from one to several families). They were usually associated with resource procurement and processing activities. The temporary camps at Hungry Valley display evidence of an array of activities, including butchering, plant processing, cooking, and tool making. Remains found include specific tool types, fragmented bones, hearths, and waste flakes. Tool types present include projectile points, utilized and nonutilized flakes, drills, manos, grinding slabs, and pestles. There are nine suspected temporary camps in the Hungry Valley area. All but one of these campsites are located on ridges that provide a good view of the surrounding terrain. It has been suggested that these locations may have been selected for defensive purposes. Garces mentions that the Alliklik (Tataviam) were at war with their neighbors in 1776.

Lithic scatters are areas where lithic materials were procured, or tools manufactured or modified. Lithic scatters may be associated with specific tasks such as plant procurement and processing, hunting, butchering, or quarrying. These sites were apparently used for a short period of time, and by a small number of people. They do not exhibit evidence of the diversity of activities that took place at the temporary camps. In Hungry Valley, lithic scatter sites usually cover a smaller area than temporary camps, and exhibit fewer artifacts. It should be emphasized that differentiation between these two types of sites is based on diversity, quantity, and the areal extent of archeological material. There are twenty lithic scatters at Hungry Valley. Six were recorded on ridge tops, four on benches, two at the point of a slope influx, three on a high terrace, three on a knoll, and two on the lower third of a slope.

The yucca ovens (earth ovens) were earth or stone-lined pits used by the native population to roast the flowers, stalks, and roots of the yucca. Archeologically, these sites are recognized by the presence of dark carbon-bearing soil and concentrations of fire-affected rock. There are generally very few tools or flakes near the earth ovens. Forty-three earth ovens were recorded in the Hungry Valley area. In all cases, yucca was growing in varying densities in the vicinity of these ovens. Thirty-five of the sites appear to be heavily disturbed by erosion, and eight others are relatively intact and contain substantial amounts of carbon. The size of the earth ovens varied considerably. Smaller sites probably represented individual, single-use ovens. The large sites probably represented several ovens and/or recurrent use of the same oven for yucca roasting.

Milling stations are food processing areas characterized by the presence of mortars, metates, and slicks (stone surfaces on which food products were ground, mashed, or pounded), and manos and pestles (hand-held implements for accomplishing these pulping or grinding tasks). These sites are not limited to a mutually exclusive category, since these activities also took place at temporary camps and villages. Three distinct milling stations were recorded at Hungry Valley. The small number of milling stations is probably a reflection of the local geology and vegetation. Most of the bedrock outcrops at Hungry Valley are not suited for use as grinding surfaces, because they are unconsolidated sandstone. Turbinella oak is the only oak that appears in the unit, except for two concentrated stands of valley oak. Since turbinella oak acorns were not valued as a food source, it is probable that little acorn processing went on in the area.

A cache site is a place where cultural items, such as Shamans' bundles or tools, have been hidden, presumably to be retrieved at a later time. One cache site, containing a hopper mortar or bowl and pestle, was recorded at Hungry Valley.

Seven isolated finds were discovered during the Hungry Valley inventory. They consist of one core, three flakes, and three choppers. These isolated finds are significant in that the survey techniques of certain areas in transects would tend to indicate that there is a potential for a very large number of isolated finds to be found in the unit in the future.

Site data indicate that Hungry Valley was probably not inhabited year-round. It is probable that the area was occupied seasonally for the purpose of gathering yucca, various seeds (buckwheat, chia, sages, and grasses), nuts (pinyon and acorn), juniper berries, and bulbs and roots of other local plants.

Euroamerican Resources

There are forty-nine historic sites and features noted at Hungry Valley. These include 6 ranch/farm sites, 14 dumps, (five associated directly with one or more of the ranch/farm sites), 2 windmills, 2 wellheads, 2 corrals, and 21 miscellaneous areas containing small features and/or one or more pieces of debris. Five of the six ranch/farm areas are named: the Kinsey Ranch, the Lane Ranch, the Schmidt Ranch, the Maxey Ranch, and Mason Camp. It is reported that there is a townsite near the Tejon Pass, but little evidence remains. All historic sites and features appear to be 20th century, and most of them, including the major ranch sites, were developed from the 1920s through the 1950s.

A Historic Sketch

The history of Hungry Valley may be divided into three major phases: the Native American period, the early Euroamerican period, and the late Euroamerican period. This last period could be divided further into mining - homesteading, large scale ranching - petroleum, and transient - recreational phases.

Native use of the area may have occurred for thousands of years. The only evidence of such use in the project area dates from AD 1-700 until Euroamerican disruption in the 18th century. This evidence further indicates that the area was used on a seasonal basis for food collection and processing by people from the Santa Clara River Valley area.

Ethnographically, Hungry Valley was occupied by a group known as the Tataviam. Their territory extended from Pastoria Creek on the north to just south of Newhall. The eastern boundary was in the region of Elizabeth Lake. The confluence of Piru Creek in the Santa Clara River marked the western boundary. The Tataviam were bounded on the west and southwest by various Chumash groups. Their southern neighbors were the Fernandeno, a Takic-speaking group. The Kitanemuk, another Takic-speaking group, occupied the land northeast of the Tataviam.

In the Kitanemuk language, Tataviam means "people of where the morning sun hits." The Yokuts, their neighbors to the north in the San Joaquin Valley, called them "O-Owiye-its," meaning grunters. The Ventureno Chumash name for these people was "Alliklik," which means grunters or stammerers. Recently, the name Tataviam has replaced Alliklik as the proper term for referring to the people of the upper Santa Clara River.

The language of the Tataviam appears to be a mix between the Takic (Uto-Aztekan)-speaking peoples of the Los Angeles River Basin and the language of the Chumashan (Hokan) people.

Very little is known of Tataviam socio-political organization. The archeological record indicates that they practiced a hunting and gathering economy.

The Tataviam intermarried with the Kitanemuk during the post-mission period. They also participated in Chumash fiestas and ceremonies on occasion. The Indians of the Fort Tejon Region may have served as "middlemen" in a trade network between the Mohave Indians and the Indians of the coast. The Mohave were distributors of southwestern goods in desert California. During an expedition through the Tejon Pass in 1776, Friar Garces' Mohave Indian guides refused to go north when they reached the edge of the San Joaquin Valley.

There are several factors responsible for the lack of knowledge concerning the Tataviam. The Tataviam culture rapidly became assimilated into other cultures. By 1834, most of the Tataviam had intermarried into other groups at local missions. The last known native-speaking Tataviam died in 1916, before any comprehensive ethnographic or linguistic descriptions could be completed. European contact in the Hungry Valley region began with expeditions into the interior of California by the Spanish. In 1776, Friar Francisco Garces left Mission San Gabriel with two Native American guides. He traveled northwest until he reached the lower Santa Clara River Valley in what is now Los Angeles County.

The inhabitants that Garces encountered were described "...as meek...there came other Indians from the northeast and promised to conduct me to their lands, as also they did with more who arrived these days to trade." (In September 1797, Mission San Fernando Rey was established.) The next notable Spanish expeditions passing through the Tejon Pass area were those of Father Jose Maria De Zalvidea (August 1806) and Alferez Gabriel Moraga (November 1806).

In July 1806, Fray De Zalvidea left Santa Barbara "for the purpose of exploring the Interior California Region." He wrote on August 7 of Native American contact in the outlying area of Hungry Valley: "This morning I went out with the Sergeant and seven soliders to the village of Casteque. We found no Indians for they were all at their fields..." The expedition of Alferez Gabriel Moraga, as it was recorded by Fray Pedro Munoz, was extensive. Moraga marched south from San Juan Bautista into the interior of California, to reach Tejon Pass in November 1806. He continued by way of the present-day route of I-5 to the San Fernando Mission.

After Mexico gained independence, Pablo de la Portilla led an expedition into this area in 1824.

The first Euroamerican use of the Hungry Valley area was the Mexican grant of Rancho Los Alamos y Agua Caliente (cottonwood trees and hot water) to Pedro Carrillo by Governor Micheltorena. Carrillo was the son of Carlos Antonio, who owned Rancho Sespe to the west. The younger Carrillo was politically active in Santa Barbara and Los Angeles. Not much is known about the ranch until 1843, when the property was transferred to Edward F. Beale. The ranch was sold in 1852 to Augstin Olvera of Los Angeles and his associates. From the Carrillo period forward, Rancho Los Alamos y Agua Caliente was most likely used for cattle grazing. Boundary lines of the various grants and sales have proven elusive.

Along with ranching in the Hungry Valley area, there was a certain amount of mining activity. As early as 1842, a gold strike was reported in Piru Creek. Local Native Americans reported taking silver ore out for the Spanish. A variety of alkaline materials was quarried and mined in the Hungry Valley area, through the 1950s.

The ruggedness of the terrain in the Hungry Valley area, combined with the area being "infested with California and Mexican outlaws in the 1850s," meant that settlement came very slowly.

In Hungry Valley, as throughout California, patents for homesteading land were filed by many settlers under various congressional acts or laws.

The first permanent American settlers in the Hungry Valley area are rumored to have been soldiers discharged from services at Fort Tejon before and up to 1864. James Gorman and his family lived in the area for many years before he filed a patent for homestead in 1875, at the site of present day Gorman. By 1877, Gorman had established a mail station, as well as a blacksmith shop and ranch. In 1899, the Gorman family property was purchased by Oscar Newell Ralphs. His descendants still own much land in the Hungry Valley Area, and the restaurants and the hotel in Gorman.

Besides agricultural activities, construction of oil pipelines and roads is still remembered by "old timers" in the outlying areas of Hungry Valley. John Barneson was an oil man from Los Angeles, and Rea Maynard was an engineer. They bought portions of Hungry Valley, and organized under the name of General Petroleum Corporation. In 1913, they completed installation of a pipeline from San Fernando to the San Joaquin Valley. The 1920s and 1930s saw a variety of homesteading activities in the Hungry Valley area. Most of these small homesteaders failed because they attempted dry farming activities; they were ultimately wiped out by drought. Most land in the Hungry Valley area was maintained in the hands of large landowners until it was purchased by the Federal Government or the State of California, in the 1940s through the 1970s.

The sparsly inhabited region of Hungry Valley was used mainly by Anglo settlers between 1890 and 1940. It is a region remembered by old-timers in Frazier Park and Gorman as a barren and unproductive farmland area. Homesteaders in Hungry Valley lived under harsh economic conditons, with very few rewards. The homestead shacks are remembered only by vandals who broke the floorboards looking for hidden treasure, and by campers in need of firewood.

Esthetic Resources

Esthetic resources associated with Hungry Valley SVRA include both visual and auditory features. These resources are primarily those that can be experienced from within the unit, but also include characteristics of Hungry Valley that can be seen or heard from adjacent lands.

Hungry Valley is an area of vast, open vistas. The varied topography and vegetative composition in and within sight of the SVRA offers high scenic interest. Features of special scenic value include: the open grassland and wildflower fields that occur on the rolling hills in the northern portion of the unit; the steep canyons and barren cliff faces in the upper portions of Freeman Canyon near the center of the unit; and the deep Canada de Los Alamos and associated riparian vegetation in the lower end of Hungry Valley. The flowering display of yucca and other shrubs and wildflowers occuring in the valley also provides ephemeral features of outstanding quality.

Several developments and activities in and near Hungry Valley have significantly affected the natural scenic qualities of the area. A high-voltage power transmission line crosses through the upper region of the unit. The large, steel support towers can be easily seen from most places in this area. Also, a dirt maintenance road that provides vehicle access to each set of towers is very visible, especially where it meanders through the hilly terrain at the upper end of Freeman Canyon. Interstate Highway 5 parallels the northern and eastern borders of the SVRA, and is predominant in the view from much of this portion of the unit.

Past and present use of Hungry Valley for OHV recreation has significantly altered some of the natural landscape in the unit. In the northern region of Hungry Valley and on the Gorman side of the main ridge, where moderate to heavy OHV activity has occurred, much of the landscape is criss-crossed with OHV trails and hillclimbs. Some residents of Gorman and travelers along Interstate 5 feel that hillclimbs and trail areas contrast negatively with the surrounding undisturbed hillside slopes. Some OHV enthusiasts believe that such activity within view of the general public is detrimental to the image of their sport. However, aside from image, most OHV users do not view these areas in a necessarily negative sense. To some, the vehicle tracks may be a positive attraction. Visitors coming to Hungry Valley SVRA for OHV recreation may view tracks across the ground as a trail to follow, or the steep, denuded slope as a challenging land form to test their skills. The visual perception of OHV use areas by different publics, therefore, can result in significant conflict. To minimize such conflict, a map showing those portions of the SVRA within the viewshed of Gorman and Interstate 5 was developed and used to establish different OHV land use zones.

The principal auditory features associated with Hungry Valley, other than natural sounds, include the noise generated by OHVs in the unit and the off-site noise from the heavily used interstate highway. Noise levels in the unit are primarily affected by the intensity of OHV use, which varies with season, day of the week, and location of use. Noise levels are highest on weekends and holidays during spring and fall, when daytime temperatures are mild. Noise levels are generally highest in the northern end of Hungry Valley, due to the intensity of OHV activity.

Recreation Resources

The history of recreation use of the Hungry Valley area is not well documented. Because most of the land was in private ownership, however, use was probably limited to mainly access into U.S. Forest Service land to the south and west of the main valley. Hunting did occur on the site itself; however, game was probably limited and public access was restricted.

OHV use as a recreation activity, in and of itself, probably started in the area of the small U.S Forest Service parcel at the northern border of the site. As the popularity of OHV riding increased, hillclimbing and trail riding spread out from the forest lands to the upper portion of Hungry Valley proper. Control of unlawful riding on these private lands was difficult because of absentee ownerships.

In 1976, the forest service approved specific trails in the Los Padres National Forest for OHV use. Several of these trails connect to the present SVRA boundary. When the state purchased SVRA lands in 1978, OHV activity was heavy in the upper end of Hungry Valley proper, and moderate in the hills overlooking Gorman and on the southern border of the unit. However, most of the 7,200 hectares (18,000 acres) showed little or no use by OHV recreation. Since 1978, the density of OHV trails in the unit has increased significantly.

Firearm use, both for hunting and target shooting, apparently increased in the Hungry Valley area during the late 1970s, due in part to absentee ownerships. During the period between acquisition of lands in the SVRA by the Department of General Services and the transfer of these lands to the Department of Parks and Recreation, field staff has tried to curb this activity, due to safety conflict with general OHV use.

Visitor use information for the developed recreation sites in the Los Padres National Forest, which are accessible only via the public road through Hungry Valley SVRA, show about 55,000 visitor days of use annually in the Gold Hill, Kings, Twin Pines, Dutchman, and Tejon administration area. One visitor day is equivalent to one person visiting the area for a twelve-hour period. Most of this use is related to OHV activity.

Visitor information for the SVRA since its classification in the spring of 1980 is limited. However, rough estimates of use have been made since the late summer of 1980. In periods of mild weather during late summer and fall, average weekday use of the unit is light, less than 100 visitors. Use during a normal weekend day is substantially more, between 500 and 2,000 visitors. However, during major weekends such as Labor Day, the estimated daily use has been somewhat higher. Nearly all recreational activity in the unit is associated with OHV riding.

Hungry Valley offers a wide variety of recreation opportunities, due to the large size of the unit and varried land forms. The site includes lands suitable for many types of OHV use, including hillclimbs, competitive events, extensive trail riding, and long-distance excursions for both 4-wheel-drive vehicles and motorcycles. The wide variety of landforms and biotic communities also provide opportunities for nature study and passive contemplation. However, these activities, if not carefully planned, may conflict with the primary purpose of the unit, which is to provide OHV recreation.

Resource Policy Formation

Classification

Lands in Hungry Valley SVRA were acquired by the state with money from the Off-Highway-Vehicle Fund. Planning, acquisition, and development of the site for off-highway-vehicle use was authorized by legislative action in 1977 (Section 5006.47, Chapter 1, Division 5, Public Resources Code).

Hungry Valley was classified as a state vehicular recreation area in 1980 by the State Park and Recreation Commission.

The following definition of a state vehicular recreation area, as described in the Public Resources Code (PRC), Division 5, Chapter 1, Article 1.7, Section 5019.53c, includes references pertinent in plan formulation for resource management and recreational development.

> "State vehicular recreation areas...consist...of areas where topographic features and associated recreational vehicle opportunities are the primary values. Such areas shall be chosen to insure that no substantial natural values are lost and that no adjoining properties incur adverse effects from the operation and maintenance of vehicular recreation areas. When important natural, scenic, or cultural values are found to be present within the boundaries of a state vehicular recreation area they shall be defined within a natural preserve or a cultural preserve. The development of facilities shall be aimed at making full public use of the recreational opportunities present, and the natural and cultural elements of the environment may be managed or modified to enhance the recreation experiences. Under all circumstances, conditions of accelerated and unnatural erosion shall be anticipated and prevented to the extent possible. Where the occurrence of such erosion is unanticipated, every measure shall be taken to restore the area.

Portions of the unit that have been identified as having important natural and cultural values are proposed for classification as natural and cultural preserves.

Declaration of Purpose

The primary purpose of Hungry Valley State Vehicular Recreation Area is to make available to the public opportunities for recreation use of off-highway vehicles; to manage such use in the interest of visitor safety and long-term use of the site for off-highway-vehicular recreation; to provide appropriate related facilities to serve the needs of present and future off-highway-vehicle recreation users; to perpetuate important natural, scenic, and cultural values in the unit; and to minimize potential conflict between off-highway-vehicle recreation use and other land uses on this and adjacent properties.

The prime resource of Hungry Valley SVRA is the recreational capacity of the valley floors and surrounding hillsides, with its varying steepness and landscapes. In addition, there are natural and cultural values in the unit that can provide other recreational and interpretive opportunites, as well as scientific study.

Zone of Primary Interest

The department has concern for all lands adjacent to the unit upon which any new development or land use change could adversely affect the stated purpose of the unit and the management objectives.

Resource Management Policies

Natural Resources

Meteorology

Detailed information on selective meteorological factors such as rainfall distribution, rainfall intensity, wind, and temperature is necessary for long-term management of Hungry Valley SVRA. Site-specific data are essential for nearly all aspects of resource management, but are particularly important in evaluating erosion potential and developing stabilization programs.

Policy: To obtain needed rainfall intensity data, a recording tipping-bucket rain gauge shall be installed and maintained in the unit. Since the unit is large and of varied topography, plastic rain gauges shall also be maintained at various other locations. A recording hygrothermograph shall also be installed in the unit to record temperature and humidity. Wind condition shall also be monitored, using appropriate equipment.

Hydrology

Hydrologic features in the Hungry Valley area directly influence erosional patterns and the rate of sedimentation and runoff. Significant adverse impacts can occur unless steps are taken to properly mitigate problem areas.

Policy: Sediment sampling of monitoring sites established during initial inventory studies shall be continued. It is essential that various runoff conditions be monitored so estimates of amount of sediment discharge can be made. In addition, more creek channels shall be sampled as necessary. At this time, no suspended sediment data exist for the northern section of the Gorman Creek watershed.

A water level recorder shall be installed in the main channel of Hungry Valley Creek. Placement shall be made at a spot where the channel is well defined (preferably square-sided). Information on flow rates from this recorder is necessary for assessing the feasibility and location of debris basins on the main channel.

Construction of debris catchment basins in the unit is not the ultimate answer to erosion-sedimentation problems, but they are necessary to minimize sediment discharge to sites downstream of Hungry Valley.

Policy: Debris catchment basins shall be constructed in many of the watershed management compartments in the unit. Debris basins and other erosion control measures shall be at least capable of containing the sediment load expected during a 25-year storm.

Several basins shall be constructed in the Hungry Valley Creek drainage. Because of the potentially high rates of discharge in the lower stretches of the creek, most of these structures shall be constructed in the upper portion of the valley, near the heavily used OHV areas. Excavation of basins may be required in some areas to obtain sufficent reservoir volume. The rate of infiltration and percolation in some areas appears to be high. The coarse nature of the sediment suggests that by merely slowing down the runoff, a large percentage of the suspended sediment will be deposited. Therefore, it may not be necessary to contain a high percentage (greater than 70%) of the surface runoff behind the dams. However, the high percolation rates expected will likely require grout curtains and/or other measures, to minimize downstream impacts and ensure the structures will not fail. Debris basins will have to be cleaned out periodically. This material can be used to rehabilitate eroded areas.

Inadequately designed, constructed, or sited debris structures can do more harm than good. As an example, a large berm was constructed by the U.S. Forest Service along Hungry Valley Road. The purpose of the berm was to keep sediment off the road, by containing runoff from several large gullies. The berm eventually failed because the coarse soil used in construction lacked cohesion. This failure resulted in additional sediment being transported offsite as the berm eroded away.

Geologic Hazards

In 1973, the Alquist-Priolo Special Studies Zones Act, Chapter 7.5, Division 2, PRC was enacted. The purpose of the act was to provide policies and criteria to assist local and state agencies in exercise of their responsibility to prohibit location of stuctures for human occupancy across the traces of active faults. As part of the act, the state is required to delineate "special studies zones" along known active faults in California. One such study zone has been delineated along the San Andreas Fault zone, located at the northern border of Hungry Valley SVRA.

Policy: In accordance with state law, required studies shall be made before construction of any structure for human occupancy in the special study zone along the northern border of the unit. (Refer to Fault-Rupture Hazard Zone Map in the Technical Appendix.)

Soils

The physical and chemical properties of different soil types are the most important factors that must be considered in planning and management of OHV units. As a guide to managing Hungry Valley SVRA, an OHV soil suitability rating system was developed by the department by modifying the USDA Soil Conservation Service (SCS) rating method. Although the SCS method of estimating the relative suitability of a soil for OHV (specifically, off-highway motorcycle) use is based on several soil properties, it is deficient for planning purposes in several significant respects. First, it does not take into account soil depth and fertility parameters -- means by which the potential difficulty and cost of rehabilitation can be measured. These factors have been incorporated into the department's OHV soil suitability ratings. Secondly, by means of the SCS calculation of K factor x slope, all slopes steeper than 16 percent are rated, uniformly, by SCS as having severe limitations for OHV use. Thus, there is little or no guide for planners who must provide for recreational activities such as hillclimbing.

The Soil Conservation Service rating system does, however, appear to correlate with erosion conditions measured in the field. During a preliminary reconnaissance of the SVRA in 1979, it was noted that, depending on the soil type, rills and gullies commonly developed on slopes steeper than about 7° to 14° (12 percent to 25 percent slope). More complete surveys suggest that gullies may quickly develop on such slopes, and eventually develop on slopes as low as 6 percent, depending on the individual site. These numbers compare favorably with the SCS ratings derived using the (K factor x percent slope) equation. Thus, problems may well develop on soils rated as having moderate limitations.

The soil suitability rating system developed by the department is included in the Technical Appendix, along with supportive data. The various soil types and slope classes in the unit were rated as having slight, moderate, or severe limitations for OHV use. Generally speaking, lands with soil rated as "slight" were placed into a category of open OHV use; lands rated as "moderate" or "severe" were placed in a category of limited use or trails use. The reason for limiting OHV use in "moderate" or "severe"-rated areas is to control the amount of use in sites that will be the most difficult and expensive to maintain.

Some areas in the unit that are rated as having "moderate" or "severe" limitations have been included in the open OHV use zone because of past OHV use. Rather than changing the existing use patterns in these areas, they will be managed as open and unrestricted, with the recognition that extensive resource management will be required to maintain the area at acceptable standards.

Policy: Policies related to soils considerations have been incorporated into the Allowable Use and Intensity Section of this element.

Biotic Resources

The California Legislature has declared that it is the policy of the state to: "...preserve for future generations representations of all plant and animal communities..." (Section 15011, Title 14, California Administrative Code). Section 5019.71 of the PRC states that: "The purpose of natural preserves shall be to preserve such features as ..., representative examples of plant and animal communities existing in California prior to the impact of civilization,".... State Park and Recreation Commission policy number 7 states: "It shall be the policy of this commission to continue the preservation of noteable forest and other vegetative entities when they embrace outstanding examples of Native California species. Whenever possible, such forest and other significant vegetative entities shall be acquired in natural ecological units so that their integrity may better be preserved." Using these mandates and the specific mandate of Section 5019.56 c of the PRC the following policies are formulated:

Policy: Natural Preserves -- Significant examples of native prairie, steppe, and riparian communities shall be placed in natural preserves and closed to vehicular travel, in accordance with the Administrative Code, Division 3, Chapter 2, Section 4351. In the northern portion of the unit, several small preserves are proposed instead of one large site, to allow for several OHV access trails through the area. Proposed natural preserves included about 600 hectares (1,500 acres), or 8 percent of the total lands in the SVRA.

Policy: Monitoring -- To make sound vegetation management decisions, edaphic monitoring shall be included for each use intensity; soil and vegetation analysis shall be statistically significant, and include establishment of permanent quadrants and transects on each plant community-soil phase combination. Soil physical and chemical analysis, as well as qualitative and quantitative vegetation analysis, shall be performed annually to determine the effects of various use intensities and necessary rehabilitation measures. Plant investigations shall be conducted on each soil phase in natural preserves, to determine the pristine composition of the vegetation. Funding for these studies shall be from sources other than the OHV Fund.

Policy: Revegetation -- Before the loss of 50 percent of the vegetative cover in a given management area, that area shall be closed for rehabilitation, which shall include revegetation. Species native to the plant communities of the specific area shall be preferred for revegetation. Plants considered for revegetation shall include, but not be limited to, the following species:

Yucca spp.
Artemesia spp.
Chrysothamnus spp.
Opuntia spp.
Isomeris arborea
Sambucus mexicana
Marah horridus
Arctostaphylos glauca
Lotus spp.
Lupinus spp.
Trifolium spp.
Salvia spp.
Agropyron trachycanlum
Elymus spp.
Melica imperfecta
Poa spp.
Sitanion jubatum
Stipa cernua
Eriogonum spp.
Ceanothus spp.
Rhamnus ilicifolia
Adenostoma fasciculatum
Prunus ilicifolia
Cercocarpus betuloides
Penstemon spp.
Ephedra viridis

Revegetation test plots will be necessary for each plant community-soil phase combination before widespread revegetation efforts.

Policy: Rare or Endangered Plants -- Plants listed as rare, endangered, or otherwise threatened by federal or state government, or by the California Native Plant Society, shall be protected by closure of their supporting habitat. If such plants are found, autecological studies shall be conducted and management plans prepared to ensure their perpetuation.

Policy: General Vegetation Management -- Vegetation of the unit shall be managed in accordance with the department's Resource Management Directive 1831.1, in the Operations Manual.

Policy: Grazing -- Native grasses evolved under light wildlife grazing and frequent fire. However, grazing of domestic animals, cultivation, and disruption of the natural fire cycle has threatened native prairie and steppe ecosystems with extinction. Therefore, livestock grazing shall not be allowed in the natural preserves. Grazing may be allowed in other management areas, when shown that it will not adversely affect recreation and natural resource management objectives. In all cases, seasonal animal carrying capacities shall be established by proper range management methods, and field conditions shall be monitored.

A major limiting factor in the survival of many plants and animals in arid or semi-arid regions such as Hungry Valley is the availability of water. Areas in Hungry Valley SVRA that have surface water or a high water table are biologically significant, in terms of their importance not only to resident wildlife but also wildlife that migrate through the region.

Policy: Riparian ecosystems, including areas associated with springs, perennial creeks, and other riparian habitats, shall be managed to protect and perpetuate their natural values. Natural water supplies that support such ecosystems shall not be used for domestic purposes, unless it can be shown that natural values would not be adversely affected.

Development of springs and seeps to improve wildlife habitat shall be considered as partial mitigation for the loss of habitat resulting from recreational use in the unit. Improvements shall be designed with the ecosystem concept in mind so as not to adversely affect the overall balance of the riparian community.

Cultural Resources

Management of the cultural resources at Hungry Valley State Vehicular Recreation Area is governed by statutes, policies, and directives. The following portions of the Public Resources Code pertain to the management of cultural resources: Chapter 1, Section 5006.47, 5019.74 (if a cultural preserve is designated); Chapter 1.7, Section 5097.5; and Chapter 1.75, Section 5097.9 (refer to Technical Appendix).

The cultural resource inventory of Hungry Valley SVRA was carried out with the cooperation of the American Indian Council of Central California. A council member worked with the survey crew throughout the field review. The clearance letter from Ernest Albitre, Chairman, is included in the Technical Appendix.

The following Resource Management Directives pertain to the cultural resources of Hungry Valley State Vehicular Recreation Area: 11, 13, 15, 24, 25, 32, 50, 51, 52, 58, 59, 60, 63, 64, 65, 66, 67, 69, 70, 71, and 72 (refer to Technical Appendix).

The sensitivity of cultural sites is based on the type of the site, current condition of the site, and the potential for destruction. Sites with cultural debris and/or artifact scatters tend to be quite sensitive to both weathering activity and visitor use impacts. Sites composed entirely of bedrock outcrops with mortars and/or slicks are less sensitive to weathering and visitors. This is not to say that indiscriminate development is acceptable in any site area. Each proposed development that will affect an established sensitivity zone must be field-reviewed by a composite group made of representatives of the Development, Operations, and RPD Divisions before the preparation of the budget package (Directive 70).

General cultural resource management recommendations for Hungry Valley SVRA include all of the cited and pertinent sections of the Public Resources Code and the department's Resource Management Directives. More specific recommendations are presented relative to zones noted in this element.

Three cultural preserves are proposed in Hungry Valley SVRA, as shown on the Proposed Land Use Map.

The largest of the proposed cultural preserves is located in the west central portion of the unit. The site is about 180 hectares (450 acres) in size. Included in this proposed preserve are temporary camps, lithic scatters, and a milling station. This area was specifically chosen as a cultural preserve because of its grouping of sites. It is the most concentrated grouping of sites in the unit. The combination and configuration of the sites are important aspects of the prehistoric culture of Hungry Valley.

The second largest proposed preserve is located in upper Freeman Canyon, and consists of about 80 hectares (210 acres). This area was chosen because it contains the remains of one temporary campsite, two lithic scatters, and two earth ovens. As with the proposed Tataviam cultural preserve in the western portion of the unit, this area is important because of the grouping of sites. It is also important because a portion of local upland terrain and the cultural resources it contains should be preserved for the possiblity of future study.

The smallest proposed preserve is also located in the upland area, northeast of the proposed preserve in upper Freeman Canyon. The proposed preserve is about 70 hectares (170 acres) in size. It contains one temporary camp, one lithic scatter, and two earth ovens. This grouping relates to a local spring, and is important for the same reason as the grouping in upper Freeman Canyon.

Policy: Compatible activities in the proposed cultural preserves, which total 372 hectares (930 acres) or 5 percent of the lands in the SVRA, may include vehicle use on existing trails without further damage to known archeological resources. The proposed cultural preserves shall not be used for open, unrestricted vehicle use or extensive staging or overnight activities. Additional cultural resource limitations include limits on open use of specific upland areas in the center of the unit, and on the southwest border (total, 160 hectares or 410 acres). Trail use and hillclimbs in this upland portion of the unit should be engineered so as to avoid cultural resource groupings.

All historic resources in the unit have been seriously vandalized, and none worthy of preservation remain. For this reason, no resource restrictions other than those in the cultural preserves and interior uplands shall be enforced.

Esthetic Resources

Most of Hungry Valley SVRA is not visible by large numbers of off-site viewers. However, much of the lowlands and hillside slopes along the eastern border of the unit are highly visible from Gorman and from Interstate Highway 5.

Because of adverse reactions to the modified landscapes often associated with OHV use areas, it is desirable to establish a scenic buffer, within which only certain OHV activity is appropriate.

Policy: A scenic corridor shall be established in the unit. This corridor, as shown in the OHV Land Use Map, includes most of the land visible from Gorman and Interstate 5. Development and land use in these corridors shall include that which involves a minimum of adverse scenic impact, as perceived by the general public from Interstate 5 and Gorman. In the scenic corridor, OHV use shall be permitted only on designated roads and trails to be developed for destination use or oriented toward interpretation of natural or scenic values. These roads and trails shall be designed with a low profile, and shall be well maintained.

High noise levels which are capable of being produced by unmuffled vehicles can be a health hazard to users, as well as a nuisance factor to nonparticipants. Excessive noise can also adversely affect wildlife resources.

Policy: Noise levels emanating from the site shall not exceed applicable OSHA noise standards for 24-hour exposure at or beyond the boundary line of the SVRA. In the SVRA, similar limits shall be met in areas of permanent human habitation (e.g., residences). All vehicles operating in the SVRA shall meet noise limits set in the California Vehicle Code.

Allowable Use and Intensity

General Land Use Management

Containment of Off-Site Impacts

OHV use has been largely uncontrolled in Hungry Valley to date, and very few mitigating measures have been implemented. Some of the intensely used areas are now seldom used because of hazards or poor riding conditions, yet these areas continue to erode at a high rate, adding to on and off-site problems.

The impacts of erosion and sedimentation can extend far beyond the areas being used by OHVs unless precautions are taken. Since most of the SVRA drains into Pyramid Reservoir, increased sediment discharged from the unit, if not checked, will significantly affect the reservoir.

Policy: Mitigation (largely containment) of off-site impacts resulting from OHV use that has occurred or is now occurring in the SVRA shall be of the highest management and development priority.

One of the major causes of disturbance to soil, plant, and animal life in vehicle recreation areas is direct contact by vehicles. Without boundary markers which are clearly visible to users on the ground, it is difficult to limit OHV use to desired locations.

Policy: Boundaries of the SVRA and the different types of use zones shall be clearly marked by signs, fences, barriers, or combinations of these, as appropriate.

Watershed Management

The resources in the SVRA are best managed on a watershed basis. Watershed management compartments are shown in Figure 1.

Policy: Accelerated erosion and sedimentation resulting from OHV use in each watershed management compartment shall be contained in that compartment, to the greatest extent feasible.

Policy: OHV management in each watershed shall be based on a general watershed rehabilitation analysis, which shall consider:

1. The expected extent of use (e.g., area, estimate of numbers of users per period of time);

2. The recreation demand for different types of terrain for OHV use (e.g., wash and gully riding);

3. The expected impact of OHV use -- both on and off-site;

4. The expected length of time OHV use can reasonably be expected to occur;

5. The mitigation or maintenance measures (including the estimated frequency of such measures) necessary to provide for compliance with Section 5019.56c of the PRC;

6. The information and resource requirements (equipment, staff, and money) necessary to handle No. 5 above; and,

7. The necessary installation of capital improvements (e.g., debris basins).

Policy: If, at any time, the department lacks the resources to properly maintain part or all of the given watershed, the use areas shall be reduced in size so they can be properly maintained. A department objective shall be to properly reclaim closed areas within one year.

Policy: When it is determined that vehicle use in an area is causing significant adverse impacts to occur on adjacent properties, use of the area shall cease until containment is achieved and a repetition can be avoided.

Reclamation and Rehabilitation*

Reclamation and rehabilitation efforts will play a key role in management and perpetuation of OHV activity in the unit.

Policy: When a trail, hillclimb, or use area can no longer be used due to a high rate of erosion, it shall be promptly reclaimed or rehabilitated. Rehabilitation shall be a high management priority.

Policy: No area shall remain open to OHV use if it has been determined that the area cannot feasibly be rehabilitated, should conditions so require. A specific watershed rehabilitation analysis shall be made before approval of intensive or organized OHV uses in areas designated for trail use or special use (refer to Use Intensity, page 30). This analysis shall consider the expected materials (plants, fertilizer, soils, etc.), staff, and other important factors necessary for complete rehabilitation of the specific use area.

Seasonal Restrictions

During and after periods of sustained rainfall, the soils in the unit are far more susceptible to OHV impact. When soils are wet or saturated, they are easily rutted or compressed during passage of a vehicle. These ruts subsequently can begin to serve as drainage channels, and gullying can quickly occur.

Policy: To minimize erosion problems and costly maintenance, seasonal closure of portions or all of the SVRA may be invoked during and after periods of significant rainfall.

* Reclamation refers to returning the use site and any adjacent areas affected by OHVs to a stable natural state where use is no longer permitted; rehabilitation refers to returning the use site to a condition where use is permitted.

Non-Conventional Vehicles and Accessories

The resource management guidelines and OHV use zones established for the SVRA were developed for the expected use of the area by conventional OHV equipment, including motorcycles and 4-wheel-drive vehicles with highway or rubber off-highway tires. Non-conventional vehicles and accessories can cause excessive disturbance to the land, which can significantly reduce the period of time any area can be used for OHV activities.

Policy: Special vehicles and accessories, such as "widowmaker" tires, chained tires, or track laying vehicles, shall not be allowed in the unit unless special permission is given by the area manager. The area manager shall have the authority to prohibit use of any vehicle or accessory that is inappropriate in the SVRA.

Resource Management Staffing

There is an immediate need to budget for a permanent, full-time resource management position at Hungry Valley SVRA. This person is needed to advise and assist the area manager in the technical responsibilities of resource management. Typical duties would include establishment of soil and hydrologic monitoring stations, analysis of monitoring data, and development and implementation of rehabilitation and sediment control programs that are essential to successful operation of the unit. Minimum qualifications for this position should be graduation from college with a degree in a field of study strongly related to soil conservation. Professional experience need not be required, but would be desirable. This position could be filled at a salary level below that of the present classification of State Park Resource Ecologist.

Use Intensity

The Public Resources Code (Division 5, Chapter 1, Section 5019.5) requires that a land carrying capacity survey be conducted on lands in the State Park System before a development plan is formulated. The purpose of the survey is to determine appropriate use and level of use for areas in the unit by evaluating recreation potential and limiting or controlling factors, such as slope, soils constraints, erosion potential, geologic hazards, and biotic and cultural sensitivities.

"Carrying capacity," in the recreation context, can be defined as the optimum number of recreationists that can visit or use an area over a period of time without directly or indirectly causing the reacreational, natural, or cultural resources to be significantly disturbed or lost. Although the general concept of carrying capacity is relatively easy to comprehend, determining actual numbers is extremely difficult because of a wide variety of factors, variables, and unknowns.

The sport of off-highway-vehicle recreation is quite complex and varied. Different models of vehicles are made for different types of use. Therefore, allowable use intensity per se would differ greatly between the various forms of OHV use. Additionally, depending on the skill of the operator, the size of the vehicle, the desire of the user to push his vehicle and himself to the limit, and the concern of the operator for the environment, allowable use intensity would differ greatly among the various forms of OHV recreation.

Hillclimbs that require steep topography are subject to more detrimental environmental impacts than tracks laid out on relatively flat surfaces. Spectators watching riders create less impact than riders, but spectators of large, competitive events such as hillclimbs, motocross, and scrambles may have a significant impact on the land.

Because of the difficulty of estimating the actual number of users an area can support, management guidelines for OHV use and intensity in the unit have been established around the concept of four different OHV use zones: Open Use; Trail Use; Special Use; and Closed. These zones were established primarily because some areas in the unit are more sensitive to OHV activity than others. As such, different levels of management will be needed to comply with existing environmental requirements and to ensure long-term use of the unit for OHV recreation.

Principal factors used to establish OHV use zones included soil stability, the sensitivity of important plant and animal life, the significance of archeological sites, and the manageability of actual field boundaries of different zones. Other factors included the visibility of OHV use areas by the general public and the ability to confine excessive erosion and sedimentation within the unit. Maps showing specific contraints and sensitivities, and other supportive data, are included in the Technical Appendix.

The OHV use zones shown in the Land Use and Intensity Map are described as follows:

Open Use Zone

This zone includes much of the land on which moderate and heavy OHV use has historically occurred, and those additional lands which have a relatively low sensitivity to OHV use. The zone includes about 2,040 hectares (5,100 acres), or 28 percent of the total area in the SVRA.

Policy: Vehicle use may be allowed anywhere within this open use zone. Competitive events and activities sponsored by large, organized groups may be permitted in this zone on approval by the department. However, these types of activities shall be encouraged in the Special Use Zone because they may conflict with general OHV use in the Open Use Zone.

Trail Use Zone

Lands in the Trail Use Zone are high to moderately sensitive to OHV use. This zone includes about 4,160 hectares (10,400 acres), or 56 percent of the total area in the SVRA. Approximately 1,780 hectares (4,450 acres) in the Trail Use Zone are in the scenic corridor, and 330 hectares (830 acres) are in the cultural preserves.

Policy: This zone shall be managed primarily for OHV trail riding. Vehicle use shall be permitted only on approved or designated open trails, roads, and washes. Open, unrestricted riding shall not be allowed because of the high cost and difficulty of land management and the presence of sensitive resource values.

Specific areas in the Trail Use Zone may be designated for hillclimbs, motocross, and other high-intensity activities after a watershed rehabilitation analysis has been made and rehabilitation is determined feasible.

Lands in the scenic corridor described in the Esthetic Resources Section (page 27) shall be included in the Trail Use Zone. Designated open roads, trails, and washes in this corridor shall be established for destination and interpretive use only.

Special Use Zone

This zone is established to provide a special area for organized group activities and competitive events. The area was selected primarily because it is relatively isolated from the rest of the SVRA, and because it encompasses a variety of terrain suitable for different types of OHV activities and spectator accommodations. The zone includes about 585 hectares (1,460 acres), or 8 percent of the total area in the SVRA.

Policy: Organized use in this zone shall be managed on a permit basis. Permit approval by the department shall be based on a rehabilitation analysis and other factors such as health and safety requirements.

Closed Zone

Lands in this zone are extremely sensitive to OHV use, or are located where control of accelerated runoff and sediment is infeasible. The Closed Zone includes about 625 hectares (1,560 acres), or 8 percent of the total area in the SVRA. Included in this Closed Zone are 25 hectares (60 acres) in the proposed natural preserve near Maxey Ranch, 570 hectares (1,430 acres) in the proposed grassland preserves, and 30 hectares (70 acres) in the northwest corner of the unit which are considered to be too difficult to manage for OHV use because of runoff characteristics.

Policy: No vehicle use shall be permitted in this zone.

LAND USE AND FACILITIES ELEMENT

This element is a comprehensive, long-range master plan for development of off-highway-vehicle recreational facilities at Hungry Valley State Vehicular Recreation Area. Recreational development proposed in the plan includes a variety of camping and picnicking facilities, staging areas, a special use area, a headquarters area, trails, hillclimbs, various tracks, and an interpretive program that stresses environmental awareness and rider safety.

The plan is the result of many separate factors. Information in the previous chapters of this report was used, along with data developed from an extensive public involvement program, to formulate the plan.

Because the plan is long-range and not all items will be available at the outset, a list of developmental priorities is included (page 42).

Inasmuch as there are several unknown factors that could affect future demand for this type of recreation, it is important that careful, periodic assessment of future demand be made before any changes in the level of development or facilities provided.

Land Use Analysis

Existing Conditions

For the past decade, the Hungry Valley area has been used by OHVs of all forms, with most of the use occurring by trespass. Much of Hungry Valley proper shows evidence of past OHV activity, while the 1,700 hectares (4,200 acres) of BLM land located largely in Freeman Canyon and the Canada de Los Alamos area do not because access to these areas was largely blocked by the former owners. The Gorman Creek area also shows signs of OHV use, while the remainder of the area has been used for ranching, farming, and rural homesteads. Most concentrated use has occurred in the northern portions of Hungry Valley, including a 320-acre Los Padres National Forest parcel. This parcel, next to the main access road into the unit, is primarily used as a camping and staging area. One paved road traverses the project from the Gorman area, through the 320-acre forest service parcel, Hungry Valley proper, and onto the U.S. Forest Service land south and west of the project area. There is now a second project access from the south via the Hungry Valley Road interchange and up through the Canada de los Alamos area. Although this access point is secondary in popularity to that at Gorman, it serves as a public access to another forest service campground at Hardluck. Hardluck is planned as a water-oriented recreation site, separate from the OHV activities in Hungry Valley. The access to Hardluck bisects the lower portion of Hungry Valley, creating a potential conflict between OHV users and campers destined for Hardluck.

In addition to this public road, the forest service has three OHV trails that lead to the Hungry Valley project area. Two of these trails (East Frazier and Tejon) end at the same point in the upper west side of Hungry Valley. The other trail (Snowy Trail) leads to the southwest portion of Hungry Valley. The forest service has a policy of free public access to its lands, and intends to maintain this policy.

Due to the vast area and openness of Hungry Valley, there are many diverse trails. These trails are not a complete network or system, but rather a random assortment of interconnecting links between smaller valleys and canyons. The existing trails appear to be a product of exploration, with development as a result of repeated use. Many of the trails are short (less than one mile), and display no logical beginning or end. Due to the complexity of the site and the nature of the existing trails, a complete inventory of trails would not be practical in the time allowed for completion of the plan.

Two ranches exist in the main portion of Hungry Valley. One consists of a main ranch house, with smaller houses for ranch hands and various outbuildings. All buildings have been heavily vandalized, almost to the point where only the outside walls and roofs remain. The other ranch contains two main ranch houses and several outbuildings, including horse stables and a racetrack (for equestrian use). Again, this ranch has been heavily vandalized. Utilities present at this second ranch include natural gas and abandoned water wells.

Other facilities in the unit include six residences; four of these are accessible from Orwin Way. The remaining two are accessible from Peace Valley Road. Several of these property owners were given the option of temporarily leasing back their residences. With the exception of three residences, residential leases expire with a 90-day cancellation notice. The three remaining residential leases will terminate in October 1982. In addition to the residential leases, several undeveloped parcels were leased back to the owners for agricultural purposes. These lands (see map, page 87) are highly visible from Highway 5 along the northeast project boundary, and have been previously used for grazing and dry farming. The range of expiration dates on these leases varies from January 1981 to March 1985. Another parcel being leased back to the town of Gorman is a 10-acre dump site and automobile impound yard at the north end of the project. This lease terminates with a one-year cancellation.

Numerous utility easements exist throughout the project. These utilities consist of high-pressure gas lines, high-voltage electrical lines, and petroleum pipelines.

Another major site element is the prolific occurrence of large gullies and the presence of dangerous dropoffs (cliffs). Both of these hazards have resulted in many injuries and several fatalities. The gullies (ranging in depth from one to 12 feet) occur throughout the site, and many go unnoticed until they are actually encountered. Moreover, there is no warning to OHV users of the many cliffs. These appear as the crest of a hill or a small ridge in a distant prairie, with the other side being dropoffs of more than 100 feet. No warning or prevention measures are present to keep users away from these dangerous areas.

Regional Land Use

Hungry Valley State Vehicular Recreation Area is located near the communities of Gorman, Frazier Park, and Lebec. Interstate 5 passes to the north and east of the unit while the San Andreas fault lies to the north, and the California Aqueduct's West Branch passes to the east flowing on into Pyramid Lake just south of the facility. Several residences and a small trailer park are located along the eastern boundary of the project near Interstate 5.

Because of the ruggedness of the terrain in much of the region and the closeness of the site to Tejon Pass, the major land use of the region is that of a transportation corridor. Interstate 5, California's major north-south highway, passes along the area's eastern boundary. One high-voltage transmission line passes across the northern portion of the unit, and the California Aqueduct's West Branch passes to the east of the unit.

Additional land uses in the region are recreation in the Los Padres National Forest at Alamo Mountain, Gold Hill, Frazier Mountain, and Piru Creek, and in the Angeles National Forest at Pyramid Lake. Major day-use facilities are available at Pyramid Lake to the south, and a 90-unit campground is planned for it in the near future.

Land Use and Facilities Plans

Objectives

Hungry Valley is currently, as in the past, providing opportunities for off-highway recreation without any facilities. Off-highway enthusiasts have expressed a repeated desire for minimal development of facilities. This, combined with the absence of records on how much use (other than visual effects) Hungry Valley receives makes it difficult to predict the appropriate level of first-stage development that will be successful.

The purpose of this element is to establish a land use and facilities base from which the growth of Hungry Valley can be directed. It is intended to serve as a flexible, long-range land use and facilities guide, based on user needs and wishes, and on department experience.

Proposed Land Uses

In the previous land use analysis portion, many existing land use situations were identified. This plan intends to maintain several of these land uses, and to modify others. A top priority is to keep a through access to the forest service facilities at Alamo Mountain, and to the three forest service motorcycle trails located along the western boundary. It is proposed that unrestricted access to the Alamo Mountain facilities and trails be maintained at all times. Along with this would be continuance of the northern project access at Gorman, off Peace Valley Road.

Through the years, utility companies have established pipelines through Hungry Valley. The easements and service roads associated with these lines will be continued. Some of the roads have a high potential for being incorporated into the proposed circulation system in Hungry Valley SVRA.

a. Land Use Designations

As mentioned in the Resource Element, Hungry Valley is broken into OHV use zones primarily to aid in management of the resources. In addition to resource criteria, other concerns were addressed that led to establishment of land use zones. This includes the visual impact of the area from Highway 5 and the agricultural leases developed during the acquisition phase.

Of utmost concern among OHV communities is the image of OHV recreation and its visual impact on the general public. As mentioned in the resource element, this plan proposes to establish a scenic buffer parallel to Interstate 5. OHV use shall be managed in a manner to minimize visual impact of such uses. This area shall be limited to trail use. Please refer to the Esthetic Resources section of the Resource Element, page 27, for the policy regarding trail development in the buffer zone.

Within this scenic corridor, there are 2,600+ acres currently under lease for grazing purposes (see Existing Features Map for lease area, page 87). Use of these lands for OHV recreation would be highly visible from the interstate highway. Because of the highly visible nature of these areas, the Hungry Valley Citizens Advisory Committee has recommended that these areas not be used for OHV recreation, and that the leases be continued and expanded, with the rents being deposited in the OHV Fund. This plan supports that recommendation.

Determination of the land use zone concept and their definitions were based on resource sensitivity, as outlined in the Resource Element. In addition to the resource constraints, these areas were designed to reflect operational logistics and various activities inherent in off-highway recreation. They include the following.

Area I -- Open Use -- 2,070 hectares (5,175 acres). Open use encompasses most areas of flat or rolling terrain, with moderate to heavy OHV use before state ownership. These lands are also reasonably tolerant to OHV use.

Area II -- Trail Use -- 4,218 hectares (10,545 acres). This area is made up of quite steep terrain, with a minimum of level surfaces. Much of this area is either densely vegetated, too steep to support vegetation (cliffs), or sandy drainages too often altered to sustain vegetation. These areas limit use to trails because of the nature of the terrain. Because of the sensitive nature of the cultural reserves, trails will be designated and oriented towards interpretation of cultural features. In the case of the scenic corridor, trails will be oriented to the interpretive aspects of the site. A cultural preserve or scenic buffer designation does not preclude ongoing development of trails. It does, however, require management to designate specific trail routes that will not affect Native American sites or visual resources along the highway corridor.

Area III -- Special Use -- 592 hectares (1,480 acres). Area III is planned as a reserve use area for clubs and organizations holding special group or competitive events. It is proposed that the name Quail Canyon be adopted for future reference to this area. During times when the area is not used for special events, it should be managed as a trails use area. Refer to the Operations Element, page 49, for conditions relating to operation of this area.

Area IV -- Closed -- 632 hectares (1,580 acres). Areas where it is not feasible to contain transported sediment in the unit shall be closed to vehicle use. In addition, examples of highly significant natural features proposed for inclusion in natural preserves shall also be closed to vehicle use.

Within the open use area is the proposed camping zone (640 hectares, 1,600 acres est.). Most users have expressed a desire for primitive-style camping with minimal facilities, and the ability to choose their own camping locations. This plan proposes to establish a camping zone void of delineated campsites, where visitors have the option of freely determining their own placement. This zone concept will also help staff locate campers in emergencies.

As a means of providing visitors with a wide range of camping opportunities, a developed campground with camping spurs is proposed at the north end of the project, in conjunction with the administrative facilities. Refer to the Proposed Facilities Section of this element, page 38, for recommended facilities to accompany both camping areas.

b. Circulation

Hungry Valley's circulation network is dominated by an existing public road (Hungry Valley Road) bisecting the project (see map). The U.S. Forest Service has an easement for the road to provide access to recreation facilities on Alamo Mountain. Access to the Hungry Valley Road and to Hungry Valley SVRA is via Peace Valley Road, just west of Gorman. The plan proposes to maintain this access as the primary entrance to Hungry Valley. Furthermore, it is proposed that the existing southern entrance be closed as a public access. It will, however, be necessary to maintain a southern connection to I-5 for service and emergency purposes. With this change, it is recommended that the Hungry Valley Interchange be renamed to eliminate confusion between access to Hungry Valley and other recreation facilities available through the southern access. Access currently serving the forest service's Hardluck facility through the Hungry Valley Interchange shall be maintained. It is proposed that a portion of this access road (see map, page 91) be realigned to minimize the conflicts between users of Hungry Valley SVRA and users of the forest service facilities.

A second access point is proposed for the special use area of Quail Canyon. Entrance to this canyon via Quail Lake Interchange shall be allowed only during times when Quail Canyon is reserved for a special event. This access shall be closed during normal SVRA operations.

Because Hungry Valley's access point and access to the forest service parcel are the same, off-highway enthusiasts continue to use this public road for travel up and down the main valley. Currently, many users do not realize that this is a public road; often, their off-highway vehicles do not meet standards for travel on a public road. Additionally, this conflict becomes a safety concern because there are several blind corners and dips along the road, and it is often traveled by street vehicles and under-age operators of off-highway vehicles.

To eliminate immediate conflict between off-highway vehicles traveling on a public road, a corridor parallel to the existing road is proposed. This corridor shall be established to provide an alternative circulation route.

Another minor circulation conflict exists with the proposed natural preserve on the unit's western border and the Maxey Ranch access road. This existing access road would bisect the natural preserve in its proposed location. It is recommended that the road portion in conflict be realigned to the south (see circulation map, page 91) around the preserve.

Circulation Alternative: As Hungry Valley becomes fully operational, and if the OHV corridor concept does not solve the vehicle conflict, an alternative access to Alamo Mountain is proposed. The access would be developed along the southern boundary of the unit between the Hardluck Road and the present Hungry Valley Road, as shown on the circulation map, page 91. The alignment will primarily separate vehicle access to the forest service land from that of Hungry Valley (except for motorcycle trails). In addition, this access will eliminate the travel of off-highway vehicles on a public road. It will be available as a southern service and emergency access to Hungry Valley SVRA; act as a physical barrier between the SVRA and the forest service water-related recreation to the south; necessitate construction of approximately three miles of new road; and require an exchange of easements with the Forest Service. Along with the proposed alignment, a low-profile physical barrier would be incorporated as part of this road.

This alternative will completely eliminate mixing of OHV and non-OHV traffic on the existing road. It will also enable the department to exercise complete control over who enters the SVRA. Should the need arise, it will permit closure of the unit in response to weather, fire, soil, or other conditions. Because of the lack of data on the amount of public traffic the existing road supports, to what extent these conflicts would occur, and the cost of developing a new road alignment, this proposal is presented as a long-range operational improvement. The need for this improvement will be determined by the success or lack thereof of the OHV corridor concept, and the management needs of the unit as statistical data become available.

c. Utilities

As outlined in the Existing Conditions Section of the plan, there are various utility easements throughout the project. Since these utilities are either underground (pipelines) or above ground (high-voltage lines), no direct conflicts are expected. In the event of a pipeline exposure, the department shall take protective measures to insure visitors safety and vandalism protection until the problem can be solved.

Where feasible, the maintenance roads that serve these utilities should be incorporated into the overall circulation system of Hungry Valley. This would include such specific uses as the proposed OHV access corridor, emergency and service roads, and the trail systems in Hungry Valley.

d. Proposed Facilities

It is proposed that this plan establish guidelines for development of the facility in regards to maintenance and operation of the SVRA, interpretive services for user awareness and education, and central visitor facilities.

(1) Operational Needs

Many of the concepts that have shaped this plan are highly dependent on increasing visitor awareness of the unique character of Hungry Valley. Essential to communicating information to users is visitor contact on entry into the SVRA. In order to accomplish this, it is proposed that an administrative complex be located at the northern end of the project, close to the entrance. Furthermore, development of all facilities in this complex shall be consolidated to maximize open space and minimize visual impacts and costs of development.

Facilities proposed in this complex shall include an:

Entrance Station: A point where initial visitor contact can be made to pass out information and check for green sticker registration and spark arresters.

Unit Office: This shall serve as a facility for extended visitor contact, where more detailed information can be obtained regarding the SVRA. First-aid facilities and a 24-hour emergency telephone shall be an integral part of the park office. Adequate working space shall be provided for the area manager and unit staff, separate from public contact areas.

Staging Area: Visitors shall be given the opportunity to leave street or tow vehicles at a common location during times of day use. This area shall be close to the unit office, to minimize the possibility of burglary and vandalism of visitor vehicles. In addition, the staging areas shall provide sanitary facilities with flush toilets, potable water, and pay showers for users who desire them.

Trailer Sanitation: It is recommended that a trailer dump station be provided in an area close to the exit point. Many off-highway users operate in self-contained vehicles, and have expressed the need for a trailer sanitation station.

Campground: Throughout the planning process, users have expressed a desire for camping opportunities. It is the department's intent to provide a wide range of camping options. Most users attending citizens committee meetings have been in support of primitive campgrounds (no facilities or delineated spaces). This campground is proposed to accommodate visitors who are not equipped for or do not desire the primitive camping experience.

The camping sites in this proposed campground will be standard State Park System campground sites. The standards include parking spurs, picnic tables, a barbeque/campfire area, comfort stations, and potable water. Without specific data on camping needs for Hungry Valley, it is difficult to determine how many camp sites of this nature will be adequate. It is proposed that this campground be developed in phases, in direct response to visitor needs.

Maintenance and Corporation Yard: This facility shall include a fenced compound adequate to store equipment, vehicles, and materials necessary for rehabilitation projects and day-to-day operation of the area. The compound shall also include a maintenance building and facilities needed to properly maintain and repair equipment. This component of the headquarters complex shall, to the fullest extent possible, be situated out of direct public view in the vicinity of the headquarters facilities.

Facility development for management needs extends beyond the proposed administrative facilities for protection of resources. Catchment basins shall be constructed and maintained as a management tool to control off-site erosion. These basins shall be developed in accordance with the guidelines established in the Resource Element. In addition to development of these basins, monitoring stations shall be established to gather data on sediment transport to help determine the need and location of future catchment basins. Additional monitoring shall be established to gather data regarding weather patterns. Rain gauges and an anemometer will help to determine runoff and erosion factors, along with the potential for development of alternative energy sources.

(2) Visitor Needs

This plan proposes the minimum amount of facilities necessary for the health and safety for visitors using Hungry Valley SVRA. Much of the framework of the plan is based on increasing user awareness and education as a management tool. As a result, establishment of interpretive facilities should be a major factor in development of Hungry Valley. For a breakdown of recommended interpretive facilities, refer to the Interpretive Facilities Section of the Interpretive Element, page 46.

The other areas of facility development are improvements directly related to OHV recreation. These include trail development, sanitary facilities, drinking water, and camping.

Over the last decade of OHV use in Hungry Valley, many trails have been informally developed. These trails are of varying lengths, with no definite pattern of development. With the locations and nature of existing trails, it is difficult to distinguish trails from other riding areas. This plan proposes to develop two backbone trail loops to serve as a foundation for a subsequent network of trails. One loop will be for four-wheel drives and the other for motorcycles. These loops will serve as a primary access to other secondary trails throughout the project. When a competitive event is held in the Quail Canyon Special Use Area, the section of the motorcycle loop trail passing through this area will be closed. A secondary trail will be used to route traffic around the area, returning to the loop trail when safely beyond the special use area. The backbone loops shall be developed to incorporate all ability levels, with an emphasis on interpretation. Secondary trails shall provide for a wide range of competency, experiences, and challenges. It is proposed that secondary trails be made available to both four-wheel drives and motorcycles. Before the development of secondary trails, it is recommended that a detailed trails plan be produced. This plan shall include an inventory of existing trail routes. With development of new trails, an effort shall be made to incorporate existing trail routes, to maximize the amount of trails with a minimum of development costs.

Throughout the planning process, user groups have expressed a desire to aid in trail development. Whenever possible, the expertise of volunteer groups shall be used to assist the department in developing new trails. Please refer to the Land Use Designation section of this element and the Resource Element for conditions surrounding trail development.

In response to user desires, only essential facilities are proposed for day use and camping in Hungry Valley. As mentioned in the Land Use section, camping shall occur within a designated zone. Open camping will be permitted anywhere within this zone, provided campers are self-contained and do not desire a ground fire. Campfire rings will be provided in areas in the camping zone, for campers desiring fires. Trash containers will be placed in the same general area as the fire rings. At the outset, portable toilets will be used to accommodate sanitary needs. Portables shall be located in response to camping patterns determined by the users. Once a good understanding of consistent camping patterns is obtained, permanent sanitary facilities shall be established.

Given the extremely mobile nature of off-highway recreation, it is expected that sanitary facilities at the administrative complex and in the camping zone will provide adequate service for day use activities.

A domestic water supply will be established as part of the new headquarters development at the entrance. This system should also incorporate adequate water storage for fire protection purposes. Initially, potable water will be available for visitor use at the headquarters. A subsequent water system is proposed to serve the camping zone, once popular camping locations have been determined.

During competitive or club events, portable toilets will be brought into Quail Canyon on a temporary basis. Portables will be used until a permanent sanitary facility can be established. In addition to a permanent sanitary facility, an open structure is proposed to accommodate group gatherings during times of intense heat or rain. A locking gate on the Quail Canyon access road should also be included with the above facilities.

Camping in Quail Canyon shall occur only during times of competitive or club events. Areas used for camping shall be determined when a permit is issued (see Operations Element, page 49).

(3) Design Concepts

Hungry Valley has a high potential for using alternative energy sources. Hungry Valley is buffeted by strong, prevailing winds much of the time and is characterized by minimal rainfall. The unit also has a history of water well development. Some of the existing ranch wells may be suitable for rejuvenation.

Before design work begins on the headquarters complex, it is recommended that onsite studies be done to determine wind velocities and their potential for wind-powered pumps and wind-generated electricity. Furthermore, it is recommended that data from the above studies and current solar technological information be considered as a design element of the headquarters complex. Serious consideration shall be given to the long-term benefits of alternative energy sources, as compared to conventional systems, before design development.

Since detailed planning for facilities will begin following this plan, alternative energy systems can be incorporated into the overall design concept of the headquarters complex at that time. The benefits of alternative energy sources can also be part of the interpretive program of Hungry Valley. The possibility of obtaining state and federal grants relating to energy conservation should also be explored.

Due to the open character in the area proposed for development, visual awareness of structures will be amplified. In order to keep visual impacts to a minimum, it is recommended that structures be single-story, consistent in architectural style, and maintain sympathy with the natural configurations of the site.

(4) Concessions

The various kinds of possible concession services were explored throughout the planning process. Also taken into consideration was the community of Gorman and its closeness to the site. User groups indicated that Gorman is close enough to go to for needed supplies, and did not want to see concessionaires compete with Gorman businesses. It is therefore recommended that initially, no concessions other than the grazing and/or farming leases discussed in the Land Use and Facilities Element be included in Hungry Valley SVRA.

Recommended Sequence of Implementation

The following table lists, in order of recommended sequence, the major development needs identified in the plan.

It is further recommended that before any major development, the following two items be accomplished. First, there are no data available that indicate how much off-site erosion is occurring resulting from OHV activities in Hungry Valley, especially in light of the natural erosion taking place. In order to actually determine the extent of natural and OHV-caused erosion, and to mitigate off-site impacts resulting from OHV use, it will be necessary to establish erosion monitoring stations in major watersheds. These data are essential to management of the unit; they include determination of the size and placement of sediment basins, etc. Installation of debris basins to contain off-site sedimentation shall be accomplished in the first-priority development.

The second item would be a comprehensive trails plan. As mentioned in the Land Use and Facilities Element, most use has been random, with little regard for a trail system. A trail plan should include an inventory of existing dead-end routes, as well as identifying new trail routes. A definitive trails plan will guide trail development in a way that creates trail riding opportunities and options for enthusiasts. This will minimize the need for enthusiasts to create their own trails, and will allow management to rehabilitate damaged areas without decreasing recreational opportunities.

	Visitor Accommodations	Resource Protection and Maintenance
Immediate Needs	o trails plan o entrance kiosk o portable toilets o close street vehicle access points (except @ Gorman) o realign Hardluck Road o trailer sanitation station o OHV corridor o develop water system	o Rehabilitation of Long Ridge use area. o Erosion monitoring stations. o Rehabilitation of actively eroding past use areas visible from I-5. o Rehabilitation of actively eroding past use areas in proposed close areas. o Construction of sediment basins. o Identification and protection of natural preserves.
High Needs	o Headquarters facilities o Quail Canyon facilities	o Ongoing resource maintenance program.
Future Needs	o 30-unit family campground o southern access road to USFS facilities at Alamo Mtn.	

INTERPRETIVE ELEMENT

The potential for interpretation at Hungry Valley is considerable. Besides the interpretive resources offered by recreational OHV use, the physical and cultural aspects also offer numerous opportunities. See the Interpretive Prospectus for Hungry Valley SVRA for a more detailed discussion of interpretation proposed for the unit.

Interpretive Themes

Primary Themes

(1) OHV Use and Development

- Safety and Skill Improvement
- Environmental Awareness and the Easy Ride Concept
- The OHV Landscape: An Orientation
- OHV Evolution and History
- Park Management and Maintenance

(2) The Physical Landscape

- Geographic Centrality
- Structural Geology
- Landforms
- Plants and Wildlife
- Environmental Alteration

Secondary Themes

(1) Cultural History and its Landscape

- Cultural Crossroads
- The Historical Story
- The Settlement Landscape

Interpretive Themes Expanded

Primary Themes

(1) OHV Use and Development

This theme should encourage safe operation and enjoyment of OHVs, and continuation of the sport. Because the sport may ultimately rely on the capability of the environment to support it, interpretive efforts should explain the importance of sustaining a stable physical landscape.

- Safety and Skill Enhancement: Interpretive programs should demonstrate safe riding and use of safety equipment. First-aid information and survival tips for trail riding and camping should be stressed. Interpretation should also be involved with actual operation and mechanics of OHV use, including tips and demonstrations on vehicle maintenance.

- Environmental Awareness and the Easy Ride Concept: Riders will be encouraged to ride at a leisurely pace (Easy Ride Concept) over prescribed routes, and to participate in conducted or self-guided tours (including destination rides) and trails in the national forest where elements of the landscape may be examined.

- The OHV Landscape: An Orientation: One or more orientation stations with maps and displays will show the landscapes available, and will note points of interest, trails, and other facilities present in the SVRA and adjacent areas. The station(s) will also provide information concerning landscape reclamation projects, special events, and items of general interest to OHV enthusiasts. Particular emphasis will be placed on pinpointing hazards for users' safety.

- OHV Evolution and History: Interpretation will cover the past, present, and projected future uses of OHVs, and will examine future methods of land reclamation, suggested designs for new and improved OHV use areas, and the role of the state in developing these areas.

- Park Management and Maintenance: SVRA management will encourage riders to be directly involved in design and implementation of interpretive programs concerning erosion control and noise, dust, and fire abatement. The dangers of wildfires in this arid landscape will be stressed in interpretive programs. The department will also interpret its policy of allowing the landscape to re-establish itself naturally after a burn.

(2) The Physical Landscape

This theme is designed to interpret Hungry Valley's unique structural, topographic, and biotic environment.

- Geographic Centrality: Interpretation will cover how Hungry Valley's position at the intersection of several fault zones and geomorphic provinces helps to account for the nature of its landforms, vegetation, and wildlife.

- Structural Geology: This subtheme will interprete the area's geological evolution relative to surrounding environments and nearby fault zones. It will also explain the valley's very deep sedimentary mantle, and the processes that refashioned it.

- Landforms: The valley's topography offers numerous opportunities to visually isolate and interpret unusual landforms such as the Canada de Los Alamos, the terraces, badlands, and anticlines, as well as external features visible from the SVRA.

- Plants and Wildlife: The diversity and uniqueness of the SVRA's flora and fauna should be explained to visitors, as well as the impact of changing land uses on each, and the importance of vegetation to sustained functioning of Hungry Valley as an OHV area. Natural preserves will be carefully interpreted.

- Environmental Alterations: Interpretation here will focus on the relationship over time between human use of Hungry Valley and the environment, showing vehicular impacts as one aspect of landscape modification processes. These processes have included burning by Native Americans as a resource management tool, subsequent introduction of domestic livestock and exotic vegetation, and proliferation of grazing on the land.

Secondary Themes

(1) Cultural History and its Landscape

Human use and occupation of Hungry Valley should be explored and developed, focusing on the unit's frontier position astride a cultural crossroads.

-- Cultural Crossroads: Hungry Valley's location and its significance as a pathway and crossroads for the Tatavium, the early Hispanic explorers, early American settlers, and its contemporary position with respect to OHV activity should be interpreted.

-- The Historical Story: The human history associated with occupation and settlement of Hungry Valley, including the sensitive adaptation to the natural environment by the Tatavium, the early Hispanic pioneers, the myth of the Los Padres Mines, and the people and economic changes brought by American settlement, should be interpreted.

-- The Settlement Landscape: Landscape vestiges of American settlement, such as fence lines and homesteads, should be interpreted in light of the valley's history of land ownership patterns. Existing roads, pipelines, and power lines may be examined as they reflect the area's centrality. As a composite, interpretation should show that landscape can be a tool to understand the perceptions, lifestyles, and environmental attitudes of the people.

Methods and Media

Interpretive programs at Hungry Valley SVRA should be sensitive to vehicular recreationists, and supportive of their interests. Of the numerous interpretive programs that could be fashioned to suit the interests of OHV users, direct participation in vehicular activity by SVRA personnel and volunteers would probably be among the most successful, owing to the personal contact. Rangers and volunteers could conduct programs involving skill enhancement for novices, and demonstrations that would focus on problems confronted during riding. Other programs could interpret such topics as landscape repair. Rangers or volunteers could also guide field tours and destination rides that acquaint riders with the region's natural and cultural heritage. Rangers or volunteers could also lead programs with non-riding themes such as nature hikes and campfire programs on conservation, survival, photography, and Native American lore.

Other interpretive methods could include permanent displays, brochures/maps, mobile interpretive displays, bulletin and orientation boards, and self-guided rides. Radio and CB programs and maps could tell riders about opportunities and hazards in the unit. Films or slides dealing with vehicular sports may also prove popular. These media should be as localized as possible in the SVRA, perhaps established at an entrance or ranger station.

A system of trails could take people into areas of natural and cultural significance, using brochures for self-guided tours. Mobile displays with both content and location changed frequently could be used to highlight SVRA resource management programs, while not promoting an impression of structured control.

Interpretive Services

Visitor Activities

Interpretive activities for Hungry Valley SVRA have been designed to promote the primary themes of OHV use and environmental awareness and, thus, to contribute to sustained operation of OHV use in the SVRA. Above all, the activities should stimulate interest in the park and respect for its environment, without creating a sense of restriction.

Personal services of many kinds will be emphasized as the primary ingredient in the interpretive program at Hungry Valley. The most common form of ranger/visitor contact will occur during routine patrol and other informal encounters. These meetings should be used for interpretive purposes when possible. Organized demonstrations and workshops will also be especially valuable, and will deal with such subjects as first aid, vehicle repair, and other topics of general interest, plus more specialized problems such as dismounting bikes on hillclimbs or retrieving stalled vehicles on steep slopes. Interpretation will also involve youngsters in programs similar to the Youth Certification Program at Ocotillo Wells SVRA. This will educate young people about provisions in the Vehicle Code and common road courtesies, so they will not put other riders in jeopardy (the main road in the valley is a public thoroughfare maintained by the U.S. Forest Service).

More formal programs involving ranger-led tours and campfire programs should also be presented. This would include "easy rides."

Visitors will be encouraged to participate at the SVRA on several levels. As a means of developing riding skills, competitions could be held at the SVRA. Visitors and other well-trained volunteers could help with these events and, eventually, be asked to participate in landscape rehabilitation and reclamation. Perhaps they could be asked to submit competitive designs for future OHV recreational areas.

Peripheral areas not used for riding could be used for self-guided tours, either on foot or in vehicles.

Interpretive Facilities

Placement and content of facilities should take into account three important factors. First, they should be concentrated at a minimum number of locations. Second, they should not be placed where dust, noise, or other environmental factors may interfere with their functions. Third, they should be located at concentrations in visitor flow, such as entrance or ranger stations.

The main entrance display should include a bulletin board, detailed maps, and information concerning regulations, as well as material introducing aspects of the region's natural heritage. The display should show riders where major hazards exist in the unit, and should also contain a listing of numbers and types of recent accidents. This display should not interrupt the flow of visitors into or out of the SVRA.

Another interpretive facility should be established in the SVRA, associated with a more developed service facility such as a campground. Interpretation at this location should not duplicate that at the entrance station; it should expand on themes involving OHVs, environmental awareness, and the area's cultural heritage. OHV history interpretation here could employ artifacts such as photos, helmets, modern safety equipment, etc. Changes in displays should occur frequently; it is important that interpretation be dynamic and appealing to repeat visitors.

Some interpretive facilities could be placed in protected or peripheral environments. These could include displays explaining some of the outstanding natural features and physical remnants of cultural resources.

Interpretation will play a part in ensuring safe use of the SVRA. Where riders need to be cautioned about potential hazards, panels will be installed. An example is on the main road, where operators of street vehicles and OHVs must be alert for each other.

In addition to these permanent facilities, mobile display facilities will be provided, to be placed in locations where temporary hazards exist or landscape repair work is occurring, to interpret what is happening there and detour riders around the area.

Safety

Off-highway-vehicle recreation is, by definition, a dangerous activity, and some forms of the activity are more dangerous than others. Many users participate in the sport because of the thrill of riding cross-country or climbing a hill, and the inherent danger in the activity heightens that thrill. Making this sport completely safe would remove many of the reasons for participation in it.

Certain hazards do exist, however, which are peculiar to the area, and may not be obvious to first-time users or novices. Steps should be taken to lessen these hazards, where possible. Where not possible, efforts should be made to alert the users to the hazards.

The main road down Hungry Valley is a paved public highway maintained by the U.S. Forest Service for access to its recreation facilities on Alamo Mountain. As such, all provisions of the California Vehicle Code are in effect on this road. This means that all vehicles must be "street legal," and all operators must be licensed drivers. Problems arise when underage operators who are not familiar with traffic laws encounter vehicles on the road. To remedy these problems, several steps should be taken: 1) develop an off-highway-vehicle corridor parallel to the paved Hungry Valley road; 2) provide user education -- alert OHV users to the problems through signs and hand-outs, and suggest that they use the provided OHV corridor next to the highway. Also, alert OHV users as to how to cross the highway safely, and alert road users of the possibility of encountering OHV users who may be unfamiliar with operation of vehicles on the highway.

Many hazards exist "off the road" throughout Hungry Valley. Almost all of them are products of erosion, some natural and some created by former OHV activity. The major hazards (cliffs and steep dropoffs) should be fenced off, and trails in the area should be carefully rerouted away from the edges of these areas. Additionally, interpretive facilities could be considered to point out these hazards to users. Minor erosion hazards next to the main road should also be repaired, as necessary. An area map and hand-outs (provided near the park entrance) can alert users to these hazards. Periodic listing of the numbers and types of accidents might also alert novices and first-time users of the risks involved in this form of recreation.

The fire hazard in Hungry Valley is also very real. In the summer of 1980, a large, arson-caused brush fire burned much of Freeman Canyon and the areas east to the interstate highway.

To lessen the ever-present fire danger, campfires will be permitted only in DPR-provided fire rings. Open ground fires will not be permitted. Spark arresters will also be required on all OHVs.

Additionally, during "red flag" fire alerts which occur occasionally in late summer and fall under Santa Ana wind conditions, the entire SVRA could be closed to use, concurrent with area closures in the adjacent national forest. User education should be used to alert people to the dangers of wildfires. Additionally, all developed water sources throughout the recreation area should be designed to provide water for fire suppression.

OPERATIONS ELEMENT

Facilities in off-highway-vehicle recreation areas are different from those in other recreation areas, and managers who have operated other areas may have to rethink some of their philosophies if they are to accommodate users of OHV areas. Perhaps a quote from Dr. Shawn Bennett, Consultant to the American Motorcycle Association, can best express the wishes of OHV users: "...Don't overmanage trail bike routes! There seems to be a consensus among managers of public lands that the establishment of a trail necessarily includes the construction of bridges, smoothing and grading of the trail surfaces, installation of drainage devices such as culverts, water bars, etc., for user comfort, not just erosion control. Well, we appreciate your thinking of us, but it's money (a lot of it) down the drain because these measures defeat the purpose of a trail bike. We enjoy the challenge -- we want a trail that is difficult and demanding -- one that requires skill and a machine specifically designed for difficult terrain. If we wanted only a neatly smooth surface, we would not have left the five percent of America's surface area which is already paved. So rest easy -- the establishment of a bike trail does not mean a major outlay of money and effort -- it requires only the clearing of brush to a width of, say, four feet and the removal of the largest obstacles like big fallen tree trunks and super boulders -- leave the rest, we love it."*

Although Dr. Bennett refers to motorcycle trails, the concept holds true for all forms of OHV activities. Users do not wish facilities and development, but would rather see their OHV funds used to acquire additional land.

Included in the Technical Appendix are suggested guidelines managers can use when considering activities that users prefer.

It is the objective of this element to describe the general guidelines by which this unit will be operated. The emphasis will be to maximize OHV recreation by managing the land to perpetuate its usefulness, rather than by restricting OHVs by land closures.

As mentioned before, it is recommended that facilities be developed in phases, as user desires and operational needs dictate. For this reason, this element is assembled into two sections:

1. Initial operation: Operational concepts based on existing site conditions, initial staffing, and current user desires.

   Immediate concerns: Operational components necessary for establishing an operations foundation for Hungry Valley.

2. Future operation: Operational concepts based on proposed facilities, additional staffing, and meeting ongoing user needs.

Initial Operation

For the past decade, Hungry Valley has been used by OHVs of all forms (mostly by trespass), without any facilities or regulation. Individuals have been able to ride freely, restricted only by an occasional ranch fence. The transition to state ownership has raised many questions among users as to how much of the land is available for use. For the

* Shawn Bennett, A Trail Rider's Guide to the Environment (Westerville, Ohio: The American Motorcycle Association, 1973), p. 7.

benefit of many current users and additional unfamiliar users, emphasis will be on educating users to current OHV policies as they relate to safety. This can be accomplished with printed handouts and graphic displays (in the entrance area) that outline current regulations (green stickers, spark arresters, no firearms), circulation routes, and SVRA boundaries. The structure of such regulations will be oriented toward visitor safety and uniformity in OHV policy of both Hungry Valley SVRA and the Los Padres National Forest. Also emphasized will be enforcement of safety regulations.

Another consideration of this plan is the need to take initial measures to control off-site erosion impacts. Use area boundaries will be established using identifiable land forms, existing roadways, and existing vegetation barriers. Boundaries of this nature will help make enforcement by rangers easier. It is expected that supplemental signing will be necessary to aid enforcement of these boundaries.

The presence of hazardous areas on the site, both natural and man-made, will be mitigated by additional signing, corrective maintenance, and identification in user orientation information. Some areas may require physical barriers for user protection.

The success and prolonged usage of the site also depends on good resource management practices. The Resource Element calls for protection of unique and representative resources, both cultural and natural. Proper management of the proposed natural preserves will first be attempted by increasing visitor awareness and education regarding the significance of these areas. This shall be accomplished by an explanation of the area in orientation information, and identification on maps posted at the entrance. Perimeter signing will also be used to help identify and warn visitors of necessary precautions.

The boundaries of natural preserves were established to allow for access around the preserves and, using physical and topographic features, to clearly define the natural preserves. Only as a last resort will fencing be used to maintain boundaries of natural preserves.

Management of cultural preserves shall be accomplished by the same methods explained above for natural preserves. However, unlike natural preserves, cultural preserves will be open to vehicular use. The emphasis here will be placed on visitor awareness through development of interpretive trail routes.

Monitoring of use areas will play an important role in determining management needs and assessing the success of management procedures. The impacts of use shall be monitored to determine at what point impacts are adverse, and when an area should be closed for rehabilitation. Erosion of hillside areas should be of the highest priority among monitoring concerns. Establishment of monitoring stations to measure the amount of sediment transported offsite should be a first priority. Other monitoring concerns (of lesser importance) include establishment of weather stations (because of the diverse weather patterns in the project and the relationship of rainfall to runoff/erosion) and documentation of visitor use patterns (to develop an information base that can be used for future land use and facility decisions).

There is an immediate need to budget for a permanent, full-time resource management position at Hungry Valley SVRA. This staff position is needed to advise and assist the area manager in the technical responsibilities of resource management.

As part of management of Hungry Valley, fire prevention and protection will be stressed. Basic fire safety rules should be part of any information distributed to users. Fires will be allowed only in designated fire rings. In addition, temporary closures may occur during times of extreme fire danger. Any closures due to fire danger will be coordinated with the U.S. Forest Service for consistency of management.

Essential to successful management of Hungry Valley is the day-to-day operation and maintenance carried out by the area staff. Operation of facilities will be administered from a temporary area headquarters, located in an existing ranch house and outbuildings until future facilities are established. As noted in the Land Use and Facilities Element, camping will be informal and dispersed, giving users the option to choose their locations. Placement of portable chemical toilets and trash bins shall be of the first priority in providing for campers. Although undeveloped, it is expected that this form of camping will require staff involvement similar to that of a large developed campground.

Immediate Concerns

The General Plan proposes that all ingress and egress shall occur at the north end of the project. Access to this facility will be coordinated with the U.S. Forest Service, in order to maintain through access to several forest service facilities to the west.

Special use permits will be used to facilitate management and operation of several parcels of land in and near the SVRA. Agreements with the forest service will be used to revise ownership boundaries, to simplify operational jurisdiction based on topographic features. Permits will also be used to operate other public lands held by the forest service and BLM. Because Hungry Valley is located in the far corners of both Ventura and Los Angeles Counties, concurrent jurisdiction exists between these counties. Enforcement agencies having concurrent jurisdiction in the area include the California Highway Patrol, the Ventura County Sheriff's Department, and the Los Angeles County Sheriff's Department. For fire control, agencies include the Ventura County Fire Department, the Los Angeles County Fire Department, and the United States Forest Service. There is a high potential for a cooperative effort between many of these agencies for vehicle safety, fire safety, interpretive, and user education programs.

Volunteers are also expected to have a high potential for use; volunteer work is quite popular among OHV groups. It is anticipated that volunteers can be used on trail location and construction projects, cleanup efforts, user education efforts, and interpretive projects.

A major issue is whether trails should be designated one-way or two-way. At Hollister Hills SVRA, many of the trails are one-way, while others (mostly trunk trails) are two-way. One-way trails can be narrower than two-way trails, and can be fitted into steeper terrain with less impact. They may lessen the chance of a head-on collision, and may free riders from worrying about oncoming vehicles. Two-way trails offer several advantages; they provide twice the riding opportunity for each mile of trail; trail signing would be minimized; users could alert other users to conditions ahead; and two-way trails would decrease the response time to assist stranded visitors. Additionally at Hungry Valley, most of the existing trails are old roads, and are wide enough for all vehicles. Along most of the trails, sight distance is excellent, except in a few instances where prudence would suggest that users slow down.

The choice of one-way or two-way trails is important because there is a very real problem of motorcyclists at high speed meeting four-wheel-drive vehicles coming the other way on trails or roads too narrow to pass.

The Hungry Valley Citizens Advisory Committee has recommended that no attempt be made to separate users by vehicle type, either in the staging areas or in the use areas. The committee felt that Hungry Valley is so large an area that everyone would tend to find their own preferred locations, away from those who would cause problems.

It should be determined if there is a need to separate four-wheel-drive vehicles and motorcycles on trails that are wide enough to accommodate four-wheel drives. Staff should also determine if there may be a need to separate four-wheel-drive users from motorcycle riders — if not in all areas, then perhaps in certain areas.

The fee schedule at Hungry Valley will have a direct and important effect on both users and operations staff. Not only will a fee schedule affect the unit and its users, but also the forest service and its facilities to the west. The public road that concurrently serves the forest service facilities and Hungry Valley creates a unique set of circumstances. The forest service holds the easement to this public road, and requires that it remain open 24 hours a day for free public access to USFS recreational facilities. It is recommended that a policy of free day-use access be provided at Hungry Valley SVRA; it is further recommended that fees be charged only for camping in developed campgrounds.

This recommendation was based on the study of possible alternatives, their consequences, the goals of the OHV program, and the operational effects on the Hungry Valley field staff.

Future Operations

As Hungry Valley becomes better established and operation priorities more clearly defined, a transition from interim to more permanent management will take place. Essential to this permanent operation is the proposed administrative complex (see Land Use and Facilities Element). With these facilities, a higher rate of direct visitor contact is expected. User information relating to safety and unit facts will be made available at the entrance kiosk. Visitor counts and vehicle checks will also take place here. More detailed information, such as interpretive and safety programs, display maps showing trails, and a more personalized public contact office, would be available as part of the proposed adminstrative complex. Also included would be a first-aid services and a contact point for coordination of emergencies.

As the news of establishment of Hungry Valley SVRA spreads, the number of users is expected to increase. With increased use will come the need to provide additional mitigation to keep adverse impacts to a minimum. Minimizing adverse impacts can be accomplished through establishment of essential facilities (water and restrooms) and an increase in the number and length of trails. The increase in the amount of trails will provide for greater riding opportunities, decreasing the need for users to create their own trails. It is expected that organized clubs and volunteer groups will play an important role in development and construction of new trails.

The initial form of visitor management is to use topographic and vegetative barriers, along with signing and user awareness education. In the future, if these management tools prove unsuccessful, additional emphasis on educating users, and ultimately, man-made barriers, may be necessary.

Future management of Hungry Valley's recreational, natural, and cultural resources will depend heavily on the ability of staff to monitor erosion and user impacts. Data gathered from monitoring and initial rehabilitation programs will be used in updating earlier rehabilitation efforts. After initial resource protection measures are taken (establishment of sediment basins, preservation of boundaries, and emergency rehabilitation), operational emphasis will be on maintaining resource protection measures. Monitoring shall be incorporated in rehabilitation projects and continued overall, to update past information and improve management techniques.

At the outset, much of the land along I-5 was leased back to the former owners for agricultural purposes (see Land Use and Facilities Element). This plan proposes to continue these leases, with some revisions (see Land Use and Facilities Element). The original lease boundaries are based on section lines. The revision of the leases would be to change the present boundaries to ones based on the actual areas being used. This will minimize staff time to enforce the boundaries and, at the same time, make additional land available for trails. It is recommended that the lease of the ten-acre dump site be discontinued after the lease expires (June 1985), if a study indicates that the economic impacts on the town of Gorman and Hungry Valley SVRA are outweighed by the benefits of eliminating the dump.

With the increased awareness and use of Hungry Valley, the emphasis will be on daily operation and maintenance of the facility. All operations, including visitor services, the area office, and maintenance facilities, will be administered from the headquarters complex at the north end of the project. Refer to the Land Use and Facilities Element for a breakdown of facilities to be included in this complex.

Camping should continue to be provided in its original informal state. Fire rings are recommended for specific areas within camping zones. Fire rings will be used to manage densities of campers by limiting the number of rings in any one area. Portable toilets shall be used until a clear understanding of consistent camping patterns is established. At that time, it is proposed that permanent restrooms be developed in the areas of concentrated use. Future establishment of additional camping zones shall be organized in the same fashion as past camping zones. Portable restrooms should be used initially, until the success of a zone warrants permanent facilities. Additionally, it is recommended that a developed campground (individual camping spur sites) be established, to provide Hungry Valley with a variety of camping opportunities.

The proposed headquarters is expected to maximize the efficiency of ranger duties. However, the needs outlined in the initial Operations Section are expected to remain the same.

As identified in the Land Use and Facilities Element, a portion of Hungry Valley will be established for special use. It is proposed that this area be available, on a reserve basis, to clubs or organized groups, for the purpose of club or competitive events. Conditions of the reservations would include a submission of a permit that outlines the intended activities, their courses of operation, location, the expected number of people, and the necessary certificates of insurance. Permits will be reviewed and assessed for impacts on watersheds. Permits will be approved by the area manager. During times when events are occurring in Quail Canyon, access will be available from a separate entrance gate off Peace Valley Road and the Quail Lake Road interchange of I-5. Quail Canyon will be closed to other use during the times it is reserved. When Quail Canyon is not reserved, it will be operated as a trails use area.

ENVIRONMENTAL IMPACT ELEMENT

Summary

Lands in Hungry Valley State Vehicular Recreation Area (SVRA) have already received more than ten years of heavy off-highway-vehicle use, with off-highway-motorcycle riding constituting almost all of this use. For this reason, the environmental impacts to be expected from state operation and development of the area as described in the general plan are, on the whole, the same ones already manifest as a result of its history of off-highway motorcycle use. The major differences in impacts to be expected under state management are the following:

1. During most years, sediments from OHV-induced soil erosion, that are currently carried off-site during storms, will be contained behind debris dams built in the unit.

2. On some slopes, where -- due to OHV use -- the loss of soil is high and gullies are forming, the erosion rate will be stabilized and possibly reduced.

3. The damage to soils and vegetation from OHV use, now confined to relatively small parts of the area, will be more widespread under state management.

Introduction

Section 5002.2 of the Public Resources Code requires that each state park unit general plan include an environmental impact element, and that this element satisfy the environmental documentation requirements of CEQA (beginning with Sec. 21000 of the Pub. Res. Code).

Project Description

Hungry Valley State Vehicular Recreation Area is a unit of the State Park System that was recently acquired to provide a place for OHV enthusiasts to enjoy recreation. The General Plan calls for dividing the unit into four use areas: open, unrestricted use (Area I); trail use only (Area II); special events, by reservation only (Area III); and closed (Area IV). A strip of land within view of Interstate Highway 5 will be designated a scenic corridor in Area II, with OHV trails used for destination purposes only. Within Area IV are unique native grassland communities and an oak grove, which have been proposed for designation as natural preserves. A developed campground will eventually be built near the north entrance of the unit, and primitive camping will be permitted in a designated camping zone. An entrance kiosk and a headquarters complex providing space for operations and visitor services will be built at the north entrance to the unit. A road providing access to the U.S. Forest Service recreation area at Hardluck will be realigned, and a central trail system for OHVs will be established. Ultimately, the access to the Alamo Mountain facilities may be moved out of the major use area. Existing grazing leases in the scenic corridor will be renewed.

Please refer to the following sections of the General Plan for more detailed descriptions of the proposed project:

- Proposed facilities -- p. 33, Land Use and Facilities Element
- Proposed operations -- p. 49, Operations Element
- Proposed interpretive program -- p. 43, Interpretive Element
- Proposed resource management policy -- p. 8, Resource Element

Description of the Environmental Setting

The Natural Landscape

Hungry Valley State Vehicular Recreation Area is located just south of the point where Los Angeles, Ventura, and Kern Counties come together. About two-thirds of the unit is in Los Angeles County, while one-third is in Ventura County. Besides being at a county crossroads, Hungry Valley is a unique area, where diverse geological and biogeographical elements converge.

Three major fault systems -- the San Andreas, Garlock, and San Gabriel -- approach each other at Hungry Valley; three major mountain ranges -- the South Coastal, Transverse, and Tehachapi -- also merge there; and six elements of two floristic provinces -- the California and Transmontane -- find representatives at Hungry Valley SVRA.

As well as being an area of political, geological, and biological confluence, the Hungry Valley area also sits on a low pass providing easy land communication between three geographical regions: the Mojave Desert, the Central Valley, and the coastal plains of Oxnard, Los Angeles, and points south. The region drains in all three directions, but principally south, via Gorman and Hungry Valley creeks. These southerly draining streams join and flow into Pyramid Lake, a State Water Project reservoir.

Although it occupies only about one-third of the land area of the SVRA, Hungry Valley proper provides more than its name to the unit. A gentle landscape amidst difficult mountains, it is a natural highway providing ready access to all parts of the recreation area. Beginning in the rolling hills of the Tejon Pass divide, this elevated alluvial plain slopes south and east in a broadening curve until it intersects the southern end of the narrower Peace Valley. Peace Valley -- through which Interstate 5 runs -- forms the northern and eastern boundary of the SVRA. Between these two valleys is a broad mass of hills, making up about two-thirds of the area of the unit. These hills are rounded and grass-covered at the north end, but become rugged, deeply eroded "badlands" in the central and southern portions. Other hills, some rounded and others sharp, separate Hungry Valley from the gorge of Piru Creek to the south, while foothills of the steep and rugged mountains of the Los Padres National Forest define the western side of the valley.

The general aspect the Hungry Valley region presents to visitors is one of open spaces. Vistas from within and around the valley are long and, for the most part, unobstructed by topographic features, tall vegetation, or human structures.

Hungry Valley SVRA is a semi-arid place. The low precipitation and drying winds prohibit lush vegetation and, except for some valley oaks and cottonwoods in a few favorable sites, the only trees to be found are shrubby junipers, pinons, and desert scrub oaks. Likewise, dense brush is uncommon in the unit. Mostly, one sees rolling hills and terraces carpeted with short grasses or buckwheat and yucca, rabbitbrush and sagebrush spread over the broad expanses of Hungry Valley proper, and junipers and yuccas sparsely scattered on the eroded slopes of the "badlands."

The Human Landscape

Most of the lands in the Hungry Valley region are used as rangeland or, in flatter areas, for dry farming of hay and grain. Grazing and dry farming are still being practiced under short-term leases from the state on the northeast part of the SVRA. Two ranches in the southern part of Hungry Valley proper are now abandoned and heavily vandalized.

Because of its location at a natural interregional corridor, the Hungry Valley area is crossed by several important conduits. Interstate 5 forms an eight-lane barrier very close to the eastern and northern perimeters of the unit, and is joined at the halfway point of this section by State Highway 138 coming from the east.

The west branch of the California Aqueduct, which brings northern California water to the Los Angeles area, passes along the west side of the unit. Two parallel 500 kv transmission lines cross Hungry Valley SVRA; the transmission-towers run along ridges through the northern and eastern part, roughly paralleled by a service road. Five underground pipelines carrying high-pressure gas and oil run north-south through the unit. A service road also parallels these pipelines. Hungry Valley Road runs the length of Hungry Valley proper in a north-south direction. The road is a primary access route to the Alamo Mountain, Hardluck, and other recreation areas of the Los Padres National Forest. The Forest Service holds easements for the road through the SVRA, and maintains it with a chipseal surface as far south as the Alamo Mountain-Gold Hill exit point.

The Hungry Valley area is sparsely populated. This is due to the ruggedness of the surrounding terrain and the fact that most of the land is in public ownership or in large private holdings, such as the Tejon Ranch. The town of Gorman (population 100), located next to the northern side of the unit, exists by providing services to travellers on I-5. The two other communities in the region, Frazier Park and Lebec, are located north of Tejon Pass, and count some 1,600 inhabitants between them. Several scattered residences and a small trailer park are located south of Gorman along I-5, next to the SVRA boundary; eight of these residences were acquired in the unit, and are being used by the department as offices and residences for DPR personnel, or are temporarily leased back to the previous owners.

Hungry Valley SVRA is bounded on the west and south by national forest lands (except for one small private holding, Maxy Ranch, on the west). These lands are being managed primarily for their watershed and recreation values.

A major new campground is being planned by the department for the Angeles National Forest and the Department of Water Resources, to be located on the southern boundary of the unit. Access for this facility, which will provide camping for recreationists at Pyramid Lake, will be south of the unit, south of the Canada de los Alamos.

Los Padres National Forest owns a 320-acre parcel at the northern entrance to the SVRA. This parcel will be managed by the department as part of the unit under a special use permit from the forest service. The federal Bureau of Land Management has title to 4,200 acres located mostly in the central and eastern "badlands" part of the unit. Negotiations have been initiated by the department to acquire title to the BLM inholdings, which are currently vacant and unused. On the east side of the SVRA, the landowners are the Department of Water Resources, Caltrans, and private individuals. Caltrans and private individuals own the lands bordering the unit on the north.

The Los Angeles County General Plan (November 1980) designates the land use in Hungry Valley SVRA as "recommended open space." This designation conforms to the use of the area as an OHV recreation area. The Los Angeles County Zoning Ordinance places these lands in A-2-5 and A-2-2 zones (heavy agriculture, 5-acre and 2-acre minimum parcel size). These zoning designations will probably be changed to reflect the current use.

The Ventura County Open Space Plan (1973) designates the Ventura County portion of the SVRA as "rural" and "open space." These lands are also zoned "open space" in the Ventura County Zoning Ordinance. Neither Los Angeles nor Ventura Counties have indicated any objections to the use of Hungry Valley as an OHV recreation area.

The Los Angeles County Highway Plan (November 1980) shows two proposed secondary roads traversing the unit. Both of these roads -- one beginning near Gorman, the other from the Hungry Valley interchange -- would follow existing access routes to the USFS lands.

Air Quality

Despite its proximity to the heavily polluted San Fernando and Upper Santa Clara River valleys to the south, residents and visitors say the air at Hungry Valley SVRA is good. The unit's elevation (mostly within the 3,000-4,000 ft. range) puts it above the level of most of the pollutants. Strong, persistent winds prevent the accumulation of air contaminants generated on-site.

Air quality has not been measured at Hungry Valley. The nearest air quality data available -- from monitoring stations at Lockwood Valley, twelve miles to west, and Newhall, twenty miles to the south -- are only suggestive of the conditions at Hungry Valley. See Table X for a comparison of the two station's data.

Interpretation of wind data from the nearby weather station at Sandberg supports the casual observation that air contaminant levels in Hungry Valley SVRA at more like clean-air Lockwood Valley than dirty-air Newhall. Due to the proximity of I-5, which in 1979 carried an average of 26,000 vehicles per day past the unit, it can be expected that the major contaminants to the air of Hungry Valley are photochemical oxidants (measured as ozone), carbon monoxide, and nitrogen dioxide. Dust from dry soil pulverized by OHVs and borne on the strong local winds may also play an occasional role in the Hungry Valley air quality picture.

The future air quality of the Hungry Valley area is expected to deteriorate as traffic on I-5 increases and the planned expansion of recreational developments around Pyramid Lake draws more than a million visitors annually.

Noise

The current noise situation at Hungry Valley is well summarized on p. 19 of the Resource Element. Although the California Motor Vehicle Code sets noise level limits for OHVs (86 decibels (dBA) measured at 50 feet), there have not been any measurements of either background noise or OHV noise on the unit.

Climate

See p. 9 , Resource Element.

Table X

AIR QUALITY SUMMARY

Lockwood Valley and Newhall Air Monitoring Stations

LOCKWOOD VALLEY

Pollutant	Days Exceeding State or Federal Standards	Annual Average ppm	Current State Standard (ppm)	Current Federal Standard (ppm)
Oxidant and Ozone	0	.03	.10	.12
Total Suspended Particulates	2	24.9*	100*	150*

NEWHALL

Oxidant and Ozone	177	.0443	.10	.12
Carbon Monoxide	0	2.73	40 ppm/1 hr.	35 ppm/1 hr.
Nitrogen Dioxide	6	.0249	.25 ppm/1 hr.	.05 ppm/yr.
Sulphur Dioxide	0	Not available	.50 ppm/1 hr.	.14 ppm/24 hrs.
Hydrocarbons	320	2.17	No state standard	.24 ppm/3 hrs.

*Micrograms/cubic meter

Environmental Impacts and Mitigations

An environmental impact report was prepared by the department for the acquisition of Hungry Valley SVRA in 1978. Parts of the unit were being heavily affected by OHVs at the time the land was being acquired. The acquisition EIR described the impacts OHVs had inflicted on the area's environment to that date, and on that basis, made predictions about the impacts it would experience under management as a state vehicular recreation area. To avoid repetition, then, this Environmental Impact Element of the Hungry Valley General Plan focuses mainly on those impacts expected from implementation of the proposals made in the General Plan.

For the purposes of this element it will be assumed that the department will have sufficient equipment, expertise, staff, and operating funds to carry out the General Plan's recommendations, especially the resource protection policies stated in the resource element.

Soil Damage

Impacts

The upland soils of Hungry Valley SVRA are susceptible to severe erosion on slopes steeper than ten to fifteen percent (see Suitability Map in the Technical Appendix of the Resource Element). Under the proposed General Plan, overall soil erosion in the unit should continue at about the same rate as before.

The reasons to expect greater levels of erosion in some areas are:

1. Much non-OHV-induced erosion occurs in the unit, particularly in the "badlands" of the eastern one-half of the unit; this natural erosion will increase because of the fire that burned through the area in August 1980.

2. More than eighty percent of the lands most heavily used by OHVs are proposed for inclusion in the open, unrestricted riding zone (Area I).

3. In Area I are most of the slopes — including the two main hillclimbs -- that are currently experiencing the greatest OHV-induced erosion.

4. OHV use in the SVRA is expected to increase and expand into areas that, until now, have received little use. Many of these new areas are steep, and have thin, fragile soils which erode severely when disturbed.

Soil compaction should also increase in the unit as OHV use increases and spreads out.

Mitigations

The following policies and measures should reduce soil erosion at many locations in Hungry Valley SVRA:

1. Very little land of high erosion potential that is not already heavily used by OHVs is recommended for inclusion in the open use zone (Area I).

2. About fifteen to twenty percent of the land that is now heavily used is proposed for inclusion in restrictive use zones, i.e. trails use (Area II); scenic corridor (in Area II); and natural preserves (in Area IV).

3. Part or all of the SVRA would be closed during and after periods of significant rainfall, until soil conditions improve.

4. Non-conventional OHV equipment that causes greater than normal soil damage will be prohibited in the unit.

5. Badly eroded use areas such as hillclimbs will be closed and rehabilitated or reclaimed.

The effectiveness of the above policies and measures for controlling erosion will depend on the willingness of users to abide by the resource protection rules (e.g., to keep to designated trails and off protected areas), the ability of the department to enforce these rules, and the successfulness of efforts to reclaim and rehabilitate damaged slopes.

Hydrology, Sedimentation, and Water Quality

Impacts

1. Sedimentation: The principal hydrological impact of the proposed General Plan will be continued transport and deposition of OHV-induced sediments downstream from their points of origin and, eventually, off-site.

   Measurements indicate that sediment yields from the heavily used areas of Hungry Valley are orders of magnitude greater than those measured for the Piru Creek watershed as a whole (Griggs and Walsh, 1979). Most of the soil eroded by OHVs will find itself in the Gorman Creek or Hungry Valley Creek channels. At present, there are no physical structures preventing this displaced material from being eventually transported into Pyramid Lake. Debris catchment basins proposed to keep sediments from leaving the unit (see p. 22, Resource Element) may fail during particularly intense storms. At best, these basins, designed to contain a 25-year storm, will slow the time it takes for OHV-induced sediments to reach the big reservoir.

2. Water Quality and Quantity: Except for suspended and dissolved sediments carried in storm-swollen streams, the impacts of the proposed project on surface water quality or quantity would be negligible, because normally, there is almost no surface water in the unit.

   The impacts of the plan on the area's groundwater supply and quality are unknown at this time. The water needs of the headquarters complex, campground, and trailer dumping station will be supplied from nearby wells, but it is unlikely that the estimated 8,000 gallons per day needed will draw down the local water table significantly.

Mitigations

Debris catchment basins will be built wherever significant erosion and sediment transport are occurring. These basins will be designed to capture all the bedload and suspended sediments draining into them, up to the amount generated by a 25-year storm. They will be maintained and emptied of accumulated debris whenever necessary, and the debris will be placed where it will not present a downstream sedimentation hazard. Sediment transport and deposition levels will be monitored in heavy use areas so estimates of sediment discharge may be made (see Resource Element, p. 22).

Seismic Hazard

Impacts

The proximity of the San Andreas Fault to the SVRA guarantees that the region will be subject to seismic shaking from time to time. None of the buildings proposed in the General Plan will be within a "special studies zone" under the Alquist-Priolo Special Studies Zone Act of 1973. For this reason, a geological study is not required before their construction.

Mitigations

All structures planned for human occupancy will be designed and constructed to state facilities earthquake standards, as specified in Title 22 of the California Administrative Code.

Biota

1. Plants

Impacts: Under the proposed General Plan, plants -- particularly grasses, herbs, and low shrubs -- will continue to be destroyed on the SVRA by OHV impacts. These impacts include destruction of tops and roots by mechanical crushing, and rendering of soil less fit for plant growth by compacting it. Plant destruction will be especially severe in the open riding areas, where users are not required to stay on trails. An indirect impact on plants will occur through loss of topsoil from heavy use areas (the loss itself is due largely to the destruction of plants that bind the soil with their roots). The character of the vegetation on these sites will change from grasses to plants adapted to harsher sites (e.g., chamise, manzanita, turkey mullein), and the density of plant cover will be much lower. The grasslands around the northern end of Hungry Valley will continue to be particularly hard-hit when they are not in a restricted use zone.

Mitigations: Monitoring will be done on a continuing basis to determine the condition and trends of the vegetation. Areas found to have lost a significant percentage of their vegetative cover will be closed to OHV use before fifty percent has been lost and revegetated with appropriate native species.

Areas at the north end of the Gorman Creek watershed that have unique native grassland communities will be closed to OHVs and recommended for classification as natural preserves. A sixty-acre riparian/oak woodland community near Maxey Ranch is also recommended for natural preserve status.

Grazing and dry land farming will be allowed by permit in the scenic corridor, on areas and at intensities that monitoring has shown not to adversely affect recreational and natural resource management objectives. No grazing or farming will be allowed in areas recommended as natural preserves.

Riparian vegetation will be protected. No development, camping, or riding will be allowed in the two or three riparian areas in the unit, and the water sources that nourish them will not be diverted.

2. Animals

Impacts: Animals living at Hungry Valley SVRA will continue to be affected by OHVs. The impacts include destruction of vegetation that provides food, cover, and reproductive sites; crushing of burrows and dens; killing by direct impact of tires; destruction of terrestrial nests; wildfire; and disruption of feeding and social behavior by noise. The brunt of OHV impacts will continue to be felt by animals that live in or frequent the grassland communities. Examples of these grassland-associated animals are: the Pacific gopher snake, western meadowlark, savannah sparrow, kestral, Botta pocket gopher, and badger. As OHV use intensifies in the open riding area and spreads throughout the unit, the adverse impacts on animal life will also intensify and spread.

Mitigations: Riparian areas and portions of the native grassland communities will be off-limits for OHVs, and animal life should maintain itself or increase in those areas. OHV impacts on animals in the trails only zone (Area II) will decrease in those parts where use goes down under the more restrictive classification. The effects of noise and fire will be mitigated through enforcement of muffler and spark arrester requirements on OHVs using the unit. Hunting will not be allowed at Hungry Valley. Development of seeps on the SVRA for wildlife use will be considered a mitigation measure.

Noise

Impacts

During periods of heavy use, especially on weekends and holidays in the spring and fall, OHVs (principally motorcycles) will continue to be a major source of noise at Hungry Valley SVRA. Noise has been shown to disrupt feeding and social behavior of wildlife. OHV noise will spread as use expands more evenly throughout the unit.

Mitigations

Muffler and noise level requirements established by the California Vehicle Code will be enforced at Hungry Valley SVRA. The noise limit for an OHV built after 1974 is set at 86 dBA (measured from 50 feet away).

OHVs will be restricted around inhabited dwellings so OSHA standards for 24-hour exposure to noise are not exceeded.

Visual Resources

Impacts

Motorcycle trails criss-crossing the natural landscape are highly visible in heavily used parts of the SVRA. These visual impacts will increase as OHV trails proliferate in the open use zone. New roads and trails developed in other parts of the unit will add to the scarring effect. In addition, unauthorized trails may develop in restricted zones.

Development of new facilities at the headquarters area, the staging area, and the campground will add their impacts. Buildings, parking lots, utility wires, and fences will have a visual impact on the austere but gentle setting. Any windmills erected would have the same effect.

Mitigations

Roads and trails will be aligned with appearance an important consideration, especially for those laid out in the scenic corridor; ridge tops and drainage channels will be used as much as possible. Esthetic considerations will also be applied in the location and design of the headquarters complex, campground, and staging area. State park facilities are normally designed to fit into the natural landscape as harmoniously as possible.

Air Quality

Impacts

There will be a marginal increase in motor vehicle-generated pollutants such as ozone and carbon monoxide as use of the unit intensifies. This will be a factor only on weekends and holidays, when use is high. These pollutants will seldom accumulate at the unit because of the persistence of local winds. However, dust from soil exposed and pulverized by OHV tires may become bothersome at times.

Mitigations

Revegetation of heavily impacted areas will reduce the dust.

Cultural Resources

Impacts

It is possible, but not likely, that pilferage or destruction of the prehistoric cultural resources at Hungry Valley SVRA could occur under the proposed plan. The Native American archeological sites on the unit are obscure enough to be passed over by all but the trained observers.

Mitigations

Three areas with concentrations of prehistoric sites have been proposed as cultural preserves. Vehicles will be restricted to trails, and no camping or extensive staging will be permitted on these preserves.

One other significant cultural site will be protected in a natural preserve.

None of the historic resources in the unit have been determined as significant enough to be preserved.

Traffic and Circulation

Impacts

Operation of Hungry Valley SVRA is not expected to have a significant impact on I-5. Although visitation to the unit could conceivably reach as high as 10,000 to 15,000 people on a weekend or holiday, the traffic this exceptional crowd would generate would probably be less than one-half of those figures. Moreover, I-5 is carrying less than one-half its designed capacity of traffic through the Hungry Valley section, at an average of 26,000 vehicles per day.

However, there may be some temporary congestion at what is currently known as the Quail Lake Road Interchange during the holding of special events at Quail Canyon (Area III).

Conflicts between OHVs and vehicles using Hungry Valley Road for access to U.S. Forest Service recreation areas will remain a hazard for as long as this road is used for such access.

Mitigations

A major trail parallel to the existing Hungry Valley Road will be developed and designated for OHV use. This will reduce the potential for OHV-street vehicle conflict. Additionally, a new road alignment is proposed to give a common access route to the Hardluck and Alamo Mountain federal recreation areas. Development of this new road would further serve to separate Hungry Valley SVRA users from people passing through to reach other locations.

Land Use

Impacts

Operation and development of Hungry Valley SVRA will not significantly affect the existing land use on or next to the unit. Grazing and dry land farming will continue as before under permit, with some adjustments of current lease boundaries. Most residences acquired along the eastern boundary of the unit will continue as residences for DPR personnel. The private dumpsite acquired near Gorman may be discontinued after study. Existing use of the Hungry Valley area by OHVs will continue and expand.

The following governmental entities have indicated that operation and development of Hungry Valley SVRA will not conflict with their zoning or land use plans: Los Angeles County, Ventura County, the Los Padres National Forest, and the Angeles National Forest.

Public Services

1. Fire Protection

   Impacts: Increasing use of the area by OHVs under the proposed plan will increase the possibility of wildland fires sweeping the unit, as occurred in the arson-caused fire in the summer of 1980.

   Mitigations: The level of fire protection should improve the proposed General Plan as the department increases its management of recreational activity in Hungry Valley SVRA. Fire safety rules will be distributed to all users as they enter; camping will be restricted to certain areas; fire rings will be required for all open fires; all OHVs will be inspected for spark arresters; patrolling of the area will be more frequent; and the unit will be closed during periods of high fire danger.

2. Police Protection

   Impacts: The higher level of visitation expected at the SVRA could potentially increase the workload of local law enforcement agencies, including the California Highway Patrol, the U.S. Forest Service, and the Los Angeles and Ventura County Sheriff's Departments.

   Mitigations: State park rangers are law enforcement officers. Under the proposed plan, a greater level of law enforcement will be in effect in the unit than existed there before. This new law enforcement staff will allow other forces to concentrate their efforts elsewhere.

3. Hospital and Ambulance Service

Impacts: The expected growth of OHV recreation at the SVRA will probably create an increased demand for ambulance and hospital services locally.

Mitigations: Safety will be a key concept in development and operation of Hungry Valley SVRA. At the entrance kiosk, each user will receive literature containing safety tips and showing the location of hazardous riding areas. Riders will be encouraged to use personal safety equipment such as helmets, gloves, and eye protectors. Trails will be routed away from hazardous areas, and signs or barriers will be placed around these places if necessary. There will be a first-aid station at the visitor center, and rangers will be trained and equipped to render first aid.

4. Water Use and Sewage Disposal

Impacts: An estimated 150,000-200,000 visitors per year will consume more than one million gallons of water, and will produce a proportionate amount of human waste. The potential exists for fecal contamination of surface and ground waters, producing a public health hazard.

Mitigations: Wells will be tested for production and water quality. Sewage from the headquarters area and the developed campground will be disposed of in a manner that satisfies state and county public health and water quality rules. Chemical toilets will be placed in the undeveloped camping zone and at Quail Canyon during special events. A trailer sanitation station will be installed.

5. Solid Waste

Impacts: Increasing visitor use of the area will increase the amount of trash generated there.

Mitigations: Trash receptacles will be placed at the headquarters area, staging areas, camping areas, and special use area. These receptacles will be emptied on a regular basis, with the refuse hauled to the nearest county disposal site.

6. Public Schools

Impacts: As a result of this proposed plan, a few more students -- children of State Park System employees -- may enroll in local public schools. This impact is negligible, because the number of these new pupils is not expected to exceed eight or ten.

Energy Use

Impacts

As use of the SVRA increases, the amount of fuel used on-site by OHVs and by vehicles used by visitors to travel to and from the unit will also increase. The department's patrol vehicles will use fuel, as will its maintenance and repair equipment. Construction and operation of new facilities and roads will also use energy.

Mitigations

Development and operation of Hungry Valley SVRA may result in a net fuel savings. Hungry Valley is closer to the Los Angeles Metropolitan Area than are most other popular OHV areas; in a period of rising fuel costs, the attractions of a riding area one hour from downtown Los Angeles will increase, while areas further afield will become less attractive. Since the amount of fuel used getting to riding areas is much greater than that used riding off-highway, the net consumption of fuel for OHV recreation should be less. Operational energy needs will be less because of the use of solar and wind energy to heat water and buildings, pump water, and possibly generate electricity at the unit headquarters.

Significant Environmental Impacts That Cannot Be Avoided If The Proposal Is Implemented

Implementation of this General Plan would as a whole have the effect of reducing the negative environmental impacts of OHV use that have been occurring in the area. Significant impacts that cannot be avoided if the proposals are implemented are related to development of trails and facilities, and the spread of OHV use to new areas.

A. Soil Damage

Soil erosion and compaction will increase in areas that currently receive less use. These areas include: parts of the central, western, and southern portions of Hungry Valley proper (including the east branch of Hungry Valley); Freeman Canyon; and Quail Canyon. These areas will experience heavier OHV use because of the closing of some areas in the north of the unit for resource protection and rehabilitation purposes, and development of a trails system by the department to spread OHV use over larger parts of the unit.

The heavily-used northern uplands will continue to erode and form gullies, although reclamation and rehabilitation measures should reduce this. It should be noted, however, that the adjacent "badlands" were once rolling grasslands, too. It should also be mentioned that as yet, no erosion control measures have been successfully implemented on the unit.

B. Hydrology

Stormwater runoff will continue to carry the soil displaced or exposed by OHVs down the Gorman Creek and Hungry Valley Creek systems. Debris basins designed to hold against a 25-year storm might fail in a greater storm, allowing the accumulated sediment from OHV-induced erosion to be carried downstream to Pyramid Lake.

C. Vegetation

Native vegetation will continue to be destroyed by OHVs, particularly in the rolling grasslands on the north and west sides of Hungry Valley

D. Animals

Animals will continue to be affected by OHVs, particularly those which live in the open areas (Area I).

E. Noise

OHVs will continue to make noise.

F. Air Quality

OHVs, and the vehicles by which users travel to Hungry Valley, will continue to pollute the air. Dust from OHV-disturbed soil will continue to be generated.

G. Visual Resources

OHV trails will continue to mar the scenery, and development of new park facilities will add contrasting visual elements to the landscape.

H. Public Services

New wells constructed to supply water for the headquarters complex, campground, and staging area will draw on the groundwater resource of the area. However, much of the water drawn by the wells will re-enter the same water table via leachfields.

I. Energy Use

Visitors travelling to the unit and operating their OHVs on it will continue to use fuel, as will State Park System patrol and maintenance vehicles. Gas and electricity will be consumed at the new proposed facilities.

Alternatives To The Proposed General Plan

A. No Project (No Development and Management)

The unit could be managed as it is now. There would be no facilities, a minimum of regulation, and no natural resource protection or rehabilitation. Significant adverse environmental impacts of soil erosion, sedimentation, vegetation and wildlife habitat loss, and esthetic degradation would continue unabated. Conflicts on public roads between OHVs and vehicles passing through the area would continue to present a safety hazard.

This alternative would not fulfill the legal obligation of the department to ensure that "no substantial natural values are lost and that no adjoining properties incur adverse effects from the operation and maintenance of vehicular recreation areas."

B. Development and Operation Alternatives

1. Open the Entire Unit to Unrestricted Riding

Soil erosion, scarring of the landscape, sedimentation, and destruction of the biota would continue as before, and would become more widespread. As gullies spread over the landscape, large parts of the unit would eventually be rendered unfit for riding. The effects would be highly visible from I-5, and this would arouse a large body of public antipathy toward the project. A unique native grassland community would eventually be decimated.

2. Restrict Riding to "Trails Use Only" Throughout the Unit

The impacts of erosion, sedimentation, and loss of plant and animal resources would be lessened. The appeal of the unit for OHV users would decline, and it would function less to reduce OHV use on other lands.

3. No Natural Preserves

The department is legally responsible for identifying and protecting, in designated natural preserves, unique or outstanding examples of native plant and animal communities. Vehicles are specifically not allowed in natural preserves. Hence, the department has no choice except to set aside and close to vehicles the best native grassland communities and the Maxey Canyon oak/riparian area as natural preserves.

4. No Reclamation or Rehabilitation of Damaged Soils, and No Construction of Debris Basins

In managing state vehicular recreation areas, the department is legally required to prevent accelerated and unnatural erosion, or to restore areas which have suffered it. The department is also required to prevent adjoining areas from experiencing adverse impacts from SVRAs. Hence, the department has no choice but to restore OHV-damaged soils, and to build debris basins to contain sedimentation on the unit.

5. No Scenic Corridor

Public antagonism to the SVRA would be aroused by the sight of motorcycle trails scarring the hills visible from I-5.

6. No Visitor Services

Visitor services include: campgrounds, entrance stations, information centers, literature, first-aid stations, water, restrooms/chemical toilets, interpretive programs, special events areas, and other services. These will give users the information they need to know about the area in order to protect themselves and the natural resources from injury. These services also provide conveniences and comforts, and they can add an element of interest for visitors.

7. No Camping Zone Restrictions

Problems of disposal of trash and human waste, fire prevention, destruction of fragile ecological areas, law enforcement, and conflicts between riders and campers would be aggravated.

8. Camping Restricted to Campgrounds

The problems mentioned in Alternative #7 would be lessened. The user advisory group did not want this alternative, however.

9. No Development of New Roads or Trails

Conflicts between OHVs and other vehicles on public roads would continue, with eventual injuries and deaths as a result. Some new soil erosion and plant cover loss would occur, as users pioneer their own new trails. Some trails that are poorly located for circulation purposes would slowly revegetate.

Development and operation alternatives nos. 2 and 8 would lessen the adverse environmental impacts of the project, but were not chosen, in deference to the wishes of the user advisory group.

Significant Irreversible Environmental Changes

Development and operation of Hungry Valley SVRA will require an irretrievable expenditure of materials, fossil fuels, and financial resources. Accelerated soil erosion will continue and spread over a larger area; conversion of the upland grassland soils (Gorman series) to gullied "badlands" will continue at a much more rapid pace than it would in the absence of OHV use.

Growth-Inducing Impacts Of The Proposed Project

Initially, the number of new users attracted to Hungry Valley SVRA may be offset by the loss of present users who are repelled by the rules and restrictions imposed by the department. However, as other public and private lands are closed to riding and the word spreads that nearby Hungry Valley is available, visitor use is expected to grow. For this reason, local (i.e., Gorman) providers of goods and services should experience an increase in business from SVRA visitors.

The Relationship Between Local Short-Term Uses Of Man's Environment And The Maintenance And Enhancement Of Long-Term Productivity

The long-term environmental impacts of the proposal are discussed in Section V. The increased rate of soil loss caused by OHVs will permanently diminish the land's capacity to produce food, forage, and wildlife for human benefit. Deposition of sediments caused by OHV use at Hungry Valley into Pyramid Lake during storms of great magnitude will diminish the useful life of that reservoir.

It should be stressed, however, that these predicted diminishments of long-term productivity are less severe than what would occur if unrestricted OHV use were allowed to continue at Hungry Valley as before. Likewise, other uses to which the land would likely be put were it not in State Park System ownership -- residences, industries, private OHV parks -- could easily have greater negative impacts on the environment, and could narrow even more the range of beneficial uses to which the land could be put. From a broader perspective, development of Hungry Valley as proposed should, by drawing OHV recreationists from all over Southern California and concentrating them in a manageable unit, benefit the environment of the region as a whole.

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COMMENTS AND RESPONSES

HUNGRY VALLEY STATE VEHICULAR RECREATION AREA
GENERAL PLAN

THE DRAFT GENERAL PLAN WAS SENT TO THE FOLLOWING AGENCIES, ORGANIZATIONS, AND PERSONS:

State Clearinghouse (11 copies)
California Air Resources Board
California Highway Patrol, Lebec
California Department of Water Resources
California Department of Fish and Game, Region 5
California Department of Parks and Recreation, Region 4 (2 copies)
Angeles National Forest (5 copies)
Los Padres National Forest (2 copies)
U. S. Geological Survey, Menlo Park
Bureau of Land Management, Bakersfield
Southern California Association of Governments
Los Angeles County Parks and Recreation Department
Los Angeles County Sheriffs Department
Los Angeles County Planning Department
Los Angeles County Health Services Department
Los Angeles County Fire Department, Newhall
Ventura County Planning Department
Ventura County Property Administration Agency
Ventura County Sheriffs Department (2 copies)
Ventura County Fire Department
Kern County Planning Department
Gorman School District (2 copies)

ORGANIZATIONS:

California Off-Road Vehicle Association (2 copies)
State Off-Highway Vehicle Advisory Committee (8 copies)
Sierra Club (2 copies)
Hungry Valley Citizens Advisory Committee (7 copies)
California Association of 4WD Clubs, Inc.
American Motorcycle Association
The Desert Protective Council
Motorcycle Industry Council
Southern California Edison Company
Southern California Gas Company
Cycle News
Lockwood Valley Community Association

PERSONS:

Mr. Paul Marsik
Mr. Ed Hollingshead
Mr. Elwood W. Wingeier
Ms. Julie Roller
Mr. Louis McKey

PERSONS: (continued)

Mr. Howard Harris
Mr. Dick Reed
Mr. Vic Wilson
Mr. Everett F. Blizzard
Mr. Richard M. Brown
Ms. Patricia J. Clark
R. Dean McElroy
Mr. John Gutwein

LEGAL NOTICES WERE PUBLISHED IN THE FOLLOWING PERIODICALS:

The Mountain Enterprise
Cycle News
Los Angeles Times

COPIES OF THE DRAFT GENERAL PLAN WERE ON FILE AND AVAILABLE FOR PUBLIC REVIEW AT THE FOLLOWING LOCATIONS:

Los Angeles City Library, Central Branch
San Fernando City Public Library
Ventura County Library, Central Branch
Kern County Public Library, Bakersfield
Gorman Elementary School
Hungry Valley State Vehicular Recreation Area Office

COMMENTS WERE RECEIVED FROM THE FOLLOWING AGENCIES, ORGANIZATIONS, AND PERSONS:

California Regional Water Quality Control Board, Los Angeles Region
California Department of Water Resources
State Lands Commission
California Department of Transportation, District 7
Angeles National Forest, U. S. Forest Service
Mt. Pinos Ranger District, U. S. Forest Service
Los Angeles County Department of Parks and Recreation
Los Angeles County Department of Health Services
Ventura County Resource Management Agency
California Association of 4WD Clubs, Inc.
Committee for Green Foothills
Dwight Bickmore (Hungry Valley Citizens Advisory Committee)
Brian Sampson
George R. Tibbetts
Robert L. Allessi
Ward Cumbie and Family
Phil Marsik
R. M. Eller
Wingeier Family
Lola A. Maxey and Family

State of California

The Resources Agency

Memorandum

To : James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Date : MAR 6 1981

File No.:

Subject: West Branch Division
Review of the Hungry Valley
State Vehicular Recreation
Area Draft General Plan

From : Department of Water Resources

My staff and the staff of our Division of Operations and Maintenance have reviewed your Hungry Valley State Vehicular Recreation Area Draft General Plan, and we find that the plan appears to address most of our concerns in a rather general manner. 1

Our Division of Operations and Maintenance recommends that a hydrologic and quality data network be set up as soon as possible to develop the preproject conditions with respect to the evaluation of the surface and ground water quality, streamflows, and quantities of sediment leaving the Hungry Valley Basin. 2

Our principal concern with this development is the effect this project would have on the quality of water in Pyramid Lake and the possible increasing rate of sedimentation into the lake.

Although the plan does propose the concept of the installation of sediment retention dams, reseeding and revegetation, and curtailment of use of watershed slopes (due to excessive vehicular travel) to allow increased vegetative growth, specific sites and proposed scheduling are not included in the plan. 3

It is important that background levels or baseline conditions be developed for both water quality and sediment production, and limiting degradation standards be proposed which will ensure the usability of our downstream water supply and storage facilities. 4

In addition, we need to review a more detailed plan of the proposed basin protection system for the Hungry Valley development. 5

Thomas H. T. Morrow
Chief
Division of Land and Right of Way
8-485-4284

cc: H. R. Musgrove
Jack Coe
Lawrence A. Mullnix

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MAR 11 1981

State of California 3 State Lands Commission

Memorandum

To : James D. Burns
Assistant Secretary for Resources

Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811
Attention: James M. Doyle

Date : February 9, 1981

File No.:

From : EXECUTIVE OFFICE
1807 13th Street, Sacramento 95814

Subject: HUNGRY VALLEY STATE VEHICULAR RECREATION AREA (SVRA) GENERAL PLAN - DRAFT EIR. SCH #81012306

The State Lands Commission's staff has reviewed the subject document and offer the following comments:

As stated on page 52, "The fee schedule at Hungry Valley will have a direct impact and important effect on both users and operations staff ...". We understand that there are 4 other SVRAs in the State Park System, 2 of which charge fees, the other 2 not charging any. The fees were based upon the amount of facilities that were being provided.

Gathering from the information provided with respect to the subject area, there appears to be many factors involved which would require higher operation costs than the other SVRAs, i.e. wildfire control, erosion control, assurance of protection of biological and cultural values, etc. It would seem that in these times (post "Proposition 13"), costs such as these should be borne by users. 6

It is our feeling that alternative methods of collecting such fees should be considered. We realize that the free access to the National Forest lands on the existing road creates a major problem in terms of charging such fees. However, it appears that there are methods which can be used. An example may be to place a kiosk at the entrance and charge only those who will be using the SVRA facilities; those using the National Forest facilities would not be charged. In order to control this situation, those paying the fee would be issued a tag or other convenient material as proof of payment. Anyone caught within the SVRA without such proof of payment would be subject to appropriate punitive action. 7

This is but one example of how fee charges can be implemented; others are probably available. Although charging fees may create some problems, i.e. you may only collect 70 to 80% of those going through, this will amount to 70 to 80% more than if nothing were charged.

8

We appreciate the opportunity to comment.

Ted T. Fukushima

TED T. FUKUSHIMA
Senior Planner

TTF:js

State of California

3

California Regional Water Quality Control Board
Los Angeles Region

CK

Memorandum

To : Mr. James W. Burns
Project Coordinator
The Resources Agency

Date: FEB 18 1981

File :

From : Raymond M. Hertel
Executive Officer

Subject: SCH#81012306, Draft of Preliminary Plan for Hungry Valley State Vehicular Recreational Area

We have reviewed the Subject Draft of Preliminary Plan. The proposed project is for addition of 4,200 acres of Bureau of Land Management land to the State Vehicular Recreation Area in Hungry Valley.

On page 54, the Plan recognizes the impacts of eroded materials from off-highway vehicles and recommends a debris dam be built to contain the materials that are carried off-site during storms, and prevent them from getting into Pyramid Reservoir.

We have no objection to the proposed project if the Plan's recommendation relative to construction of a debris dam is implemented.

If you have any questions, please call Moe Kazem of this office.

Raymond M. Hertel

RAYMOND M. HERTEL
Executive Officer

State of California — Business and Transportation Agency

Memorandum

To : MS. ANN BARKLEY, Division Chief - DOTP
Department A-95 Coordinator
1120 N Street
Sacramento, California 95814

Attention: MR. DARRELL HUSUM

Date: March 5, 1981

File : A-95/CEQA REVIEW

From : MR. ALLAN H. HENDRIX - District 07
DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH NUMBER	
81012306	Hungry Valley State Vehicular Recreation Area, Draft of Preliminary General Plan and Environmental Impact Element

Project: The State Department of Parks and Recreation has purchased 14,260 acres in the northwest corner of Los Angeles County just south of Gorman for use by off-highway vehicles (OHV). The area had been used informally for OHV recreation prior to the purchase.

Caltrans is interested in the development of the area because of its close proximity to the Golden State Freeway (Interstate Route 5). We want to be aware of any impacts on our facility and of any proposals that would require action by our agency. We note, for example, that the Plan recommends renaming the Hungry Valley Interchange to eliminate access confusion. Naturally, we must be consulted in such matters.

Caltrans is in favor of the establishment of a scenic corridor within the viewshed of Interstate 5 to minimize visual impacts. The Plan's recommendations to establish natural and cultural preserves within the recreation area are to be commended. Provisions for resource management based on watersheds and rehabilitation analysis should remain a central aspect of the Plan.

(9) The traffic discussion in the Plan states that operation of the SVRA will not significantly impact I-5. While this may be true in the area of the site itself, we are more concerned about impacts further south. The Plan does not address the cumulative impact of the Hungry Valley SVRA and the proposed Phases II and III of the Pyramid Lake Recreation complex. The traffic generated by these two proposals could have a substantial effect on the operation of I-5 in the Valencia area.

ALLAN H. HENDRIX, Chief
Environmental Planning Branch
Transportation District 07
Clearinghouse Coordinator
For information, contact Jim Danley
(ATSS) 640-5567 or (213) 620-5567

Attachment

United States Department of Agriculture
Forest Service

Mt. Pinos Ranger District
Star Route, Box 400
Frazier Park, CA 93225

Reply to: 2350 O.R.V.

Date: March 5, 1981

Subject: Hungry Valley Draft General Plan

To: Mr. James M. Doyle
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Following are my comments on the Hungry Valley State Vehicular Recreation Area Draft General Plan.

Regarding relocation of access to Maxey Ranch, any new access across Forest Service owned land would require a Special Use Permit and an Environmental Assessment of the project before an easement could be granted.

The proposed future development of a southern access to Alamo Mt. would tend to separate popular OHV use areas on the Los Padres National Forest from the State Vehicular Recreation area. Alamo Mt., Gold Hill and the three trails on Forest Service land are currently enjoyed by many of the same users of Hungry Valley. To isolate areas or create deadend trails cannot benefit either the Hungry Valley SVRA or the Los Padres National Forest in terms of effective land management over the entire area involved. (10)

The access to Hardluck Campground is another situation. Hardluck Campground is being built by the Department of Parks and Recreation as mitigation for loss of streamside recreation caused by the construction of Pyramid Reservoir. The Los Padres National Forest feels that the water oriented recreation opportunity that Hardluck is to provide can not be effectively managed without separate access to the OHV use area that will be occurring in Hungry Valley. There are currently no OHV routes in the Hardluck area nor are any planned and the campground is not designed for large numbers of users. To further facilitate overall area management, both by the USFS and California DPR, a physical barrier between the two areas would be desirable. I would not preclude emergency or administrative use by either the California DPR or the Forest Service of this southern access to Hungry Valley, but rather minimize interaction and possible conflicts between these two different recreational uses. (11)

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In addition, I would like to ensure that information about the opportunities and regulations on adjacent Los Padres National Forest land is also provided during the operation of an entrance station to the SVRA. Many of the people coming through the station will be on National Forest or the Hungry Valley SVRA or both. The Forest Service would of course provide the Forest related materials and information. (12)

Finally, concerning Red Flag Alerts, it would be very desirable in administering the whole area if State policies were similar to Forest Service policies in as many aspects of regulation as possible. This will make it much easier for the users to comply with the regulations. This is especially important concerning fire use. (13)

I would be pleased to further discuss any of the above points with you if you desire.

W P Mazingo Jr

W.P. MAZINGO JR
Acting District Ranger

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Angeles National Forest
150 So. Los Robles Avenue, Suite 300
Pasadena, California 91101

2770

March 4, 1981

James M. Doyle, Supervisor
Environmental Review Section
State Dept. of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

The Draft of Preliminary General Plan, January, 1981, for Hungry Valley State Vehicular Recreation Area appears to be a well written plan.

The recently proposed "circulation alternative," Appendix A: Maps, 7, proposed Circulation and Access, un-numbered page 77, may present a conflict with the future use of the proposed Los Alamos and Hardluck campgrounds, and the Pyramid Lake recreation area.

Throughout the planning process, we have expressed the desire to have only one public access to the Hungry Valley Vehicular Recreation Area, the point of entry to be at Gorman. We did not want public entry on the southern end of the park because of user conflicts with the Pyramid Lake recreation area, Hardluck and Los Alamos campgrounds.

The existing road from Pyramid Lake to Hardluck was to remain the access way to Hardluck, with a gate to prevent access beyond the junction of the Hardluck road in the vicinity of Kinsey Ranch. The gate would block public access to the State Vehicular Park. This road would be used for emergency and administrative purposes.

During the planning process, State Parks has agreed to these conditions: one entrance at Gorman and a gate at Kinsey Ranch.

This matter of controlled access is very important to the administration of the Angeles National Forest.

Your cooperation is appreciated.

Sincerely,

GRAY F. REYNOLDS
Forest Supervisor

COUNTY OF LOS ANGELES • DEPARTMENT OF HEALTH SERVICES

313 NORTH FIGUEROA STREET • LOS ANGELES, CALIFORNIA 90012 • (213) 974-7863.

February 3, 1981

Mr. James M. Doyle, Supervisor
Environmental Review Section
State of California
Department of Parks and Recreation
P. O. BOX 2390
Sacramento, California 95811

Dear Mr. Doyle:

I have reviewed the general plan draft for the Hungry Valley State Vehicular Recreation Area. My only comment is in regard to the proposed use of chemical and portable toilets.

It is our policy to oppose the use of chemical or portable toilets in recreation areas. We have experienced many problems associated with their use - such as vandalism, inadequate servicing, tipping over, etc. Furthermore, the units are not equipped with handwashing facilities which we feel is a basic sanitation need associated with toilet usage. We do not approve the use of these units at special events to accomodate overflow crowds. CORRECTED IN LATER LETTER

It is our policy to require water flush toilets and handwashing facilities at all permanent recreational facilities which are accessable by road. Sewage should be disposed of via septic tank and approved sub-surface disposal facilties. 15

In remote camping or recreational areas, not accessable by road, a pit or vault toilet should be constructed. Handwashing facilities should be provided if possible. 16

Your consideration of the above comments will be appreciated. If you have any questions, please feel free to contact me at this office (213) 974-7863.

Very truly yours,

NORMAN L. GROOM, PROGRAM DIRECTOR
Mountain and Rural Sanitation

NLG:ph

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RPI

COUNTY OF LOS ANGELES • DEPARTMENT OF HEALTH SERVICES

313 NORTH FIGUEROA STREET • LOS ANGELES, CALIFORNIA 90012 • (213) 974-7863.

February 9, 1981

Mr. James M. Doyle, Supervisor
Environmental Review Section
State of California
Department of Parks and Recreation
P. O. BOX 2390
Sacramento, California 95811

Dear Mr. Doyle:

In regard to my letter of February 3, 1981, concerning the Hungry Valley State Vehicular Recreation Area: Please be advised that there is an error in the second paragraph, last sentence.

This sentence should read ' We do approve the use of these units at special events to accomodate overflow crowds.'

My apologies for the error.

Very truly yours,

NORMAN L. GROOM, R.S.
PROGRAM DIRECTOR
Mountain and Rural Program

NLG:ph

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COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

155 West Washington Boulevard – Room 1200 – Los Angeles, California 90015 – (213) 744-4211

March 4, 1981

State of California
Department of Parks & Recreation
P.O. Box 2390
Sacramento, California 95811

Attn: Mr. James M. Doyle, Supervisor
Environmental Review Section

Dear Mr. Doyle:

DRAFT GENERAL PLAN — HUNGRY VALLEY STATE VEHICULAR RECREATION AREA

This letter is in response to your request of January 22, 1981, for review of the Hungry Valley draft General Plan. The project, as discussed in the draft General Plan, appears to be complete in its coverage of the issues. Due to the present unrestricted use by OHV in the area, extreme adverse effects on the local environment are taking place. The proposed management of the area, as described in the draft General Plan, will decrease the adverse effects and allow for the protection of the resources in the area.

Due to the large number of OHV users in Los Angeles County, this Department is in the process of developing two units. Our San Gabriel project has received a grant from the State's OHV Grants Program and the Rowher Flats project is in the environmental documentation phase. The Hungry Valley unit will work to decrease the over use predicted at these local sites.

This Department is in support of providing for this type of recreational activity, but also its proper management. The Hungry Valley project demonstrates sound management and protection of the environment as a whole.

1-1704

Thank you for the opportunity to review this plan. We would appreciate being kept informed of the progress of the Hungry Valley State Vehicular Recreation Area.

Sincerely yours,

James F. Schumann
Deputy Director, Planning

CB/rb

RESOURCE MANAGEMENT AGENCY
county of ventura

Victor R. Husbands
Agency Director

March 4, 1981

James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

Subject: Ventura County Comments on Draft EIR for Hungry Valley Draft General Plan.

The above referenced environmental document has been reviewed by appropriate Ventura County agencies. Specific reviewing Agency comments are attached. Please respond to the comments as required by the California Environmental Quality Act. All responses should be addressed to the commenting agency with a copy to the Subdivision and Environmental Review Section, Resource Management Agency.

RESOURCE MANAGEMENT AGENCY

Victor R. Husbands, Director

VRH:jw

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1981

1-1771

County of Ventura

PUBLIC WORKS AGENCY

MEMORANDUM

To: John Crowley

Date: February 25, 1981

From: Bill Lockard WL

Reference No.:

Subject: COMMENTS ON HUNGRY VALLEY GENERAL PLAN DRAFT EIR, JANUARY, 1981

SPECIFIC COMMENTS

Pg. 4, Sec. g. How far outside the existing boundaries? The wording of this sounds like they're thinking of expanding. This should be clarified. (17)

Pg. 12, Para. 5. While chaparral may be "the most extensive type of vegetation in California" (and I'm not sure it is), it is also one of the least common and most restricted vegetation types on earth. The report's phraseology implies that chaparral is more common than it is. (18)

Pg. 12, para. 7. All native grasslands should be included in natural preserves, not just "portions". Native grasslands are virtually extinct in California and therefore constitute an invaluable environmental heritage. (19)

Pg. 14, para. 3. This is one of the few places in Ventura County where Scott's Oriole, primarily a desert bird, is known to occur.

Pg. 15, para. 3. The Condor issue should be gone into in greater detail here. Condors spend a great deal of time, particularly in late summer/early fall, in and around the Mt. Pinos area and it is likely that the "individual birds" observed over the study area were on their way to or from Mt. Pinos. In addition, the Tejon Ranch, which is close to the project site, is an important feeding ground for these giant birds. California condors are extremely sensitive to human disturbance. The report states that "there have... been estimates of up to two thousand people using Hungry Valley on peak summer weekends before state ownership... without any publicity or facilities whatsoever... It is believed that use of Hungry Valley SVRA will grow dramatically in the future..." It is quite likely that such intense use will have a negative input on the Condor, which is at its present status, in part, because of massive loss of habitat, and human disturbance. The Audubon Society Condor naturalist should be contacted on this issue and a statement by him included in the final EIR. (20)

Also, leopard lizards are mentioned on this page. The project site is close to, if not within, the known range of the blunt-nosed leopard lizard (Gambelia [Crotaphytus[silus) which is on both the state and federal endangered species list. A qualified herpetologist should examine the area to verify the identification of the leopard lizards found on the site as well as determine if there is potential blunt-nosed leopard lizard habitat present. These lizards favor flat areas with little vegetation which would receive intense use by OHV's. (21)

pp. 24-26. There is no discussion in the Biotic Resources section as to what effect increased noise and disturbance will have on animals, particularly birds and mammals. While it is commendable to have natural preserves, these areas will be of limited use if wildlife is driven away by excessive noise levels on the periphery of the preserves. (22)

pg. 28. The policy on noise levels (at top of page) will be difficult to enforce and, unless there is some definite way of determining noise levels, will be ignored by users. The idea of hill-climbing dirt bikes meeting "noise limits set in the California Vehicle Code" is rather naive. (23)

pg. 28. Wind erosion which, due to the "very strong winds" can be considerable, should be discussed here. (24)

pg. 29. The use of the word, "reclaim" in the top policy on the page, does not appear to agree with their definition at the bottom of the page and in any case rehabilitating an area in a year may be an unrealistic goal. (25)

pg. 32. Closed zones should be fenced. (26)

pg. 50, para. 5. Fencing will almost surely be necessary to discourage "exploration", particularly in the unique native grassland community where open spaces will invite trespass. (27)

pg. 55, para. 6. No mention is made here of the thick carpet of annuals which almost surely blanket the area in late winter/early spring. Floristic surveys should be carried out during the peak of spring bloom to be certain that no rare or endangered plants are overlooked. This is important because these are the plants which receive most of the impact from OHV's. (28)

Pg. 57, para. 3. Residents and visitors cannot be relied upon to indicate air quality because many environmental contaminants are impossible to detect without scientific instruments. e.g., ozone and carbon monoxide. (29)

Pg. 57, para. 5. Dust borne by "strong local winds" will play more than an "occasional role" in the Hungry Valley air quality picture. (30)

Pg. 60, para. 4. This is further support for the idea of fencing the natural preserves. There are too many unknowns here. We are asked to rely on the "willingness of users to abide by the resource protection rules" and "the ability of the department to enforce these rules". If it turns out that the users are unwilling to abide by the rules and the department is unable to enforce them, it will already be too late. One set of tracks invites others. In fragile ecosystems, tracks may last for decades and severely degrade the habitat value. The mandates mentioned under "Biotic Resources" on page 24 are clear and do not leave room for vascillation. 31

Pg. 63, para. 2. The increase in motor vehicle generated pollutants will probably be more than marginal. A study should be undertaken to determine where these pollutants will be blown by local winds. 32

Dust will be more than bothersome, it constitutes a very real form of erosion and can have a negative impact on native plants through clogging of the stomata. 33

GENERAL COMMENTS

At the present time, it seems that OHV's are here to stay, and enthusiasts have succeeded in legitimatizing their sport . Given the acceptance of this type of recreation it is preferable to have controls in the Hungry Valley area rather than let wholesale destruction of the environment (as is now occurring) continue. Also, this type of development will take pressure off other more fragile environments. Nevertheless, we would like to make the following general comments in addition to the specific comments above.

--A complete 2nd thorough inventory of the flora should be undertaken throughout the year. The fact that the site is in a transition zone between desert and more coastal influences produces an ecotonal effect and which increases the floristic diversity. The California Native Plant Society should be consulted to determine if there are any plants which they consider rare or endangered on the site. 34 35

--A complete and thorough inventory of the fauna should also be undertaken throughout the year. This should include arthropods because there are several isolated populations of rare butterflies in the Frazier Park region and perhaps also on the site. Such a restricted population can be quickly exterminated through destruction of its food plant. 36

As mentioned in the specific comments, the issue of the California Condor and the blunt-nosed leopard lizard should be cleared up. In addition, field work should be carried out to determine if peregrine falcons are nesting on remote cliffs on the site. 37

--The discussion of flora and fauna in the General Plan is not really adequate and should include species lists. 38

--The effect that this development will have on the Mt. Pinos Recreation Area should be addressed. (39)

RB:ch

March 4, 1981

Department of Parks and Recreation
Mr. James M. Doyle
Environmental Review Board
PO Box 2390
Sacramento, CA 95811

Dear Mr. Doyle,

The draft general plan for the Hungry Valley State Vehicular Recreation Area has been reviewed. The review consisted of attending public meetings, on site field trips, input from the Hungry Valley Citizens Advisory Committee and a careful evaluation of the draft plan and appendices. It was the consensus of all the various OHV interests concerned with the HV SVRA that the Department recreation policies can not be applied to a single use OHV recreation plan when the project is designed for the sole purpose of OHV recreation.

The following issues and comments are recommended changes which should be incorporated in the plan:

1. Page 2, Article 9. Reword to state: Closures may occur during periods of high fire danger as designated by the US Forest Service and California Division of Forestry regulations.

2. Page 2, Article 20. Realignment of the Hard Luck campground road is not necessary. California vehicle code, section 38001 provides authority for both public and the OHV to use the roads simultaneously. Adequate warnings and safeguards can be developed to prevent conflicts and accidents on both the Hard Luck and Gold Hill Roads.

3. Page 3, instructions, second paragraph. The State Park policy does not specifically address OHV recreational areas nor does it include the statements that specifically permits management and modification of the natural and cultural elements in a SVRA. Since the state policies are up for review, we shall recommend that certain exceptions shall be made for a SVRA. The Public Resources Code can then be revised accordingly.

4. Page 4, Purpose of Plan. Add new paragraph P. as follows: A User Advisory Committee shall be formed to study all operational and development problems in the SVRA. The committee shall make recommendations and/or assist the Departmen in meeting all objectives and purposes of the SVRA.

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5. Page 5, Potential Problem Areas, Sedimentation into Pyramid Reservoir. Most sedimentation is caused by road building, timber operations and wild fires. While OHV can contribute to this problem, source point sedimentation in Hungry Valley can be adequately controlled with silt traps. The lands in the SVRA ravaged by the September 1980 fire will result in heavy erosion unless promptly reseeded. More siltation can be expected from this source than OHV related causes. 45

6. Page 21, Declaration of Purpose. The purpose of the park is solely for OHV recreation, therefore there should be no conflicts with other forms of recreation. The need for perpetuating natural, scenic and cultural values should only be considered when it is clearly established that these values are important enough to over ride all other proposed uses of the SVRA. The only exception would be in areas of public thorough fare, safety, welfare and human rights. 46

7. Page 22 to 35, Resource Management Policies. It is obvious that the Resource Code and proposed management policies are in conflict with the basic purpose of the SVRA. We see no reason to implement such drastic measures when it is known that they will be difficult or impractical to enforce. 47

8. Page 30, Resource Management Staffing. The resource management position should specify only persons having practical consulting experience in the use of OHV and OHV trail management will be accepted for this position. This requirement should be in addition to those qualifications stated in the plan. 48

9. Page 29, Reclamation and Rehabilitation. Both policies expressed under this caption would prohibit use of OHV areas if the area cannot be feasibly rehabilitated, should conditions so require. These policies are not specific enough, since it does not define erosion standards, maximum rates of erosion nor what is considered complete rehabilitation. Moreover, the designation of an OHV SVRA certainly dedicates the area to OHV use and more than normal erosion would be an assumed impact. The question is, what is unacceptable? What conditions would require reclamation or rehabilitation? This information needs to be spelled out in the plan. 49

10. Page 29, Seasonal Restrictions. The policy is unwarranted and closure should not be invoked because of inclement weather. Detailed study of problem areas should be accomplished so both the user groups and DPR reach agreement before any problem areas are considered for closure. 50

11. Page 32, Special Use Zone. This area is designed for competitive events and when in use, the promoter of the event will need the area completely fenced to control spectators. Competitive events can involve considerable financial investment and the DPR should encourage future activities by insuring the promoter gets his money back by paid admission only. 51

12. Page 32, Closed Zone. The proposed closed natural preserves should be designed to allow for use of existing designated roads in the area. It is not necessary to close the area, just limit the OHV to certain acceptable routes in these areas to be used in a reasonable manner. 52

13. Page 36, Scenic Corridor. The boundary of the scenic buffer zone should be limited to only those areas highly visible from I-80. Existing OHV trails and roads in these areas should be utilized for non-consumptive OHV uses only. The proposed increases in grazing allotments should be deleted. 53 54

14. Page 64, Public Services. The development of the SVRA and anticipated increases in attendance will create additional burdens upon local government and services. Local ambulance service should be subsidized in part by OHV fund consistent with the demands made by the SVRA. The local taxpayers should not pick up any additional costs resulting from the operation of the SVRA. 55

15. Page 39, Campground. All development of facilities should be on a phased basis with the only developed campground at the administration site. Dispersed camping should be permitted anywhere in the SVRA except in the closed natural and scenic areas. 56

The preceding issues and recommendations are provided in good faith that they will be recognized as valid concerns of the OHV users. It is obvious that the Department is not fully aware of the needs and recreational goals of the OHV community or that Department policy prevents the planning staff from meeting the users objectives. In this case, perhaps the policies and resource codes governing the SVRA concept need to be revised.

The previous SVRAs established in this state have all encountered problems in management and attendance. It is not enough to create a SVRA but is must provide interest to attract the users. This is the most common problem in the other State OHV Parks. We believe the continuation of an OHV Citizens Advisory Committee is essential to good management of a park. It should not be used to tell the state what they should be doing, but instead the committee should study selected management problems and assist the state with various recommendations. In addition, the committee can serve as a useful interface between the users and the state. 57

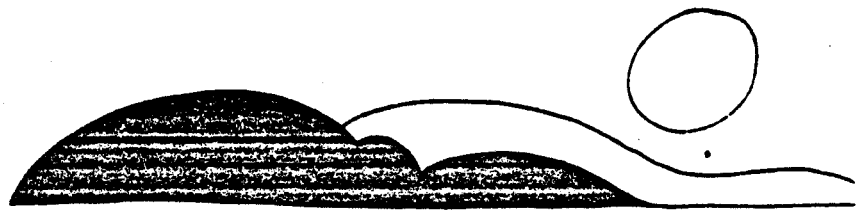
The appendix for the proposed plan provided motorcycle and 4WD trail guidelines apparently adopted from the State of Missouri. While these guidelines may be excellent standards and recommendations for the State of Missouri, they should not be adopted for use in California until the user organizations and State OHV Advisory have reviewed and approved these items as suitable for use in this state. We would also appreciate a statement made that CA4WDC did not provide the Missouri guidelines to DPR. 58

We trust that the Department will recognize this response to be an official reply from our statewide membership of 16,000 family fourwheelers.

Sincerely,

Ed Dunkley
Administrator

COMMITTEE FOR GREEN FOOTHILLS
Peninsula Conservation Center
1176 Emerson, Palo Alto, California 94301
Phone 327-5906 or 328-5313



2/18/81

Mr. James M. Doyle
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle,

The Draft General Plan for Hungry Valley SVRA has major deficiencies. These deficiencies, tabulated below, stem in part from the apparent fact that staff recommendations have been largely ignored. In the public interest, the Committee requests that you publish in full, as an appendix, staff recommendations for development and management of the Hungry Valley SVRA. While we were not in complete agreement with the recommendations with which we were familiar, they constituted a much sounder and more acceptable plan of management than is set out by this document. The essential flaws of this document lie in repeated violation of the basic environmental management aims for SVRAs set forth in the Public Resources Code, Sec. 5019.50c. We call upon the Department of Parks and Recreation to substantively amend this plan to comply with the provisions of the PRC.

(1) The designation of 2,070 hectares of land for unrestricted use is incompatible with the PRC provision for control and prevention of accelerated and unnatural erosion which is a conspicuous and well-documented consequence of current unrestricted use in all principal soil-terrain settings in the SVRA. 59

(2) The 25-year storm standard for containment of damage (as is required by the PRC) is entirely inadequate and must be revised to a minimum sufficient to contain storms of the 1969 magnitude (such would have theoretically contained the 1978 floods whereas 25-year storm standards would not) for a specified level of impact. It is meaningless to plan containment structures to control floods of any level if there is no management policy and practice to control the increased runoff that results from ORV impacts. Since so large an area is assigned to unrestricted use, and the Plan (p.5) anticipates a "dramatic" increase in use, the "highest management priority" (p.2) (namely to contain damage on the site) cannot be satisfied. Structures that are supposed to contain a 25-year storm today may be unable to do that a year from now because vehicular use increases the amount of runoff. 60

(3) The PRC calls for protection of important natural values; such values in the Hungry Valley SVRA include Native Grass stands which are admitted to be "very uncommon" in California (p. 12), and "...of extreme natural and ecological importance (p. 12). Yet a 61

very substantial percentage of areas containing such vegetation (Biotic Communities Map) are included in Unrestricted Use and Trail Use areas, whereas less than half of such areas are protected as Natural Preserves as required by the PRC. Moreover, no assessment is made of indirect impacts resulting from accelerated runoff, erosion, and sedimentation caused by adjacent use areas on the "protected" areas. No rationale is provided for sacrifice of some areas of native grasses and protection of others. The policy (p. 50, 5th para., p. 52, 7th para.) for protection of Natural Preserves is very inadequate. Physical barriers are needed now -- as a "last resort", they will only fence a remnant of the resource. 61

(4) The statement, p. 8, that "...development of detailed programs, such as rehabilitation plans, will be accomplished after the General Plan is approved" is entirely unacceptable. The Plan sets forth use policies that may result in impacts that cannot be rehabilitated, so the cart is placed before the horse. The concepts of rehabilitation and reclamation, proof of feasibility, monitoring to assess the need for rehabilitation and reclamation, and a plan of implementation must be provided in the General Plan if specific use plans are specified, as they are. The State has not demonstrated anywhere that it is willing or capable of rehabilitating or reclaiming land that is as badly damaged as Hungry Valley is now, let alone what will result from "dramatic" increase in use levels. 62

(5) The discussion of the Soil Conservation Service motorcycle trail guidelines and policies for use in relation to the SCS ratings (p. 23-24) are in open violation of PRC provisions for control and prevention of accelerated and unnatural erosion. The evidence, in published professional documents, that serious problems of accelerated erosion already exist in soil-terrain associations that would qualify as having "moderate" and "slight" limitations under the SCS system is clear. Yet, very large areas are open to unrestricted use that have moderate to severe limitations. The continuation of open-use status of areas with moderate to severe limitations is clearly inconsistent with the provisions of the PRC. 63

(6) Monitoring of resource condition that is made necessary by ORV use is obviously an expense that should be incurred by the OHV Fund. The policy statement, p. 25, to the contrary is in violation of the Chappie-Z'berg Law. 64

(7) Item 1, p. 54 violates the PRC, which does not provide for occasional containment of damage.

Item 2, p. 54 violates the PRC, which does not provide for "stabilizing" a high rate of erosion.

Introductory paragraph under Soil Damage, p.59 violates the PRC, which requires anticipation of accelerated and unnatural erosion and prevention of it; the "overall soil erosion in the unit" is now highly accelerated over the natural condition and is thus unacceptable under provisions of the PRC. This level can therefore not be continued. It is further unrealistic to suppose that it will remain at this level with a "dramatic increase" in use and 2,070 hectares open without restriction. 65

Item 2, Impacts, p.59 violates the PRC because well over 20% of the lands in use are undergoing highly accelerated and unnatural erosion, and lands containing important natural and agricultural values are being degraded.

Item 3, Impacts, p. 59 violates the PRC by maintaining in open status areas that are said to be "currently experiencing the greatest OHV-induced

erosion."

Item 4, Impacts, p. 59 violates the PRC by explicitly expressing the expectation that OHV use will expand into "many...new areas...(that) are steep, and have thin, fragile soils which erode severely when disturbed." Clearly, accelerated and unnatural erosion are anticipated, but no policy of prevention is imposed as required by the PRC.

Item 1, Mitigations, p.59 violates the PRC by maintaining in open status lands of "high erosion potential", and inclusion of any such unused land at all in open status or in trail use status without very strict standards of construction.

Item 1, Hydrology etc. Impacts, p.60 violates the PRC which does not provide for protection of off-site properties only from 25-year storm levels and not more severe ones (which have occurred at least twice since 1969). 65

Item A, p. 66 violates the PRC

Item B, p. 66 violates the PRC

Item C, p. 66 violates the PRC

The consequences of the proposed use cited under Significant Irreversible Environmental Changes, p. 69 violates the PRC.

The consequences of the proposed use cited under the Relationship Between Local Short-term Uses...., 1st para., p. 69, violate the PRC.

Clearly, the only viable alternative consistent with the PRC is to restrict use entirely to well-designed and constructed trails with slopes (mostly less than 15%) in accordance with soil capabilities, complete avoidance of areas of native vegetation and riparian areas, and construction of debris basins with capacities sufficient to contain storms of the magnitude of the 1969 storm.

Other observations:

p.7, It is not surprising that a "Task Force" of such a composition did not find a single environmental matter among its primary concerns.

This underscores the need for an Advisory Committee to the Department that represents the interests of conservationists who supported the Chappie-Z'berg Law.

p.12, The use policy set out by the Proposed Land Use Intensity Map conflicts with the observations in the last paragraph, p.12 of the importance of riparian habitat—such areas take a terrible beating from excessive runoff and sediment yield <u>within</u> the SVRA as has been repeatedly documented. 66

p.23, Soils. Although the SCS guidelines may have some shortcomings, the General Plan also does not account for soil depth and fertility parameters in the Proposed Land Use Intensity distribution, and thus violates the PRC. 67

Why <u>must</u> planners provide for recreational activities such as hillclimbing? If hillclimbing cannot be done - as we believe - consistently with the provisions of the PRC, then the activity cannot be accomodated in the SVRA.

p.24, 3rd para. This is doublespeak. How will "extensive resource management" fulfill the requirements of the PRC? What are "acceptable standards"? Certainly they have nothing to do with the provisions of the PRC. 68

p. 28, Containment of off-site impacts policy: what policy will be adopted if this is not achieved? What time limit for demonstration of feasibility? 69

p.28, watershed policy - what happens when a "compartment" is destroyed?

p. 29, watershed policy - what happens if it cannot be "properly reclaimed" in one year? 70

p.29, watershed policy - how is "an area" in which "significant adverse" impacts are being incurred identified? What constitutes "significant adverse impacts"? This is not consistent with p.24, 3rd para. 71

p.29, Reclamation and Rehabilitation policy: usability of a trail or hillclimb should not be the criterion for closure. Potential for reclamation should be used. 72

It is our conclusion upon reading this Draft that it must undergo substantive revision to comply with the provisions of the Public Resources Code that apply to State Vehicular Recreation Areas. We look forward to receiving a modified version that, as a minimum, adopts the policies and practices recommended by your own staff of resource experts.

Sincerely yours,

H.G. Wilshire

James M. Doyle
Environmental Review Section
Dept. of Parks and Recreation
P. O. Box 2390
Sacramento, Calif. 95811

Dear Jim:

As per your request for comments on the Preliminary Draft-General Plan for Hungry Valley SVRA:

1.) Page 2-Article 9: "Provision for closure..." The Park should be closed ONLY under the IMMEDIATE threat of FLOODING as a result of extreme rainfall. The Park should only be CLOSED during a actual fire, NOT just during a "high fire" period. (73)

2.) Page 2-Article 20: "Possible future development..." It MUST be understood from the outset that monies for this type of development MUST be from the GENERAL FUND and NOT from the "Green Sticker" Fund. (74)

3.) Page 3-Intrduction, paragraph two: This can not be stressed enough, this area is for the use of OFF-ROAD VEHICLES and not a "normal" State Park.

4.) Page 3-Purpose of Plan, Paragraph three: "The plan is not to be regarded as a rigid document..." This too, can not be stressed enough. The plan MUST stay flexible to allow change by the USER and not by the non-user.

5.) Page 5-Potential Problem Areas: Sedimentation into Pyramid Reservoir. NO evidence was presented to the Hungry Valley Citizen Advisiory Committee or in the plan that shows any DIRECT or CURRENT sedimentation as a result of use of Hungry Valley. (75)

6.) Page 13-paragraph four: This should be the first Paragraph, not the last. Its importance is VERY clear.

7.) Page 15-Paragraph three: This first sentence should be the lead and opening line to the whole section on ANIMAL LIFE.

1171

8.) Page 20-Paragraph seven: In this paragraph, it should menition instituting a "User Advisiory Committee" as recommended by the Hungry Valley Citizen Advisory Committee more than once. (76)

9.) Page 21-Declaration of Purpose: Delete the rest of the statement from "...To perpetuate important..." This area is to be an OFF-ROAD VEHICLE PARK and not a "normal" type of State Park.

10.) Page 21-Paragraph two of the Declaration: Delete the last sentence, "...In addition, there are..." This area is to be an OFF-ROAD PARK. These "other activities" are the type of thing that will lead to problems. (77)

11.) Page 25-Policy: Revegetation-"...loss of 50% of the vegetation..." What type of base will be considered? An area may be subjected to abuse during a drought that would not do harm during a "normal" year. (78)

12.) Page 27-Cultural Resources; Policy: Change the word "may" to will in line two. (79)

13.) Page 29-First Policy: This policy is really two different subjects and should be stated as such. Closing or reducing the area for any reason connecting to resources is no excuse at all. (80)

14.) Page 29-Policy #4: Delete the word "staff" and add personel. Also, reafirm the use of volunteer off-road groups help whenever possible to reduce the strain on the Parks Budget. (81)

15.) Page 29-Seasonal Restrictions; Policy: Delete existing policy. It MUST be remembered that this to be an OFF-ROAD VEHICLE PARK and part of this sport is to take WHATEVER comes! To reduce the chance of costly maintenance, a competent trail consultant should be retained to advise the Area Manager as to any need with regard to the trails. (82)

16.) Page 32-Closed Zone: Delete this section. No area should be entirely closed. Restrict the use to existing trails, but don't close land purshased with FUNDS earmarked for use for establishing riding areas! (83)

Recommended statement for this area should read:

Closed Zones:

In paragraph three of page 52, the fee schedule is discussed, we recommend a change in wording--remove the word "day use" and make it just "use" except for the improved campground area. 98

On page 50, there is recommendation for a on-site "resource Manager" but no need was established. We recommend a resource man (person) be avaible on call and the placement of a Trail Consultant on-site to aid the Area Manager. 99

With the above menitioned changes, We of the Hungry Valley Citizen Advisory Committee can support the Plan for Hungry Valley SVRA.

Dwight Bickmore
Hungry Valley Citizen Advisory Committee

FEB 6, 1981

RE: THE DEVELOPMENT OF HUNGRY VALLEY AS AN OHV RECREATION AREA —

THE PEOPLE IN THE STATE PARKS & RECREATION JUST DON'T UNDERSTAND WHAT AN OHV RECREATION AREA IS, WHAT OHV PEOPLE WANT & HOW TO PROVIDE IT AT THE LOWEST POSSIBLE COST.

AN OHV RECREATION AREA IS SIMPLY A PLACE WHERE WE CAN USE OUR VEHICLES WITHOUT BEING BOTHERED BY ANYONE IN A UNIFORM, SEEING SIGNS THAT RESTRICT US OR HAVING TO PAY TO USE LAND THE WE HAVE BOUGHT & PAID FOR WITH OUR VEHICLE LICENSE FEES.

(100)

AN OHV RECREATION AREA IS NOT A CAMPGROUND, IT IS NOT HOT SHOWERS & FIRE RINGS, IT IS NOT A WILDERNESS PRESERVE FOR SOME RARE WEED, IT IS NOT A SANCTUARY FOR THE SUPPOSEDLY ENDANGERED, BUT MOSTLY IMAGINARY BLUNT-NOSED LEOPARD LIZARD OR ANY OF IT'S KIN, IT IS NOT HORSE & HIKING TRAILS FOR THE ELITISTS WHO ALREADY OWN ALL THE TRAILS IN THE FORESTS & HAVE FAR TOO MUCH CLOUT FOR THEIR NUMBERS & LASTLY, IT IS NOT ANY FACILITY THAT REQUIRES THESE OBSCENE EXPENDITURES FOR STAFFING BY STATE PARKS & RECREATION DEPARTMENT EMPLOYEES WHO DON'T GIVE A DAMN ABOUT OHV RECREATION.

(101)

RECEIVED
FEB 11 1981

WE OHV USERS HAVE, IN GOOD FAITH, PAID OUR LICENSE FEES & EXPECT — NO, WE DEMAND — THAT ANY & ALL LAND PURCHASED WITH "GREEN STICKIE" MONEY BE USED ONLY FOR OHV RECREATION & NOTHING ELSE. IF ANY PART OF THE PROPOSED OHV PARK IS NOT TO BE USED BY OHV'S, THEN THE OHV FUND MUST BE REIMBURSED FOR LAND WITHDRAWN FROM OHV USE. ONE HERBERT RHODES WAS ENOUGH, NO MORE "GREEN STICKIE" RIP-OFFS!!

101

OHV USERS WILL BE PERFECTLY HAPPY TO HAVE HUNGRY VALLEY JUST AS IT IS; WITHOUT BUREAUCRATICT INTERFEREN OVER REGULATION, OVERDEVELOPMENT & GROSS EXPENDITURES OF OUR MONEY FOR UNWANTED & UNNEEDED FACILITIES. LISTEN TO US, THE ONES WHO WANT, NEED & HAVE PUT UP OUR MONEY FOR THIS AREA, & GIVE US WHAT WE WANT & NOT WHAT BIG BROTHER THINKS IS GOOD FOR US.

Ward Cumbie

WARD CUMBIE & FAMILY
25491 GRISSOM RD
LAGUNA HILLS, CA 92653

4216 West 154th Street
Lawndale, California 90260
March 4, 1981

Mr. James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, California 95811

Mr. Doyle:

The enclosed letters to Governor Brown dated January 23 and Director Dangermond dated March 3 contain comments regarding the Hungry Valley SVRA Preliminary General Plan. Please forward these comments to the California Parks and Recreation Commision for their consideration for changes in this plan.

Yours truly,

Robert L. Allessi

Robert L. Allessi

Enclosures.

RPI

1667

4216 West 154th Street
Lawndale, California 90260
March 3, 1981

The Honorable Pete Dangermond, Jr.
Director, Department of Parks and Recreation
P.O. Box 2390
Sacramento, California 95811

Mr. Dangermond:

Thank you for your prompt and thorough letter of February 17 in reply to my letter to the Governor of January 23 regarding the OHV program and the Hungry Valley SVRA. I wish to respond and clarify my position regarding this subject.

I have to date received no information from the Department about the Hungry Valley SVRA except for your reply even though I requested such information at a meeting of the Hungry Valley Citizens Advisory Committee last year. Fortunately, I have received information from reading reports in Cycle News West and through communications with CORVA.

The concernsfor closure of sizable portions of Hungry Valley still exist. The total area of land which restricts ORV activity is approximately 60%. While most of this restriction is not complete closure, it does have the effect of closing large portions of land within these restricted areas. In planning, it may appear to be acceptable to have areas open to selected use, but in reality the ORV operator will find more land closed in these areas than is open. 102

The proposed scenic corridor is too restrictive and therefore unacceptable. This area is approximately 24% of the SVRA and has been used for years. Since this area is so large, has been used for so long and has been purchased with ORV funds, it should be completely open to ORV use. The above facts outweigh and give priority over what some non-users think of visable trails. Should the proposed scenic corridor be approved, at least a rest and rotation system allowing more ORV use while maintaining its basic scenic value should be adopted if this area is to remain in the SVRA. If the present overly-restrictive proposed scenic corridor is adopted, all land which does not allow ORV use should be sold or leased for compatable use, or transfered out of the SVRA, and the OHV fund fully reimbursed. The small area of trails compared to the size of restricted land does not justify the expense of the present proposed scenic corridor. 103

Those SVRA lands which are closed to protect unique vegitation should be transfered out of the SVRA and the ORV fund reimbursed. SVRA land which is closed because ORV activity would threaten adjacent farmlands should be sold, leased or transferred out of the SVRA and the ORV fund fully reimbursed. 104 105

The proposal to limit open camping to a 1500 acre area is totally unacceptable and will do nothing except herd together a large group of users into a very dangerous situation. The high concentration of people and ORVs which would result makes this proposal very unsafe for the users, especially children. Most collisions between vehicles, and between vehicles and those on foot presently take place where campers tend to concentrate.and this propsal will help to crowd users even more. Thousands of people have used their good judgement with no restrictions on camping without causing any significant impact due to the lack of proximity to facilities. 106

The proposal for a 30 unit campground is acceptable, but since not all ORV operators use a camper, the ORV fund should be fully reimbursed for the cost of building and operating this facility by means similar to that which pay for other state campgrounds.

Finally, but importantly, the Department of Parks and Recreation must not, under any circumstances whatsoever, provide any ORV funds to the BLM. Providing the BLM with state ORV funds will not provide or open more of the overly restricted CDCA lands to ORV operators but will reduce the ammount of ORV funds which should be used to aquire and operate SVRAs. The BLM would prefer to manage ORVs by further restricting them to ORV facilities and providing funds for such a purpose would encourage them to do so even though desert ORV operators do not want facilities but more open land. Another and more wide ranging reason not to provide state funds to the federal BLM is the "Sagebrush Rebellion" Law. If the BLM cannot or will not manage the CDCA for all of the people of the United States, including ORV operators, using federal resources and ask for state funds, the people of California deserve nothing less than the most direct form of representation available to administer this land on which their state funds are spent, meaning control by the state. (108)

Please inform me of any questions and/or comments you have regarding this correspondence.

Yours truly,

Robert L. Allessi

Robert L. Allessi

Enclosure.

Attn: J.M. Doyle

COMMENTS AND QUESTIONS
On General Plan January 1981
Hungry Valley Rec Area

Pg. 2

Article 9

Rain, closed only in case of extreme flooding. Fire, no closures: (109)

Articles 19-20

Why wait? Develop so. access rd. to Hard Luck & Alamo Mt. now! Why waste money fooling with exist. rd. & new dirt rd. parallelling it? Put money to be spent on these into so. access rd. (110)

P. 5

Potential Problem Areas

Impact on adj. USFS rec. areas. Can USFS Legally bar ORV's from rec. facilities ? (111)

Pg. 7

Article E

Why not? (112)

Pg. 27

Policy

May include vehicle use on exis. trails----
Change may include to will include. (113)

Pg. 29

Policy

Lack of resources, financial or otherwise, are no excuse for extended area closures. (114)

Policy

Erosion prob. Hill climbs only to be closed during hard rains. Trails to be left open. (115)

Pg. 33

Exist. conditions:

Hard Luck, water oriented rec site. Why can't this one of several in the area be enjoyed by all, ORV Campers etc? (116)

1-1057

Pg. 35

Land use desig. (A)

2600 acres under grazing leases Rents to be absolutly deposited in ORV Fund, not to be used by anyother, Siearra Club projects, general fund, under penalty of law. (117)

Pg. 37

Circulation (B)

Circulation alternatives refer to pg 2 articles 19-20 These are highly recommended NOW. (118)

Pg. 38

Article b

This park to be closed only in case of dire emergency's. No Flim Flam or B.S. (119)

Pg. 41

Article 3

Any excess profits, not including ORV park use, gained thru solar or wind powered water pumps, wind generators or any technology developed in direct connection with this park to be returned in full to Green Stickie Fund. (120)

Pg. 48

Park shall not be closed because of fire hazard (Santa Ana winds) Just no open camp fires. (121)

Pg. 51

Immediate concerns

All egress & ingress @No. end of park, refer to pg 2 articles 19-20

Pg. 60

Article 3

ORV park not to be closed during or after rain. Hill climbs maybe, Trails NO!

Article 1, sedimentation

It is a known fact that all dams large or small are prone to this problem, ie. Glen Canyon Dam. To blame Hungry Valley ORV Park for a larger percent of sedimentation in Pyramid Lake than Piru Creek, Snowy Creek, several other side canyons is strictly Enviornmentalistic B.S. Except in the case of Flash Floods. (122)

Pg. 64

Article 1

This unit WILL NOT be closed during high fire season. (123)

Pg..65

Article 3

Hospital and ambulance ser. in this area are limited to 1 clinic & 1 ambulance in Frazier Park. Kept there partially by local subscription and fees, it is not fair to expect these subscribers to support an ambulance to be used a great deal of the time at the ORV site. Abetter arrangement would be to contract Hall Ambulance for week ends & Holidays. (124)

Conclusion:

1. No mention made about wood gathering: Bring your own or go without. (125)
2. Due to the large number of acres lost to various cultural preserves, it would be only fair to the Green Stickie buyer to have acre for lost acre replaced at any available site near by. (Scenic Corridor) Lease back lands, BLM land or USFS land at no added cost. (126)
3. 18,780 acres we paid for, 18,780 acres we ride on.

R.M. Ellec
P.O. Box 107
Frazier Park, Ca.
93225

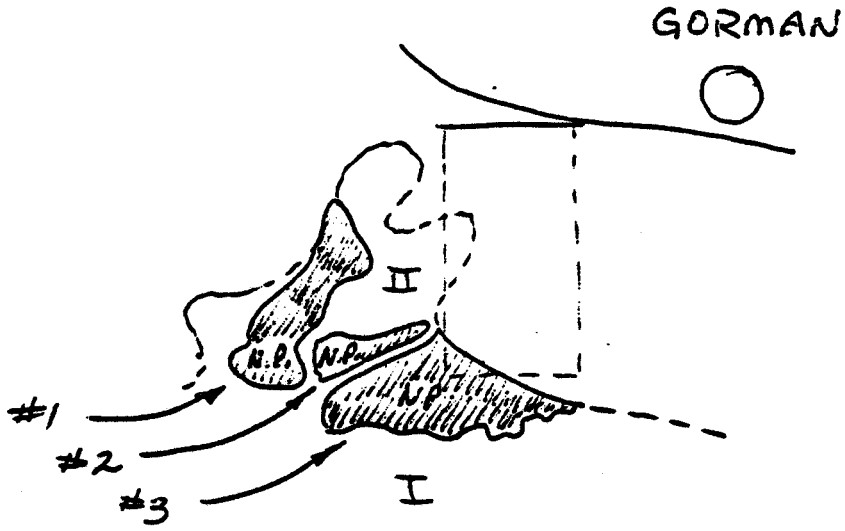
6 FE 81

TO: DEPARTMENT OF PARKS AND RECREATION,
ENVIRONMENTAL REVIEW SECTION
JAMES M. DOYLE, SUPERVISOR

RE: HUNGRY VALLEY GENERAL PLAN DRAFT

DEAR MR. DOYLE,

PLEASE REFER TO "PROPOSED LAND USE INTENSITY" MAP.



THESE AREAS OCCUR IN THE NORTHWESTERLY PORTION OF THE SVRA.
I HAVE LABELED THEM #1 - #2 - #3 FOR REFERENCE.

COMMENTS FOLLOW: —

AREA #1 — SHOULD NOT BE PROPOSED AS N.P., BUT A CONTINUATION OF ADJACENT ZONE II — MAINLY, DUE TO;

A) THE AREA HAS BEEN RUN OVER BY WHEAT PLANTING AND HARVESTING EQUIPMENT FOR MANY YEARS. NO "NATIVE GRASSES".

B) THE AREA HAS BEEN TURNED OVER TO GRAZING OF STEERS AND SHEEP BETWEEN HARVESTS. NO "NATIVE GRASSES".

C) THE AREA HAS UNDERGROUND UTILITY TRANSMISSION EQUIPMENT REQUIRING PERIODIC UNEARTHMENT TO EFFECT REPAIR, SUCH AS THAT IN 1980 — MUCH "ORIGINAL" ENVIRONMENT HAS BEEN SCARRED AND WILL PROBABLY NEVER REGAIN ITS FORMER APPEARANCE. (127)

D) THE AREA IS OUT OF THE SCENIC BUFFER.

E) THE AREA HAS NOT SUPPORTED ANY SIGNIFICANT WILDFLOWER DISPLAY IN OVER TEN YEARS.

F) NO KNOWN RARE, ENDANGERED, OR THREATENED PLANT SPECIES IN THE AREA. (REF PLAN PAGE 13 ITEM 4.)

AREA #1 — SHOULD NOT BE PROPOSED AS N.P. BUT A CONTINUATION OF ADJACENT ZONE II. BECAUSE,

A) THE AREA HAS HISTORIC OHV USE.

B) THE AREA HAS BEEN TURNED OVER TO GRAZING OF SHEEP.

C) THE AREA HAS NOT SUPPORTED ANY WILDFLOWER DISPLAY.

D) THE AREA HAS UNDERGROUND UTILITY TRANSMISSION EQUIPMENT REQUIRING PERIODIC UNEARTHMENT TO EFFECT REPAIR SUCH AS THAT IN 1980 - THE "ORIGINAL" ENVIRONMENT HAS BEEN VISIBLY SCARRED AND WILL PROBABLY NEVER REGAIN ITS FORMER APPEARANC (127)

E) THE AREA HAS SUSTAINED MAJOR GEOLOGIC DAMAGE IN THE FORM OF "INVESTIGATION TRENCHES" GOUGED OUT BY BULLDOZER EQUIPMENT IN 1979 THE NATURAL APPEARANCE OF THE AREA HAS NOT RECOVERED FROM THIS GOUGING.

F) THE AREA IS OUT OF THE SCENIC BUFFER.

G) NO KNOWN RARE, ENDANGERED, OR THREATENED PLANT SPECIES IN THE AREA. (REF PLAN PAGE 13 ITEM 4.)

AREA #3 — SHOULD NOT BE PROPOSED AS N.P. - BUT A CONTINUATION OF ADJACENT ZONE I, BECAUSE —

A) THE AREA HAS HISTORIC OHV USE IN TERMS OF HILLCLIMBS, PARKING, AND OPEN-PLAY RIDING.

B) THE AREA HAS NEVER SUPPORTED A SIGNIFICANT WILDFLOWER DISPLAY.

C) THE AREA HAS BEEN USED FOR SHEEP GRAZING AND STEER USE.

D) THE AREA HAS UNDERGROUND PIPELINES THAT REQUIRE PERIODIC UNEARTHMENT FOR MAINTENANCE. THIS AREA HAS NOT BEEN DUG UP RECENTLY HOWEVER, BUT, JUDGING BY THE WORK REQUIRED IN ZONE #1 AND #2 DURING 1980 — THIS AREA IS NEXT. (127)

E) THE AREA IS OUT OF THE SCENIC BUFFER.

F) ONLY THE WESTERN PORTION OF THE AREA WOULD SUPPORT "NATIVE GRASSES" AND THAT IS PRECISELY THE LOCATION OF THE PIPELINES.

G) NO KNOWN RARE, ENDANGERED, OR THREATENED PLANT SPECIES IN THE AREA. (REF PLAN PAGE 13 ITEM 4.)

PLEASE REFER TO DRAFT PLAN PAGE 2 ITEM 9.

(128) THE "CLOSURES" AS MENTIONED THRU OUT THE PLAN MUST BE — ONLY IN CONCURANCE WITH LOS PADRES NATIONAL FOREST CLOSURES. ALSO THE PLAN DOES NOT REFLECT ON IMPLEMENTATION AND POSTING OF CLOSURE.

(129) THE HUNGRY VALLEY SVRA MUST ERECT A SIGNBOARD JUST NORTH OF THE VILLAGE OF CASTAIC — MAINTAINABLE BY SVRA — TO ANNOUNCE OPEN OR CLOSED CONDITIONS. A SIMILAR SIGNBOARD SHOULD BE PLACED AT THE NORTH ENTRANCE TO GRAPEVINE CANYON ON I 5. THE LOCATION MUST BE SUCH AS TO ALLOW A U-TURN.

THE CLOSURE OF LOS PADRES IN 1979 (DUE TO MANY FIRES NATIONWIDE) WAS NOT ANNOUNCED AND A GREAT MANY PEOPLE TRAVELLED UNNECESSARY MILES - TO BE TURNED AWAY AT FOREST TRAILHEADS.

PLEASE REFER TO DRAFT PLAN PAGE 25 THIRD "POLICY" PARAGRAPH 2ND SENTENCE
I THINK IT SHOULD READ "-- THREATENED, BY --". WITHOUT THE COMMA THO, IS PROBABLY MORE CORRECT.

SINCERELY

Phil Marsik

PHIL MARSIK
1621-1 RIVERSIDE DRIVE
GLENDALE, CA. 91201

James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P. O. Box 2390
Sacramento, California 95811

Dear Mr. Doyle.

As a land owner in the vicinity of Hungry Valley I am greatly distrubed by the fact that I was not notified concerning the proposed State Vehicular Recreation Area at Hungry Valley. From the information I have gathered in recent weeks I understand that this Plan has been in the making since November of 1979. I received notification of this Plan in January 1981, only by chance, while reading the "Mountain Enterprise" newspaper.

I have only briefly reviewed the General Plan and have requested that a complete copy be sent to me. My family and I attended the meeting at Gorman School on February 28, 1981 and have the following observations.

1) Access: The road from Gorman through Hungry Valley is very unsafe for visitors to the Maxey and Tibbetts ranches due to careless use of OHV's. The original access road from Hungry Valley to the Maxey ranch is impassible with conventional vehicles. Of major concern to the Maxeys and the Tibbetts is the proposed new access around the natural preserve east of Maxey ranch. The natural preserve is a great idea due to the beauty of the area and the Indian relics to be found there. A road to the south of the Preserve would make winter access to our property impossible due to soft ground conditions and complete shading of the area preventing snow melting. An alternate route to the north around the preserve would be much more favorable. Please note that these roads have been used for access to the Maxey ranch since the early 1900's. (130)

2) Fire Danger: I am not concerned with the fire danger of the OHV's themselves, but with the careless placement of campfires near wooded areas. (Please note enclosed picture as one of many examples). The Plan proposes an open camping area in Hungry Valley. This is a good idea as the sparse vegetation in this area acts as a natural fire break to prevent spread into the National Forest. Open camping along the south and west sides of the proposed Park would invite fire spread into the National Forest. The view of the meeting at Gorman School February 28 seemed to be one of allowing open camping throughout the Park "the OHV users could control each other" was one statement. As evidence from the enclosed photo this control is not evident. (131)

3) Animal dislocation: Maxey Ranch in years past was used as a sighting station for the endangered California Condor. These magnificent birds are rarely seen here anymore. Sightings of other common animals such as the Mountain lion (Cougar), Bob Cat, Great horned owl and others has declined dramatically in recent years. The encroachment of civilization must be to blame for this great loss.

4) Comments: Theft, Vandelism and Trespassing on our property has greatly increased in the last ten years. This fact cannot be directly blamed on OHV users but the increase in people in the area has added to the problem.

132

I have friends and relatives who are OHV users and I believe this park is needed. OHV use is a free spirited sport but there must be some controls to protect the surrounding areas. Lack of any organization in the past has destroyed much of the beauty this area once had.

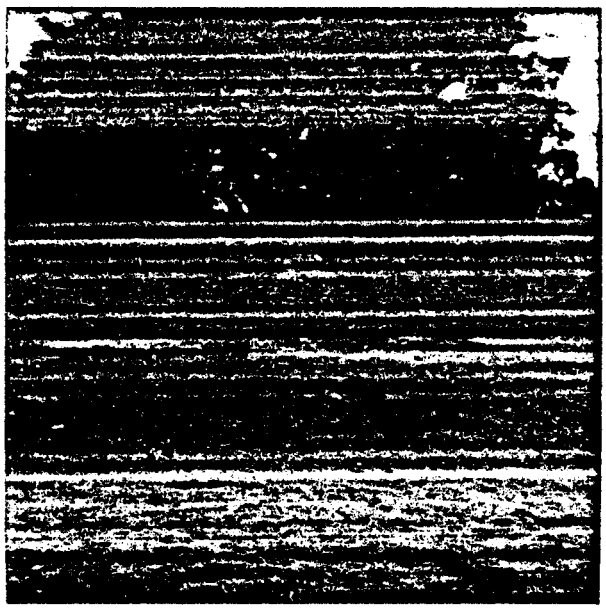
Please feel free to contact me concerning any of these comments. Thank you for this chance to express our concerns.

Sincerely,

Lola A. Maxey + Family

Lola A. Maxey & Family
8566 Van Ness Ct. F-24
Huntington Beach, Ca. 92646
(714) 536-8579 or (714) 964-1042

Owner: Maxey Ranch



TIBBETTS-WESTERFIELD PAINT CO., INC. 2600 East 8th Street, Los Angeles, California 90023, (213) 264-4710

3/4/81

Mr Alan Kolster:

Dear Sir:

It was a pleasure to meet & shake your hand at the German School Turnout Sat. Feb. 25th, also to be assured that the Maxey & Tibbetts would not have any problems of access to our property via the public access road which has been in use since the late 1800s.

If the access road is to be changed, I would
33 like to reccomend two routes that would be quite satisfactory with the Maxey's & Tibbetts. They would be over gravel base and in fall winter rain.

If possible I would like to go over the routes with you at the site, at your convenience, as I could trace them on a copy of map 77 which shows the highly unsatisfactory proposed access road change which we discussed at the meeting.

Thanking you again for your assurance and looking forward to your reply.

Geo R. Tibbetts
3427-W 81st Street
Inglewood Calif (90305)
Phone 213 758-5427

Copy Sent to
MRS. C.B. MAXEY
3/4/81

2648 Nicholas St
Simi Valley Calif 93065
6 March 1981

James M Doyle
Department of Parks and Recreation
P.O. Box 2390
Sacramento Calif 95811

Mr Doyle:

The Hungry Valley State Vehicular Recreation Draft General Plan is reasonably well put together and addresses the legal and OHV enthusiast concerns. The operation of the area should heavily utilize the talents and knowledge of the OHV enthusiasts who have a positive interest in the operation of the facility. The experience with the Hollister Hills facility must be used to effectively develop Hungry Valley as as useful and desirable OHV facility. (134)

Specific Comments are:

Page 1, Items 5 and 6, natural preserves and cultural preserves should be purchased and maintained with non OHV generated funds (135)

Page 2, Item 9, "Significant Rainfall" is not defined which could be used as a device for unnecessary closures of the facility. (136)

Page 2, Items 13, 14, 16, 17, 18, 20, 21; These are excellent proposals and should be implemented quickly.

Page 4, Items f, i, l, n; These must be foremost in the development and management of the facility

Page 6, We strongly agree with the public concern that OHV Fund expendatures must be used for acquisition and minimum required maintenance of the facility; and not for traditional State Park style development.

Page 30, Minimum qualifications for Resource Management Staffing should include OHV use and preferably the person should be an OHV enthusiast. (137)

Page 31, For the Trail Use Zone, the policy should be Specific areas for high intensity activities should be designated.

Page 37 The Circulation Alternatives are an excellent idea

Page 41 The Concessions decision is an excellent one

Page 43 The Primary Themes for OHV Use and Development are an excellent idea.

Renée K Wingeier Elwood W Wingeier
Robert Alan Wingeier Alexander W Wingeier

Brian Sampson
16087 Amber Valley Dr.
Whittier, CA 90604

James M. Doyle
Environmental Review Section
Dept. of Parks and Recreation
P.O. Box 2390
Sacramento,CA 95811

Dear Sir:
As an avid motorcyclist and long-time user of the land which is nowthe Hungry Valley SVRA, I am naturally concerned about the manner in which the state is handling this project. Thus I would like to make several comments on the summary of yourplans.

First, I nowhere saw any mention of the many hazards that exist in the area. Several quite large cliffs in the area have claimed the lives of a number of ORV operators. These and other hazards must be fenced and posted to prevent any further loss of life. (138)

The establishment of the corridor along the freeway is an excellent proposal. It should prevent the area from being an eyesore and may help to keep the area free from negative criticism.

I am, however, seriously opposed to one of your proposals. It is that of closure of the area in times of heavy rainfall and high fire danger. Dirt-biking (particularly among the enduro crowd) and four-wheeling both essentially pit a man and his machinery against the elements. These include the earth and the weather. Many ORV operators regard such adverse conditions as a challenge and, as such, find them enjoyable. Although this is not my personal view, I still oppose such closures. Furthermore, this land is here for the benefit of OHV users who have yet to impact the land as greatly as has nature itself. In the area one can find erosion-caused washes that make a rain-rutted trail pale by comparison with their ten-foot plus depths. Also, you mention as one of your motives the reduction of maintenance costs. Let me assure you that no ORV operator wants to travel a neatly groomed path in the vehicle he has prepared to handle the worst possible conditions. (139)

The idea of closures in time of fire danger seems to be a misguided attempt at solving this problem. I fully recognize the fire hazard, I am registered with the state as a disaster service worker and I have undergone some pre-employment training in fire services with the L.A.Co.F.D. I have learned to take an active role in fire prevention, and I believe that rather than closures, another coures would better serve the area through it's long and perrennial fire season.(Note that the last major fire in the Gorman area occurred in July of 1980, while the 1980 fire season reached its peak in the month of November.) Throughout this half-year period conditions of wind and low humidity, inherent to our mild

climate, prevailed. I feel that the proper course of action would be one of fire prevention rules. These rules would require that all vehicles be equipped with approved spark arrestors, would prohibit campfires and smoking, and would, if enforced, eliminate much of the fire hazard and the need to close the area. Finally, consider the fact that the network of roads and trails in the area would be prohibitive to fire spread, acting in a manner similar to the many firebreaks constructed in the watershed areas of the southland. 139

In closing, let me suggest that your actions be guided by the thought that you can best serve the ORV operators by doing as little as possible to restict their activities, while providing them with as many recreational opportunities asis possible. Do not overlook the motocrossers, provide them with a few good tracks. Let the enduro riders and four-wheelers tackle challenging trails. Encourage competitive events of all types. One final suggestion- I would find a <u>good</u> map of the project and USFS trails particularly useful. 140

Sincerely,

Brian C. Sampson

Brian C. Sampson

RESPONSE TO COMMENTS

1. The general plan is used by this department to set general policy guidelines regarding land use, resource management, facilities, operations, and to evaluate the probable environmental impacts of these policies. Before any significant development - including resource protection projects - may begin, there will be a more detailed environmental assessment undertaken.

2. This is proposed on page 22 and 24 of the General Plan.

3. See response #1.

4. The department's goal is to keep sediment yields from Hungry Valley State Vehicular Recreation Area equal or less than baseline levels.

5. See response #1.

6. The costs mentioned in this comment are paid out of the State Off-Highway Vehicle Fund, which is derived entirely from off-highway vehicle uses (gasoline tax revenue, O.H.V. registration fees, State Recreation Area use fees, fines on O.H.V.s, and interest accumulated by the Off-Highway Vehicle Fund). Charging day-use fees at Hungry Valley would be difficult to enforce and would counter the goal of attracting O.H.V. use from less suitable areas.

7. Collecting fees for day-use could be practical only if access to the unit could be limited to one road (e.g. the north entrance). The U. S. Forest Service has rights-of-way through the unit from the north and south entrances and has stated its opposition to closing either one (see letters from the Angeles National Forest and Mt. Pinos Ranger District).

8. Fees will be charged for the use of the developed campground when constructed. Fees will also be charged organizations who hold special events at the unit.

9. On a peak use day, such as a Sunday in the summer, as many as 5000 vehicles could travel I-5 from the Los Angeles Basin to visit Hungry Valley. This would add 10,000 to the A.D.T. for I-5 through the Valencia area on top of the more than 8,000 A.D.T. that Caltrans predicts for the Pyramid Lake Recreation Area by the year 2000. The total of 18,000 A.D.T. on peak days would have a significant cumulative impact on the operation of I-5 through the Valencia Area.

10. The Department has no intention of creating dead-end trails or isolating Forest Service recreation areas. Safety is the primary concern behind the alternate route concept. The alternate route will be pursued if a safety problem persists after other measures have been tried. In any event, motorcycles will always have access between the State Vehicular Recreation Area and the Frazier, Tejon, and Snowy Trails.

11. Physical barriers may create hazards for O.H.V. users; signs would be preferable. The department will study the matter further.

12. This can be easily done.

13. The department concurs with this suggestion; that the fire prevention regulations be the same at Hungry Valley S.V.R.A as in the neighboring Forest Service lands.

14. The proposed alternate route to the Gold Hill/Alamo Mountain Recreation Area is a long range, last resort option (see response #10). Access between this proposed road and the rest of the State Vehicular Recreation Area would be restricted by gates.

15. Flush toilets with handwashing facilities will be available at the headquarters area. Potable water will also be available at the headquarters for those wishing to fill their own containers. Dump stations for self-contained units (trailers and motor homes) will also be available at both the headquarters and special event areas. The department is studying the possibility of installing flush toilets at the special events area.

16. Portable chemical toilets will be used to establish where to best locate permanent facilities. Subsequently, vault toilets will be constructed in the chosen locations.

17. The department has no plans to expand the unit.

18. Chaparral is the most extensive vegetation type in California, covering 3.5 million hectares, or about one-twentieth of the State according to Barbour and Major, 1977, Terrestrial Vegetation of California.

19. The best representative example of the native grasslands on the unit are within the boundary of the proposed natural preserves. The boundaries were drawn to provide practical management units as required in Section 5019.71 of the Public Resources Code.

20. During a 1980 field trip of the Hungry Valley area with department staff, members of the California Condor Recovery Team indicated that they foresaw no significant adverse impacts on condors from the S.V.R.A. as long as the use of firearms were prohibited and access between the unit and the Forest Service lands to the south were restricted. Both of these recommendations have been incorporated in the General Plan.

21. During a two week survey of Hungry Valley for reptiles and small mammals, department ecologists captured a leopard lizard which was identified as Crotaphytus wislizenii. It was felt at the time that further research was unnecessary because - according to the Department of Fish and Game the unit is located outside of the known blunt-nosed leopard lizard range, and because it lacks typical habitat for the endangered reptile. If new evidence is presented that would change this conclusion the department will consider funding a survey of the unit by a qualified herpetologist.

22. Some animal species may not use the natural preserves because of disturbances by nearby off-highway vehicle users. It should be noted, however, that the natural preserves at Hungry Valley State Vehicular Recreation Area are proposed to protect exceptional or unique vegetation communities, not animals.

23. There will be noise-measuring equipment available at the unit entrance station, and the California Vehicle Code noise limits will be enforced. O.S.H.A. noise standards will be met by locating trails away from occupied housing along the north and east sides of the unit.

24. None of the reports by geologists and soil scientists who have studied Hungry Valley have mentioned wind erosion as a significant problem.

25. Correction: "reclaim" should read "rehabilitate" here. Areas closed for rehabilitation will remain closed until the damage has been repaired and the area may be used without incurring further damage. In some cases, this may take more than one year.

26. Physical barriers such as fences can be dangerous to O.H.V. users, are expensive, and shall be used only if maps and signs fail.

27. See response #26.

28. A flora of Hungry Valley was compiled by Robert Gustafson, botanist with the Los Angeles County Museum of Natural History, from collections he made at the project during May and June, 1978. The height of the flowering period at Hungry Valley occurs during these months. Several species of annual and perennial plants which often provide showy displays at the Tejon Pass area are listed in Gustafson's flora. A department plant ecologist has also visited the unit at several different times of the year and has photographed striking spring blooms. The proposed natural preserves stem from discoveries made during those visits.

29. The Environmental Impact Report includes the latest available air quality data from the nearest air quality monitoring stations.

30. The department currently has no information about dust at Hungry Valley, but it will monitor the situation.

31. See response #26.

32. It is recommended in the Resource Element of the General Plan (page 22) that the winds be monitored using appropriate equipment.

33. See response #30.

34. See response #28.

35. The California Native Plant Society location maps for rare and endangered plants were consulted. There are no records of rare or endangered plants collected at Hungry Valley, but two plants listed as rare and endangered in Special Publication No. 1 (2nd Edition) of C.N.P.S. - Delphinium inopinum and Monardella linoides oblonga - may occur in the unit.

36. The department does not have the resources to inventory arthropods or other invertebrate animals as a matter of course. However, if evidence is presented than an endangered species of invertebrate occurs in a State Park System unit, the department will do what it can to protect that species.

37. According to the Department of Fish and Game, there are no known active peregrine falcon nests near Hungry Valley. A cliff-nesting raptor survey emphasizing peregrine falcons is being conducted by the Forest Service this spring and will cover the Hungry Valley area, including the State Vehicular Recreation Area.

38. Plant and animal species lists taken from the Hungry Valley Project Inventory of Features (DPR unpublished document) are available on request; a copy has been sent to the Ventura County Resource Management Agency.

39. The concerns of Mt. Pinos Ranger District, U. S. Forest Service, about Hungry Valley S.V.R.A. are addressed in the response to comments from that agency (response #10-13).

40. Department policies regarding the operation of S.V.R.A.s are delineated in Division 5 of the Public Resources Code, especially 5019.56c,and in Title 14 of the State Administrative Code. The department has no option but to comply with the law.

41. All or part of the unit may be closed if in the judgement of the area manager these is an urgent reason to do so. Regarding the fire closures, the department will follow the Forest Service's recommendations (see response #13).

42. Realignment of the Hardluck Road is proposed at the request of the Los Padres National Forest. The Alamo/Gold Hill road relocations are proposed by the department as a "last resort" measure if public safety problems persist on the existing road.

43. See response #40.

44. The department will consider the formation of an on-going citizens advisory committee for Hungry Valley.

45. The department is obligated by Section 5019.56c of the Public Resources Code to anticipate and prevent "...conditions of accelerated and unnatural erosion...." within State Vehicular Recreation Area, and to insure "...no adjoining properties incur adverse effects from the operation and maintenance of vehicular recreation areas."

46. Section 5019.56c of the Public Resources Code states "....when important natural, scenic, or cultural values are found to be present within the boundaries of a state vehicular recreation area they shall be defined within a natural preserve or a cultural preserve."

47. See response #40.

48. The primary responsibility of the proposed resource manager position will be to protect and rehabilitate the soil, vegetation, and other natural resources of the unit as mandated in the Public Resources Code. Although the resource manager would be consulted in the laying out and construction of off-highway vehicle trails, the principal responsibility for that function would lay elsewhere - i.e., with an off-highway vehicle trails consultant.

49. Reclamation or rehabilitation of steep, erosive slopes is difficult under the best of circumstances, and the department has not had the opportunity to test out techniques for doing so at Hungry Valley. Specific guidelines for reclamation and rehabilitation of deteriorated soils will be developed by the proposed resource manager through on-site trials.

50. Department field staff reports that soil damage from off-highway vehicles at Hungry Valley is much greater during periods of wet weather. Developing use-management guidelines based on field observations during wet weather periods is proposed in the General Plan as a high-priority task. These guidelines will help the area manager determine where, when and how long to close areas.

51. Quail Canyon was selected as the special use area because it is topographically isolated from the rest of the unit and has relatively few points of easy access. The General Plan (page 37) calls for closing the entrance to Quail Canyon when not in use for special events. If free access during special events becomes a problem, the department will work with the sponsoring club to find a solution.

52. Examination of the proposed land use intensity maps in Appendix A of the General Plan will show that this was done.

53. The only areas within the proposed scenic corridor not highly visible from I-5 are some hollows and flats surrounded by highly visible terrain. These small, isolated areas were included in the scenic corridor for practical management reasons.

54. The text is misleading: the department does not intend to expand the grazing lands.

55. Injured people are often taken to the hospital by friends or, if the injury is serious enough and occurs away from roads, by Medivac helicopters from Los Angeles or Ventura Counties. The low incidence of ambulance use at Hungry Valley does not justify subscription to the local ambulance service at this time.

56. The proposed 1600 acres open camping zone, an area larger than most of the off-highway vehicle parks in California, represents a compromise between the department's standard camping policies and the wishes of the user advisory group. It has been the experience of the department during fifty years of managing parks that serious safety and resource damage problems develop when camping is not confined to well-defined localized areas.

57. See response #44.

58. The Missouri 4-wheel-drive trail guidelines were included as an example only.

59. The department is committeed to uphold the requirements of the Public Resources Code and will take appropriate action whenever a significant problem arises (see Reclamation and Rehabilitation Policies, page 29 of the General Plan).

60. It is impractical (i.e., the costs would far outweigh the benefits) to totally contain the natural or O.H.V. induced sediment from storms of great magnitude. Moreover, total containment behind sediment basins may be unnecessary because most of the sediments washed from the steeper parts of the unit appear to have been deposited in alluvial fans in the flatter parts of Hungry Valley. The gentle topography of Hungry Valley helps explain why Knott, in his 1978 report entitled "Reconnaissance Assessment of Erosion and Sedimentation in the Canada de Los Alamos Basin, Los Angeles and Ventura Counties, California", calculated that major storm sediment yields from the Hungry Valley State Vehicular Recreation Area watershed are minor by comparison with those of the Piru Creek watershed as a whole.

61. See response #19. Also, none of the proposed natural preserves are located downslope from an open riding area.

62. See response #1. It should be noted that the department has had some success reclaiming and rehabilitating O.H.V. damaged land at Hollister Hills State Vehicular Recreation Area even in steep areas with sensitive soils.

63. About one-quarter of Area I is shown on the Preliminary O.H.V. Use Zone Maps (Figure A-1 of the Technical Appendix) to have severe or very severe soils limitations. These maps fail to show, however, that much of this sensitive soil area is located in places too steep, rocky, or brushy to attract O.H.V. use. These areas are included in Area I to make it a single, easily-recognizable and manageable unit.

64. The final sentence in question - regarding the use of funds other than the Off-Highway Vehicle Fund - refers to the proposed vegetation studies in the natural preserve only.

65. See response #59.

66. Of the three significant riparian areas within the unit, only the Cañada de Los Alamos is downstream from an area of unrestricted O.H.V. use. It consists of a willow and cottonwood plant association that has adapted well to rapid stream channel changes.

67. A total of twenty factors were figured into the Preliminary Land Use Intensity Distribution Maps, including soil depth, texture, water-holding capacity, reaction, stoniness, and presence of toxic salts.

68. See response #59.

69. The department will take appropriate action including closing parts of the unit, if necessary, until the impacts are contained.

70. See response #25.

71. It is expected that any significant adverse impacts unnoticed by department staff would be identified and brought to the attention of the department by those whose properties or interests are being impacted.

72. Correct: the potential for reclamation or rehabilitation will be the principal criterion for closure under the General Plan.

73. See responses #13, 41, and 50.

74. The U. S. Forest Service has a deeded right-of-way through the unit along the Hungry Valley Road. Under the proposal in question, the State would acquire the existing road for the exclusive use of the S.V.R.A., a move that would significantly increase the safety and convenience of O.H.V. users at Hungry Valley. This proposed project clearly fits within the scope of activities that may be financed out of the Off-Highway Vehicle Fund under Section 8706 of the Public Resources Code.

75. No measurements have been made of the sedimentation into Pyramid Lake from Hungry Valley.

76. See response #44.

77. See response #40.

78. The techniques to be used to measure change in plant cover over time will account for natural seasonal variations in plant development.

79. The department is legally responsible to protect the cultural values within classified cultural preserves (Section 5019.74 and 5097.5 of the Public Resources Code). It will be the responsibility of the area manager to protect the cultural values within those preserves, once classified, even if that means realigning or closing trails.

80. See response #40.

81. Volunteer groups and manpower programs will be used whenever possible for this work.

82. See responses #13, 41, and 50.

83. Many of the existing trails within the proposed scenic corridor are highly visible and unnecessary for destination or interpretation use, as recommended in the General Plan (page 27). These unnecessary trails would be "put to bed". Eroding "problem" trails anywhere in the unit may also be realigned or closed. See response #52, also.

84. Trail development is a top priority item in the General Plan (page 42).

85. Comment accepted.

86. See response #74.

87. Such revenue would be applied as credit against the unit's electricity bill. Any excess would go into the Off-Highway Vehicle Fund.

88. See response #13. Historically, fire closures on the Mt. Pinos Ranger District have occurred less than once per year.

89. The department will do this.

90. See response #1. Within the guidelines of general plans is considerable space for area manager to exercise their judgement as conditions change.

91. Trail design and location will be the responsibility of a competent trail consultant. See responses #44 and 48.

92. See response #50.

93. See response #60

94. See responses #13 and 88.

95. See response #55.

96. Fees from the campground will go into the Off-Highway Vehicle Fund, and operations, development, and resource protection work on the unit will be financed from the Off-Highway Vehicle Fund as provided in Section 8706 of the Public Resources Code.

97. The department will do this.

98. Under the General Plan, fees are proposed for the developed campground and for staging of special events only.

99. See responses #48, and 91.

100. Off-Highway vehicle license fees make up about five percent of the Off-Highway Vehicle Fund's revenue sources. Eighty-five percent of the Off-Highway Vehicle Fund comes from the State tax on gasoline.

101. See response #10.

102. Much of the terrain in the trails-only zones (II and III) is undesirable for O.H.V. riding because it is too steep, rocky, or bushy. The user advisory committee (the Hungry Seven) was in accord with the concept of these classifications.

103. The concept of scenic corridors was supported by the user advisory committee. Suitable parts of it are being leased for grazing and dry farming; the General Plan recommends that these leases be continued.

104. While the department is directed to protect important natural or cultural values found to be present within State Vehicular Recreation Areas by placing them in natural or cultural preserves, there is no requirement that these natural preserves be transferred out of the State Vehicular Recreation Areas and the Off-Highway Vehicle Fund be reimbursed.

105. This probably refers to the 70 acre closed area in the northwest corner of the unit: the department is willing to lease this land for a compatible use.

106. See response #56.

107. See response #96.

108. This subject is unrelated to the Hungry Valley State Vehicular Recreation Area General Plan.

109. See responses #13, and 88.

110. The U. S. Forest Service has not responded favorably to the concept, (see comments from the Mt. Pinos Ranger District).

111. Street legal off-highway vehicles cannot be discriminatorily banned from federal recreation facilities.

112. The Los Padres National Forest has requested this. See also comments from Angeles National Forest.

113. See response #79.

114. See response #40.

115. See response #50.

116. See response #112.

117. Grazing lease revenues at Hungry Valley are deposited into the Off-Highway Vehicle Fund.

118. See response #110.

119. See responses #41 and 50.

120. See response #87.

121. See responses #13 and 88.

122. See response #60.

123. See responses #13, and 88.

124. See response #55.

125. Wood gathering is prohibited in State Park System units.

126. See response #104.

127. The areas labeled #1, #2, and #3 in this comment are part of the proposed native grasslands natural preserve. The boundaries of the proposed natural preserve were carefully drawn by the Department to include the best representative examples of the native grasslands found in the unit. As pointed out in the comment, these areas are not pristine - they have been grazed, trenched, and ridden over in places - but pristineness is not a requirement for natural preserves.

128. See response #13.

129. See responses #88, and 89.

130. Before developing an alternate route into the Maxey and Tibbetts ranches, the department will work with the affected landowners to achieve a mutually acceptable alignment.

131. The department agrees with this comment.

132. The department is interested in working with the unit's neighbors on means of controlling problems of theft, vandalism, and trespassing associated with users of Hungry Valley State Vehicular Recreation Area.

133. See response #131.

134. See response #44.

135. See response #104.

136. See response #50.

137. See response #48.

138. One cliff is already fenced and the Forest Service has posted other hazardous areas. The department will fence or post hazardous areas in the unit as the need becomes apparent.

139. See responses #13, 45, 50, and 88.

140. See response #91. A motocross track is a good possibility. The department will develop a unit trails map for users.

THE FOLLOWING COMMENTS WERE RECEIVED AFTER THE CLOSE OF THE PUBLIC REVIEW PERIOD AND WILL NOT BE INCLUDED IN THE FINAL ENVIRONMENTAL IMPACT REPORT. THEY ARE ENCLOSED FOR YOUR INFORMATION.

Theodore C. Smith
P.O. Box 314
Montara, CA 94037

Dear Mr. Doyle:

I have reviewed the Hungry Valley proposed General Plan and EIR. I did not have the time to address corrections and needed changes one at a time, keyed to the text. Instead, I will attempt to address only the major problems.

David Peterson (a geologist who worked on the project under my supervision) prepared a slope stability map for the SVRA. It was intended at the time that this map be included in the technical appendix, and the following provision be included in the General Plan:

> In areas of slope stability zones 4 and 5 (unstable and highly unstable zones), engineering geologic input shall be obtained prior to the siting, design, and construction of any improvements. All grading shall comply with Chapter 70 of the Uniform Building Code.

This statement provides for the recognition and prevention of potential landslide problems.

Concerning the design capacity of the debris basins, it has been brought to my attention that two storms, each of which approximated 50-year storm events, occurred in the last 20 years at the site. In light of this information, the design capacity should be increased to a 100-year event. (I was the staff-member who suggested a 25-year event capacity might be enough).

The soils section does not emphasize that the soils on the site are very droughty. Indeed, they are similar enough to the "granitic" soil at Hollister Hills SVRA that similar (but larger) problems are likely to occur. The trail design and construction guidelines included in the technical appendix include many of the same design concepts which were used at Hollister Hills. If these guidelines are used, there will be no way that DPR can avoid creating more trails along which deep gullies will form. Thus, Long Ridge Trail-type problems will be common. I believe that many of these problems can be avoided, and propose that staff involved in the construction, design, and maintainance of facilies at Hungry Valley contact me to arrange a tour of Hollister Hills. In this manner, they can see the magnetude of the problems, gain some understanding of the cause of the problems, and become aware of ways the problems can be avoided without significantly restricting use.

A soils inventory was completed by Deena Stanley. At the end of the inventory, she made several recommendations based on the conditions existing at the site, along with some understanding of the practices then employed (and still used) by DPR in managing Hollister Hills. Most of these recommendations were not included in the General Plan, and neither were they addressed as alternatives in the EIR. In effect, these

are staff recommendations, and they are most reasonable.

Her most important recommendation provides that OHV use be limited to those areas used currently (essentially the open-use area) in the beginning. Prior to opening new watershed compartments to use, more detailed analyses shall be conducted. These include sampling of soils in the watershed so that the design capacity of the debris basins can be better determined, and that the reclamation or rehabilitation efforts necessary can be outlined prior to use.

The latter is particularly important. It has been the practice of the Department to open areas to use without any concept of the cost, needed materials, and manpower required to reclaim or rehabilitate the use area. Prior to opening new areas, it should be standard operating procedure that DPR at least find out what type of fertilizer, seeds (or plants), and other materials will be required in order to return an area to a relatively stable condition. Without doing so, DPR has no way of knowing whether such is possible; and, it is likely that many of the seeds or seedlings necessary for such an effort will not be available (those commonly available would probably not survive on the site). I fully expect that, given the characteristics of the site, the desires of the users, and the numbers of users expected, that major stabilazation efforts will be required in newly opened use areas within the first year of their use, especially if past practices (design and maintainance) remain unchanged.

One final comment. The GP includes several comments which seem to slant the document toward a pro-OHV demolition of the landscape attitude. For example, the introductory part of the Operations Element would seem to indicate that the Department will take a hands-off stance when it comes to maintainance, that the wishes of the users are first and foremost. Not too long ago, Huey Johnson noted that the USFS OHV guidelines should be similar to the DPR guidelines (Sect. 5019.56c of the PRC), and that the first and foremost order of buisness should be to confine the adverse impact to the site itself. The Department has long been concerned wi user safety, as well. I believe the inclusion of the introductory statement should be toned down substantially.

In another part of the GP, there is a statement to the effect that one of the mitigating efforts (soil and vegetation studies) shall be funded from a sourc other than the OHV Fund. I believe such a statement is inappropriate nd should be removed. While it may be appropriate to fund studies in the Natural Preserves from other sources (except for truly OHV-impact oriented studies), the OHV Fund should be tapped for mitigating OHV impa ts. If non-OHV Funds are to be used, then a statement to the effect that if such funds are not available, then the SVRA shall be closed to use since the impacts cannot be mitigated as required by the GP and EIR, at least until such time as the necessary funds are available.

I encourage your staff to obtain copies of the drafts for the larger inventory (available from Dave Schaub), and at least address the recommendations included therein as possible alternatives. They would not have been made were they not reasonable and prudent.

Sincerely,

Theodore C. Smith
Registered Geologist 3445
Certified Engineering Geologist 1029
2/17/81

CORVA

CALIFORNIA OFF ROAD VEHICLE ASSOCIATION, INC.

Reply to: Richard T. Gochnaur
8202 Vista del Rosa
Downey, Ca. 90240

James M. Doyle
Supervisor, Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, Ca. 95811

March 10, 1981

CORVA thanks you for this opportunity to comment on the Draft Preliminary General Plan for the Hungry Valley SVRA.

CORVA has long been interested in, and supported, the acquisition and use of Hungry Valley. As noted in the General Plan, Hungry Valley is an excellent site, both geographically and topographically, for ORV recreation in this region. The site could provide excellent opportunities for ORV recreation. Unfortunately, the proposed plan will preclude much of the possible benefit.

Hungry Valley has been used for the past twenty years as an ORV "open area". CORVA has supported its acquisition and use as an ORV "open area". The ORV community has consistently urged the use of Hungry Valley as an ORV "open area", with little, or no, development. The Department of Parks and Recreation has chosen to ignore this "demand" and has proposed a general plan rich in over-development and calling for strict regimentation of the ORV user.

CORVA finds this plan to be totally unacceptable. We suggest that it be totally redone along the lines suggested by the Hungry Valley Citizen's Advisory Committee. It is obvious that the Department has little experience and/or knowledge concerning the management of ORV "open areas". Therefore, we suggest that the Deparment consult with the various ORV organizations concerning the needs and desires of ORV users, prior to re-writing the general plan. CORVA is willing to work with the Department in the development of a workable general plan for the operation of Hungry Valley.

CORVA believes that the hallmarks of a workable plan will be minimal development, minimal regulation and maximum use of the land surface of Hungry Valley.The proposed plan calls, in many cases, for the exact opposite. This must be changed. Some of our concerns with the proposed plan are detailed below.

Page 3, para. 7: The plan should be flexible, but this plan starts with much of its future evolution "cast into concrete". CORVA believes that the initial plan should contain much less development and much less restriction. The plan could then evolve as needs and user desires dictate.

Page 5, para. 2: This is the main reason for the Hungry Valley SVRA. The main use for Hungry Valley is as an "ORV wilderness area". The effect and impact of the proposed developments is the same for SVRA users as it would be for wilderness users.

Page 5, para. 3&4: The primary fact that should be kept in mind is that Hungry Valley was purchased to be an ORV use area. In all decisions, ORV use should have priority.

Page 6, para. 3: This document, the proposed general plan, and the input of the Hungry Valley Citizen's Advisory Committee are prima facie evidence that user desires were not, and are not, clearly understood.

Page 12, para. 6: There has been much testimony to the effect that these "native grasslands" are not naturally occurring, but have been portions of cultivated and seeded pastures. CORVA believes that these areas should not be placed in "natural preserves". If they are truly unique (even though not natural), they should be managed on a trail use basis.

Page 13, para. 2: The "oak woodlands" should be managed on a trail use basis.

Page 13, para. 4: If there are no rare, endangered, or threatened plants in Hungry Valley SVRA, then there is no need for the "natural preserves".

Page 15, para. 3: The paragraph indicates that there is no factual basis for vehicle closures in the SVRA on the basis of animal population dynamics.

Page 21, para. 6: "The primary purpose of ..." Delete the word primary from this sentence.

Page 21, para. 7: The "natural" and "cultural" values must be considered subordinate, and must not intrude on the purpose for which Hungry Valley was acquired.

Resource Management Policies

Page 23, para. 4: Geologic Hazards Policy. No structures should be built within this zone.

Page 23, para. 5: The "soils rating" system developed by the Department is both invalid and useless. CORVA has supplied the project team's soils specialist with a copy of the system used by several units of the Forest Service. CORVA believes that utilization of these concepts would be more appropriate.

Page 24: Natural Preserve Policy
Natural Preserves should be deleted from Hungry Valley SVRA. The land should revert to trail use and be available for picnicing and camping. Much evidence leads to the conclusion that the "native grasslands" are not "natural", but have previously been cultivated and seeded. The "oak preserve" should be open to camping.

Page 25: Monitoring - Revegetation Policies
The thrust of both efforts should be to reduce erosion. There should be no attempt to maintain specific "plant communities". Methods, techniques and the revegetation species used should be the most cost effective.

Page 25: Grazing Policy
All grazing fees are to be returned to the OHV fund.

Page 27: Cultural Resources Policy
All cultural preserves should be deleted. Significant artifacts should be collected and maintained by an appropriate educational institution. New sites should be evaluated and collected.

Page 27: Scenic Corridor Policy
CORVA disagrees with the present policy. To sacrifice approximately 25% of the Hungry Valley SVRA to possibly reduce adverse opinion seems exorbitant. We suggest that this area be designated trail use with a limited number of designated hillclimbs. Additional trail mileage should be installed and "extra" hillclimbs should be rehabilitated. Requirements for trail design and maintainence should not be any more stringent than for any other trail use area.

Page 29: Delete the word (and definition of) "reclaimation".

Page 32, para. 1: delete

Page 32: Closed Zone - delete classification.

Page 35, para. 3: CORVA believes that the appropriate level of first stage development consists of "an entrance structure" and a "unit office".

Page 35, para. 8: This may be the Department's utmost concern, but CORVA has come to believe, through many encounters, that the segment of the general public which dislikes ORV recreation will continue to dislike ORV recreation, whether or not we have a "scenic buffer". Therefore, we believe that "scenic buffers" and their restrictions should be minimal.

Page 36, para. 6: Delete "closed" classification.

Page 36, para. 7: Camping, per se, should be allowed anywhere in Hungry Valley SVRA. Restrictions may be placed on open fires and other matters pertaining to safety.

Page 37, para. 6: CORVA opposes the development of access to Forest Service lands along the southern boundary of the SVRA, unless, of course, the Department will stipulate that there will <u>never</u> be any use fee charged for entrance to, and use of, Hungry Valley SVRA.

The access needs of the local landowners must be given serious consideration. Closure of the current access road might present serious problems to the local land owners.

Page 39: Staging Areas
This development should be delayed until such time as there is actual evidence of their necessity. When (if) they are developed, fees for their use should be charged in order to reimburse the OHV fund for their construction and to pay for their upkeep and maintainence. If they cannot be operated on an independent basis, they should be deleted.

Page 39: Camping area - same comment as for staging area.

Page 40-41: Visitor Needs.
1. Camping, per se, should be allowed anywhere in Hungry Valley SVRA.
2. Portables or "pumped pit" toilets" should be the only types used in Hungry Valley SVRA.
3. A water system should not be developed in the "camping areas". Off-roaders tend to carry theri own water supply, so it is a needless (and expensive) development.
4. An "open structure" should not be built in Quail Canyon.
5. Camping should be allowed in Quail Canyon, except during times of competitive or club events.

Interpretive Element
Except for material depicting the trail system and explaining SVRA regulations, the entire interpretive element should be deleted. If some of the concepts can be developed by volunteers, without the use of OHV fund money, fine; otherwise, delete the program.

Page 48: Hungry Valley SVRA should only be closed when the adjacent Forest Service units are actually closed. Open Fire restrictions would be more appropriate.

Page 51: Trails should be two way.

Page 52: Fees for use of the developed campgrounds will be set at a level that will pay for their installation, maintainence and upkeep (including extra staff positions), or they will not be developed.

Page 53: Competitive and group functions should not become a dominant feature of Hungry Valley. One or two "events" per month should be considered maximum. Scheduled events should not be dominated by any particular segment of the ORV community.

CORVA recommends that an "advisory committee" be established to guide the development and operation of Hungry Valley SVRA. The committee should contain representatives of the major ORV organizations in the area.

CORVA stands ready to assist the Department in developing a workable plan for Hungry Valley SVRA. Further analysis and comment on problem areas will be supplied upon request.

Please keep CORVA informed of further developments in the planning process for Hungry Valley.

Thank you for your time.

For the Association,

Richard T. Gochnaur
Director: Southern Region (Int.)

March 28, 1981

Department of Parks and Recreation,

I am writing to comment on the Hungry Valley State Vehicle Recreation Area. I feel the Citizen's Advisory Committee should be made up of off-highway-vehicle users. This park was purchased soley for OFF-ROAD recreation. It was purchased by off-road-vehicle funds and should be used as such. It was not purchased for natural, cultural or scenic values.

I feel the park should not be closed due to inclement weather. I would hate to be turned away by someone else's decision after planning a trip to visit the area. Let the individual make that decision. Many of my most memorable outings have been in crummy weather.

I do feel a no open campfire restriction would be appropriate during fire danger season.

I would hope that the park would be staffed by rangers who are off-road vehicle enthusiasts as opposed to dyed-in-wool ultra-protective conservationists.

Respectfully,

Brent Nielsen

Brent Nielsen

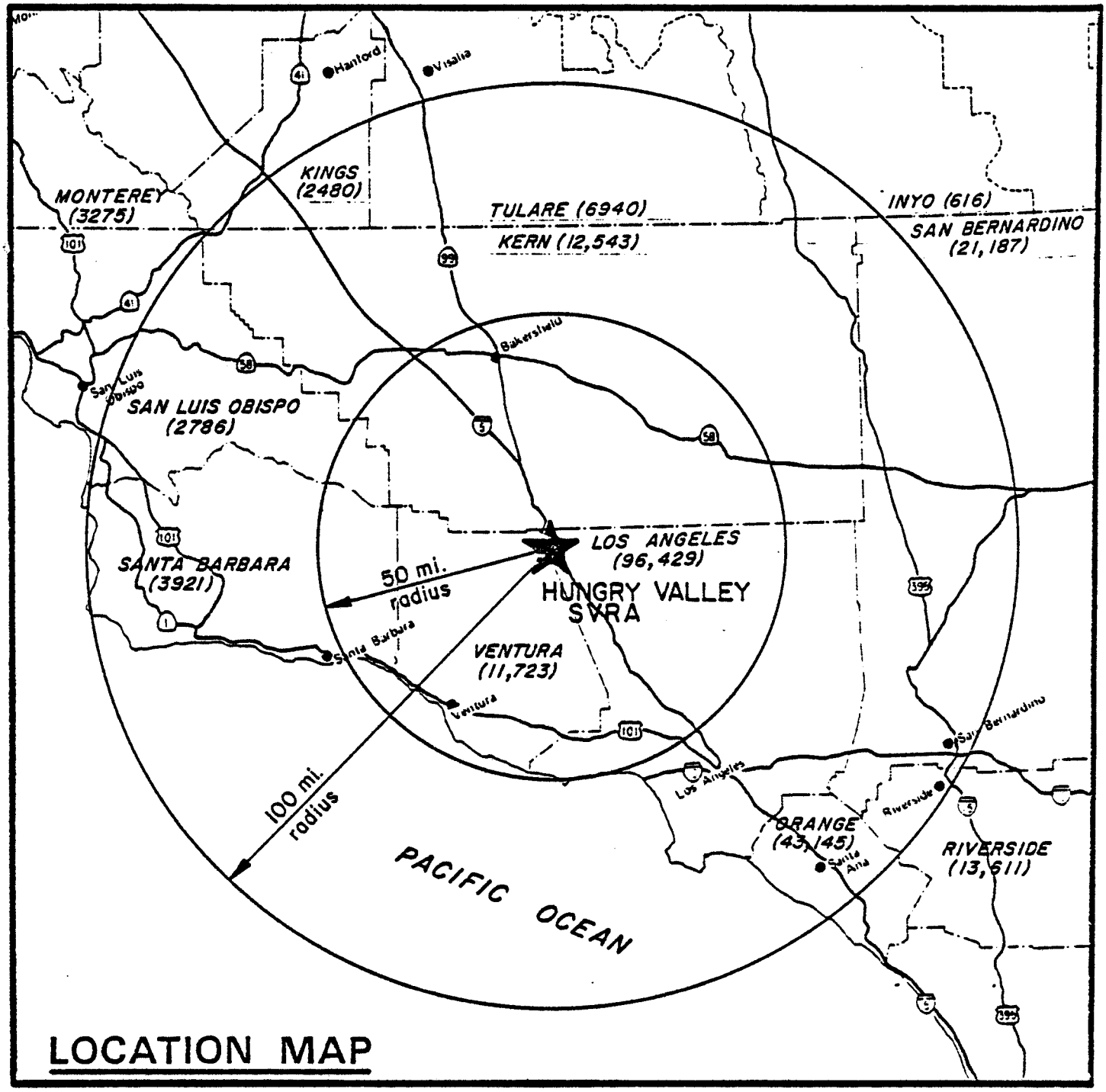
13372 Thunderhead St.

San Diego, Ca. 92129

1-2831

APPENDIX A: MAPS

1. Location
2. Soils
3. Biotic Communities
4. Watershed Management Compartments
5. Existing Features
6. General Plan, Proposed Land Use
7. General Plan, Proposed Circulation and Access
8. General Plan, Proposed Facilities

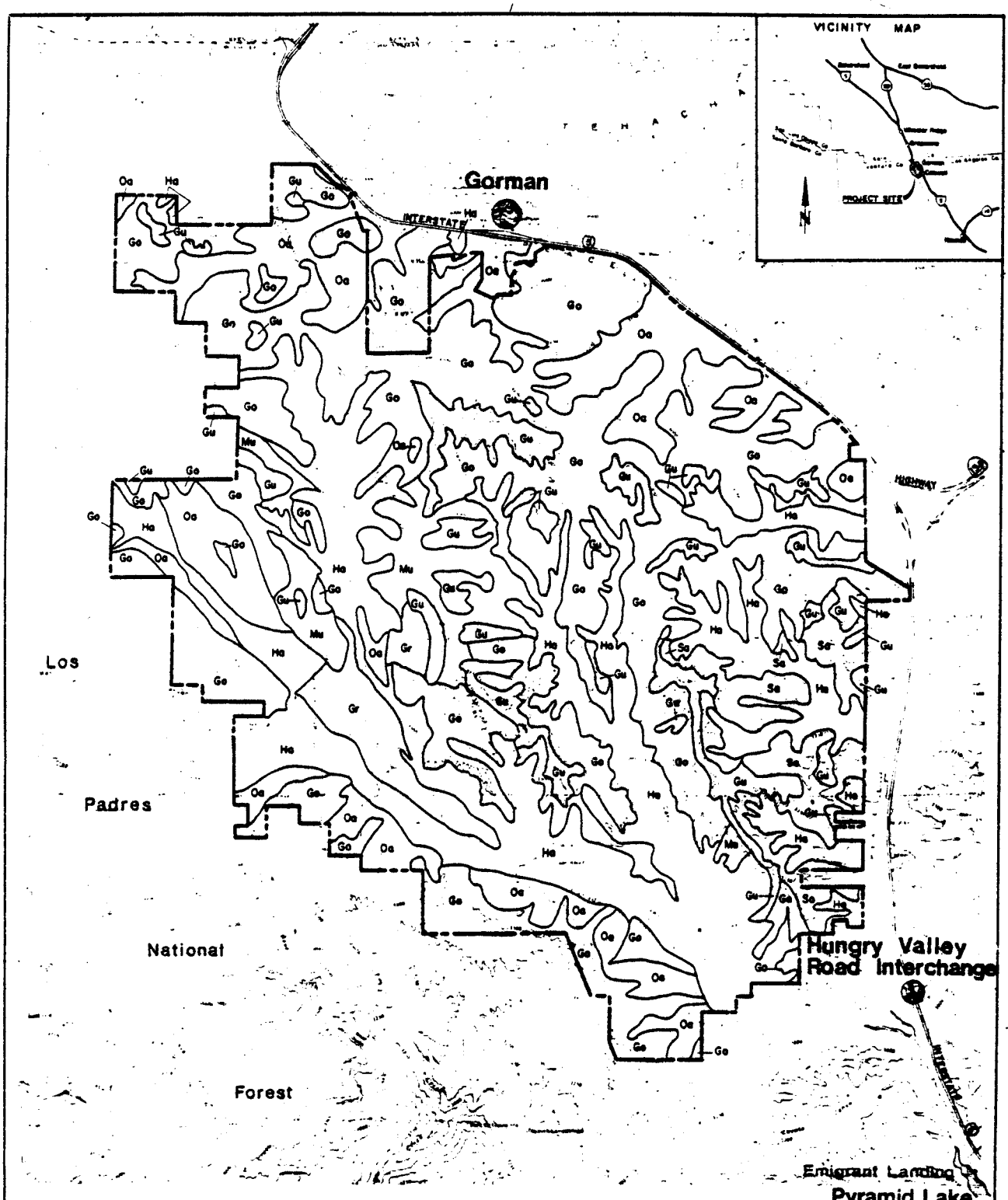


HUNGRY VALLEY STATE VEHICULAR RECREATION AREA

ESTIMATED TRAVEL TIMES FROM MAJOR CITIES WITHIN A 100 MILE RADIUS

CITY	TRAVEL TIME
Bakersfield	1 - 1 1/2 Hr.
Los Angeles	1 - 1 1/2 Hr.
Ventura/Oxnard	1 - 1 1/2 Hr.
Santa Ana	1 1/2 - 2 Hr.
Santa Barbara	1 1/2 - 2 Hr.
San Bernardino	2 - 2 1/2 Hr.
Visalia	2 - 2 1/2 Hr.

(3921) INDICATES TOTAL NUMBER OF OFF-HIGHWAY VEHICLES REGISTERED BY COUNTY THROUGH THE CHAPPIE/Z'BERG ACT, 1971 (GREEN STICKER REGISTRATION), AS OF NOV 30, 1980 (SOURCE: DEPT OF MOTOR VEHICLES)



Legend

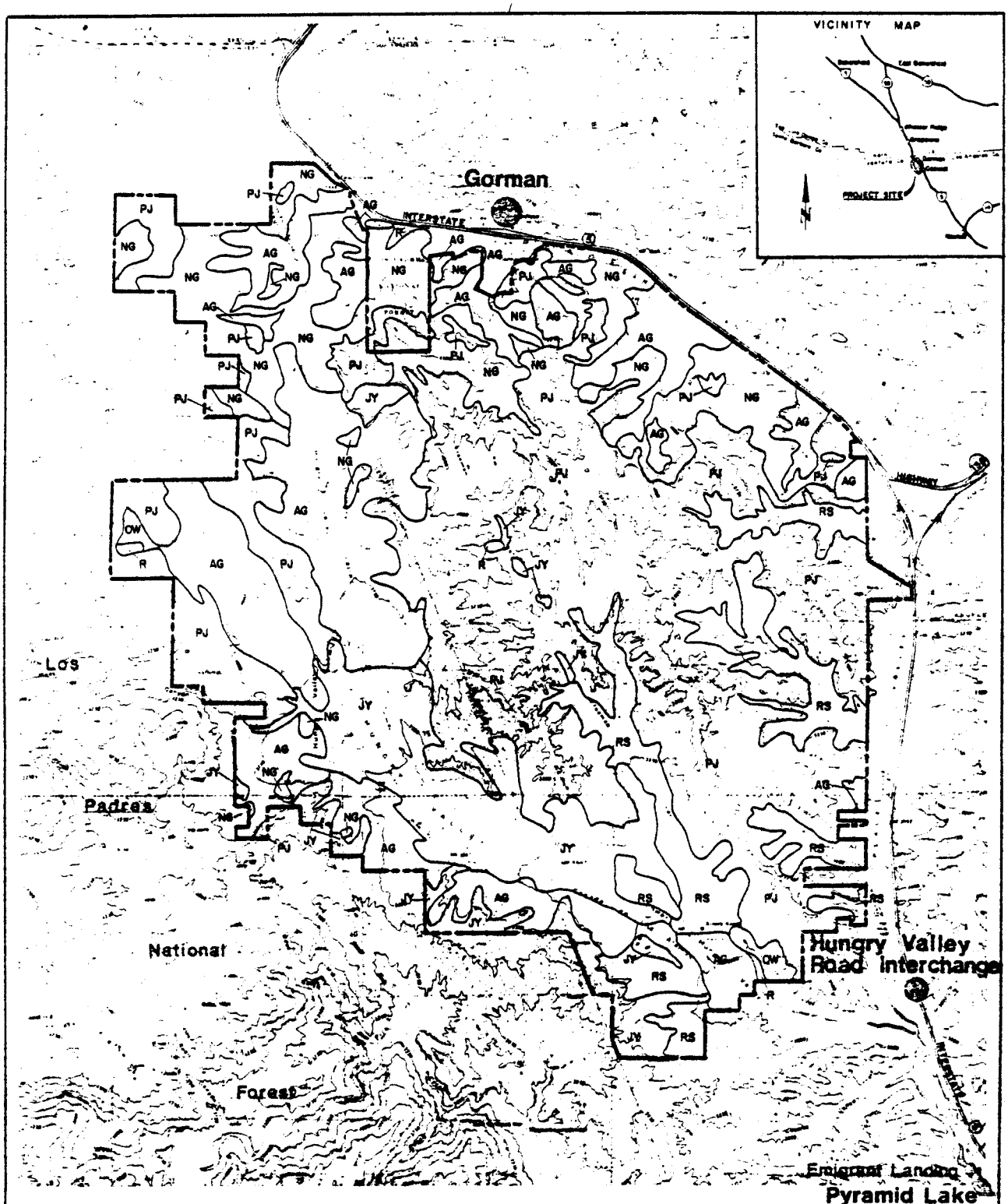
Go - Gorman Series (Sandy loam, terrace variant, shallow variant, shallow Gorman - gullied land, shallow Gorman - Gorman)
Gr - Greenfield Series (Sandy loam and sandy loam - eroded)
Gu - Gullied Land
Ha - Hanford Series (Sandy loam, calcareous variant, and gravelly sandy loam)
Mu - Mudstone (very fine sandy loam & silt loam)
Oa - Oak Glen Series (loam & sandy loam)
Se - Saugus (loam)

Adapted from U.S.D.A. Soil Conservation Service, January 1970
Soil Survey - Antelope Valley Area, California
And DPR staff field work

N

0 1000 2000 4000 6000
SCALE IN FEET

2 of 2 sheets	17905	HUNGRY VALLEY SVRA SOILS MAP	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED _____ DATE _____	REVISIONS / DATE	DESIGNED DRAWN JAN 1981 CHECKED



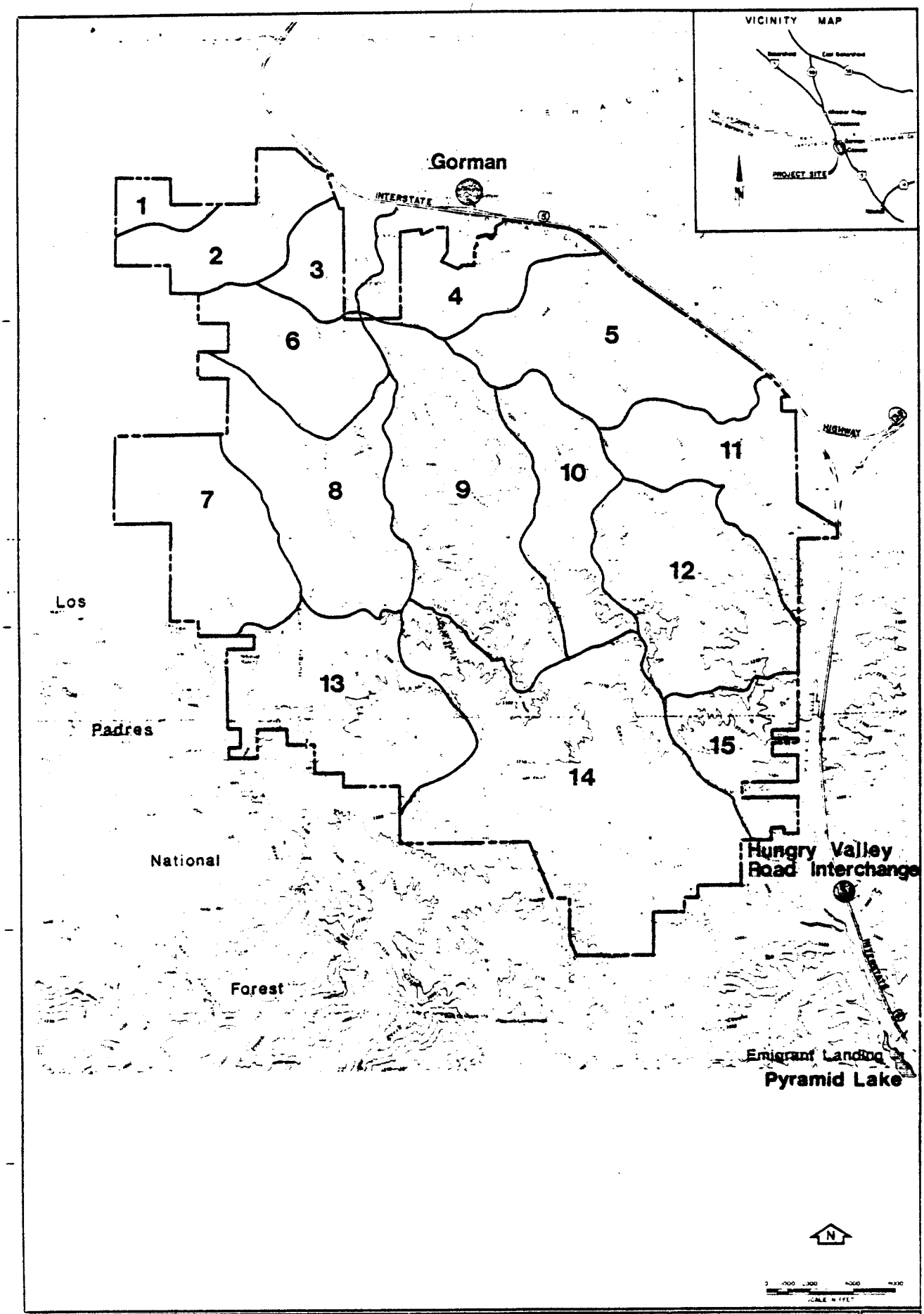
Legend

NG- Native Grassland
AG- Annual Grassland (including previously cultivated areas)
R - Riparian
JY- Juniper-yucca open Woodland
OW- Oak Woodland
RS- Rabbitbrush - sagebrush Shrubland
PJ- Pinyon - juniper Woodland and chaparral

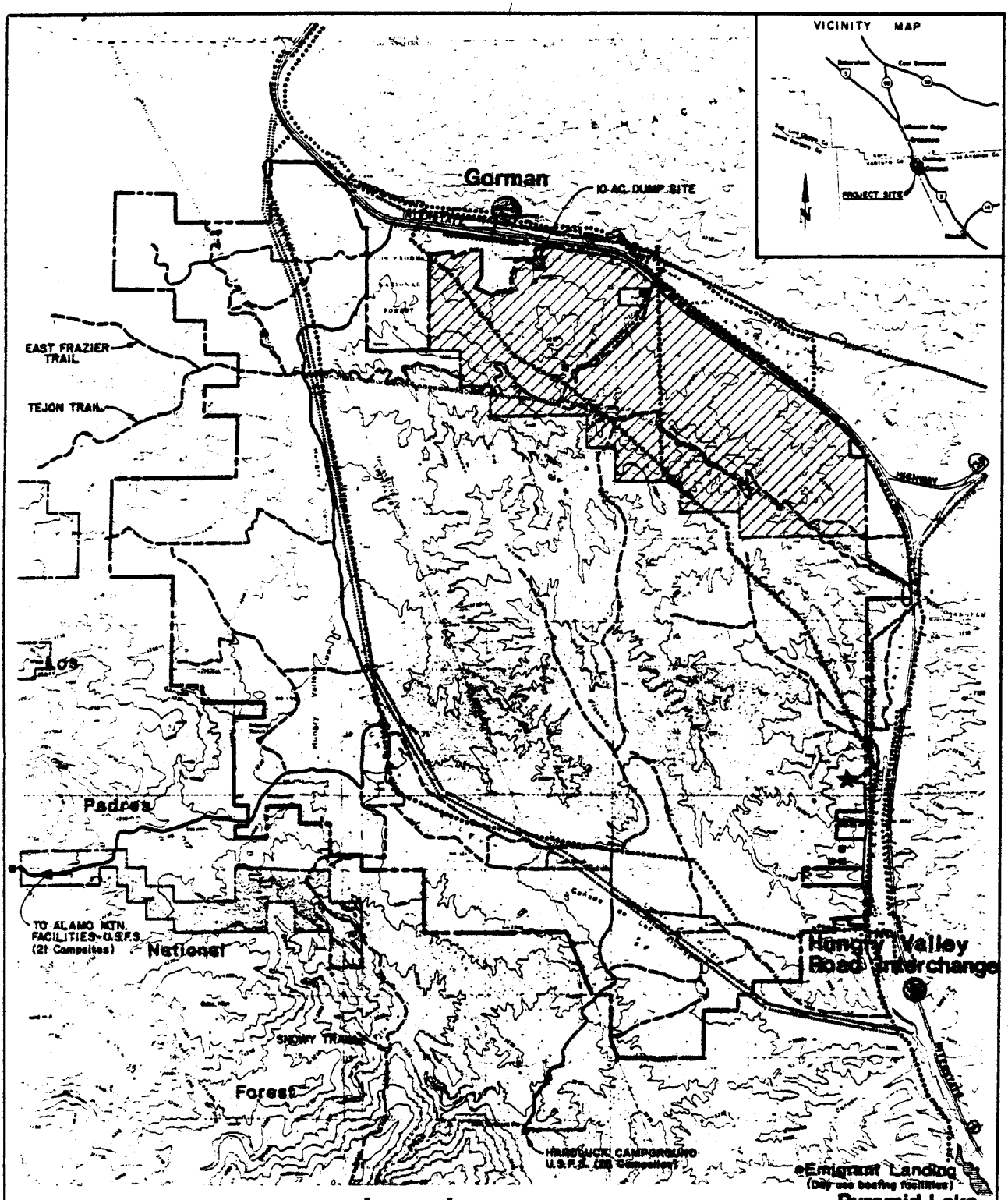
N

SCALE IN FEET

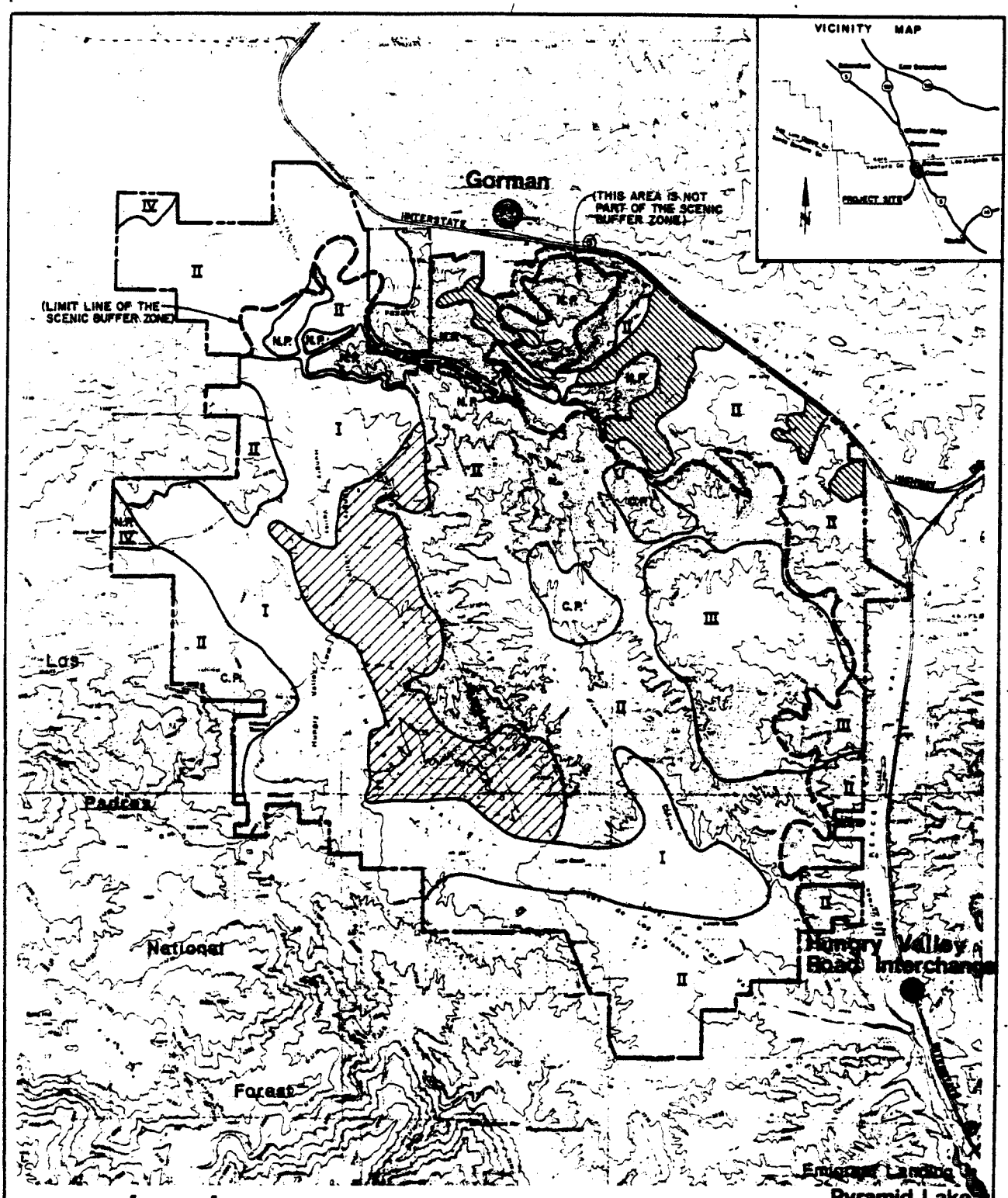
2 of 2 sheets	17905	HUNGRY VALLEY SVRA BIOTIC COMMUNITIES	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED _____ DATE _____	REVISIONS / DATE	DRAWN JAN 1981 CHECKED



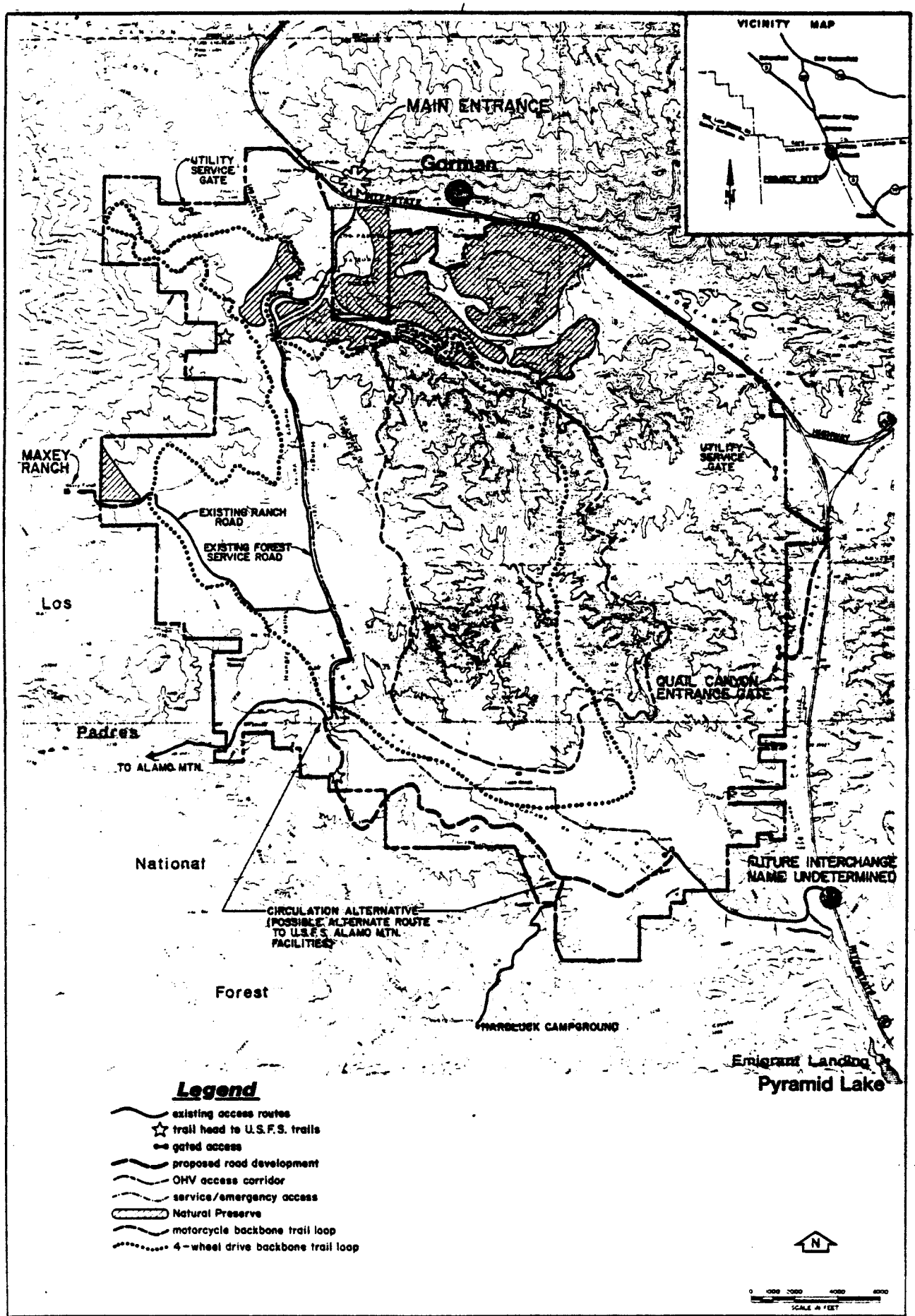
17905	HUNGRY VALLEY SVRA WATERSHED MANAGEMENT COMPARTMENTS	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED ____ DATE	REVISIONS	DATE	DESIGNED DRAWN JAN 1981 CHECKED



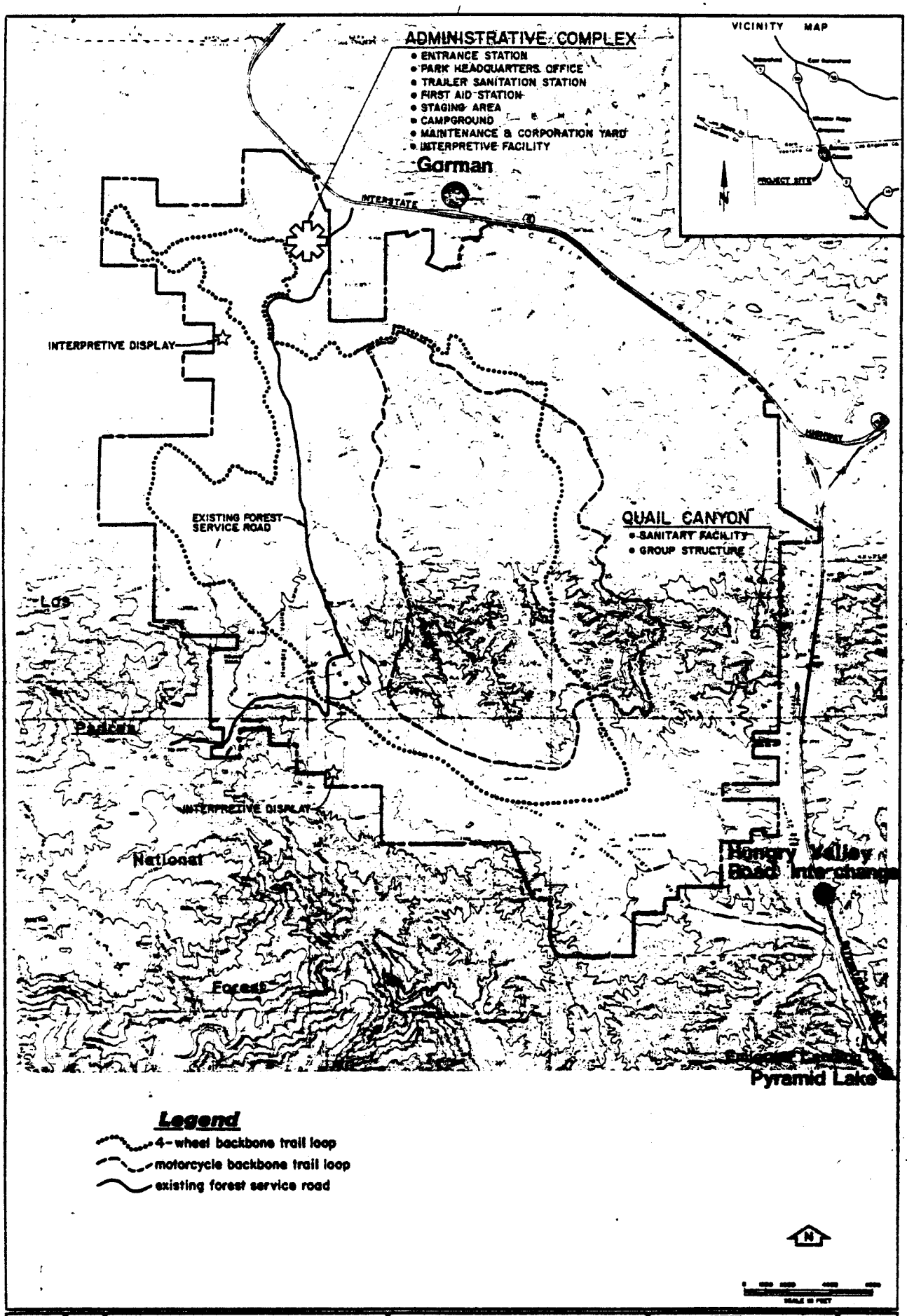
4 of 4 sheets	17905	HUNGRY VALLEY SVRA EXISTING FEATURES	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED _____ DATE _____	REVISIONS / DATE	DESIGNED DRAWN JAN. 1981 CHECKED



7 of 7	17905	HUNGRY VALLEY SVRA GENERAL PLAN PROPOSED LAND USE INTENSITY	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION	JAN. 1981



7 of 9	17905	HUNGRY VALLEY SVRA GENERAL PLAN PROPOSED CIRCULATION & ACCESS	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION APPROVED ____ DATE ____	REVISIONS ____ DATE ____	DESIGNED DRAWN JAN 1981 CHECKED



2 of 2 sheets	17905	HUNGRY VALLEY SVRA GENERAL PLAN PROPOSED FACILITIES	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION		JAN. 1981

Off Road Vehicle Project

Newsletter - 2

STATE DEPARTMENT OF PARKS & RECREATION February 1980

Thank You !

To everyone who has become involved in the Hungry Valley planning effort, either by responding to *Newsletter — 1* or by attending the public meetings. More than 200 people attended the three public meetings last November presenting valuable suggestions concerning development (or non-development) and the use of the project area.

For those of you who are joining us, the Department of Parks and Recreation is in the process of acquiring Hungry Valley for the purposes of an off-road vehicle recreation area. We are also currently preparing a general plan to guide the future of the area.

The purpose of *Newsletter — 2* is to summarize your responses, inform you of our progress, and to let you know what to anticipate in the near future.

Acquisition Progress

In *Newsletter — 1* we reported that land acquired totaled 4000 acres. The latest figures show that we now own over 11,000 acres. Progress is as expected, and we foresee acquisition of private land to be virtually complete by this spring.

Newsletter-1 ..... Results

We have distributed over 1600 copies of *Newsletter – 1* and have received 435 replies. These results have been essential to the planning effort. The following figures are percentages of the 435 returns both from motorcyclists and 4-wheel drive users. The conclusions are outlined below. Totals over 100% indicate that individuals gave more than one answer per question.

1. What OHV areas do you ride at?

Hungry Valley	48%
Red Rock Canyon	44%
Pismo Dunes	26%
Ballinger Canyon	20%
Ocotillo Wells	14%
Other areas	82%

2. Why do you visit Hungry Valley?

Because it's close to home	24%
For the variety of trails	11%
For dirt bike riding	7%
For camping	6%
Have never been there	6%

3. What type of activity do you favor?

Trails	62%	Enduros	33%
Desert Riding	54%	Motorcross	18%
Cow Trailing	47%	Hare & Hound	15%
Hillclimb	39%	T.T's	6%
		Other	22%

The other types of activities ranged from cross-country 4-wheeling (9%) to observed trials (2%).

4. What type of off-road vehicle do you use?

Motorcycles	74%
4-wheel drives (inc. dune buggies)	28%
Other vehicles	7%

5. What can be done to make this area enjoyable to you?

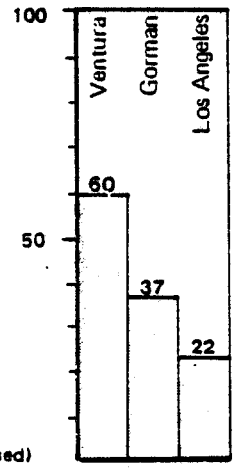
The response to this question was varied with many suggestions. Listed below are a few of the ideas most often presented.

- 11% thought campgrounds were appropriate
- 10% saw the need for restrooms
- 6% would like to see the area left as is
- 5% would like new trails developed
- 4% felt the area needs water and trash cans
- 3% would enjoy some form of law enforcement

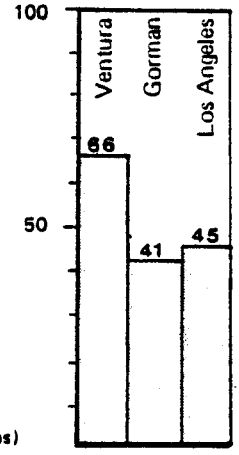
Other proposals for better enjoyment ranged anywhere from trail maintenance and first aid to campfire sites.

From The Meetings

The meetings of last November were attended by representatives of quite a variety of clubs (both 4-wheel drive and motorcycle), public agencies, other organizations, and individuals. The attendance and participants in these meetings are shown below.



Participants
(119 total questionnaires returned)

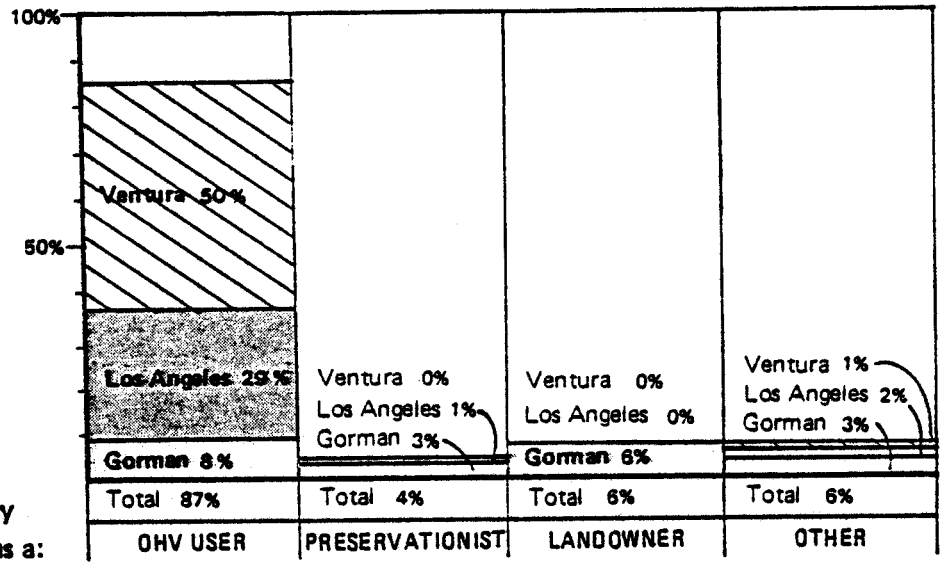


Attendance
(152 total sign-ins)

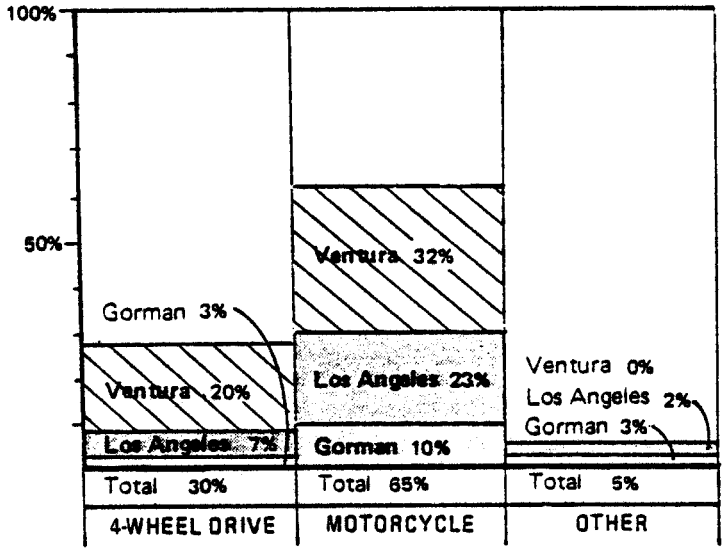
The Questionnaires

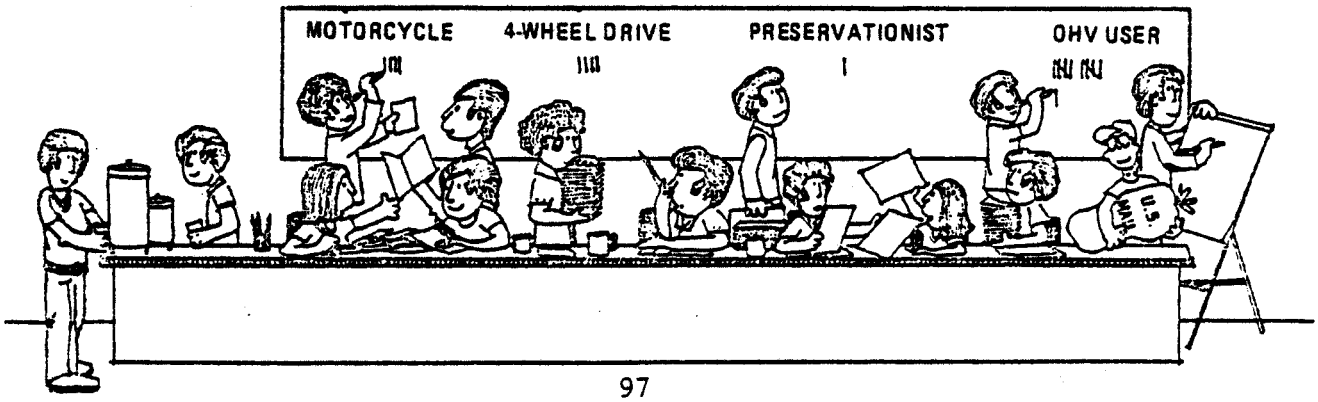
Below are two bar graphs that indicate the general meeting response and the type of interests represented at each meeting location. Percentages are based on the total questionnaires returned. Totals over 100% indicate that individuals gave more than one answer per question.

Your concern for Hungry Valley comes from your involvement as a:

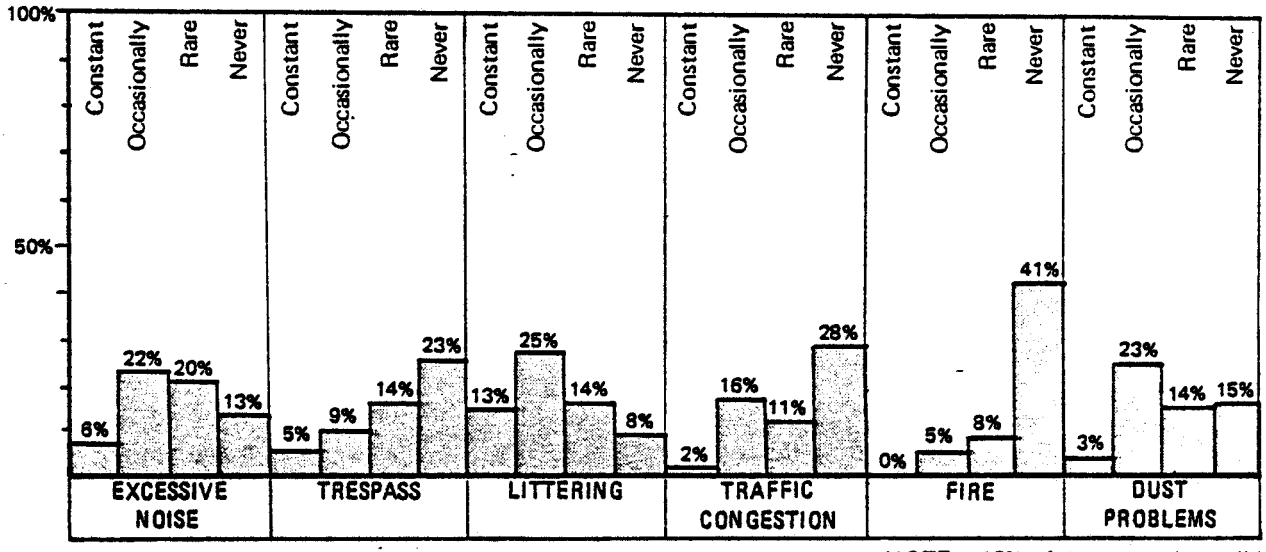


What type of OHV do you primarily use?



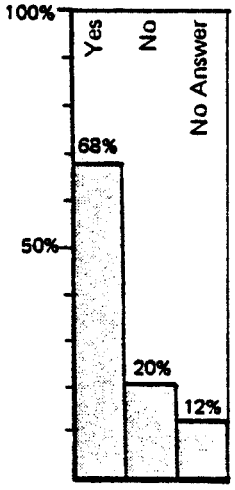


The remainder of the responses to the questions are presented in the graphs below. The individual responses of each meeting location have been combined into percentages based on total response to each question.

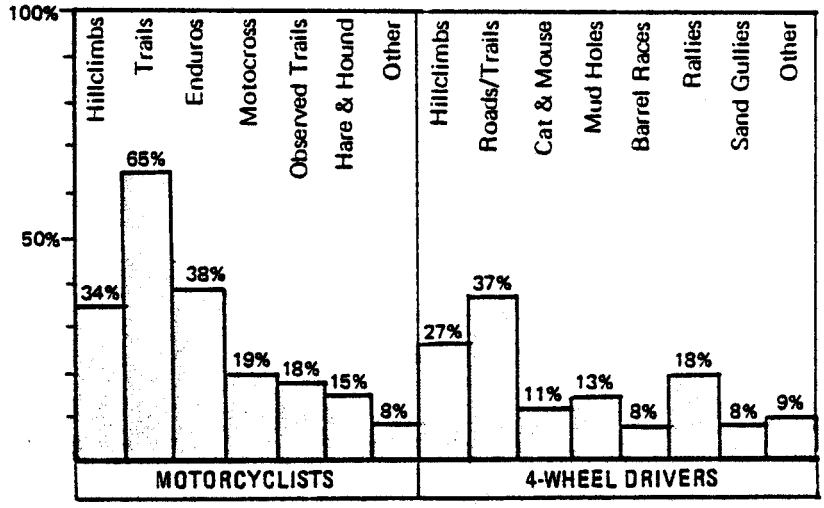


What OHV problems have you experienced at Hungry Valley?

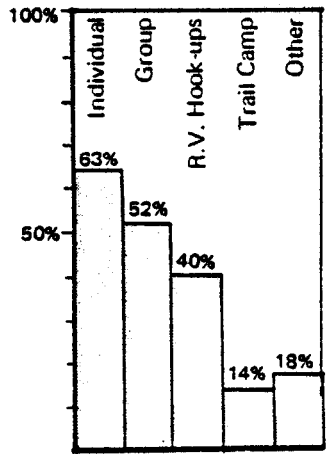
NOTE: 43% of the respondents did not answer this question



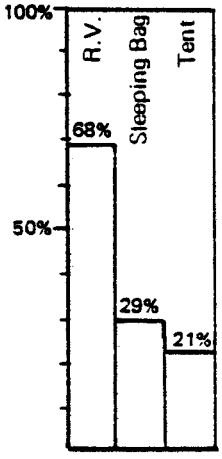
Do you use the Forest Service trails adjacent to Hungry Valley?



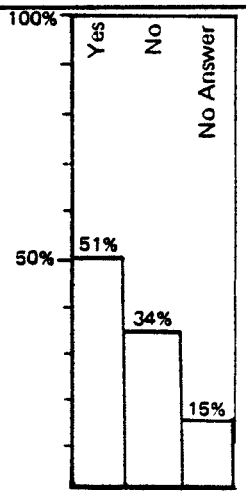
What activities do you participate in?



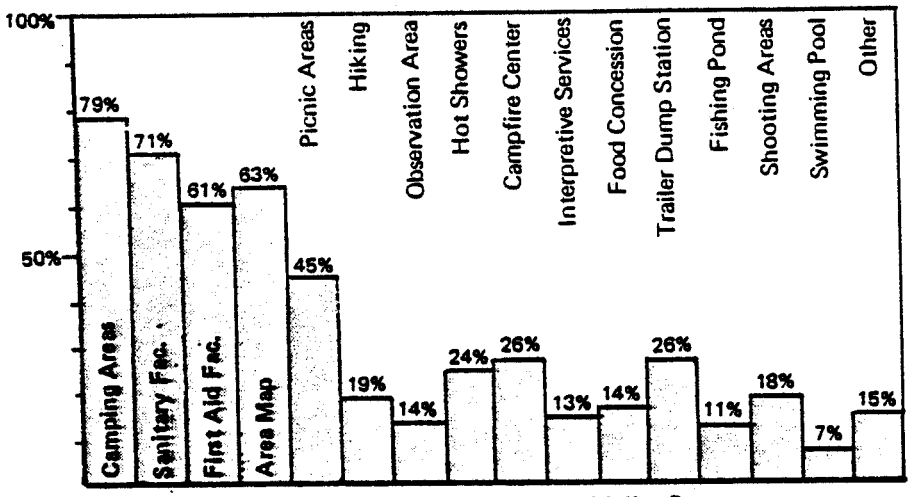
What kinds of campsites would you like to see at Hungry Valley?



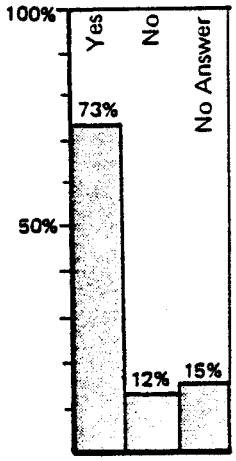
What is the primary equipment you use for sleeping when camping?



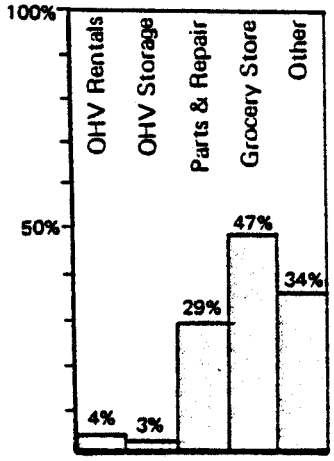
Should OHV's be allowed to operate in camping and day use areas?



What facilities would you like to see at Hungry Valley?

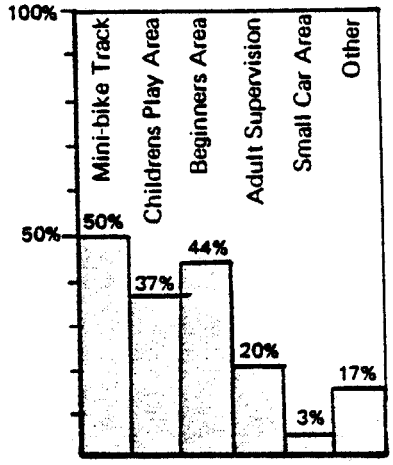


Hungry Valley has some unique archaeological and geologic features: should these be explained and displayed?

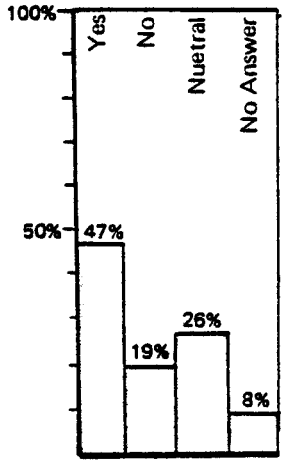


What commercial services would you like to see at Hungry Valley?

NOTE: 29% of all the "other" responses wrote-in "no facilities"



What type of facilities should be provided for youngsters?



Should competitive events be held at Hungry Valley?

Additional responses were written on 41% of the questionnaires. The following is a summary of what they said, with concerns most often mentioned listed first.

1. OHV'S should be able to operate in camping and dayuse areas, but with restrictions such as: speed limits, mufflers, and marked areas.
2. Keep development to a minimum, simple, low key.
3. Increased crowding will result in a safety problem on trails.
4. Keep general and development costs down.
5. Take proper mitigation measures concerning drainage, erosion and runoff containment.
6. Keep the park in its natural state.
7. Improving the area will allow inexperienced and ill-equiped people access to desolate and dangerous trails.
8. An advisory committee is needed.
9. Camping areas should be informal but located as not to interfere with other camping areas.
10. Access to Forest Service trails.
11. Post dangerous areas.
12. Competitive events and parts store for income to offset entrance fee.
13. Don't restrict us to death.
14. Season passes.
15. One-way trails to avoid head-on's.
16. User protection (safety and satisfaction)

Issues Raised

In addition to our questionnaire, many issues and concerns were raised during the question and answer session at the meetings. Below is a list of these issues as they were brought up at each of the meeting locations.

VENTURA, NOV. 6, 1979

1. Keep use open with no improvements.
2. Pit racers and squirrels pose problems.
3. Open areas not good for mixtures of bikers and 4-wheeler's.
4. Bikers and 4-wheeler's are compatable on outside trails.
5. Make a separate squirrel pit for the nuts.
6. We need longer trails.
7. Create more exposure to back country and high trails.
8. Use trail machines and hand form trails, don't make trails with D-8's.
9. Trail maintenance by volunteers.
10. The present use area extends beyond the Hungry Valley project area into Forest Service land.
11. More campsites and protective areas.
12. We need provisions for children.
13. Rotation of use areas to manage erosion.
14. Look at other recreation developments for examples of people control.
15. Control uses through management.
16. No barbed wire for fences!
17. Control use with a permit system.
18. Permits for organization's using areas for events and group functions.
19. Work with the Forest Service for user fee coordination.
20. Make land trades with the Forest Service.
21. Expand the project with additional funds.
22. Consider the impact additional people will have on Forest Service lands when Hungry Valley is developed.
23. Whats the purpose of Hungry Valley, firearms and hunting or off-road vehicle use?
24. We need regulation and enforcement for safety's sake.
25. Have periodic output to let people know whats happening.

GORMAN, NOV. 7, 1979

1. Forest service trails should be connected to Hungry Valley trails.
2. Some users are willing to help maintain trails.
3. Encourage user programs for maintenance.
4. OHV funding should go to Forest Service trail maintenance.
5. Funding should be used for rehabilitation and wildlife management.
6. Inform users of environmental conditions.
7. Spark arresters should be regulated on all vehicles.
8. Consider the fire danger and shooting problems.
9. First aid services should be provided.
10. There should be a 1-mile buffer for noise between use areas and residences.
11. Fence the park boundaries.
12. Keep use within the park boundaries.
13. How can we stop negative use?
14. Horses are not considered ORV's.

LOS ANGELES, NOV. 8, 1979

1. Show us the interests and concerns of others at previous meetings.
2. Improve communication of information to users.
3. Better develop your news releases to OHV publications.
4. Need better communication to work out problems.
5. Improve your notification to users of funding, planning and development.
6. Have volunteer efforts through club involvement in planning and construction of trails.
7. Provide future source of long-term funding from green sticker donators.
8. Take a look at the general user fee structure.
9. Relate fees to the amount of development present.
10. Have a independent fee structure different from other areas.

LOS ANGELES, CONT.

11. Have lump sum fees and yearly passes.
12. Have a separate fee for showers and other facilities.
13. Presently there are no U.S. Forest Service fees.
14. Restrict racing events to keep use open to pleasure riders.
15. Provide separate areas for organized events so not to interfere with open use areas.
16. Have annual events as opposed to events on a random basis.
17. Reserve areas at minimum costs (if any) for scheduled events.
18. Have permits to use land for events.
19. Competitive events create competition with private areas.
20. What will be the incentives to get people to Hungry Valley?
21. Make separate areas for individuals not wanting regulations.
22. Create optional use locations.
23. Regulation and enforcement by designation of use areas.
24. Keep Hungry Valley open without regulation.
25. Use the experience of the Forest Service to develop controls...its working in Sequoia National Forest.
26. Over protection of OHV users is not desirable.
27. We don't want to be hasseled by local authorities or landowners.
28. Look at what's happening with other OHV areas.
29. Have primitive camping as opposed to developed camping with hook-ups.
30. 4-wheel drivers are not happy about user taxes applied to conservation projects.
31. Who selects the Citizens Advisory Group?
32. Use the Citizens Advisory Group decisions as a tool to voice opinions.
33. Who will the decisions of the Citizens Advisory Group rest with?
34. There is a lack of education among individuals.

The Latest Developments

Citizens Advisory Committee

Many individuals and groups have expressed a desire for a Citizens Advisory Group. The desire was most evident at the November meetings where over 100 applications were distributed. We are currently considering establishing a seven member group from the returned applications. It appears that the applicants represent the variety of interests that will be considered by the planning team. We will be contacting all applicants within the next month.

Interagency Task Force

All public agencies that may be affected by the Hungry Valley project have been notified of our intention to form an Inter-Agency Task Force to help assist with the plan. We expect the task force to include about nine members, representing each of the concerned agencies. The Inter-Agency Task Force will enable us to keep these agencies informed of our effort and to allow them to share their concerns with us and each other during the develpment of the plan.

What Next ?

Now, thanks to your help, we have a general idea of user needs and concerns relating to Hungry Valley. We will now use this information along with help from the Citizen Advisory Group and the Inter-Agency Task Force to formulate some prelimary ideas of how best to utilize the site for OHV purposes.

If you have additional comments or questions, please write or call,

Hungry Valley Planning Team, (916) 322-7554
P.O. Box 2390 Sacramento, CA 95811

Hank Ortmann

Hank Ortmann, Project Manager

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