

## **APPENDIX A**

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Carnegie SVRA DEIR NOP and Public Comments

State of California—The Natural Resources Agency  
DEPARTMENT OF PARKS AND RECREATION



## NOTICE OF PREPARATION

Preparation of an Environmental Impact Report for the  
Carnegie State Vehicular Recreation Area General Plan

AND

Announcement of Public Scoping Meeting

**Date:** May 7, 2012

**To:** State Clearinghouse, Responsible and Trustee Agencies, and  
Interested Individuals and Organizations

**Subject:** Notice of Preparation of an Environmental Impact Report for the  
Carnegie State Vehicular Recreation Area General Plan

**Lead Agency:** California Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division  
Twin Cities District, Carnegie Sector  
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The California Department of Parks and Recreation (State Parks) Off-Highway Motor Vehicle Recreation (OHMVR) Division is the lead agency for the preparation of a General Plan (GP) and associated environmental impact report (EIR) for the Carnegie State Vehicular Recreation Area (SVRA). OHMVR Division has prepared this Notice of Preparation (NOP) pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. This NOP informs agencies and the public that a program EIR is being prepared to address potential impacts resulting from implementation of the proposed *Carnegie State Vehicular Recreation Area General Plan*. Agencies should comment on the elements of potential environmental effects that are relevant to their statutory responsibilities in connection with the proposed project.

## **RESPONSES TO THIS NOP**

Due to the time limits mandated by state law, responses to the NOP must be sent at the earliest possible date, but no later than June 11, 2012. Please send your written responses, including the name of a contact person, to:

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
Email: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

## **PROJECT TITLE**

*Carnegie State Vehicular Recreation Area General Plan*

## **PROJECT LOCATION**

The regional location of the Carnegie SVRA is shown in Figure 1. The Carnegie SVRA is currently a 1,540-acre off-highway vehicle (OHV) park operated by OHMVR Division. The project area also includes the 3,478-acre Alameda-Tesla expansion area which is owned by State Parks and will be added to the Carnegie SVRA upon completion of the General Plan.

Carnegie SVRA is located within unincorporated Alameda and San Joaquin Counties, approximately 15 miles east of Livermore and 12 miles west of Tracy, as shown in Figure 2. To the north is the Lawrence Livermore Laboratory property. Open space and rural residential areas (i.e., rangeland) are located to the east, west, and south. Carnegie SVRA is largely located on a northern hillside and has been operated as an SVRA since approximately 1980.

## **PROJECT DESCRIPTION**

A General Plan is the primary management document for each park unit within the California State Park System, including SVRAs. The General Plan establishes the primary purpose and management direction for the park unit. An approved General Plan is required before State Parks can move forward with site-specific improvements that are beyond minor capital outlay projects. The OHMVR Division is initiating the process of preparing a General Plan and associated EIR for Carnegie SVRA to develop a long-term management framework and to establish the foundation for future park improvements. As part of this framework, the General Plan will describe appropriate recreational opportunities and management strategies for the existing Carnegie SVRA and the Alameda-Tesla expansion area.

Preparation of the General Plan is in its early stages, so land use and resource management provisions have not been developed. Initial General Plan research included documenting existing conditions, developing and launching a project website, and outreach to park users and interested parties to raise awareness of the planning effort. The next step will be to identify potential issues and opportunities to be addressed during the planning process. Based on the results of these efforts, planning alternatives will be developed to illustrate scenarios for how the management and visitor services at Carnegie SVRA may be improved over the long term. A preferred alternative will be generated based on public input and an evaluation of the planning alternatives developed for the project. The preferred alternative will be a land use plan that will be used to prepare the General Plan.

Use areas will be designated in the General Plan. Use areas will be based on geographic relationships, resource values, management issues and goals, and visitor use and experiences. The General Plan will also contain goals and guidelines that guide Carnegie SVRA management and provide long-term direction for development of future facilities.

## **GENERAL PLAN TOPICS**

Topics that are being considered as part of the General Plan process include the following:

- Physical, biological, aesthetic, and cultural resources
- Land use and facilities
- Visitor use and experiences
- Operation and maintenance functions
- Planning influences, such as regional population projections and public input
- Recreational trends, opportunities, and constraints
- Access and circulation
- Law enforcement and public safety
- Education and interpretation opportunities

## **POTENTIAL ENVIRONMENTAL IMPACTS**

The ultimate use areas and associated goals and guidelines have not yet been determined. A study has been made of the resource characteristics and generally anticipated recreational uses of the project area. The planning team has identified the types of environmental impacts that may result from implementation of the General Plan and from continued recreational use of the property. The potential environmental effects that are anticipated to be addressed in the EIR include impacts on the following resource areas:

- Air quality
- Biological resources
- Circulation
- Cultural resources
- Climate change
- Geology, soils and mineral resources
- Hydrology and water quality
- Land use and management
- Noise
- Public services and utilities

## **SCOPING MEETING/PLANNING WORKSHOP**

An EIR scoping meeting/planning workshop has been scheduled to provide additional information about the General Plan process, provide interested parties with the opportunity to provide early input into potential uses of the site, and give interested parties an opportunity to comment on the scope and potential environmental effects of the project. The scoping meeting/planning workshop will be held at the following time and location:

Monday, May 21, 2012  
6:30 pm to 8:00 pm  
Livermore Doubletree  
720 Las Flores Road  
Livermore, CA 94551

Additional information about the planning process can be found on the project website:

<http://carnegiegeneralplan.com>

**INTENDED USES OF THE EIR**

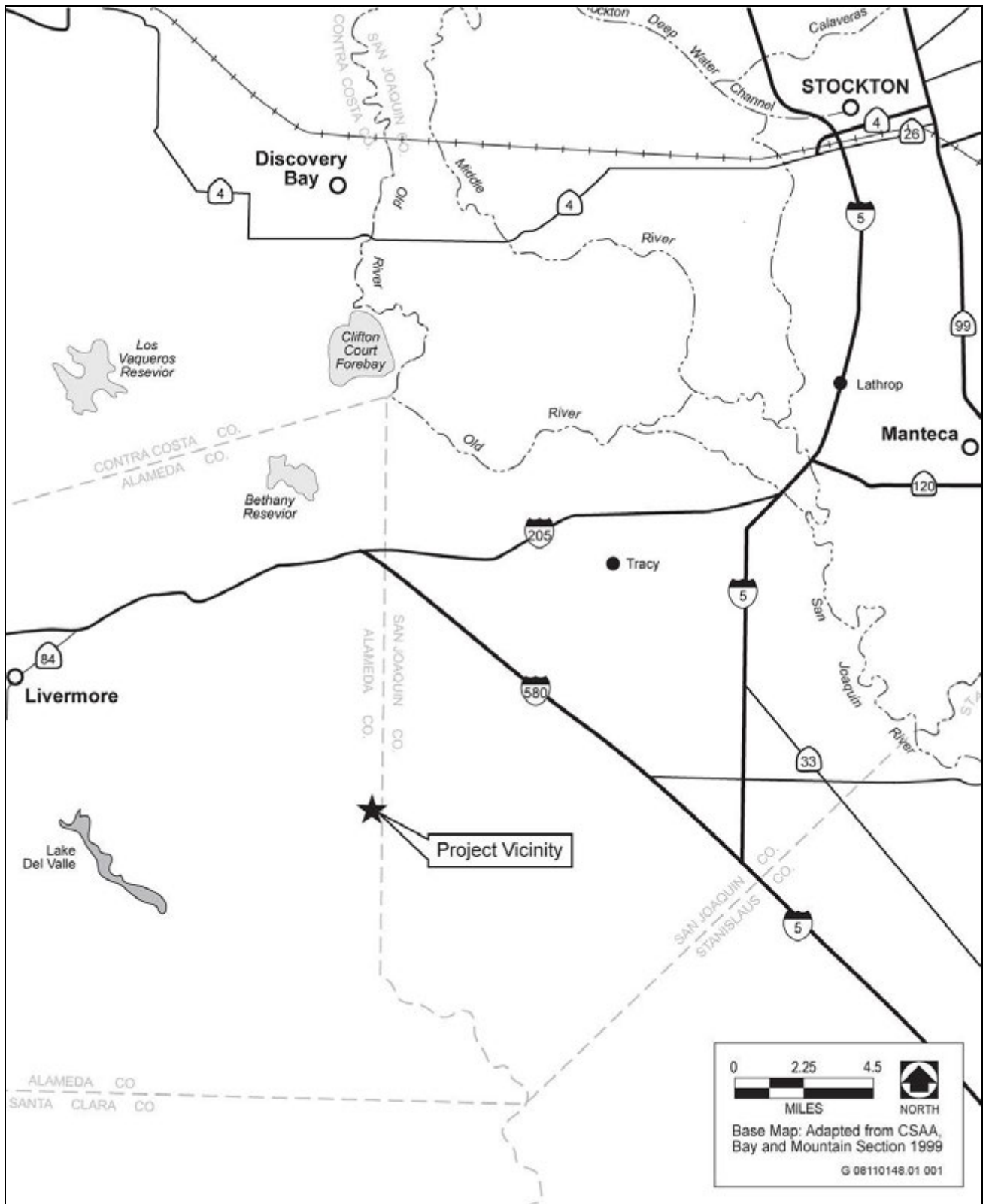
State Parks will use the EIR to consider environmental effects of the proposed General Plan, provide mitigation measures to reduce potential impacts resulting from General Plan implementation, and evaluate alternatives for site use. The OHMVR Commission will use the EIR to support decisions made related to its respective administration jurisdictions. The EIR will serve as the CEQA compliance document for adoption of the General Plan. It will also serve as a program EIR that may be referenced in implementing future actions included in the General Plan. Subsequent project-level activities identified in the General Plan will be examined in light of the program EIR to determine whether an additional environmental document must be prepared before project approval and implementation (State CEQA Guidelines 15168[c]).

By: Joe Ramos

Signature: 

Title: Sector Superintendent

Date: May 7, 2012

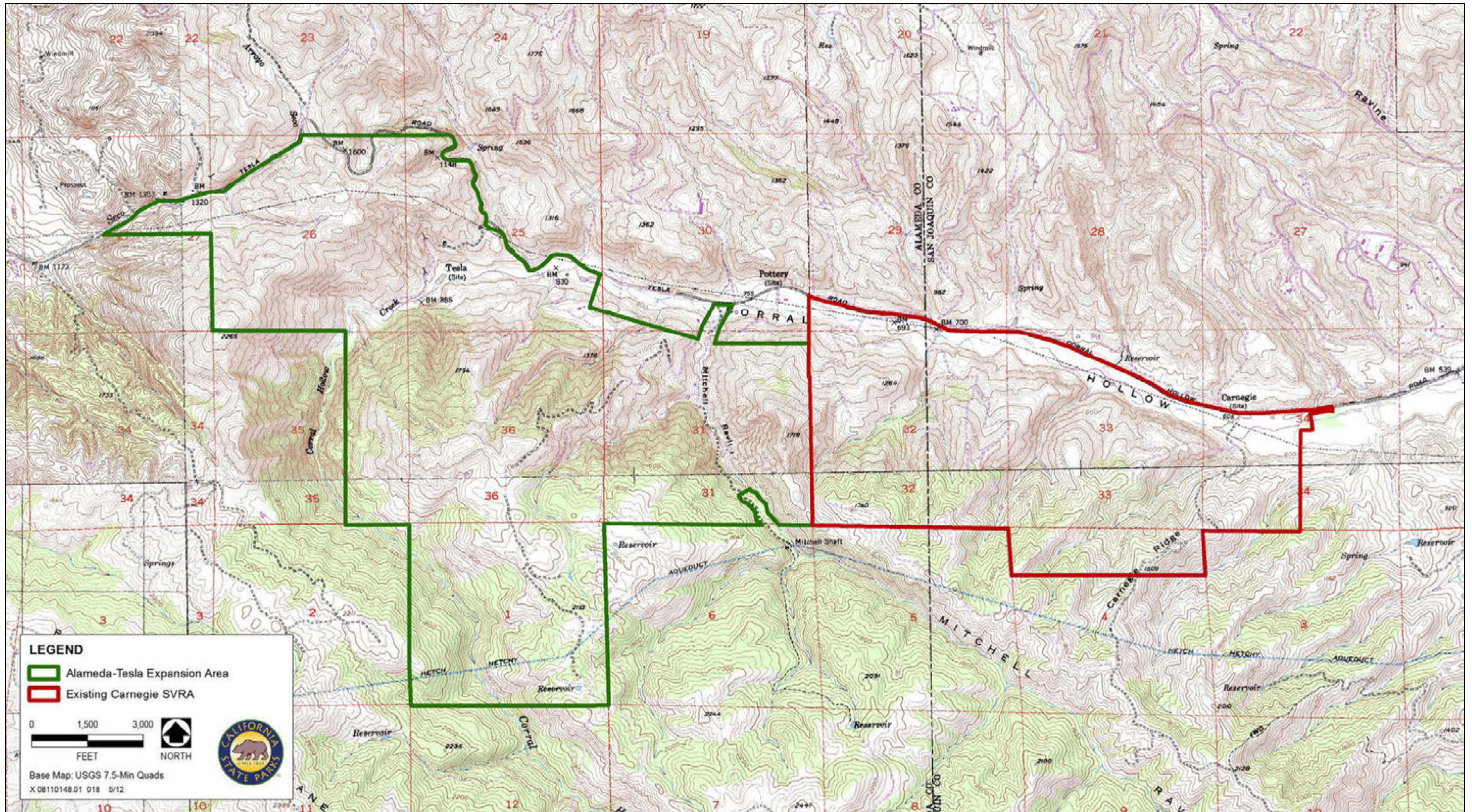


Adapted by AECOM 2012

**Figure 1**

**Regional Location Map**





Source: State Parks 2008, TRA 2011, AECOM 2012

Figure 2

Vicinity Map

California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division  
 Notice of Preparation of an Environmental Impact Report  
 Carnegie SVRA General Plan





## Public Comment Summary

Public Workshop/EIR Scoping Meeting – May 21, 2012

Website Comments – Up to August 8, 2012

This document summarizes comments received during the first public workshop for the Carnegie SVRA General Plan and comments received through the website ([www.carnegiegeneralplan.com](http://www.carnegiegeneralplan.com)). Comments are summarized and grouped by topic. When two or three people provided a similar comment, the term “(several)” was added to the summarized comment. When more than three people provided a similar comment, the term “(many)” was added to the summarized comment. While this summary attempts to be thorough, it may not contain every comment. If you feel that your viewpoint was not represented, or was represented incorrectly, please submit additional comments to the planning team through the general plan website:

<http://www.carnegiegeneralplan.com/contact-us>

### GENERAL

#### PROCESS

- Get rider/user input on the general plan development. (many)
- Let the users of the Carnegie OHV Park determine how the Park is to be run, there should be a Citizens Advisory Board such as Carnegie Forever to be an integral part of how the Park is managed & how our OHV money is used/ misused.
- Create a successful plan by analyzing long-term benefits for rangers and staff.
- Listen to all stakeholders.
- Concerned that the EIR should be approved by an independent agency to avoid an OHV bias.
- Create a plan which best serves the majority of users.
- Surveys
  - Study all potential impacts thoroughly for at least a five-year long period of time, to account for variations in seasons, rainfall and other factors that affect plant and animals.
  - Full animal and botanical surveys should be done for the entire property over a 5-year period.
  - Avoid using spot surveys.
- The EIR used for this project should be a Project EIR rather than a Program EIR.
- EIR should address total impacts to-date, of the operation of motorized OHVs on Carnegie SVRA plant and animal populations and their critical habitats and conduct an analysis of those foreseeable cumulative impacts to the Alameda-Tesla property. Restarting the impact clock from today and on is not appropriate or legal under CEQA.

- Schedule meetings where riders can talk and give advice. Because most riders work during the week the meetings should take place after 6:00 p.m.

### **Alternatives**

- Include alternatives that avoid off-road impacts to rare native California prairie alliances – rarity defined by rules of membership from Manual of California Vegetation, Volume 2. Include in these alternatives non-vehicular (hiking, mountain biking, horse) recreational options and experiences, including quiet and the chance to hear the sound of the natural site.
- Evaluate an alternative that includes no OHV use. (several)
- Review the possibility of purchasing more land south of Carnegie rather than expand onto the Alameda. Sell this land to some foundation or the EBRPD.

### **Data/research:**

- Provide a finer-scale inventory of native and annual grassland on the alliance level following Manual of California Vegetation, Volume 2 (MCV2).
- Getting annual grassland as part of the site biological inventory really helps in the planning.

### **Environmental concerns:**

- Concern that off-road vehicle recreation may be incompatible with natural habitat and resource protection. (many)
- Consider neighboring contaminants, including ranch waste.
- Be realistic about sediment in a creek that only runs once every 10 years.
- Concern that expansion of the OHV use to the west will damage the historical importance of the area.
- Quantify impacts to native plant resources as part of the EIR.
- The present Carnegie is an eyesore and an ecological desert.
- Protect as much as possible.
- The EIR should cover:
  - Alternative uses and comparative impacts.
  - Accumulative impacts.
  - Possible mitigating factors.
  - Particulate matter analysis.
  - Analysis of soil erosion.
  - Sedimentation to streams.
  - Destruction of habitat and loss of bio-diversity.
- Concern about soil erosion, sedimentation, and loss of top soil.
- Sediment and oil pollution in the watershed and into first and second order streams.
- Expansion would have large-scale impacts on the natural landscape and water resources,



biological resources, cultural and historical sites and resources, and educational and recreational resources that should be used for the benefit of a much larger portion of the regional population.

- Even with attempts at restoration and mitigation, environmental damage will continue from OHV. Don't want to see OHV on Alameda -Tesla properties.
- Increased amounts of greenhouse gases to the environment due to additional OHV use, traffic to and from the Carnegie park facility, as well as tree and vegetation removal.
- Concern about the loss of listed plant and animal species due to OHV use by:
  - splintering and fragmenting the landscape and species' critical habitat,
  - destroying and altering habitat in which animals live,
  - damaging vegetation by trampling, crushing and uprooting plants and killing animals and destroying plants by running over them,
  - creating noise that disturbs wildlife and impacts their life activities,
  - spreading invasive weeds, non-native plants and seeds, and
  - destroying soil composition and compacting soils.
- Consider the cultural impacts to the historic Tesla townsite.
- Scientifically evaluate the effect of water crossings on the long-term impact downstream.
- Noise and trail management issues that result from motorcycle use of trails and habitat.
- Destruction of land, creation of dust pollutants. water contamination in the Tesla region.
- False information about OHV leads to it being blamed for global warming. Compare OHV with perceived "green" sports like kayaking or wilderness hiking which require long car trips. In addition, environmental problems are associated with impervious surfaces, which are not prevalent in OHV. OHV should not be blamed for bad water quality. Using paving stones along the fire roads would cause greater environmental harm due to heightened erosion.
- With global climate change, focus on recreation that doesn't burn gasoline.
- Concern about noise pollution, erosion, habitat destruction and the tacit encouragement of fossil fuel burning mechanical subjugation of nature.

## RESOURCES

- Use resources from California Native Plant Society, Audubon Society, and hunting groups to determine richness of biological resources.
- Consider a plan that benefits most people in California and minimal changes to the land as a natural resource. Evaluate all potential uses in light of preserving open space and preserving the property that has historical value to the people.
- Keep the history. Town of Tesla and the factory and the workers what they made bricks, pipe and siding.

### Key resources include:

- Carnegie SVRA and the Alameda-Tesla Expansion Area are within the Corral Hollow Botanical

Priority Protection Area. It contains high-value botanical resources.

- Great scenery.
- Terrain. (many)
  - Challenging and scenic terrain.
  - Amazing terrain.
  - Exceptionally challenging terrain/trails and hillclimbs.
  - Vast terrain.
- Safely distant from cell phone reception and video games to allow for outdoor/family activity.
- Personal connection to the history through ancestors who lived or worked in this area. (many)
  - Our family descends from one of the early Chinese families noted in the 1890 census and possibly a full decade or more prior. It's a great privilege to bring my children to the location of their great-great grandfather's birth.
  - A couple of years ago I went on a tour through the Carnegie/Tesla area and as you can imagine, it brought an incredible fascination as to what it must have been like in this area for my family in the early 1900's.
  - The descendants of families who lived at Tesla in the old mining days do not want the valley of Tesla ruined.
  - I have many family members who lived and worked there, including my grandmother and great grandfather. Let the site stay just as beautiful as it was back then.
  - My great grandmother died in Tesla and our family hopes that this valley remains peaceful and tranquil, as it should. Please think of the descendants of the families who you affect when you step all over or in your case, ride all over our beautiful valley, where people lived, loved and died.
  - My father and aunt lived the first 8 years of their lives in Tesla. My grandfather worked in the mines. I have visited this historical site and would like for it to stay as is, and be worked by archeologists.
  - My family members lived and worked in Tesla in the terra cotta industry helping to make beautiful buildings. It may not seem like much to people who don't realize how much they did to rebuild the amazing buildings after the earthquake in San Francisco, but it means a lot to me.
  - My great grandfather worked in the mine at Tesla and my grandmother was born in Tesla in 1899. I hope you will be protecting this historic site.
  - My great grandfather was born and raised on this land in the old town of Tesla. In fact, I just found out my great, great grandmother passed away on this land. Out of respect for the people of Tesla and my own ancestry, I please protect this land. A park with trails would be my vote well over a motor bike park. If you had ancestry on these hills wouldn't you wholeheartedly push to preserve this historic land?
  - I am part of a family with roots in Tesla's past. Family memories of the place make it as important to us as anyone else's homeland is to them - especially since so many other family places have already been dug up, plowed under, or paved over.

- My Father, Henderson England McGee (1904-1988), and aunt, Agnes McGee Connolly (1907-1993) were born in Tesla. This area of the Tesla town and mines should be preserved and free from off-terrain vehicles and other recreational vehicles.
- I am a descendant of a man who was a blacksmith at Tesla.

**Key resources at Alameda-Tesla Expansion Area include:**

- Great biodiversity.
- Historical sites. (many)
- Valuable habitat for animal and plant species. (many)
- Physical artifacts from the community of Tesla and the mining and industrial activities, including building foundations, clearly visible building sites, small objects from the habitation of the town site, physical evidence of mining and railroad activities, and portions of the original stage road between Livermore and Tesla.
- Artifacts showing use by Native Americans, including petroglyphs dating back 5,000 to 10,000 years and bedrock grinding stones. Also artifacts yet to be discovered.
- Sacred trails in the Tesla town site.
- Golden eagles, roadrunners, kangaroo rats, badgers, bobcats, etc.
- Historic town sites sacred to descendants of those who once worked, lived, and played there over a hundred years ago.
- History of area.

**Resource management:**

- Protect the land.
- Protect endangered flora and fauna.
- Don't allow off-road tracks on Native American burial sites.
- Historical locations and artifacts across the entire area proposed for the expansion be located, identified, catalogued, and preserved for the benefit of all Californians.
- It is not possible to preserve the historical and cultural sites without preserving the context. The historical and cultural sites are incompatible with the noise, dust, and visible damage to the landscape that is inherent in off-road vehicle activity.(several)
- Prehistoric sites, historic sites, and the surrounding environment must be treated as a whole.
- Preserve and protect this property. (several)
- Preserve Tesla and Pottery sites as historic sites where we could step back in time to view and understand the history of the region.
- Don't disturb the Tesla historic sites. Enough surrounding area must be preserved and restricted to hiking so that the history and natural beauty can be appreciated.
- Encourage growth of trees along the roadway and on slopes between trails and the roadway. More trees everywhere would be desirable for shade and erosion control.

- Protect the critical "arch" site and the historic use areas.
- Management of the creek.
  - Reopen the creek bed during times when the creek is dry.
  - The "creek bed" issue needs to be addressed, and reopened with science-based documentation to support that reopening.
  - I believe the park has done a good job to take care of environmental concerns by closing the creek bed and fencing it off even though it took away a lot of the only flat riding areas.

### **CARNEGIE EXPERIENCE**

- Preserve the history and tradition of Bay Area riding. Promote riding and foster the sport as we do with soccer and baseball locally.
- Keep riding areas open.
- Needs to remain a family-oriented OHV-friendly use area.
- OHV provides disabled persons the ability to access areas which they may have previously seen as out of reach.
- OHV is a growing recreation activity and we need to ensure that the facilities continue to grow with the sport.
- OHV is an opportunity to enjoy freedom and liberty of travel.

### **Education/interpretation opportunities**

- We have learned so much about the wildlife in the park. Kids learn how to respect all animals. The habitat is important to all.
- Provide education on the natural resources, cultural resources, and history of the site.
- Learn about nature.
- More education for new riders.

### **Events and reasons to visit:**

- Celebrate birthdays and holidays. (many)
  - Celebrate New Year's.
  - Celebrate Thanksgiving.
  - Celebrate Mother's Day.
  - Celebrate Father's Day.
- Spend times with friends and family. (many)
- Hillclimbs competitions. (many)
- A place for friends, family, and community organizations to meet.
- Dirt bike poker runs at Carnegie that benefitted the Leukemia and Lymphoma society.

- Adventure.
- Carnegie OHV should be fully supported. It provides a wonderful safe environment for great family time.
- Difficulty of the riding.
- Its challenging, steep, and technical.
- Memorable races and fun times at Carnegie.
- Very good motocross track.
- Great place, great facilities, safe and fun for kids.
- Races.
- Hare scrambles.
- Ride for the scenery.

**Current uses enjoyed include:**

- Ride dirt bikes. (many)
- Ride motorcycles.
- Use 4x4 area.
- Camping. (many)
- Off-roading.
- View wildlife (deer, hawks, etc).
- Off-road motorcycle training.
- Bring kids to Carnegie and use the PAL dirt bikes.
- Excellent training facility for law enforcement to train for off-road bikes as well as search and rescue training.
- Enjoy nature.
- Enjoy vistas.
- Riding quads.
- Riding easy, scenic trails.
- Exploring trails and riding challenging technical rides along with hillclimbs.
- Hillclimbs.
- Use covered picnic spots.
- Steep technical single track trails. They make Carnegie a unique and challenging place to ride.

**Desired future uses include:**

- Don't close or decrease the size of Carnegie. (many)
- Carnegie SVRA should remain a motorized park. (many)

- Rethink closing of Waterfall Canyon, and using of Upper Waterfall Canyon. There are plenty of mitigations in place for the various environmental needs and this is prime riding area.
- Reopen the hills on the left side of kiln canyon for more hill climbing opportunities.
- Bring back Water Fall Canyon.
- Bring back Red Rock Canyon.
- Camping. (many)
- Should allow for general (non-OHV) recreation to provide for the demand from population growth.
  -
- More events.
  - Miss the cross-country events, need to get them back.
  - Let clubs put on cross-country events.
  - Hold bigger and better events at the MX track.
  - More kids and adult race events.
  - Set aside part of the park for special events.
- Expand the park for all skill levels.
- ATV training certification programs.
- Hare scrambles may not be good for the trails in the park. Hundreds of riders forced over the same route can devastate a trail.
- I was excited when the new back country trails were opened a few years back and would love to see more new hills opened up in the future with a little more accessible routes to the top, so the younger riders are able to access the hills and get to the top of the mountain to enjoy the view.
- More hill climbs.
- Do not allow cattle grazing.

**Direction for future uses at Alameda-Tesla Expansion Area:**

- Open the Alameda-Tesla Expansion Area for OHV use. (many)
  - Let's see some public motorized recreation use there in the VERY near future.
  - Additional trails and riding areas opened on the new properties. Need more area to ride. This may also allow for rotation of the riding areas to allow the grasses to grow back.
  - Give us more land to ride on, and environmental impacts will be reduced. "Dilution is the solution".
  - More trails would mean less congestion, erosion, and accidents and would just make the park much more fun.
  - While expanding the SVRA, preserve the historical and natural resources, provide public access, and historical interpretation.

- Allow the SVRA to grow and be available to the OHV-riding public.
- Expand Carnegie SVRA for OHV use. (many)
- The added property needs to open soon for OHV. It is long overdue and will help the congestion to make it safer since losing the creek and some picnic/table areas. Also more space is needed due to the increase of popularity of OHV.
- Provide as much motorized use as is possible.
- Expand the riding area to allow dirt bikes in the entire park. (several)
- Leave Carnegie for OHV only.
- Open all the land for off-highway vehicular recreation and no other use. (many)
- Uses should be a balance of off-road motorcycle, quad, and 4wd vehicular recreation.
- Allow for both OHV and non-OHV access/open space uses. (many)
  - Should be used fairly for all forms of outdoor enthusiasts.
  - We believe in conservation but at the same time believe in recreation and think the two can co-exist.
- Open the Alameda-Tesla Expansion Area for non-OHV use. (many)
  - This should be an open space area with some hiking trails.(several)
  - Open the property for bicyclists, hikers, and horseback riders and not OHV.
  - Manage as a non-motorized recreation area (i.e., hiking trails, equestrian trails).
  - Preserve the site as a wildlife refuge with minimal hiking and no vehicular traffic.
  - Allow for picnicking, hiking, horseback and bicycle riding, and camping.
  - Don't allow OHV or anything beyond hiking and horseback riding, otherwise it is too disruptive to the flora and fauna. (several)
  - Establish as a non-OHV, low-impact historic and natural resource park and preserve. Allow for low-impact, quiet uses including hiking, birding, nature study, horseback riding, cattle grazing, education, or reflection and restoration of the human spirit.
  - Best use would be multi-use, low-impact park (not including motorized activities), preserving critical habitats, protecting threatened plants and animals, minimizing the impact of human use on the environment, and preserving historical places and artifacts.
  - A great park with no OHVs, open to hiking, not necessarily trails, and certainly not trails made by OHVs, with no OHV's riding the ridges, stirring up dust - a place where one can walk and be at home with nature. The park should be open 24-7.
- Don't expand OHV use. (many)
  - Restrict OHV use to the existing SVRA.
  - Do not expand Carnegie SVRA to the Alameda-Tesla area.
  - Restrict motocross or off-road vehicle usage to the current site to minimize environmental impacts – particularly soil erosion.

- Expansion should be minimal, if any.
- Carnegie should not be expanded.
- Keep the expansion area natural.
  - I support California State Vehicular Recreation. I am one of Carnegie's users. But please don't open up the Alameda portion to OHV, in this area. I concede this area should be left in a natural state.
  - Keep Tesla wild. There are other places that can be developed for off-road adventures that don't have the same wildlife, scenic, and historic value that makes Tesla valuable to a much broader constituency than the ORV folks.
  - Leave the land undisturbed.
- Protect and interpret the historical features.(many)
- Motorized OHV use is not compatible with low-impact uses (hiking, education, bird watching, equestrian activities, cattle grazing for fire protection well as protecting and preserving natural and cultural resources on the Alameda-Tesla property).
- Use Tesla for limited type recreation in addition to the historical value. Such as special motorized events, such the yearly hare scrambles and maybe a kids event using some of the roads and trails on that property.
- Use the Alameda property for multiple use roads and single track trails. Good for beginning riders.
- Provide easy access to the Tesla site and its surrounds for nature hikes and horseback riding.
- Hiking.
- Let the equine community use the Tesla property in the red sticker months.
- Allow horse accessibility.
- Would rather have trails than hillclimbs. Redirect the effort from maintaining hillclimbs to maintaining single-track trails.

## **OPERATIONS**

- Have certified sound testers come out on weekends and do sound testing.
- Acquire other less sensitive properties for off-road activity. (several)
- Find another place for an off-road track.
- Allow another entity to oversee and manage.
  - Transfer the land to the East Bay Regional Park District for perpetual protection.
  - Allow another entity to oversee and operate the land as a regional park.
  - Turn it over to East Bay Parks or another organization that has a better view of conservation and non-destruction of natural resources.
- Modify the red sticker season.
  - Remove the red sticker season. (many)



- Shorten red sticker season to summer months only.
- Allow red sticker bikes to ride the Motocross track year round. Have track opened for 2-4 days per week. You could increase revenue throughout the year, price would be set at \$20.00 per rider, Red Sticker bikes would be limited to the MX track, if found outside the confines of the track they would be escorted from the track. Extra monies generated could be used to keep the track in groomed prime shape.
- Reconsider the red sticker restrictions.
- Extend red sticker season.
- Stop closing off riding areas. (many)
  - Please stop closing off riding areas, except where agreed upon by the rider council. This only increases traffic and danger to riders. Consider instead, a rotating closure of areas that are in need of recovery.
- Carnegie is becoming too crowded from closures. (many)
- Please stop closing off areas of riding area, except where agreed upon by the rider council. This only increases traffic and danger to riders.
- Provide replacement areas when any areas must be closed. (several)
- More land will lower the impact on Carnegie. (many)
  - More space will decrease crowding and will spread use, which will lessen our impact on the park
  - This site has been over-managed with closures which seemingly are to help protect resources. However when more people are put on less ground the result is a huge negative. We MUST expand the footprint to protect the property.
  - You need to spread the impacts out by spreading the riders over a larger area riding land such as the 3000 acres you own. Spreading everyone out over 4500 acres will surely reduce the impacts on the smaller compartment we currently use to ride.

## Financial

- State Park system is under severe fiscal stress. Costs associated with allowing off-road vehicle use on the Alameda-Tesla expansion area are too high. The money for this should be provided for keeping other parks open.
- The Alameda-Tesla expansion area was purchased with OHV funds to be an OHV park. (many)
- This park is paid for by OHV funds.
- Use the OHV funds for expanding and maintaining the SVRA.
- I would support raising the fee to \$8.00 if the money was spent on the park.
- What we do is good for the economy; so many jobs depend on off-roading from the rangers to the local gas station owners, convenience stores and motorcycle/gear stores, toy hauler manufacturers, etc.
- There is revenue from all the money spent on everything that goes with riding like fuel, gear,

food, and of course bikes.

- Keep dollars from off-road vehicles for off road activities only. Keep parks open and safe for this new generation.
- Charge extra for motocross track riders only to help maintain the track.
- Please prioritize trials and riding opportunities for funding and personnel efforts. OHV parks and funds for OHV uses please.
- One of the reasons the state is transferring \$31M out the OHV fund to whatever is because in order to use OHV money there has to be a plan. Not enough OHV improvement plans equals excess money in the fund which the state gladly steals when it needs money. I applaud you for making a plan.
- Use entry fees to pay for enforcement of rules.
- Would pay a daily use fee to cover expense of lengthier challenge areas for 4-wheel drives.

### **Volunteer use**

- Have volunteer days to get people to come help clean or make the park better.
- Utilize different user groups to help manage and maintain specific trails, roads, or areas – adopt-a-trail.
- Get clubs involved with 2-4 work parties per year to help manage and maintain trails, camp areas, etc.
- Get local clubs involved in educating riders on noise, respect to trails, the land, staying on the trails, and safe riding.
- Opportunities for citizens to support the park with work days and other programs aimed at giving back to the park.

### **Maintenance**

- Carnegie is not maintained properly and most of it is becoming unrideable.
- Weed whack the trails that are overgrown with grass/weeds. Do a better job of maintaining trails. (several)
- Maintain and update motocross track. (many)
  - The MX track needs to be completely re-worked. Lack of berms, dirt is either hard or slippery, and lips are usually non-existent.
  - There is great potential of the MX track, but it lacks maintenance. Often times, the dirt is so hard and dry it may as well be cement.
  - MX track should be groomed a bit better.
- Repair trails that become damaged from rain erosion and OHV use. Most of the existing park has become unusable because it is not being properly maintained. Ask an expert in trail repair to evaluate the condition of the park.
- Take better care of existing trails.
- Carnegie is a valuable resource for those who enjoy off road motorcycling. It is a well managed

place that folks can ride legally without harming private land or other sensitive areas.

- Sometimes the tracks can get a little too dry and rutted. It is important to maintain this facility at least in its current state.
- Use caution tape to indicate large earth cracks.
- The care taken by the park to "heal" the hills after the Pro Hillclimbs is very reassuring.
- Post signs and instructions including:
  - "Stay on designated trails."
  - Post instructions about hazardous waste and noise pollution at entrance and along trails.
  - "All items brought with you in your vehicle stay in your vehicle or get deposited in appropriate waste collection containers."

#### **Desired future facilities at existing SVRA and/or Alameda-Tesla Expansion Area:**

- Provide facilities for children. (many)
  - Provide places for kids to play like kids.
  - Create a kids-only area (with trails, tracks, and a place to ride a BMX bike).
  - The Carnegie kids only area gets really crowded. Provide a slow rider area for newer riders.
  - Provide kids' areas.
  - Enlarge and model a second kid's track (85cc) after an adult MX track including, whoops, table-top style jumps, a lot of berms/switchbacks, etc. Obviously, everything will be much smaller for safety; but, this will allow growth for a child to begin to feel the suspension working underneath them.
  - Provide a larger kid's only area.
  - More riding opportunity for the kids.
- Provide family loops.
- Fix up the old TT track.
- Museum/learning facility for the Tesla area (would include learning about the mine and brick production).
- Provide a training facility for beginners.
- Provide a dedicated teaching area.
- Provide more OHV areas.
  - Provide more areas for dirt bikes. (several)
  - Keep and expand open areas to ride.
  - More riding areas at Carnegie.
  - Expand 4x4 area into the hills for some touring and also some challenging rock

portions.

- More 4x4 scenic roads.
- More 4x4 rock/ditch courses (like Hollister Hills).
- Provide lengthier challenges for 4-wheel drives.
- Provide trails which offer different levels of challenges for 4-wheel drives. Offering all difficulty levels helps keep people on the trails. Ensure all trails avoid sensitive areas.
- More intermediate dirt bike trails.
- Tracks
  - More tracks.
  - Provide more open single track. (many)
  - Dirt track oval (flat track).
  - Provide second motocross track and second quad only track, both longer and wider, prepped twice a week.
  - Intermediate track for the 125 to 250 size motorcycles.
- OHV Trails
  - More trails. (many)
  - Make some easy trails and some hard trails.
  - Well-marked difficult trails for experienced riders (like Hollister's Renz property).
  - 4x4 trails. (several)
  - More 4x4 trails. Prairie City OHV 4x4 area is a good example.
  - Provide as many trails as acceptable with buffer areas for non-OHV users.
  - More trails that kids could ride.
  - More black diamond trails.
  - Some trails should be AAA = "So tough most won't like it!"
  - Provide more miles of well-maintained trails (single track) and a trail system to enjoy and be challenged by.
  - More trail riding.
  - Carnegie needs everything from trails for beginners to hill climbs, tough single tracks, and tracks for the more experienced.
  - There is a large unused piece of property on top of Carnegie, this could be used for 30+ miles of one-way single track trail system, with different levels of difficulty, with bailouts that lead to a one-way ATV trail system, similar to Hollister's Renz property. Could even have a separate or extra fee.
  - More ATV and UTV trails opened and maintained.
  - More specific trail loops that flow more like those at Hollister, Forresthill, etc would bring in a greater variety and volume of riders. Most Carnegie trails start off fun, but

veer into more difficult levels than riders are accustomed to. Additional motocross tracks on the flat front area of the park would also make better use of the land.

- Camping
  - Provide additional camping. (many)
  - Provide group camping areas.
  - Better camping areas.
  - Clean up the campgrounds.
  - Update/upgrade the campgrounds. (several)
  - Provide hook-ups for trailers.
  - Expand overnight camping area. (several)
  - Make multiple overnight camping areas.
  - Camping sites included in the expansion area which has access to the off-road trails.
  - The existing camp ground has bad grade and the water runs through camps.
  - Places to camp for families with trailers.
- Provide a snack bar.
- Provide another store.
- Lots of trails that connect at a lot of different of different points. Why? A variety of “loops that you would be able to ride in and spend time there riding and playing”. By doing this you would be able to ride 30 to 60 miles a day.
- Support family dirt bike riding by maintaining and expanding family areas within the park.
- More hillclimbs.
- Better facilities (restrooms, showers, etc.).
- Mountain bike trails.

**Desired future facilities at Alameda-Tesla Expansion Area:**

- A combination of single track and ATV type trails/roads.
- Provide a multiple-use staging area at the Tesla site.
- Provide more single-track trails. (many)
  - Twisty keeps the speed down and creates more time per mile on the trail.
  - Single-track trails with lots of turns helps slow down rides and is better for resource management.
  - Promote more advanced and single-track riding.
  - Provide single-track on the new and existing property.
  - More new single track trail systems at Carnegie. Really enjoy the Renz property at Hollister Hills.

- More advanced and longer single tracks for dirt bikes.
- Make the single track all one-way for safety.
- Improved trail system with as much single track as possible.
- Provide single-tracks for intermediate to advanced riders.
- Provide single direction trails and trails more suitable to quads.
- Event only trails – trails and roads that are not open to the general public – only open to special events or by permit.
- Designated routes only – no open undesignated riding area – too hard to control resource damage.
- Don't force everyone onto designated routes. It's making the park much more of a safety concern, forcing more and more riders onto less and less space.
- Separation versus non-separation of OHV uses.
  - The expansion area should incorporate all OHVs. Do not separate like Hollister.
  - Provide multiple-use areas/access corridors. One family may have a variety of vehicles and shouldn't have to use a different parking area/campsite/staging area.
  - Separate areas for different user groups.
  - Separate areas for motorcycle and quad trails.
  - There should be an area for just quads. Motorcycles and quads don't necessarily mix.
  - Provide more motorcycle-only single track.
- One-way trails. (many)
  - In areas where speed or poor visibility are issues.
  - Better resource management and safety.
  - One-way, because two-way trails cause safety issues. (many)
  - Designated trails areas should be directional like in other parks.
  - Provide some one-way trails for beginners.
  - Need more one-way trails with signage.
  - One-way trail system like at Hollister OHV. (many)
  - More flowing single track that is one way.
  - I like the way Hollister has the area of one way single-track clover leafed around a central area.
  - One-way trails like at Hollister Hills. Signage would help with this.
  - Some directional trails would make it safer for young riders.
  - One way trails that create loops to other trails or destinations. With good signage and proper maintenance this type of trail provides for a very safe and fun experience.
  - "I would like to see some one-way single track trails created. Carnegie is a difficult

location to teach children to trail ride because of overcrowding and lack of safety of some riders. I would like to see these trails as intermediate or higher so that children can expand their skills and comfortably move from the fire roads to cross country trails that will challenge them. The excitement on a child's face when they accomplish a difficult trail is reason enough to implement such routes."

- Provide a link for open space corridors for both wildlife and multi-use trails.
- Longer "green" loop for beginners.

#### **Directions for how to provide facilities:**

- Concerned about the use of quads throughout the park and that they may cause excess erosion and silt, as well as taking up the whole trail. Quads should be placed where most appropriate.
- More trails built by bikes as the path is smaller and more challenging so bikes go slower and work harder.
- Improve spectator area around kid's tracks. Provide blockage from wind for the bleachers, regularly water the surrounding areas to keep the dust down.
- Provide dirt-bike trails slightly wider than tires.
- Fencing
  - Use less fencing. (several)
  - The new fencing is dangerous to the riders. (several)
  - Fence big, deep holes on a hill or around big rocks that people don't see.
  - Stop fencing desirable places to ride.
  - Fencing is causing crowding on trails.
  - Some fences are not easy to see until a rider is too close. This could cause injury.
  - Don't create corridors through fencing.
  - Stop wasting our OHV funds on fencing material.
  - Use rustic wooden fencing in areas where people have gone off trail.

#### **Facility management**

- Manage intensely to keep new trails from being created.
- Only open the Alameda-Tesla Expansion Area for off-road recreation after showing that it is being successfully controlled/managed in the existing SVRA.
- Rain/wet weather closures.
  - Don't like the rain closure rules.
  - Re-evaluate the rain closures. (many)
  - Study how rain closures may change depending on soil type. The timeframe for clay or sandy soil may be different.
  - Current rain levels have made it impossible to enjoy the park when riding conditions are at their best.

- Rain closure policy needs to be changed to be more realistic.
- I have been to the park less this year than any other, due to the rain closures. Does not seem right, the hills are wet, and the sun is shining and an empty parking lot at Carnegie.
- Rain restrictions are too restrictive. They only allow for riding on days that are too dry to get traction and have fun. Furthermore, if the intention is to prevent runoff of the silt and dirt, then have more collection ponds at the exit of the park.
- The wet weather closure policy is totally unrelated to preserving soils during storm events. Last year because there was not enough rain all year to saturate the soil, the park was not opened before the conditions were super dusty and riders missed riding when conditions offered any traction at all.
- If there are more trails, people would be more likely to stay on the trails.
- Good management is essential.
- The staff there do an outstanding job of managing the park.
- Erosion management
  - Stop erosion on trails.
  - In creating the new area, make a water bar system that self-maintains the trail system.
  - Most of the issues at Carnegie (especially getting the new area open) center on erosion. The most frequent culprit here is poor trail design and maintenance centered on water run-off during rain. Nearly universally, trails in Carnegie are not graded properly to create water diverting berms ("water bars") to prevent erosion. The steeper the slope, the more frequent water bars are needed. The trails in the Mendocino National Forest are created correctly.
  - Reduce the amount of fire trails to reduce erosion.
  - Consider adopting water retention techniques similar to those being implemented in the Tahoe basin to reduce any and all potential for pollution enter the "Creek that run every 20 years".
- Every time a trail is closed on the old property, open the same linear feet on the new property.
- The "free for all" riding that seems to exist everywhere in the park is dangerous, destructive, and diminishes riding enjoyment.

### **Staffing**

- Hire friendly rangers like Bill Carter.
- Rangers and staff need to be more people-friendly. They are there to help, not to intimidate.
- The safety personnel do a great job, saving fallen riders.
- Educate heavy equipment operators so they understand that smoothly graded trails on steep terrain lead to erosion.
- Operate the expansion area with no further increase in employees, rangers, and equipment.



## QUESTIONS

- What land area is needed to meet the projected OHV need for the next 5 years? 10 years? 30 years?
  - What is needed versus what is wanted?
- Can the new area be open to OHV in sections? e.g., 1,000 next with a review in 5 years, to see if more is needed and if monitory controls are working.
- Is overlapping dual use for hiking and horses versus OHV possible?
- Could non-overlapping areas be established? e.g., Area A – OHV only; Area B – hiking and horseback riding. One person suggested that buffer areas could be established along boundaries.
- Is it realistic to think that OHV riders will stick to established trails?
- Can you control runoff into ponds without shutting off whole drainage areas?
- How long ago was this expansion property purchased for riding use?
- Did our OHV funds pay for the land?
- Is it fair to purchase the land for recreational use with public funds and then not allow it to be utilized?
- If there are environmental challenges holding this up, why can't portions of the area be established for use in the mean time?
- Corral Hollow Creek runs (occasionally) east to I-5 where is a culvert under I-5. East of I-5 is the canal. CH Creek can't run under the canal. Where does CH creek go if it ever does get to the I-5 culvert?
- Are there any Mountain Biking trails or it's only for OHV?

**From:** [Kim\\_Squires@fws.gov](mailto:Kim_Squires@fws.gov)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA GP NOP  
**Date:** Friday, June 08, 2012 8:47:42 AM

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Dear Mr. Mundhenk,

This email is responding to the request for comments on the May 7, 2012, Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan in Alameda and San Joaquin Counties, California. The Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation proposes to develop a General Plan to address the 3,478-acre Alameda-Tesla area expansion of the Carnegie State Vehicular Recreation Area. At issue are effects to the federally threatened California red-legged frog (*Rana draytonii*) and its critical habitat, threatened Central California Distinct Population Segment (DPS) of the California tiger salamander (Central California tiger salamander), endangered San Joaquin kit fox (*Vulpes macrotis mutica*), threatened Alameda whipsnake (*Masticophis lateralis euryxanthus*) and its critical habitat, threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) and endangered Large-flowered fiddleneck (*Amsinckia grandiflora*). Your letter was received in our office on May 11, 2012. Our comments are provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*)(Act).

The proposed Alameda-Tesla expansion contains suitable habitat for a number the listed species named above. Critical habitat for the Alameda whipsnake and California red-legged frog occur on the site and as well as known occurrences of California red-legged frogs, Central California tiger salamanders, Alameda whipsnakes, and San Joaquin kit foxes. The U.S. Fish and Wildlife Service (Service) believes the proposed project may result in take of these listed species and result in loss and/or degrade habitat. Section 9 of the Act prohibits the take of any federally listed animal species by any person subject to the jurisdiction of the United States. As defined in the Act, take is defined as "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm has been further defined to include habitat destruction when it injures or kills a listed species by interfering with essential behavioral patterns, such as breeding, foraging, or resting. Thus, not only are these species protected from such activities as collecting and hunting, but also from actions that cause their death or injury through damage or destruction of their habitat. The term "person" is defined as "...an individual, corporation, partnership, trust, association, or any other private entity; or any officer, employee, agent, department, or instrumentality of the Federal government, of any State, municipality, or political subdivision of a State, or any other entity subject to the jurisdiction of the United States."

Take incidental to an otherwise lawful activity may be authorized by one of two procedures. If a Federal agency is involved with the permitting, funding, or carrying out of the project and a listed species is going to be adversely affected, then initiation of formal consultation between that agency and the Service pursuant to section 7 of the Act is required. Such consultation would result in a biological opinion addressing the anticipated effects of the project to the listed species and may authorize a limited level of incidental take. If a Federal agency is not involved in the project, and federally listed species may be taken as part of the project, then an incidental take permit pursuant to section 10(a)(1)(B) of the Act should be obtained. The Service may issue such a permit upon completion of a satisfactory conservation plan for the listed species that would be taken by the project.

The expansion area is also with in the East Alameda County Conservation Strategy. The East Alameda County Conservation Strategy is a multi-agency and local jurisdiction collaborative planning document for the eastern portion of the County. The Service recommends incorporating the East Alameda County Conservation Strategy into the Environmental Impact Report and planning documents. The East Alameda County Conservation Strategy can be viewed at <http://eastalco-conservation.org/index.html>. The Service recently completed a programmatic biological opinion to the

[U.S. Army Corps of Engineers \(Corps\) for projects requiring Corps permits that follow the East Alameda County Conservation Strategy.](#)

This concludes our comments on the Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan. The Service is interested in working with the Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation in the resolution of these issues to listed species and other wildlife. If you have any questions regarding this response, please contact Kim Squires, Senior Endangered Species Biologist (Kim\_Squires@fws.gov) or Ryan Olah, Coast Bay Branch Chief at kim\_squires@fws.gov or telephone (916) 414-6600.

**From:** [Attiogbe, Kwablah](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** comments on NOP  
**Date:** Wednesday, May 16, 2012 10:40:56 AM  
**Attachments:** [\[Untitled\].pdf](#)

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Hi Chris

Attached is comments on the Carnegie State Vehicular Recreation Notice of Preparation.

Kwablah Attiogbe  
Alameda County Public Works Agency  
399 Elmhurst St.  
Hayward California 94544  
510/670-5772



**399 Elmhurst St. Hayward Ca 9544-1307**  
**Phone (510): 670-5480**

Chris Mundhenk, Project Manager  
AECOM  
202 L Street Suite 400  
Sacramento, Ca 95811  
[Chris.munhenk@aecom.com](mailto:Chris.munhenk@aecom.com)  
916-414-5858

May 15, 2012

RE: Carnegie State Vehicular Recreation Area General Plan NOP

Dear Mr. Mundhenk:

The Alameda County Public Works Agency has reviewed the NOP for Carnegie State Vehicular Recreation Area General Plan a dEIR.

The Agency concurs with the list of issues identified to be discussed in the dEIR. In addition to the probable effects identified in the NOP, please include in your evaluation and discussion the following:

- Climate Change/Global Warming and Sea Level Rise.
- Traffic impacts on existing 2-lane Tesla Road.

Thank you for the opportunity to comment on the NOP and include the Agency in your circulation of the draft PEIR. If you have any question, please contact me 510/670-5772

Yours truly,

  
Kwablah Attiogbe  
Manager, Environmental Services

Ka:  
Cc:

**From:** [Brian Holt](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [joreamos@parks.ca.gov](mailto:joreamos@parks.ca.gov); [McFarland, Elise \(EMCFARLAND@parks.ca.gov\)](mailto:McFarland, Elise (EMCFARLAND@parks.ca.gov)); [rwilliamson@parks.ca.gov](mailto:rwilliamson@parks.ca.gov); [Nancy Wenninger](#); [Larry Tong](#); [Brad Olson](#)  
**Subject:** Carnegie State Vehicular Recreation Area General Plan NOP Scoping Comments  
**Date:** Monday, June 11, 2012 4:44:54 PM  
**Attachments:** [image001.jpg](#)  
[EBRPD : NOP Scoping Comments : Carnegie SVRA 061112.pdf](#)

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Mr. Mundhenk –

Attached are the comments on the Carnegie State Vehicular Recreation Area General Plan NOP. A hard copy will follow by mail.

Thank you!



**Brian W. Holt, AICP**

**Senior Planner** | Interagency Planning

East Bay Regional Park District

2950 Peralta Oaks Court, Oakland, CA 94605

Tel: 510-544-2623 | Fax: 510-569-1417

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June 11, 2012

AECOM  
Chris Mundhenk, Project Manager  
2020 L St. Suite 400  
Sacramento, CA 95811

**RE: Notice of Preparation – Carnegie State Vehicular Recreation Area General Plan**

Dear Mr. Mundhenk,

The East Bay Regional Park District (“District”) has received a copy of the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and General Plan for the Carnegie State Vehicular Recreation Area (SVRA) including the 3,478 acre Alameda-Tesla Expansion Area. The plan is being developed by the Off-Highway Motor Vehicle Recreation Division (OHMVR) of the California Department of Parks and Recreation (DPR) pursuant to the California Environmental Quality Act (CEQA) and will address the existing uses at the Carnegie SVRA as well as future uses at the Alameda-Tesla Expansion Area.

The District is a special district operating in Alameda and Contra Costa County with the mission of preserving the natural, scenic, and historic resources of the region and providing for the public’s enjoyment of the resources. We currently manage over 112,000 acres of public open space within 65 regional parks. Three of these parks are State Park facilities that the District manages on behalf of DPR. These include the Robert Crown Memorial State Beach, Del Valle Reservoir State Recreation Area, and Eastshore State Park.

The District has participated in the past public process concerning the Alameda-Tesla Expansion Area. Those comments are provided as attachments and should be considered in the current scoping process for the General Plan Update and EIR (see attached letters to Lester Maddox, dated May 25, 1999; to Lester Maddox, dated May 3, 2000; and to Jennifer Buckingham, dated July 19, 2004).

The District has heard from a number of stakeholders interested in the environmental, historic, and cultural resources within the Alameda-Tesla Expansion Area over the past decade. As a result, the Tesla site was included on the District Master Plan Map as potential parkland during its latest update in 2007.

Scope

The current General Plan will be developed for the existing publically accessible Carnegie SVRA as well as the 3,478 acre Alameda-Tesla Expansion Area. Recreational use at the Carnegie SVRA currently consists primarily of off-highway vehicle (OHV) use and associated staging and camping areas. Future land uses for the Alameda-Tesla Expansion Area have not yet been determined.



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The scope of the EIR and General Plan will need to be appropriately comprehensive to evaluate the existing resources and land uses at the Carnegie SVRA as well as the potential land uses within the Alameda-Tesla Expansion Area. Where existing environmental impacts are identified arising from current uses at the Carnegie SVRA, appropriate mitigation measures will need to be identified and included to reduce impacts to a less than significant level. Within the Alameda-Tesla Expansion Area, the OHMVR should strive to develop new land uses that avoid new impacts to natural, cultural, and historic resources. Any unavoidable impacts will need to be minimized and mitigated to a less than significant level.

### Baseline Resource Assessment

The NOP states that the next step in the General Plan preparation process will be to identify potential issues and opportunities that will be addressed. This issue and opportunity analysis will need to be informed by a comprehensive science-based resource assessment that fully analyzes the biologic, historic, and cultural resources of the property – as well as consideration for the site aesthetics, views of the property from surrounding communities and publically accessible open space areas, and noise within Corral Hollow Canyon.

A comprehensive baseline resource assessment will be essential to inform the development of project alternatives and evaluation of environmental impacts from proposed land uses. This assessment should be conducted with protocols established by the science community that include multi-year surveys that account for seasonal variability.

Additionally, the EIR should include an extensive literature review including the many plans and studies that have been conducted in the eastern Alameda County region during the past decade. These reports would include, but are not limited to, those that have been developed in support of the East Alameda County Conservation Strategy, the Altamont Pass Wind Resource Area Conservation Plan, and materials developed in support of the SRVA Habitat Monitoring System.

### Development of Project Alternatives

The NOP states that land use and resource management provisions have yet to be developed. It is assumed that OHMVR will develop a General Plan that continues the existing OHV use at Carnegie SVRA. However, the District commends the OHMVR Division for initiating an open scoping process that considers all potential recreational uses on the Alameda-Tesla Expansion Area.

A critical step in a successful General Plan process for the Carnegie SVRA and Alameda-Tesla Expansion Area will be to select a proper range of alternatives that provides for a full review and inclusion of all stakeholder interests. The selection of a “preferred alternative” that will be reviewed in the EIR should be made with substantive stakeholder input and consideration of the broad interests and constraints on the Alameda-Tesla Expansion Area property.

Expansion of OHV use throughout the Alameda-Tesla Expansion Area was included in each of the alternatives evaluated in the past General Plan Amendment processes. The current process should include an alternative that provides for only passive non-motorized recreation use within the expansion area. A broad range of stakeholders have expressed interest in passive non-motorized recreational use on the Alameda-Tesla site and have expressed concerns over user-conflict between passive uses and OHV use. A passive non-motorized use alternative should be given equal weight as expanded OHV alternatives during the development of the project alternatives.



## Tesla Mining Complex

Substantial areas of the Alameda-Tesla Expansion Area are incompatible with any expanded OHV use. Amongst these areas is the historic Tesla Mining Complex. The history of this complex is well documented and should be preserved for its historic and cultural values. This area should be identified as “off-limits” to OHV use in all alternatives considered and the General Plan should consider the development of visitor centers and historic exhibits as appropriate to interpret the Tesla Mining Complex.

It should be noted that the existing publically accessible area of the Carnegie SRVA also contains a number of important historic and cultural sites equally worthy of protection. The General Plan should include goals that seek to ensure protection of these resources and expand historic interpretation of these sites for the users of the SRVA.

The District and DPR have had a number of conversations over the years regarding interpretation of the history of the Tesla Mining Complex. We remain interested in working with DPR in a collaborative way to assure the protection and interpretation of this significant cultural and historic site.

## Natural Resource Impacts

The Carnegie SVRA and Alameda-Tesla Expansion Area are located in a unique area that marks the transition between the eco-zones of the coastal hills of the East Bay area and the more arid Central Valley. Such transitional zones are notable for high levels of biodiversity. Many species exist at the outermost extent of their range in the Corral Hollow Canyon making the region an important wildlife corridor and evolutionary store for species diversity.

The EIR will have to evaluate impacts, and identify suitable mitigation, on special status species known to occur in the region. The area also provides habitat for the northernmost range of several arid and desert habitat species including desert olive, desert buckwheat, glossy snake, coachwhip snakes, greater roadrunner, and others. These species may not be considered “special status” under state and federal regulation, but are unique to the Corral Hollow area given the unique habitat conditions resulting from the transitional zones. The EIR should also consider impacts to the locally-unique species that exist throughout the Carnegie SVRA and Alameda-Tesla Expansion Area.

The Habitat Monitoring Systems reports prepared by Carnegie SVRA indicate a much higher level of species diversity and richness on the Alameda-Tesla Expansion Area property. This is likely a result of the heavy recreational use on the Carnegie SVRA property. Land uses within the Alameda-Tesla Expansion Area should be developed in a manner that avoids recreational impacts on species diversity and richness.

Over the past decade, significant progress has been made in acquiring and protecting wildlife corridors throughout the East Bay region. Most notable are the acquisitions made around the foothills of Mount Diablo through the East Contra Costa Habitat Conservation Plan and as mitigation for expansion of the Los Vaqueros Reservoir. Land has been acquired that enables wildlife movement from the protected habitat corridor around Mount Diablo to extend south of I-580. The Carnegie SVRA and Alameda-Tesla Expansion Area are located within this corridor and the General Plan should avoid any land uses that would impact wildlife movement across the property. The EIR should evaluate impacts on wildlife movement into and beyond the SVRA properties.

### Cultural Resource Impacts

The Corral Hollow area also has a well-documented cultural presence of indigenous peoples and contains an array of prehistoric artifacts that should be protected for their archaeological significance. The resource inventory for the General Plan and EIR will need to fully evaluate the indigenous cultural history of the Carnegie SVRA and Alameda-Tesla Expansion Area. Each alternative should be designed to avoid sensitive cultural resource areas. Existing roads and trails that provide access to such areas and could introduce vandalism to cultural resource sites should be closed to public use and restored to a natural condition. Appropriate visitor management strategies should also be identified within the General Plan to ensure cultural resource protection.

### Air Quality

The Global Warming Solutions Act (AB32) was passed in September, 2006. The law mandates that California reduce its greenhouse gas emissions to 1990 levels by 2020. Within the region, the Bay Area Air Quality Management District (BAAQMD) is principally responsible for implementation of AB32 through the Bay Area Clean Air Plan (CAP). The BAAQMD has developed CEQA guidelines to assist lead agencies in the evaluation of air quality impacts arising from their projects. These guidelines should be addressed in the EIR.

The EIR will need to quantify the current emissions generated at the Carnegie SVRA, including those associated with OHV use. Projections of any increased emissions will have to be included that account for expansion of recreational use across the Alameda-Tesla Expansion Area and within the existing SVRA. If the projections are found to conflict with the greenhouse gas reduction goals of the Bay Area CAP, mitigation measures will need to be included to reduce the impact to a less than significant level.

### Water Quality

The existing uses at Carnegie SVRA have resulted in documented water quality and erosion impacts. Plans for the Tesla-Alameda Expansion Area should be designed in a manner that avoids any further impact. The EIR should provide a thorough overview of past water quality impacts and the actions that have been implemented to address the existing uses. The EIR should thoroughly describe the assessment of the Corral Hollow watershed and the Storm Water Management Plan for the SVRA.

### Conclusions

The District recognizes the difficulty of balancing natural and cultural resource protection with provision of public recreation facilities. The Carnegie SVRA serves as a valued recreational site for the OHV community. However, given the unique natural, historical, and cultural resources of the Carnegie SVRA and Tesla-Alameda Expansion Area legitimate concerns regarding the impacts of such recreation remain. A comprehensive, open, and inclusive General Plan and EIR process will be necessary to provide for public access to the Tesla-Alameda Expansion Area while ensuring that existing uses at the Carnegie SVRA can continue in a sustainable manner.

The General Plan and EIR should be developed in a manner that addresses current conditions, avoid future impacts, and provides for sustainable recreational use and public access on the existing Carnegie SVRA and Tesla-Alameda Expansion Area.

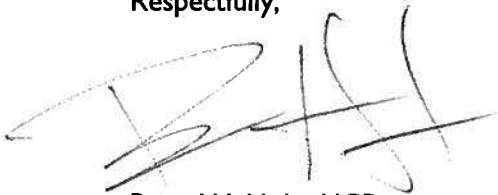
The General Plan will need to be progressive in its visitor management strategies and establishment of resource protection zones to ensure that critical resources are protected while providing for

recreational use. Mitigation strategies will need to be developed with consideration for future uses while assessing the existing conditions and impacts of historical use. The OHMVR should consider all appropriate strategies and alternatives in developing a General Plan built upon science and stakeholder input.

The District looks forward to working with the OHMVR on an open and inclusive process. Further, we are eager to collaborate on projects where we have mutual goals.

We look forward to remaining engaged throughout this process and would appreciate notice of any meetings or documents as they become available. Please feel free to contact me at (510) 544-2623 or [bholt@ebparks.org](mailto:bholt@ebparks.org) should you have any questions.

Respectfully,

A handwritten signature in black ink, appearing to read "B. Holt", written over a faint, light-colored signature line.

Brian W. Holt, AICP

Attachments: (1) Letter to Lester Maddox, dated May 25, 1999;  
(2) Letter to Lester Maddox, dated May 3, 2000;  
(3) Letter to Jennifer Buckingham, dated July 19, 2004

CC: Ayn Wieskamp, EBRPD Board of Directors  
Robert E. Doyle, EBRPD General Manager  
Robert Williamson, OHMVR District Superintendent  
Joe Ramos, OHMVR State Park Superintendent II – Carnegie SVRA

# REGIONAL PARKS

EAST BAY REGIONAL PARK DISTRICT



May 25, 1999

Mr. Lester Maddox  
CDPR, OHVMR Division  
1725 - 23rd Street, Suite 200  
Sacramento, CA 94296-0001

Subject: EIR Scoping Comments - Carnegie State Vehicle Recreation Area - Tesla Expansion

Dear Mr. Maddox:

The East Bay Regional Park District ("District") recently received a copy of the Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Carnegie State Vehicle Recreation Area ("Carnegie"), Tesla Expansion Project. Unfortunately, we did not receive the NOP until April 29, 1999. Upon receipt of the document, I called the State Clearing House and was granted an extension by Ms. Mosie Boyd.

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The District has for some time been interested in the Department of Parks and Recreation's ("DPR") proposal to acquire properties in the Tesla area, however we have some concerns about using the majority of this area for off highway vehicle (OHV) purposes. In particular, we are concerned that this expansion will not meet the diverse and growing recreational needs of the Alameda-San Joaquin area, and we are concerned about project related impacts to special-status species.

## Recreation and Open Space Demand

We currently manage more than 91,000 acres of public open space in Alameda and Contra Costa County. This figure includes 55 regional parks, two of which are designated State Recreation facilities which the District manages on behalf of DPR. These are the Robert Crown Memorial State Beach in Alameda and Del Valle Reservoir State Recreation Area, just south of Livermore. The District recently acquired, with DPR, more than nine miles of San Francisco Bay Shoreline that will eventually be designated Eastshore State Park. Finally, our 1997 *Master Plan* identifies Bethany Reservoir as another State facility that would be managed for DPR by the District.

The eastern half of Alameda and Contra Costa Counties is one of the fastest growing regions in the United States. The City of Livermore is contemplating development of 14,000 housing units within ten miles of Carnegie; the City of Dublin is considering 18,000 housing units within fifteen miles; and San Joaquin County is considering about another 15,000 housing units within ten miles. Cumulatively, more than 47,000 housing units, providing homes for 150,000 people, will be seeking open space in this area for recreation within the next twenty years.

The District has been attempting to respond to such growth by acquiring open space to meet this demand. Recently we optioned an 1,100 acre property in North Livermore that will be added to the Brushy Peak Preserve. We acquired another 200 acres of land for Del Valle Reservoir in 1998. Unfortunately, the District currently does not have additional land acquisition funding sources, which means that other public lands in this area, such as Carnegie, need to provide for some of this recreational and open space demand.



Mr. Lester Maddox  
May 25, 1999  
Page 2

### Special-Status Species and Biological Diversity

In 1991, the Secretary of Resources and the Secretary of the Interior signed "The Agreement on Biodiversity" which provided for a comprehensive approach to conserving biological resources in California. In response to this agreement, the Department of Fish and Game and the US Fish and Wildlife Service began efforts to promote the formation of regional biodiversity planning groups that could help to achieve the goals set forth in the 1991 agreement. In 1992, District staff began meeting with representatives from Alameda and Contra Costa Counties, East Bay Municipal Utilities District, Contra Costa Water District and the California Department of Fish and Game. This "steering committee" signed an agreement that established the Alameda-Contra Costa Biodiversity Working group ("BWG"). The purpose of the BWG is to provide a coordinated approach for conserving biological diversity in the East Bay while accommodating appropriate developments. In 1994, the BWG steering committee initiated an East County Biodiversity Study which looked at opportunities for maintaining biological diversity while accommodating development in a 227,000 acre area of eastern Alameda and Contra Costa Counties which includes the Tesla area and the Carnegie SVRA properties in Alameda County. The Tesla area was identified in the study analysis for its rich diversity of habitats and species, and because it is sparsely developed. The District continues to work with the BWG and the resource agencies to promote the conservation of important open space areas, including the Tesla area.

### Project Objectives

The NOP states that 65,000 people visited Carnegie in 1998. At that same time, 330,000 visitors came to Del Valle Reservoir State Recreation Area. While Carnegie provides for OHV uses, Del Valle Reservoir serves a much broader set of users, including boaters, fishers, swimmers, wind surfers, campers, equestrians, bicyclists, hikers, picnickers and many other types of uses and special events. These diverse uses have little or no impact on the environment and other potentially competing open space and recreational uses. By contrast, the project objectives contained in the NOP support an expanded OHV program, with protection of the environment and allowance for other, non-OHV uses only where they do not conflict with OHV uses. Such objectives may be inconsistent with the needs of existing users of State and regional facilities in the area, and they do not appear to be reflective of the demand for new and expanded multi-purpose, open space oriented facilities to meet the needs of this urbanizing area. We recommend that the project objectives be reconsidered in light of the range of recreational needs that are needed for this growing area.

### Recreational Impacts

*Parklands:* The District has long term plans for the development of a new regional park at Cedar Mountain. Would the Tesla expansion area be visible or adversely affect views from this area or Del Valle Reservoir? What measures will the DPR take to protect adjacent and nearby areas from dust, noise and other impacts associated with the proposed expansion project?

*Regional Trails:* The National Park Service (NPS) has plans for development of the DeAnza National Historic Trail which will run from northern Mexico through California to its northern terminus at the Sacramento-San Joaquin Delta near Pittsburg. The District has constructed segments of this trail in the Pittsburg-Antioch area, known locally at the Delta-DeAnza Trail. The NPS final Environmental Impact Statement and the District's 1997 *Master Plan* (see Segments 7A & 7B) identify the alignment of the DeAnza Trail as running south from Antioch, passing through Bethany Reservoir, through the Tesla area and south to the Alameda-Santa Clara County line. This trail is of international significance and does appear to

Mr. Lester Maddox  
May 25, 1999  
Page 3

have been identified in the NOP for the Carnegie expansion. The project EIR should evaluate how this trail corridor may be adversely affected by the proposed project. This would include dust, noise and possible conflicts with OHV recreation. We encourage the DPR to consult with the NPS and State Historic Preservation Officer (SHPO) on the historical significance and potential project impacts to this trail corridor and project related effects to the historical resources of the Tesla area.

*Public Safety and Fire:* How will DPR prevent illegal trespass of OHV users onto adjacent public and private lands? How will fire safety be addressed through this project? How would changes in the natural fire regime affect adjacent land uses, land management practices and special-status species?

#### Natural Resource Impacts

As previously discussed above, the District is interested in promoting the conservation of biological diversity on a regional basis. Most of the sensitive natural resources identified in the project area are also known to occur on nearby lands owned or managed by the District. The District has considerable experience in conserving and managing these species to meet our *Master Plan* goals and to comply with State and federal laws and regulations which protect these species. One of the District's goals identified in our 1997 *Master Plan* is to work with other agencies and private land owners to promote the conservation of biological diversity in the East Bay. This provides the context under which we are commenting on potential projects impacts and protection of natural resources in the project area.

*Water Quality:* It appears that this project could result in increased erosion within the Tesla expansion area. Increased sediment loads and reduced pH in the drainages and ponds on the property may adversely affect the native fisheries, amphibians and reptiles in Arroyo Seco, Corral Hollow Creek and Mitchell Ravine. Initial project studies show that several sensitive special-status species are present that may be adversely affected by this project. Large buffers should be established around drainages which contain these species.

*Special-Status Plants:* The rayless ragwort was presumed to have been extirpated from Alameda and Contra Costa Counties until this population was found at Carnegie. Impacts this plant should be avoided because of its rarity in Alameda County.

The District recently participated in the reintroduction of the Federally endangered large-flowered fiddleneck (*Amsinckia grandiflora*) into Black Diamond Mines Regional Preserve near Antioch. Although this plant was not found in the initial project surveys, four other species in the genus *Amsinckia* were found to be present. It is likely that the project area provides suitable habitat for the large-flowered fiddleneck. The fiddleneck is known to occur to the northeast at Site 300 and to the southeast at Conolly Ranch. We recommend regular monitoring at Carnegie and implementation of avoidance measures should these plants be found in OHV use areas.

*Special-Status Animals:* The NOP appears to understate the importance of the Tesla expansion area for the San Joaquin kit fox and the Alameda whipsnake. This project is within the range of both species. We understand that some of the adjacent ranching families may have granted conservation easements on their lands to protect habitat for these species. The project EIR should also address potential off-site impacts to special-status species from development of the expansion area.

Mr. Lester Maddox  
May 25, 1999  
Page 4

Project Alternatives

In addition to the two proposed project alternatives, we recommend that DPR evaluate a third project alternative which calls for the acquisition of open space and the establishment of more appropriate recreational and open space uses that protect existing natural and cultural resources. Such an alternative could provide for a range of compatible uses that would protect existing natural and cultural resources and help meet the recreational and open space needs of the area.

Whatever project alternatives are evaluated in the EIR will need to address which lands will be set aside for habitat mitigation purposes and what are compatible uses, such as hiking, that can take place on these lands. The District has been successful in working with State and federal resource agencies in developing such arrangements for its own development projects. We would welcome the opportunity to work with DPR on a coordinated strategy for protecting open space in this area.

I have enclosed a copy of our 1997 *Master Plan* Map which shows the locations of our existing and proposed open space and recreational facilities in Alameda and Contra Costa Counties. Please provide us with a copy of the draft Environmental Impact Report and any supporting technical studies and plans that are developed or have already been developed for this project. If you have any questions, please call me at (510) 544-2622.

Sincerely,



Brad Olson  
Environmental Specialist

Attachments (1)

cc. George Cardinet  
Chris Bazar, Alameda County  
Ron Shafer, DPR  
Meredith Caplin, NPS



May 3, 2000

Mr. Lester Maddox  
 CDPR, OHVMR Division  
 1725 - 23rd Street, Suite 200  
 Sacramento, CA 94296-0001

Subject: EIR Comments - Carnegie State Vehicle Recreation Area - Tesla Expansion

Dear Mr. Maddox:

The East Bay Regional Park District ("District") recently received a copy of the draft Environmental Impact Report for the Carnegie State Vehicle Recreation Area ("Carnegie"), Tesla Expansion Project. In addition to the comments contained in this letter, I have enclosed a copy of our May 25, 1999, scoping letter which provides additional background information and comments on this project that should be addressed in the final EIR. This letter and our previous scoping letter comprise our comments on the draft EIR.

#### Non-Motorized Public Access Impacts

The District has for some time been interested in the Department of Parks and Recreation's ("DPR") proposal to acquire properties in the Tesla area, however we have concerns about using this area for off highway vehicle (OHV) purposes with no portion being designated for non-motorized uses or to serve as part of the National DeAnza Trail. It appears that this expansion will not meet the diverse and growing recreational needs of the Alameda-San Joaquin area, and we are concerned about project related impacts to special-status species. We raised these concerns in our scoping letter of May 25, 1999, and requested that DPR evaluate an alternative that provided for non-motorized uses. We are disappointed to learn that DPR has rejected this alternative because DPR believes such an alternative would not meet project objectives. We reviewed the project objectives described on page 2-3 of the draft EIR and could find no conflicts between our proposed alternative and the stated objectives. We believe the alternative we proposed satisfies the criteria described in CEQA Guidelines Section 15126.6 and should have been considered in the EIR.

The draft EIR notes on pages ES-2, 2-3 and 2-10 that non-OHV uses may be permitted at the discretion of the park staff so long as they do not conflict with OHV uses. In the discussion of the different types of roads that will be constructed (pages 2-6 and 2-7) there is no mention of how non-motorized trail users would be accommodated on these roads or if such use would conflict with OHV uses. Such discussion would appear to be essential if DPR is to actually allow for non-motorized uses. We could find no discussion of the potential impacts of non-motorized uses in the Draft EIR. This is particularly of concern where the EIR proposes to locate non-motorized uses in the "Wildlife and Plant Protection Areas" as described on page 2-10. In our experience, such usage must be carefully planned and evaluated so that the goals for resource preservation do not conflict with public access.

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Mr. Lester Maddox  
May 3, 2000  
Page 2

It is our belief that motorized and non-motorized recreation are inherently in conflict with each other and cannot be feasibly and safely provided on the same roads. In most of the 59 parks the District manages, park visitors are typically seeking solitude when they use open space areas. The noise and disruption of OHV's using the same roads as hikers and equestrians appears to conflict with the need for solitude. OHV's move much faster than non-motorized trail users and could collide with non-motorized users or spook horses, resulting in increased risk of personal injury. We believe that both types of uses can be provided at Carnegie, only in separate areas. The EIR does not appear to address this potentially significant conflict of use or the need for separate locations for the two uses.

### National De Anza Trail Impacts

Our May 25, scoping letter also noted that the proposed Tesla Expansion area could conflict with the historic route of De Anza expedition and the proposed route of the National De Anza Trail. Figure 2-1 in the draft EIR shows the proposed locations of the OHV roads that would be constructed at part of this project. We can find no mention of the historic De Anza route or proposed trail in the EIR text or figures. The roads plan on Figure 2-1 would appear to preclude construction of this historic trail. CEQA Guidelines state that an EIR must evaluate project consistency with other adopted plans, policies and programs. The National De Anza Trail was described and evaluated in an Environmental Impact Statement prepared and adopted by the National Park Service was also adopted by the District when it approved its Master Plan in 1997. Furthermore, the significance criteria described on page 3-2 of the draft EIR specifically states that such conflicts would be considered a significant impact under CEQA. This is a significant impact not addressed in the EIR.

We could find no mention in the draft EIR of the historical context and integrity of the route of the De Anza expedition. The cultural resources section provides information on the history and pre-history of the project area, yet fails to mention the expedition route even though it was specifically identified in our scoping letter and accompanying map. The criteria contained on page 10-11 clearly identifies that a historical resource may be eligible for inclusion in the California Register of Historical Resources (and the National Register of Historical Places) if it "is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage" or "is associated with the lives of person important in our past." Clearly, the route of the De Anza expedition, a route of international significance, would meet this criteria for inclusion. Page 10-15 of the draft EIR identifies seven significance criteria that must be considered to determine the relative significance of a project impact. It would appear that potential project impacts to the historic expedition route would exceed at least five of these criteria and is a significant, unmitigated impact not addressed in the EIR.

We understand that the National Park Service may not have received a copy of the draft EIR for its review and comment. Please contact Meredith Lane, DeAnza Trail Project Manager, at (415) 427-1438.

### Natural Resource Impacts

The number and extent of special-status plants and animals on the Tesla expansion area is truly remarkable and is indicative of the significant habitat value that this area provides. The draft EIR has identified a range of potential impacts and mitigation measures to reduce impacts, however the cumulative impact in this sensitive area appears to be understated by the EIR. While other lands, such as Site 300, serve as a model for site-appropriate development and resource stewardship, the proposed

Mr. Lester Maddox  
May 3, 2000  
Page 3

project will impact many special-status species who require otherwise undisturbed blocks of habitat for their long-term survival. In order to mitigate the individual and cumulative impacts to these resources, the EIR should evaluate the need to acquire addition habitats that are protected and managed solely for the benefit of the impacted species. If funding or lands are not available for such purposes, then the EIR should address scaling back the extent of new roads and facility development, leaving some areas roadless and in permanent protection status.

Our interest in commenting on this project is to promote regional cooperation in providing park and recreation facilities to meet the growing needs of the East Bay, and equally important, to promote the conservation of biological diversity and cultural resources in the East Bay. We believe that the proposed plan is not responsive to these needs and we hope that these comments will provide some useful information in developing an expansion plan that can meet these goals. Please call me if you wish to discuss our letter. I can be reached at (510) 544-2622.

Sincerely,



Brad Olson  
Environmental Specialist

Attachments (1)

cc. Ayn Wieskamp, EBRPD Board of Directors  
Pat O'Brien, General Manager EBRPD  
Robert Doyle, Asst. General Manager EBRPD  
Steve Fiala, Trails Specialist EBRPD  
Chris Bazar, Alameda County  
Dr. Tina Carlson, Lawrence Livermore Labs  
Scott Wilson, DFG  
Shiela Larsen, USFWS  
Meredith Caplin, NPS  
Jeff Miller, Alameda Creek Alliance  
Nancy DuPont, Heritage Trails  
George Cardinet  
Charlie Willard  
Hulet Hornbeck



July 19, 2004

Ms. Jennifer Buckingham  
OHMVR  
1330 White Rock Road  
Rancho Cordova, CA 95742-6700

Subject: EIR Scoping Comments - Carnegie State Vehicle Recreation Area - Tesla Expansion

Dear Ms. Buckingham:

The East Bay Regional Park District ("District") received a copy of the Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Carnegie State Vehicle Recreation Area ("Carnegie"), Tesla Expansion Project. This letter is the third set of written comments that the District has submitted on this project. Prior comments include a scoping letter to Lester Maddox of May 25, 1999, and a May 3, 2000, letter to Mr. Maddox on the Draft EIR. We also participated in the 1999 scoping meeting and subsequent meetings and conversations with Department of Parks and Recreation ("DPR") about this project. The following scoping comments are very similar to earlier comments made by the District because in many respects the proposed project will result in similar impacts to those described in the earlier draft EIR.

The District has for some time been interested in DPR's acquisition in the Tesla area; however, we have concerns about using the area solely for off highway vehicle (OHV) purposes. In particular, we are concerned that this expansion will not meet the diverse and growing recreational needs of the Alameda-San Joaquin area, and we are concerned about project related impacts to natural and cultural resources of this unique area.

#### Recreation and Open Space Demand

The District currently manages more than 95,000 acres of public open space in Alameda and Contra Costa County. This figure includes 63 regional parks, four of which are State Park facilities that the District manages on behalf of DPR. These are the Robert Crown Memorial State Beach, Del Valle Reservoir State Recreation Area, Eastshore State Park and portions of Cowell Ranch State Park. Our 1997 *Master Plan* also identifies Bethany Reservoir as another State facility that would be managed for DPR by the District.

The eastern half of Alameda and Contra Costa Counties is one of the fastest growing regions in the United States. More than 47,000 housing units, providing homes for 150,000 people are planned for development within a 20-mile radius of Carnegie SVRA in the next twenty years. These new residents will be seeking a broad range of recreational uses on public open space. Many of these uses are not compatible with OHV recreation. The District is attempting to respond to the planned growth in this area by acquiring open space to meet this demand. Unfortunately, we cannot meet this demand without the cooperation of other public agencies. The Carnegie plan responds to basically one special-interest type of recreation and is not responsive to the growing population that is seeking solitude and undisturbed access to public open space to get away from the rapidly expanding urban development of this area.

The NOP states that 144,259 people visited Carnegie in 2003. In that same year, 302,470 visitors came to Del Valle Reservoir State Recreation Area. Del Valle Reservoir serves a broad set of users, including boaters, fishers, swimmers, wind surfers, campers, equestrians, bicyclists, hikers, picnickers and special events. These diverse uses have little on the environment and other potentially competing uses.

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General Manager



The proposed project objectives contained in the NOP support an expanded OHV program, with protection of the environment and allowance for other, non-OHV uses only where they do not conflict with OHV uses (*see* NOP page 53). Such objectives may be inconsistent with the needs of recreational users in the area, and they do not appear to be reflective of the demand for new and expanded multi-purpose, open space oriented facilities. We recommend that the project objectives be reconsidered in light of the range of recreational needs that are needed for this growing area.

It is not clear in the NOP what is meant by the word "trail". The District uses "trails" to designate areas for hiking, biking and equestrians, and "roads" to designate areas that are used by police, fire, land stewardship and ranger access to the open space. Most of the District's roads also serve double duty as trails, but not all trails are roads. Page 11 states there will be trails for "hiking and mountain biking only" in the area southwest of Tesla Road; however, Figure 1-3 shows these "trails" as "administrative roads". We could find no commitment in the NOP to provide non-motorized trails anywhere within this 5,033-acre recreation area.

### Recreational Impacts

*Parklands:* The District has long term plans for the development of a new regional park at Cedar Mountain. Would the Tesla expansion area be visible or adversely affect views from this area or Del Valle Reservoir? What measures will the DPR take to protect adjacent and nearby areas from dust, noise and other impacts associated with the proposed expansion project?

*Regional Trails:* The National Park Service (NPS) plans to develop the De Anza National Historic Trail that runs from Mexico through California to its terminus at the Sacramento-San Joaquin Delta near Pittsburg. The District has constructed segments of this trail in the Pittsburg-Antioch area, known locally at the Delta-De Anza Trail. The NPS final Environmental Impact Statement and the District's 1997 *Master Plan* (Segments 7A & 7B) identify the alignment of the De Anza Trail as running south from Antioch, passing through Bethany Reservoir, through the Tesla area and south to the Alameda-Santa Clara County line. This trail is of international significance and was not properly identified or considered in the 2000 DEIR for this project. The new draft EIR should evaluate how this trail corridor may be adversely affected by the proposed project. This would include dust, noise and possible conflicts with OHV recreation. We encourage the DPR to consult with the NPS and State Historic Preservation Officer (SHPO) on the historical significance and potential project impacts to this trail corridor and project related effects to the historical resources of the Tesla area.

*Public Safety and Fire:* How will DPR prevent illegal trespass of OHV users onto adjacent public and private lands? How will fire safety be addressed through this project? How would changes in the natural fire regime affect adjacent land uses, land management practices and special-status species?

### Natural Resource Impacts

The District is interested in promoting the conservation of biological diversity. Most of the sensitive natural resources identified in the project area also occur on lands owned or managed by the District. The District has considerable experience in conserving and managing these species to meet our *Master Plan* goals and to comply with State and federal laws and regulations that protect these species. One of the District's goals is to work with other agencies and private landowners to promote the conservation of biological diversity in the East Bay. This policy provides the context for our comments on potential projects impacts.

*Water Quality:* This project could result in increased erosion within the Tesla expansion area. Increased sediment loads and reduced pH in the drainages and ponds on the property may adversely affect the native fisheries, amphibians and reptiles in Arroyo Seco, Corral Hollow Creek and Mitchell Ravine. Project studies show that several sensitive special-status species are present that may be adversely affected by this project.

Large buffers should be established around drainages that contain these species.

*Special-Status Plants:* The rayless ragwort was presumed to have been extirpated from Alameda and Contra Costa Counties until this population was found at Carnegie. Impacts this plant should be avoided because of its rarity in Alameda County.

The District participated in the reintroduction of the federally endangered large-flowered fiddleneck (*Amsinckia grandiflora*) at Black Diamond Mines Regional Preserve near Antioch. Although this plant was not found in the initial project surveys, four other species in the genus *Amsinckia* were found to be present. It is likely that the project area provides suitable habitat for the large-flowered fiddleneck. The fiddleneck is known to occur to the northeast at Site 300 and to the southeast at Connolly Ranch. We recommend regular monitoring at Carnegie and implementation of avoidance measures should these plants be found.

*Special-Status Animals:* The NOP appears to understate the importance of the Tesla expansion area for the San Joaquin kit fox and the Alameda whipsnake. This project is within the range of both species. We understand that some of the adjacent ranching families may have granted conservation easements on their lands to protect habitat for these species. The project EIR should also address potential off-site impacts to special-status species from development of the expansion area.

*Wildlife Corridors:* The Carnegie SVRA represents a significant block of public lands in the Altamont Hills. Wildlife movement between the San Joaquin Valley and eastern Alameda and Contra Costa Counties would occur across the SVRA property. This corridor is especially important for golden eagle and San Joaquin kit fox. Impacts to plants, wildlife and special status species using this corridor must be considered individually, cumulatively and within the larger regional context of this resource rich area.

#### Habitat Conservation Plan and Project Alternatives

Preparation of a Habitat Conservation Plan (HCP) for this project can be a good tool in determining which areas should be set aside and which areas can be developed for OHV facilities; however, the HCP work must be done before the project alternatives are selected. Accordingly, it appears improper for the EIR to proceed prior to the preparation of the HCP.

We recommend that the HCP and EIR evaluate a project alternative that calls for the acquisition of open space and the establishment of more appropriate recreational uses that protect existing natural and cultural resources. Whatever project alternatives are evaluated in the EIR will need to address which lands will be set aside for habitat mitigation purposes and what are compatible uses, such as hiking, that can take place on these lands. The District has been successful in working with State and federal resource agencies in developing such arrangements for its own development projects. We would welcome the opportunity to work with DPR on a coordinated strategy for protecting open space in this area.

If you have any questions, please call me at (510) 544-2622.

Sincerely,



Brad Olson  
Environmental Programs Manager

cc. Meredith Caplin, NPS

**From:** [Tanko, Deborah L](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Dean, Peter](#); [Lehr, Daniel](#); [Moccasin Records](#); [Ramirez, Tim](#); [Vroman, Michael](#); [Sak, Brian](#); [Hannaford, Margaret](#)  
**Subject:** Carnegie SVRA, General Plan Revision  
**Date:** Thursday, July 12, 2012 2:23:39 PM  
**Attachments:** [ole1.bmp](#)  
[Carnegie.pdf](#)  
**Importance:** High

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Attached is the Carnegie SVRA, General Plan Revision document.

<<Carnegie.pdf>>

Debbie Tanko

Executive Secretary to the Division Manager

Hetch Hetchy Water and Power

[dtanko@sfgwater.org](mailto:dtanko@sfgwater.org)

209-989-2019





San Francisco  
Water Power Sewer

Operator of the Hetch Hetchy Regional Water System

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July 12, 2012

Mr. Chris Mundhenk  
AECOM  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Subject: Carnegie SVRA, General Plan Revision**

Dear Mr. Mundhenk:

We are providing this comment regarding the Notice of Preparation of the EIR for the Carnegie State Vehicular Recreation Area, General Plan Revision.

As you may be aware, the San Francisco Public Utilities Commission (SFPUC) is making a considerable investment in the Mitchell Ravine Restoration Project. The project area runs through Mitchell Ravine from Tesla Road to Mitchell Shaft and includes a road referred to as the Hetch Hetchy Access Road. The entire area is suitable habitat for the Alameda Whipsnake. Due to the lengths that we have gone to in order to protect the Alameda Whipsnake, the SFPUC would like to be assured that any changes to the General Plan do not result in increased vehicular traffic which might threaten the Alameda Whipsnake. We would also like to be assured that there will be no changes in the limited access currently available to Mitchell Shaft and the SFPUC parcel surrounding it.

We will continue to make comments that we feel need to be considered during the CEQA process.

Sincerely,

Margaret A. Hannaford  
Division Manager

:mh

By e-mail

cc: Peter Dean                      Tim Ramirez  
Dan Lehr                              Brian Sak  
Moccasin Records                  Mike Vroman

Edwin M. Lee  
Mayor

Anson Moran  
President

Art Torres  
Vice President

Ann Moller Caen  
Commissioner

Francesca Vietor  
Commissioner

Vince Courtney  
Commissioner

Ed Harrington  
General Manager



**From:** [Megan Aguirre](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP of an EIR for the Carnegie State Vehicular Recreation Area General Plan  
**Date:** Monday, June 11, 2012 4:29:31 PM

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Dear Mr. Mundhenk,

San Joaquin County Department of Public Works has the following comments regarding the Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan.

From Flood Management:

-  
The Carnegie State Vehicular Recreation Area General Plan shall include the following language:

1. A San Joaquin County Watercourse Encroachment Permit shall be obtained for work done on Corral Hollow Creek and within 25 feet of the top of its bank.
2. All new construction and the substantial improvement of any structure in an area of special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12 (a), (b) and (c).

A letter with our comments will be mailed out to you as well. Please let me know if you have any questions.

Thank you,

*Megan Aguirre*

Associate Planner-Transportation Engineering Division

**San Joaquin County**  
**Dept. of Public Works**

(209) 468-8494 (209) 468-2999 fax

meaguirre@sjgov.org



**From:** [Don Amador](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Don Amador2011](#)  
**Subject:** Don Amador's Scoping Comments on Carnegie/Tesla Plan  
**Date:** Wednesday, July 11, 2012 1:21:17 PM  
**Attachments:** [carnegie comment letter July 11.2012pdf..pdf](#)

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Chris,

Here are BRC and QWR's comments.

Thanks,

Don Amador



July 11, 2012

Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811

Re: Notice of Preparation of an EIS for the Carnegie State Vehicular Recreation Area General Plan

Dear Mr. Mundhenk:

Please accept these comments on the Notice of Preparation (NOP) of an EIS for the Carnegie State Vehicular Recreation Area General Plan from me on behalf of the BlueRibbon Coalition, a national trail-based recreation group, and also on behalf of Quiet Warrior Racing, a recreation consulting company.

My recreation management background includes serving on the California Off-Highway Motor Vehicle Recreation Commission (1994-2000), CA OHV Stakeholders group (2000-2004), the CA OHV Sound Working group (2001-2002), the AMA National Sound Working group (2005-present), Six Rivers NF Travel Management Working Group (2009-2011), and the Region 5 USDA Forest Service Recreation Resource Advisory Council (2010 – present).

As a recreation professional, I have reviewed (including several field trips over the last few years) the project area that includes the 3,478-acre Alameda-Tesla expansion area which is owned by State Parks and will be added to the Carnegie SVRA upon completion of the General Plan.

I have reviewed relevant environmental and resource management documents related to Carnegie SVRA including the 2009 *Scientific Peer Review and Assessment of Habitat Monitoring System*. In that document, the authors note and commend the park for having a robust and comprehensive Wildlife Habitat Protection Program and Habitat Monitoring System. However, they note some inconsistency in how related management prescriptions were implemented. To improve consistency, they made 7 recommendations.

After a recent site visit to parts of the project and reviewing the 2011 Storm Water Management Plan for Carnegie SVRA, I believe the unit has acted on those recommendations and is properly managing the park.

I believe this project complies with existing statutes (SB 742) and subsequent revisions which authorizes and directs California State Parks to implement and administer a program to manage and enhance off-highway motor vehicle recreational uses, and motorized off-highway access to non-motorized recreation (Public Resources Code Sections 5090.01 et seq.)

This project also complies with the following goals in the 2009 OHMVR Strategic Plan.

GOAL 1 - Sustain Existing Opportunity: Protect, preserve, and enhance existing OHV opportunities in a manner that ensures well managed, interesting, and high quality experiences, and address the environmental impacts that may be associated with those activities.

GOAL 2 - Increase OHV Opportunity: Add new OHV opportunities where appropriate and needed to replace loss of existing opportunities and respond to changing and future demand.

In addition, I believe the plan should incorporate and/or address the following tenets or concepts.

- The Tesla/Alameda property was paid for out of the user funded OHV trust fund and must be used for off highway vehicle recreation pursuant to the Public Resources Code sections 5090.01 et. seq.
- Carnegie is home to a wide range of animal life and plant life. These animals and plants are protected and not affected by the fact that they are within the bounds of the OHV riding areas.
- Consistent with the Off-Highway Motor Vehicle Act of 1988, the condition of soils, wildlife and vegetation are continually monitored by park staff. Through this monitoring process, changes can be tracked and action taken to mitigate problems.
- Only unmanaged off highway vehicle use has any negative impact on natural resources.
- The Tesla property is representative of habitats which host a variety of common and special-status species which reside throughout the Central California Coast Range.
- Old abandoned coal mines litter the hills above the Corral Hollow watershed and Indian artifacts that can be found throughout the Central California Coast Range.
- Carnegie Off highway vehicle recreation area is managed to preserve archeological artifacts and cultural resources within the area currently used for off highway vehicle recreation and can manage these resources in the Tesla property.
- Other parks intended for non-motorized recreation cannot take over land acquired for off highway vehicle recreation funded by the OHV trust fund money because the OHV trust fund is limited to acquiring land for off highway vehicle recreation pursuant to the Public Resources Code.
- The Alameda-Tesla Expansion Project will provide increased OHV recreational opportunities at Carnegie SVRA including a multiple use trail system, a 4x4 vehicle obstacle course, a day-use staging area, and interpretive and informational facilities.
- The Alameda-Tesla properties were purchased by the Off-Highway Motor Vehicle Recreation (OHMVR) Division of California State Parks. The property acquisitions were accomplished entirely with

funding from California's Off-Highway Vehicle Trust Fund. The OHV Trust Fund was supported exclusively from fees and taxes associated with OHV recreation. No funding from the state's general fund was used to acquire the properties.

- Existing off-highway motor vehicle recreational areas, facilities, and opportunities should be expanded and managed in a manner consistent with this chapter, in particular to maintain sustained long-term use. (Public Resource Code 5090.02(c)(1))

I thank you in advance for your review of these comments and we look forward to working with you on this project.

Best regards,

*Don*

Don Amador  
Western Representative  
BlueRibbon Coalition, Inc.  
555 Honey Lane  
Oakley, CA 94561  
Office: 925.625.6287

Don Amador, President  
Quiet Warrior Racing/Consulting  
555 Honey Lane  
Oakley, CA 94561  
Office: 925.625.5309

**From:** [David Duffin](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Master Plan and Expansion  
**Date:** Friday, July 06, 2012 9:00:28 AM  
**Attachments:** [CARNEGIE LETTER.doc](#)

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Greetings Chris,

Attached is a letter that represents the views of over 100,000 OHV enthusiasts in California. We are represented by 3 different leadership organizations and they have authorized this statement/letter.

After countless meetings, administrative changes, political storms and lack of motivation it is really time to get our expanded park on track for another successful 30 years.

50 years ago OHV recreation was a male dominated activity but now is truly a family activity. Over 60 % of the people coming in the gate are under 16 years of age. Let's get this land open and in use for them.

Dave Duffin

Carnegie Forever, Inc.  
344 Westline Drive, Ste. C113  
Alameda, CA 94501  
415.999.5322

NB: This electronic message may contain confidential information. It is proprietary and protected BY LAW from disclosure to others if you receive it by mistake. If so you may not disclose, copy, or disseminate it to others without my permission. Most of the photos are my "intellectual property" and CAN NOT BE USED without my permission. Thank you.

July 6, 2012

To: Carnegie Master Plan Development Group  
From: Carnegie SVRA Leadership  
Re: The New Master Plan - CSVRA

Greetings,

Californians who consider OHV recreation a key part of their lifestyle are willing to pay into the OHV Trust Fund to maintain land park areas they can use. They expect the funds to be used in a timely manner with a professional result. The additional lands purchased for our Carnegie Expansion Project have been dormant for 15 years. It is time to continue this project and look at the park as a single entity.

We believe the new property should be opened as soon as possible, even in a limited use. We know full well that there are people on the other side of the fence (literally) who want this land to become a regional park, so time is of the essence.

Here are some important concepts you must consider:

- The Tesla/Alameda property was paid for out of the user funded OHV trust fund and must be used for off highway vehicle recreation pursuant to the Public Resources Code sections 5090.01 et. seq.
- Carnegie is home to a wide range of animal life and plant life. These animals and plants are protected and not affected by the fact that they are within the bounds of the OHV riding areas.
- Consistent with the Off-Highway Motor Vehicle Act of 1988, the condition of soils, wildlife and vegetation are continually monitored by park staff. Through this monitoring process, changes can be tracked and action taken to mitigate problems.
- Only unmanaged off highway vehicle use has any negative impact on natural resources.

- The Tesla property is representative of habitats which host a variety of common and special-status species which reside throughout the Central California Coast Range.
- Old abandoned coal mines litter the hills above the Corral Hollow watershed and Indian artifacts that can be found throughout the Central California Coast Range.
- Carnegie Off highway vehicle recreation area is managed to preserve archeological artifacts and cultural resources within the area currently used for off highway vehicle recreation and can manage these resources in the Tesla property.
- Other parks intended for non-motorized recreation cannot take over land acquired for off highway vehicle recreation funded by the OHV trust fund money because the OHV trust fund is limited to acquiring land for off highway vehicle recreation pursuant to the Public Resources Code.
- The Alameda-Tesla Expansion Project will provide increased OHV recreational opportunities at Carnegie SVRA including a multiple use trail system, a 4x4 vehicle obstacle course, a day-use staging area, and interpretive and informational facilities.
- The Alameda-Tesla properties were purchased by the Off-Highway Motor Vehicle Recreation (OHMVR) Division of California State Parks. The property acquisitions were accomplished entirely with funding from California's Off-Highway Vehicle (OHV) Trust Fund. The OHV Trust Fund was supported exclusively from fees and taxes associated with OHV recreation. No funding from the state's general fund was used to acquire the properties.
- Existing off-highway motor vehicle recreational areas, facilities, and opportunities should be expanded and managed in a manner consistent with this chapter, in particular to maintain sustained long-term use.  
(Public Resource Code 5090.02(c)(1))

Carnegie Forever, Inc. was formed as a 501 (c) (3) non-profit group to represent over 13,000 subscribers to our organization. We have developed a working association to the other major rider representative organizations to see this land put to use by the people who paid for it. We look forward to meeting you in person to present views that come from 40 years of personal experience in this world of OHV recreation.

Dave Duffin, Chairman, Carnegie Forever, Inc.

Dave Pickett, American Motorcycle Association, District 36 President  
Don Amador, Blue Ribbon Coalition, Western States Representative



**From:** [Jeff Miller](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)  
**Subject:** Scoping Comments on Carnegie State Vehicular Recreation Area General Plan  
**Date:** Monday, June 11, 2012 3:46:22 PM  
**Attachments:** [CBD-ACA Carnegie comments 6-11-12.pdf](#)  
**Importance:** High

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Attached please find scoping comments from the Center for Biological Diversity and Alameda Creek Alliance in response to the Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan.

- Jeff

\*\*\*\*\*

Jeff Miller  
Conservation Advocate  
Center for Biological Diversity  
(415) 669-7357  
351 California Street, Suite 600  
San Francisco, CA 94104  
[www.biologicaldiversity.org](http://www.biologicaldiversity.org)



June 11, 2012

*Sent via electronic mail on 6/11/12 to [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com) and [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)*

AECOM

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Re: Scoping Comments on Carnegie State Vehicular Recreation Area General Plan**

The Center for Biological Diversity and Alameda Creek Alliance submit the following scoping comments in response to the Notice of Preparation (“NOP”) of an Environmental Impact Report (“EIR”) for the Carnegie State Vehicular Recreation Area General Plan. The Center is a national, nonprofit conservation organization dedicated to the protection of endangered species and wild places. The Alameda Creek Alliance is a nonprofit working to protect and restore the natural ecosystems of the Alameda Creek watershed. Both organizations have long histories of working to protect wildlife habitats and many of the endangered species that occur in eastern Alameda County and at Tesla.

The NOP makes it clear that it is the intent of the Off-Highway Motor Vehicle Recreation (“OHMVR”) Division of the California Department of Parks and Recreation (“CDPR”) to expand Carnegie State Vehicular Recreation Area (“SVRA”) into the 3,478 acres of Alameda-Tesla acquisition land (“Tesla”), south of Tesla Road in Eastern Alameda County within the Corral Hollow Creek watershed, that was purchased by CDPR in the late 1990s. Tesla is an area rich with unique and valuable biological, scenic and cultural resources. Tesla supports a wide range of sensitive wildlife species, represents the northernmost limit of many rare and native plant species, and is a critical habitat corridor for wildlife.



West border of Carnegie SVRA from Google Earth 10/29/11 showing extent of off-road vehicle damage

This is the third attempt of the OHMVR Division to gain environmental approval for the expansion of Carnegie SVRA into Tesla, which would bring the severe impacts caused by off-road vehicle use to the environment, wildlife and non-motorized recreation to the biologically significant habitats of Tesla. Two prior proposals attempted in 2000 and 2004 failed in part because significant environmental impacts that were identified in EIRs from the proposed expansion could not be mitigated. The CDPR has yet to address the serious environmental and biological impacts, including unauthorized take of endangered species and extensive soil and vegetation damage, from off-road vehicle use at Carnegie SVRA. *See* Cal. Pub. Resources Code § 5090.35 (requiring that soil conservation standards and habitat protection plans are met and that where they are not met areas are closed and steps are taken to repair, maintain and restore the areas in question). It is completely inappropriate to expand this environmental destruction into Tesla.

Pursuant to statute, state recreation areas “shall be selected for their having terrain capable of withstanding extensive human impact;” in contrast, “areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves . . .”. Public Resources Code § 5019.56(a). Accordingly, off-road vehicle use can only be permitted where the “terrain [is] capable of withstanding extensive human impact.” Public Resources Code § 5019.56(a); *see also* Pub. Res. Code § 5090.02(a) (“the indiscriminate and uncontrolled use of those vehicles may have a deleterious impact on the environment, wildlife habitats, native wildlife, and native flora”). Nothing in the Public Resources Code or elsewhere allows State Parks to permit the use of off-road vehicles in ecologically sensitive areas such as the Tesla area. The public land at Tesla should be protected as a non-motorized historic and natural resource park and preserve, either as a traditional non-OHMV state park, as a state park managed by the East Bay Regional Park District, or transferred to the East Bay Regional Parks or other regional authority for proper management and operation. The EIR should include alternatives that ensure full protection of the Tesla area and identify long term funding to protect these public lands for the future.

### **CEQA Issues for Carnegie SVRA General Plan EIR**

The revision of the Carnegie SVRA General Plan is a “project” as defined by the California Environmental Quality Act (“CEQA”) undertaken by CDPR and is subject to environmental review under the requirements of CEQA. We identify the following issues that must be addressed in the EIR:

#### **Inadequate Project Description**

The project description in the NOP is inadequate and must be revised and re-circulated. The NOP provides no description of the types of activities and uses to be permitted under the General Plan in existing Carnegie SVRA or the Tesla expansion area. The NOP states that environmental impacts that may result from implementation of the General Plan and from “continued recreational use of the property,” implying there is current recreational use in the Tesla expansion area, when this is not the case. The NOP fails to describe important biological resources in the Tesla area that could be impacted and would be relevant to scoping comments.

The NOP completely avoids mention of the CDPR plan and intent to open Tesla to destructive off-road vehicle use. Public information posted at Carnegie SVRA and OHMVR brochures announce plans to expand off-road vehicle use into Tesla. The State Park Carnegie SVRA web site states plans to expand off-road vehicle use into Tesla. Failure to disclose these plans in the NOP is a flaw that prevents meaningful scoping comments and input by the public or agencies on the impacts from such a dramatic change in land use.

The topographic map and description of the project area attached to the NOP are not accurate, because they do not include the multiple small ranches along Tesla/Corral Hollow Road that were purchased by OHMVR as part of the Alameda-Tesla expansion project. These additional parcels encompass at least 500 acres, and this additional state park land must be included in the General Plan Update and EIR analysis.

If OHMVR is unwilling to accurately describe the General Plan at this time, then the EIR process should be delayed until after the General Plan has been defined so an accurate project description can be presented in the NOP for the associated EIR. The flawed NOP must be revised to accurately describe the project and then re-circulated.

### **Program vs. Project Level EIR**

The NOP contemplates a programmatic EIR for the Carnegie SVRA General Plan. While a General Plan update for the current Carnegie SVRA is needed since OHMVR has not done one for over 30 years, a program EIR is not sufficient for a site specific decision-- the project to open up the 3,478 acre Alameda-Tesla expansion area to off-road vehicle use. There are documents going back 15 years that show OHMVR purchased the Alameda-Tesla parcels with the intent to expand off-road vehicle use from the Carnegie SVRA, including plans in the 2000 and 2004 EIRs. The Alameda-Tesla expansion area is double the size of the existing Carnegie SVRA. A program EIR is particularly applicable and advantageous where many later site specific decisions will tier off the program or plan being analyzed. In such circumstances, the programmatic EIR is an excellent vehicle to consider cumulative impacts, alternatives to the proposed program procedures, and mitigation requirements for future site-specific proposals. *See* CEQA Guidelines § 15168. Here, a program EIR could be appropriate for the General Plan update but not for the proposal to expand the SVRA into Tesla. A project-level EIR analysis will also be required before any decision is made that could allow expanding off-road vehicle impacts into Tesla.

Complete and thorough programmatic and project-level EIRs that evaluate and mitigate all of the potential impacts of opening up Tesla to off-road vehicle use must be completed before any such expansion is approved at either the program or project specific level. The purpose of CEQA is to provide decision-makers and the public with environmental information before decisions are made, not after. As the California Supreme Court observed in *Laurel Heights I*, “[i]f post-approval environmental review were allowed, [CEQA analyses] would likely become nothing more than post hoc rationalizations to support action already taken. We have expressly condemned this [practice].” *Laurel Heights Improvement Ass’n v. Regents of Univ. of Cal.* (“*Laurel Heights I*”), (1988) 47 Cal. 3d 376, 394 (citation omitted). Accordingly, “public agencies shall not undertake actions concerning the proposed public project that would have a

significant adverse effect or limit the choice of alternatives or mitigation measures, before completion of CEQA compliance.” CEQA Guidelines § 15004(b)(2). In particular, an agency shall not “take any action which gives impetus to a planned or foreseeable project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project.” CEQA Guidelines § 15004(b)(2)(B). Many foreseeable impacts of off-road vehicle use on the environment at Tesla are known based on the impacts of off-road vehicle use in general and at the neighboring Carnegie SVRA specifically. These impacts must be thoroughly and completely studied as part of this EIR. It would be improper to defer CEQA analysis of the proposal for the expansion or attempt to tier off a programmatic EIR that did not analyze such an expansion. The agency cannot fragment the project approval to reduce apparent impacts in a programmatic analysis or later attempt to use negative declarations to expand off-road vehicle use at Tesla over time. Either the program EIS must fully address the impacts of the proposed expansion, or a new project EIR will be needed before any such expansion of ORV use into the Tesla area. *See* CEQA Guidelines § 15168 (c).

### **Meaningful Alternatives Analysis**

The EIR alternatives analysis must include alternatives with non-motorized low impact recreation uses and natural resource protection. Under CEQA, a lead agency may not approve a project if there are feasible alternatives that would avoid or lessen its significant environmental effects. (Public Resources Code §§ 21002, 21002.1(b).) To this end, an EIR is required to consider a range of potentially feasible alternatives to a project, or to the location of a project, that would feasibly attain the project’s basic objectives while avoiding or substantially lessening any of the project’s significant environmental impacts. (*Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal.App.4th 1437, 1456.) Here, the stated objective is to update the management plan for the existing SVRA, that goal can be achieved without expanding damaging ORV use into the Tesla area and instead protecting the important resources of Tesla area.

As the Supreme Court put it:

The core of an EIR is the mitigation and alternatives sections. The Legislature has declared it the policy of the State to “consider alternatives to proposed actions affecting the environment.” (Pub. Resources Code, § 21001(g); *Laurel Heights*, supra, 47 Cal.3d at p. 400.) Section 21002.1, subdivision (a) of the Public Resources Code provides: “The purpose of an environmental impact report is to identify the significant effects of a project on the environment, *to identify alternatives to the project*, and to indicate the manner in which those significant effects can be mitigated or avoided.” (Italics added. See also Pub. Resources Code, § 21061 [“The purpose of an environmental impact report is . . . to list ways in which the significant effects of such a project might be minimized; *and to indicate alternatives to such a project.*” ].)

(*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564-65 [italics in original].)

The only alternatives studied in the 2000 EIR were off-road vehicle expansion without land acquisition and “no project” alternatives. Given the wide array of rare habitats and significant biologic resources at Tesla and the past and ongoing damage to many of the same resources at Carnegie SVRA, the EIR must thoroughly evaluate maximum resource protection alternatives. There are many compelling reasons the EIR must provide non-OHV alternatives for Tesla, including: the abundance of rare and federally or state protected species; the unique biologic diversity of plants and wildlife, vegetation types and landscape features; the intersection of ecological zones; important historic and cultural sites; scenic beauty; potential links and corridors to other open space, preserves and low impact recreation areas in the region; and the incompatibility of OHV use with biological resource protection and low impact recreation uses.

The EIR should include a project alternative that would establish the entire Tesla Valley and the Alameda purchase as non-OHV natural resource protection areas, with designated uses for low impact non-motorized recreation, historical park and natural preserve. The EIR should also consider transferring management of these sensitive lands to state park management or a regional or local park management.

### **Potentially Significant Biological Impacts from Off-Road Vehicles**

The EIR must evaluate potentially significant impacts on sensitive biological resources, including impacts on all plants, wildlife, habitat corridors, nesting or breeding grounds, ecological zones, and native habitat values. The evaluation must consider impacts from ongoing Carnegie SVRA activities, increased impacts from tripling the size of the SVRA, and the cumulative impacts of all off-road vehicle related activities.

Given the unique biological diversity of the Carnegie SVRA and Tesla and the combined project area, the EIR must thoroughly evaluate the potentially significant project impacts on the functioning of the Tesla expansion area as a habitat and wildlife corridor, the impacts on suitability as breeding habitat for sensitive wildlife species and raptors, and in terms of fragmentation of intact native habitat landscape.

#### *Wildlife*

Numerous studies have explored the interactions between wildlife and motorized routes. Many scientists suggest that motorized recreation is the greatest threat to wildlife on our public lands because it can alter habitat, cause disturbance and lead to the direct death of animals (Kassar 2005). Perhaps the most detrimental repercussions of motorized routes include habitat fragmentation, restriction of wildlife movement and gene flow, harassment, and increased human access to remote areas that serve as wildlife refuges (Kassar 2005). Habitat destruction from motorized routes breaks suitable habitat into smaller patches which may make it less useable and can jeopardize the survival of certain species (Kassar 2005). “Edge effects” increase and are magnified in areas with small, isolated patches of habitat (Kassar 2005). The “road effect zone,” or the outer limit of a significant ecological effect, is caused by noise, pollution, and ground impact extends beyond the footprint of the route prism (Forman 2000). Habitat destruction and the spread of alien species are two of the greatest threats to biodiversity and ORVs contribute to both of these factors (Kassar 2005).

Off-road vehicle use has been shown to cause stress in many animal species and often results in major changes in animal behavior and reduced reproductive success or survival (Joslin and Youmans 1999).

Motorized use of roads and trails and cross-country motorized travel off of system roads and trails affects terrestrial species through:

1. Loss of habitat due to conversion of native vegetation to a particular road/trail surface (paved, gravel, dirt)
2. Fragmentation of habitats due to road and trail system development and cross-country motorized travel off of system roads and trails
3. Interruption in migratory patterns of wildlife
4. Lack of habitat use by wildlife due to disturbance caused by use of the road or trail system and cross-country motorized use
5. Direct mortality due to vehicle collisions

Off-road vehicles can cause road-kill of wildlife, particularly terrestrial species like snakes, turtles, frogs and lizards and can crush burrows and dens that can contain mammals, birds, reptiles or amphibians. Soil compaction and erosion from OHV use can cause increased sedimentation of creeks, which can affect breeding success of amphibians. Destruction of native vegetation from motorized routes and cross-country travel can change the density and diversity of plant communities, leading to changes in the composition of reptile and amphibian communities. Off-road vehicles also contribute to the spread of invasive plants.

Mountain lions are a focal species recognized by conservation biologists. Mountain lions travel more frequently in areas with lower average route densities and establish home ranges in areas where improved dirt routes and hard surface routes are not abundant (Van Dyke et al. 1986). Riparian zones with vegetation are selected for movement by mountain lions (Dickson et al. 2004). In response to roads and human development, mountain lions are found to “travel slowest through riparian habitats and fastest through human-dominated areas” (Dickson et al. 2004). To preserve genetic diversity and healthy stable populations of these wide-ranging carnivores, it is essential to maintain corridors, riparian or otherwise, between large wildlands.

### *Noise*

The evaluation of potentially significant noise impacts in the EIR must take into consideration impacts on non-OHV users. The EIR must evaluate the noise shed or noise contours of planned OHV uses based on the current planned expansion, and evaluate the sound shed or sound contours required by non-OHV users for the enjoyment of natural resources that currently exist at Tesla and would be damaged by noise from OHV use.

Noise from ORVs can interfere with wildlife’s ability to find and capture prey, to escape from predators, and to successfully mate and reproduce (Kassar 2005). OHMVR must consider the potential impacts of the propagation of engine noise around roads and recreational trails in either its route-specific assessment or its analysis of cumulative impacts of the motorized system, especially its impacts on natural soundscapes and any sensitive species or areas. Scientific

evidence supports the importance of natural sounds for wildlife, ecosystems and people. The National Park Service's Natural Sounds Program Center developed two annotated bibliographies regarding the impact that sound has on wildlife and another on the impact sound has on other park visitors.<sup>1</sup> We encourage you to review these documents to inform this planning process. Please include these two annotated bibliographies as part of the administrative record.

Noise generated by the average ORV engines can reach sound levels of 81 -111 decibels (Bluewater Network 2002). This noise level is equivalent to a rock concert or a busy street. Because of the way they are driven, with frequent engine revving, the sound level is not constant. Noise from an ORV can be loud enough to interfere with a conversation 800 feet away depending on vegetation and landscape (Karasin 2003). When this level of noise is generated by more than one vehicle, the resulting noise can be audible more than two miles away (Karasin 2003). Those seeking quiet and solitude will have a difficult time escaping the sounds of ORVs, which reduces the ability of these users to access the area in a manner which they enjoy.

We recommend that OHMVR analyze the potential impacts of the propagation of engine noise from ORVs around roads and recreational trails in either its route-specific assessment or its analysis of cumulative impacts, especially impacts on natural soundscapes, sensitive species, and non-motorized recreational users.

### *Soil*

Pursuant to statute, State Parks must ensure that soil conservation standards are met in the existing SVRA – which the agency has failed to do. *See* Cal. Pub. Resources Code § 5090.35. The new general plan update must ensure that these standards are met for the existing SVRA. Because of the sensitive resources in the Tesla area, we do not believe that any ORV use can be appropriate in that area and that the damage to soils and other resources would be devastating to the natural resources of that area.

Soil compaction occurs quickly on an undisturbed soil, but reaches a plateau where soils can't compact much more (Ampoorter et al. 2010). Road surfaces, unauthorized routes, and trails reach this plateau. Changes to soil compaction affect the other properties of soil, including the ability to support vegetation, the amount of water that soaks into the soil, and soil biological processes (McNabb et al. 2001). Acres of changed soil compaction should be the indicator for hydrologic component of soil condition in the analysis for this project.

Native road surfaces are unstable because the soil of these roads is subject to compaction, rutting, and concentrated runoff. Areas adjacent to roads are also prone to instability from loss of vegetation, concentrated runoff from compacted road surfaces, and disturbance from use. Wind can also mobilize soil off the bare surfaces of roads and adjacent areas. The type of soil and site characteristics determines how easily soil is mobilized and eroded away.

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<sup>1</sup> Impacts of Noise and Overflights on Wildlife Annotated Bibliography. National Park Service Natural Sounds Program Center. Available at <http://www.nature.nps.gov/naturalsounds/publications/wildlifebiblio.pdf>. And Visitor Experience and Soundscapes: Annotated Bibliography. National Park Service Natural Sounds Program Center and Colorado State University. Available at [http://www.nature.nps.gov/naturalsounds/publications/Biblio\\_visitor\\_experience\\_soundscapes\\_2006.pdf](http://www.nature.nps.gov/naturalsounds/publications/Biblio_visitor_experience_soundscapes_2006.pdf).



Wind erosion displaces soil into the air where it is transported downwind. When roads can recover and revegetate, erosion, soil loss, and sedimentation decrease except where gullies or other actively eroding features are located. In addition, less road use means less sediment will be mobilized (Sheridan et al. 2006).

Exposed soil surfaces, such as roads, concentrate runoff which occurs on roads and trails resulting in higher erosion rates and soil loss (Reid and Dunne 1984). Erosion and soil loss are components of soil stability. Soil stability is decreased when erosion and soil loss are increased. The amount of motorized use on a road is related to the erosion and sediment yield, with the greatest amount of erosion found on the most intensely used road (Håkansson et al. 1988; MacDonald and Stednick 2003; Zhi-Hua et al. 2009).

Roads and motorized cross-country travel affect nutrient cycling by removing topsoil, organic litter, and vegetation and changing soil properties (Gucinski et al. 2001). Roads remove all vegetation from the soil surface, thereby eliminating the soil's ability to provide inputs to nutrients. Roads which are no longer being used can de-compact, revegetate and accumulate litter, thereby allowing nutrients to recover. If soil compaction is improved, then the conditions for nutrient cycling are also expected to improve and the converse is also true. Therefore, soil compaction effects can be used as a proxy for changes to nutrient cycling.

### *Water Quality*

Intermittent and ephemeral streams provide many of the same ecosystem goods and services as perennial streams (EPA 2008). All streams are pathways for the movement of water, nutrients and sediment throughout the watershed. Intermittent and ephemeral streams comprise a large portion of the stream network within watersheds. These features have greater relative moisture than the surrounding area, often stored in ground. In addition, when these features erode and downcut, gullies can form. This leads to soil loss and the surrounding water tables get deeper.

Where roads are in close proximity to stream channels, effects to these streams have been noted. These effects include increases in sediment and changes in morphology, especially where roads cross streams (Forman et al. 2003). Motorized cross-country travel has similar effects due to compaction and loss of soil. "Close proximity" should be set at 300 feet for analysis purposes. This distance could be considered an average buffer width that is effective in mitigating effects to streams. Therefore, where roads or cross-country travel is closer than 300 feet to a stream, some level of effects are likely to occur. The literature shows that prescribing an effective buffer width is difficult due to variation in site characteristics and the values being protected (Clinton 2011). A range of buffer widths from 10 meters (Clinton 2011) to over 1,000 meters (Forman and Alexander 1998) has been found to be effective in protecting stream and wetland values during management activities. Several sources suggest that 100 m (303 feet) is generally effective in controlling sediment (Belt et al. 1982) and nutrients (Feller 2009). This distance provides an effective buffer for preventing effects to streams. Therefore, identifying those roads and areas where cross-country travel is closer than 300 feet is a way to identify roads and areas which are likely to have effects on streams.

Sediment as a water quality concern has two parts: sediment which causes cloudiness (turbidity) in water and sediment that is transported into stream channels as bottom deposits. Both types of

sediment are related to the length of roads and trails adjacent to channels and the number of times these routes cross the stream (Gucinski et al. 2001).

### *Air Quality*

The use of ORVs on designated routes will generate emissions from vehicle engines. Currently, many ORVs in use run on 2-stroke engines, including off-highway motorcycles and ATVs, which do not burn fuel completely and produce significant amounts of airborne contaminants, including nitrogen oxides, carbon monoxide, ozone, aldehydes, and extremely persistent polycyclic aromatic hydrocarbons (PAH), including the suspected human carcinogen, methyl tert-butyl ether (MTBE). These emissions should be quantified in order to fully understand their likely impact on air quality in the project area. The analysis should include a comprehensive inventory of emissions generated by off-road vehicles. Increased air pollution will result from the expansion of the motorized trail system.

### *Fugitive Dust*

A model of the impacts of fugitive dust for all alternatives should be developed. Fugitive dust suspended in the air can have significant effects on ecosystems and wildlife habitat (Westec 1979; Forman et al. 2003). Dust is created and raised into the air as motorized vehicles travel on unpaved roads and by off-road vehicle travel, and is then dispersed along roadsides or carried further afield via wind currents. According to the Environmental Protection Agency, numerous scientific studies have “linked particle pollution exposure to a variety of problems, including increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing, for example; decreased lung function; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease (EPA web site).” While dust is bad for the health of people, it can also affect plants and animals. OHMVR must address the impact of fugitive dust on vegetation, including the disruption of photosynthetic and respiration processes, leading to reduced plant growth, reproduction, and survivorship.

### *Greenhouse Gasses*

The EIR must provide information on the greenhouse gas emissions from the direct activities and the use of the trails in the existing SVRA that will occur under the proposed project as well as the increase in emissions likely over the life of the proposed management plan and in conjunction with the greenhouse gasses generated by user trips to and from the SVRA. In order to comply with CEQA and the state’s greenhouse gas goals, the EIR must look at ways to avoid, minimize and mitigate the greenhouse gas impacts from ORV use in the SVRA at the current levels as well as any anticipated increase in use.

### *Other Impacts*

The EIR must evaluate potentially significant impacts of pollution and contamination from hazardous materials on wildlife, soil, water and air caused by OHV vehicles emitting hydrocarbons and metals, and the potential for toxic oil and gas spills.

## **Cumulative Impacts**

The cumulative impacts analysis in the EIR must consider the impacts of past, current and future off-road vehicle use at Carnegie SVRA as well as impacts from proposed OHV use at Tesla. Additional impacts for regional factors, such as biological habitat corridors and preservation plans in the region must be added into the cumulative analysis.

## **Baseline Conditions**

The CDPR has failed for 30+ years to complete an EIR for operations and impacts at Carnegie SVRA, has never met the requirements from the 1981 General Plan for Carnegie SVRA, and we are not aware of any federal take permits for Carnegie SVRA. The activities at Carnegie SVRA are not in compliance with CEQA or the state and federal Endangered Species Acts for protection of natural resources. Irreparable environmental and cultural damage has occurred and continues to occur at the current Carnegie SVRA site that CDPR has not mitigated for and cannot fully mitigate for, in spite of recent efforts to better control destructive practices. Though the state took over Carnegie as an existing privately owned OHV site, the use of the site and the destructive impacts have dramatically increased since the site has come under state management. The EIR cannot use the failure to comply with the law to establish the current degraded conditions at Carnegie SVRA due to off-road vehicle impacts as baseline conditions.

The EIR should provide maps of all OHV trails, whether formal roads and trails or illegal and user-created trails at Carnegie SVRA, to accurately measure and document the trail impact at Carnegie SVRA and to estimate the expected trail impacts of OHV use in Tesla. The EIR should document the planned trail system within the Tesla expansion area so that all impacts of planned OHV use can be thoroughly evaluated. In the absence of a trail plan for Tesla Park, the maximum potential OHV use must be considered in the EIR to calculate impacts.

## **Protected and Sensitive Species**

The draft EIR prepared for the proposed Carnegie SVRA expansion in 2000 identified the following federal and state protected or sensitive species as occurring or with the potential to occur at Tesla and/or Carnegie SVRA: California red-legged frog, California tiger salamander, foothill yellow-legged frog, western pond turtle, western spadefoot toad, Alameda whipsnake, San Joaquin coachwhip, golden eagle, prairie falcon, ferruginous hawk, burrowing owl, tricolored blackbird, San Joaquin kit fox, Townsend's big-eared bat, tule elk and valley elderberry longhorn beetle. The 2000 draft EIR also noted the following sensitive plants: large flowered fiddleneck, palmate-bracted bird's beak, big tarplant and rayless ragwort.

The Friends of Tesla Park has compiled a list of about 50 federal and state protected or sensitive species documented within the project area, and 80 more species with the potential to occur based on habitats at Tesla and sightings on nearby properties. Protocol surveys should be conducted by qualified biologists during the proper seasons and times to determine if additional protected or sensitive animal and plant species are present or likely to occur within the project area. Without multi-year comprehensive plant and wildlife surveys that include all seasons, all

water year types and where needed, night surveys, the EIR will not have adequate information to document the species present on the site or expected to be present.

The California Native Plant Society notes at least 40 regionally rare plants are present at Tesla and that botanical surveys to date are inadequate to presume additional sensitive plant species are not present. Short-term, single-year plant surveys, such as those conducted by consultants for previous EIRs for Carnegie SVRA, can be inadequate to detect plant species that are hard to find or that only flower in favorable years.

There is a need for multi-year surveys of all bird use of the Tesla area, to determine raptor and special-status songbird nesting, suitable habitat, and migration; bird use and habitat suitability should be compared between Carnegie SVRA with OHV use, and Tesla, without motorized impacts. Since Carnegie SVRA and Tesla Park are the closest upland forest areas available for breeding and nesting for raptors south of the Altamont Pass Wind Resource Area, CDPH should study whether high OHV use will displace or disperse nesting or foraging raptors and whether OHV use at Carnegie or Tesla would contribute to higher bird mortality at Altamont wind turbines or conflict with raptor reduction efforts at the wind farms.

The EIR should evaluate the current connectivity and potential impacts to North-South and East-West habitat corridors through Tesla, which are critical to wildlife in the Diablo Range, including for vertebrates and birds.

We are not aware of any federal endangered species take permit Carnegie SVRA may have for ongoing activities likely to cause take of protected wildlife. The EIR must evaluate the project in light of federal endangered species permit requirements for current OHV activities in addition to any expansion into Tesla. The EIR should identify whether any state fully-protected species (for which absolutely no take is allowed) occur within the SVRA and the proposed expansion area and describe how the proposed project will ensure that no take of these species is occurring nor will occur with the proposed expansion. The EIR should disclose whether the project will impact any designated critical habitat or conflict with any recovery plans for federal endangered or threatened species.

### **Habitat Conservation Plan**

In past EIRs, the CDPH assumed a variety of impacts from OHV expansion could be mitigated through a future Habitat Conservation Plan (HCP). The EIR should disclose whether an HCP is being pursued, and if so, the proposed HCP should be completed and available concurrent with the draft EIR for the project, as the EIR cannot rely on speculative future mitigations (such as a planned HCP) to compensate for severe unavoidable adverse impacts. CEQA requires that clear, practical and mandated mitigations be identified during the CEQA process, not deferred to future speculative processes. The public has a right to evaluate any HCP to determine whether it will adequately mitigate for current impacts to imperiled species, let alone mitigate for impacts associated with the expansion.

## Consistency with Other Planning Efforts

The EIR should discuss whether the project is consistent with other local, state and federal planning efforts for the region, such as the Alameda County East County Area Plan (which calls for protection of viewsheds, habitat and native landscapes within the project area); any other regional conservation planning, and federal endangered species recovery plans.

## Current Monitoring Inadequate

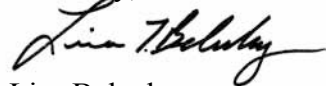
OHMVR conducts some limited monitoring of SVRAs, under the SVRA Wildlife Habitat Protection Programs and Habitat Monitoring Systems. OHMVR stated in its 2011 annual report that this monitoring showed no impacts from OHV use on birds. However, U.C. Davis in 2009 prepared a peer-reviewed report that evaluated these programs and monitoring systems (*Scientific Peer Review and Assessment of the California Department of Parks and Recreation Off-Highway Motor Vehicle Recreation Division Habitat Monitoring System*) and found them to be significantly flawed, inconsistently implemented and not adequately informed by management needs.

Criticisms are that the OHMVR program does not have enough focus on ecosystem monitoring and indicator species as barometers of SVRA environmental health; it does not analyze and interpret data with explicit focus on trends in percent coverage of habitats, species distributions, and species abundances or emphasize focal species, nor does it compare motorized and non-motorized areas; and it does not benefit from any consultation with outside experts.

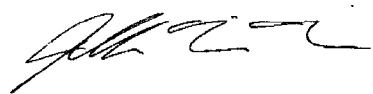
The U.C. Davis peer review found that monitoring and habitat protection at Carnegie SVRA are particularly poor. The method for sampling vegetation is poor; control plots for monitoring were later opened to motorized vehicle use, making them useless for monitoring; the changes after motorized vehicles were introduced were not studied, wasting opportunity to assess impacts; no vegetation monitoring had occurred since at least 2003; sensitive sites or hot spots for protection at Tesla had never been identified; and that non-authorized trails are proliferating. The OHMVR's existing vegetation and wildlife monitoring is so flawed that no conclusions or assessments about effects of management changes can be derived from it. The agency should undertake new surveys and studies to identify the current status of all affected resources to ensure that the identification and analysis of impacts in EIR is based on adequate information.

Thank you for your consideration of these scoping comments.

Sincerely,



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**From:** [C/H High](#)  
**To:** [Mundhenk, Chris](#); [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)  
**Subject:** CCCR comments regarding the Carnegie SVRA GP  
**Date:** Wednesday, July 11, 2012 4:35:56 PM  
**Attachments:** [CCCR comments Tesla NOP.pdf](#)

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Dear Mr. Mundhenk,

Please find attached comments from the Citizens Committee to Complete the Refuge. We thank you for the opportunity to provide comments. Please keep us informed of any future opportunities to provide comments. Please acknowledge receipt of our comment letter.

Regards,  
Carin High  
CCCR Vice-Chair



## CITIZENS COMMITTEE TO COMPLETE THE REFUGE

453 Tennessee Lane, Palo Alto, CA 94306

Tel: 650-493-5540

www.cccrrefuge.org

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July 11, 2012

*Sent via electronic mail on 7/11/12 to [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com) and [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)*

AECOM

Attn: Chris Mundhenk, Project Manager

2020 L Street, Suite 400

Sacramento, CA 95811

### **Re: Scoping Comments on Carnegie State Vehicular Recreation Area General Plan**

Dear Mr. Ramos and Mr. Mundhenk,

This letter is to provide comments regarding the Notice of Preparation (NOP), Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan, dated May 7, 2012. We understand the close of the current NOP period is today, July 11, 2012. The Citizens Committee to Complete the Refuge (CCCR) is an all-volunteer organization that has a long history of advocating for the protection of wetlands, other waters, and the habitats of listed and rare species. We regularly comment on Corps Public Notices regarding Clean Water Act issues at both the project and policy level, issues pertaining to waters of the State, and issues affecting federal and state listed species.

We thank you for the opportunity to provide comments. We are in full support of comments submitted by Celeste Garamendi, The Center for Biological Diversity, Friends of Tesla Park, John Icanberry, and Mark V. Connolly. It is inconceivable, given the level of destruction and lack of enforcement at Carnegie, and taking into account the incredible diversity of habitats and species within the Tesla Expansion area, that there could be any thought of introducing off-highway vehicle (OHV) to the Alameda-Tesla Expansion area.

### **Failure to comply with the requirements of the California Environmental Quality Act (CEQA):**

The NOP fails to requirements for an NOP. The CEQA Guidelines, §15082, subd. (a)(1) require that:

The NOP must be written so as to provide the agencies with sufficient information to enable them to make meaningful responses. At minimum, the NOP must include the following: a description of the project; its location, either by street address or on a map; and a statement of the project's probable environmental effects.

The Carnegie NOP fails to provide an adequate project description or to provide any statements regarding the project's probable environmental effects.



The project description merely states, "The OHMVR Division is initiating the process of preparing a General Plan and associated EIR for Carnegie SVRA to develop a long-term management framework and *to establish the foundation for future park improvements.*" [emphasis added]

First, if the OHMVR truly has insufficient information at this time to describe even in general terms what management activities and future park improvements are contemplated, the issuance of this NOP is premature. Neither the agencies or the public have sufficient information to provide direction for the identification of potential impacts, mitigation measures, thresholds of significance or any of the other substantive considerations that must be identified, analyzed, and disclosed in and EIR.

Similarly the statement, "The next step will be to identify potential issues and opportunities to be addressed during the planning process," adds credence to the premature issuance of the NOP.

However, we question how OHMVR Division could be incapable of providing a range of potential management actions, park improvements, issues and opportunities, when there have been numerous reports published including two previous EIR attempts, alluding to future actions within the Alameda-Tesla Expansion area. The documents not only clearly express intentions of expanding OHV use into the Alameda-Tesla Expansion area, but call into question the OHMVRD's inability to provide at minimum general information regarding issues that may result from such actions.

One has to look no further than the "Final Corral Hollow Watershed Assessment," prepared for the California Department of Parks and Recreation, in 2007<sup>1</sup>:

Recently, the OHMVRD purchased 3,478 acres of additional area to the west of the existing SVRA. The property has increased the State's ownership and jurisdiction to approximately 5,033 acres, including 8-miles of the Corral Hollow Creek streambed, the historic property associated with the Tesla Mine site, and a large grazing area referred to as the Alameda property. A number of smaller parcels were also purchased to the west of the park. *The OHMVRD is currently considering expanding the existing Carnegie SVRA into the new properties.* The Carnegie SVRA, Tesla property, Alameda property, and the newly acquired parcels are collectively referred to as the "project site". [page 4, emphasis added]

The primary goal of the assessment was to determine the existing impacts of rider activities on the Corral Hollow watershed and *to consider the potential impacts associated with expanding the park into the newly acquired properties.* The assessment also addresses the impacts resulting from historical mining and grazing activities. All results, conclusions, and recommendations derived from the assessment are presented in this document. [page 5, emphasis added]

*Furthermore, the watershed assessment will provide essential information for planning projects, acquiring permits and preparing environmental documents.* The CHWA can be used in discussing future projects with regulatory agencies such as the USFWS, CDFG, USACE, and the Regional Water Quality Control Board (RWQCB). The CHWA can also be used as an educational tool to help community stakeholders understand the basis for planning decisions. [page 7, emphasis added]

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<sup>1</sup> Williamson, Bob, Bruce Lund, Carol Forrest, Nathan Jacobsen, Christopher Dean, John McCullah, Rose Sloan. June 7, 2007. Final Corral Hollow Watershed Assessment. Prepared for the California Department of Parks and Recreation

### 6.3 Future Land Use Alternatives

*The OHMVRD is in the process of amending the Carnegie SVRA General Plan to include an expansion of the Carnegie SVRA park. The expansion includes the recently acquired Alameda property, Tesla property, administration property, and parcel numbers 124, 126, 136, and 142. The properties were acquired by the OHMVRD to meet the growing demands of OHV enthusiasts.*

*The OHMVRD, Carnegie SVRA staff, and a number of community stakeholders collectively developed plans for a project that would improve rider satisfaction while providing better protection and interpretation of the park's unique cultural and environmental resources. The specific objectives of the project are as follows:*

- *Expand the variety of OHV recreation opportunities*
- *Increase trail management options without reducing rider opportunities*
- *Maintain a single, primary entrance at Carnegie SVRA*
- *Provide access from Carnegie SVRA to the recently acquired properties*
- *Conserve sensitive natural and cultural resources and provide interpretive opportunities*
- *Provide other recreation opportunities that do not conflict with OHV recreation.*

[pages 39-40, emphasis added]

The foregoing excerpts from a study prepared in 2007 for the California Department of Parks and Recreation, clearly demonstrates that not only is there an intent to expand OHV use into the Tesla and Alameda parcels, but that there has also been an active planning process dating back a minimum of 5 years for this most recent foray into the CEQA process. Based upon this knowledge, the actions of the OHMVRD can only be interpreted as a deliberate attempt to withhold information that should have been provided in the NOP. The current NOP does not comply with the requirements of CEQA and must be re-circulated.

#### **Program EIR insufficient for expansion into the Alameda-Tesla area:**

We concur with the analysis provided by Celeste Garamendi and the Center for Biological Diversity that there is value in bringing up to date the 1981 General Plan for Carnegie. However, as both commenters have noted, it would be highly inappropriate and inconsistent with the CEQA Guidelines and case law to attempt to cover the expansion of any OHV activities into the Alameda-Tesla area under a program level EIR.

#### **Consideration of Environmental Impacts:**

We strongly support and incorporate by reference the environmental issues identified by Celeste Garamendi in her June 11, 2012 comment letter, as well as the general items included in the Checklist provided in Appendix G of the CEQA Guideline. We have additional issues that must be identified, analyzed, and mitigated. However, we do not believe the current NOP process is consistent with the requirements of CEQA, as no project description has been provided. Therefore, it is likely issues that should be considered might be missed.

General comment pertinent to all issues identified below. The extremely important habitat values of Alameda-Tesla expansion area have been documented not only by the environmental community, but is documented in California Department of Parks and Recreation as well. The Alameda-Tesla expansion area is known to support unique, rare, and diverse habitats. There are numerous federal and state listed species, as well as species of concern, that are known to occur with the expansion area. And there are many more that have the potential to occur there due to observations conducted on adjacent lands. Given the significant habitat and wildlife values of the Alameda-Tesla expansion area, the OHMVRD must consider wildlife sensitive receptors when establishing thresholds of significance. For example, when assessing noise levels, consideration of dB levels on the ability of wildlife to forage, rest, and reproduce, should be taken

into consideration and noise is known to adversely and significantly impact the ability of species to conduct a normal range of activities.

**Aesthetics:** Light pollution is documented to have serious adverse impacts for a wide range of wildlife ranging from invertebrates to mammals. It disrupts migratory patterns, foraging capabilities, predation, nesting, breeding, etc. (Longcore and Rich, "Ecological Light Pollution" *Front Ecol Environ* 2004, 2(4): 191-198). Longcore and Rich report the findings of Buchanan (1998 "Low-illumination prey detection by squirrel treefrogs," *J Herpetology* 32: 270-74) in which three different species of amphibians forage at different illumination intensities. As an example the squirrel treefrog (*Hyla squirrela*) forages only between  $10^{-5}$  lux and  $10^{-3}$  lux under natural conditions, while the western toad (*Bufo boreas*) only forages at illuminations between  $10^{-1}$  and  $10^{-5}$  lux.

Evidence suggests light pollution affects the choice of nesting sites in the black-tailed godwit, with choice locations being the farther away from roadway lighting (De Molenaar et al 2000, in Longcore and Rich). Buchanan found frogs he was studying stopped their mating calls when the lights of a nearby stadium were turned on.

- The EIR must assess whether light pollution generated by the "project" disrupts routine activities of wildlife species.
- The EIR must assess whether the visual impact of any proposed increases in the level of human activity disrupts foraging behavior (mammals, raptors, reptiles, etc.)

#### **Air Quality:**

- The EIR must identify and assess the effects of OHV emissions on health, e.g. do areas exist within the SRVA where due to poor air circulation there is a risk of adverse health effects due to the accumulation of toxins such as hydrocarbons, carbon monoxide, particulate matter, etc.

#### **Biology:**

- The EIR must provide baseline data on all plants, wildlife, habitat corridors, nesting or breeding grounds, etc.
- Protocol level surveys must be conducted for all known and potential state and federally listed species.
- The EIR will need to demonstrate that adverse impacts to state and federally listed species will not jeopardize the continued existence of those species.
- The EIR must not only evaluate but also propose practicable and suitable mitigation measures for all potential impacts identified by Celeste Garamendi in her June 11, 2012 comment letter.
- The EIR must identify, assess, and mitigate the adverse impacts of the Carnegie SRVA on wildlife populations and also conclusively demonstrate that continued OHV use will be actively and effectively monitored to bring an end to unauthorized and destructive activities. Temporal losses must be taken into consideration when developing appropriate mitigation measures. We are particularly distressed by the following observation in the 2010 "Habitat Monitoring Systems Report"<sup>2</sup>:

*Unfortunately, over 46 percent of the 169 miles of trails inventoried, are classified as unauthorized ("other") and nearly 35 percent of these trails are rated red (Table 25). While the data shows that great strides have been made in soil conservation over the past year, the unauthorized trail use persists. The problems caused by trails are reflected in the trail density and vegetation surveys*

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<sup>2</sup> Clint Elsholz, Justin Mynk. 2010. 2010 Habitat Monitoring Systems Report: Carnegie State Vehicular Recreation Area. California State Parks

mentioned earlier (Table 15) where the OHV sites had 4 percent rills while the control sites had none. While properly designed trails can accommodate the amount of storm water from the uplands and reduce the erosion potential trails pose, unauthorized trails are created without erosion control features. Targeting the unauthorized trails will continue to be a top priority as we move from one RMA to another. [page 54, emphasis added]

*The riparian habitats vegetation cover was three times higher in the control sites as compared to the OHV sites. This is alarming since riparian habitats often have high levels of biodiversity and the presence of vegetation also helps protect the water quality of nearby streams by slowing and settling sediments from storm water. [page 5]*

- The EIR must clearly identify the full suite of "management" actions that might be implemented to mitigate erosion, soil, hydrological, and water quality control impacts, particularly with respect to the direct and indirect affects those actions might have on wetlands and waters of the U.S. and State, and on aquatic dependent organisms...e.g. channelization, installation of gabion structures, bank armoring, etc.
- The EIR must assess and avoid and/or mitigate adverse impacts of human disturbance on wildlife and plant species (trampling, harassment, disruption of normal behavior, etc.). Human disturbance of nesting birds can result in abandonment of nests and chicks, resulting in decreased reproductive success (Rodgers and Smith 1995, Carney and Sydeman 1999, USFWS 2001, Ruhlen and others 2003, Lafferty and others 2006). Disturbance can also lead to decreased abundance or behavioral alteration of non-breeding birds (Burger and Gochfeld 1991, Schummer and Eddleman 2000, Lafferty 2001, Burger and others 2004).
- The EIR must assess the impacts of OHV use on rare habitats (e.g. riparian habitat) and conclusively demonstrate that adverse impacts will be avoided or in those instances where unauthorized activities occur, that the impacts can and will be effectively mitigated.

#### **Cultural Resources:**

- The EIR must assess whether the proposed GP will impact fossil deposits.

#### **Noise:**

- The EIR must assess and avoid and/or provide effective mitigation for adverse impacts of noise on wildlife species. Studies of the impacts of the effects of anthropogenic noise suggest the noise interferes with territorial vocalization (i.e. impacts to birds in breeding season) and the density of passerines occupying suitable habitat. These studies provide evidence that anthropogenic impacts on wildlife are not speculative, can be significant, and should be analyzed and avoided or fully mitigated. (Fuller, Warren, and Gaston. 2007. "Daytime noise predicts nocturnal singing in urban robins." Biol Lett 2007 August 22: 368-370 and Bayne, Habib, and Boutin, October 2008. "Impacts of Chronic Anthropogenic Noise from Energy-Sector Activity on Abundance of Songbirds in the Boreal Forest." Conservation Biology 22 (5): 1186-1193)

**Cumulative Impacts:** [Please note when we use the term "impact" or "impacts" below we are referring to all past, present, and future projects within eastern Contra Costa and Alameda counties, and San Joaquin County, unless we are referring to a specific species, in that case we are referring to the range of the species.]

- The EIR must assess the impacts to the availability of foraging habitat of raptors (including and not limited to the Carnegie site, Altamont Pass Wind Energy area, proposed solar farms, etc.)
- The EIR must assess the impacts to connectivity of wildlife populations, i.e. are populations being fragmented?

- The EIR must assess impacts on the recovery of state and federally listed species and to species of concern (plant and animal).
- The EIR must assess impacts to rare and important communities (e.g. riparian habitat, blue oak community, etc.)
- The EIR must assess impacts of soil erosion on wetlands and waters of the U.S. and state.
- The EIR must assess the impacts to habitat conservation plans or strategies within the geographic scope identified above.

**Alternatives Analysis:** The EIR must include an alternative that prohibits OHV expansion into the Alameda-Tesla area. This alternative could include environmental education, passive wildlife viewing, hiking, historical interpretation, and perhaps where appropriate horseback riding. The Alameda-Tesla area is unique and valuable historical and natural resource area that must be preserved. The many reasons this alternative must be fully considered have already been eloquently articulated in the letters submitted by the members of the Friends of Tesla Park.

**Full disclosure of all actions underway on Alameda-Tesla expansion areas:**

The Corral Hollow Watershed Assessment states:

Currently, portions of the Tesla and Alameda properties are grazed under contracts between the OHMVRD and private ranchers. The cattle are routinely grazed on State lands prior to being released onto privately-owned neighboring ranches. The grazing is characterized as “open”, meaning cattle are free to roam on large tracts of land for extended periods of time. This promotes loafing and repeated visits to areas with high concentrations of desirable vegetation. The loafing tends to occur mainly under the shade of oaks, and in the cool draws within the stream and tributaries. Thus, the repeated impacts from hooves and clipping of vegetation tend to be concentrated in the environmentally-sensitive areas of the watershed. Stream banks become denuded, and large areas of land are overgrazed, particularly on south facing slopes and in poor soils. Throughout the year, cattle can be seen traversing over the barren tailing piles and through Corral Hollow Creek. These activities can cause significant detachment and transport of soil particles and mining waste. [page 127]

Does a grazing management plan exist for the Alameda-Tesla expansion area and did this ever receive CEQA review? The same document references soil erosion mitigation measures - have such measures been implemented in the Alameda-Tesla expansion area? Does a soil erosion plan exist for the Alameda-Tesla area?

**Conclusion:**

Viewing the habitat destruction that has occurred at the Carnegie SRVA at ground level is distressing. The impact of seeing the massive magnitude of destruction on something like Google Earth is devastating. It is just incomprehensible. OHVMVRD has failed to demonstrate they have the ability to effectively enforce legal OVH trail use or mitigate the adverse impacts of OHV use on the Carnegie area. In addition to the rate of unauthorized activities mentioned earlier, the Corral Hollow Watershed Assessment includes this observation:

More recent activities, such as off-highway vehicle use, have a significantly negative impact on stream characteristics. Increased sediment load and runoff from unstabilized parking areas, roads, and trails have led to the degradation of water quality. Volunteer trails and improperly constructed access roads have led to drainage alterations and gully formation. *Furthermore, the park has no restrictions to prohibit riders from driving motorcycles, ATVs, and 4x4 vehicles through the riparian corridor and channel of Corral Hollow Creek.* This has a

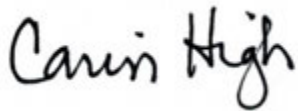
direct and immediate impact on stream bank stability and water quality, especially during wet-weather events.  
[page 140, emphasis added]

It is evident OHVMVRD is incapable of protecting a valuable natural and cultural resource area such as the Alameda-Tesla expansion area from significant and potentially irreparable harm. Therefore, we strongly urge OHVMVRD to drop any future plans to expand OHV use into the Alameda-Tesla expansion area.

The NOP that has been circulated does not meet the requirements of CEQA and must be re-circulated.

Thank you for the opportunity to provide comments. We request to be kept informed of the status of this environmental review process and that we be notified of any future opportunities for public comment.

Sincerely,

A handwritten signature in black ink that reads "Carin High". The signature is written in a cursive, slightly slanted style.

Carin High  
CCCR Vice-Chair

**From:** [Dave Pickett](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** "[Dave Pickett](#)"  
**Subject:** Carnegie GP Comments  
**Date:** Wednesday, July 11, 2012 11:41:44 PM  
**Attachments:** [image001.gif](#)  
[district letterhead.doc](#) [LAOBIKE INFO SHEET.doc](#)  
**Importance:** High

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Hello Chris.

Here are some basic comments on the CGP. Please disregard the attachment title or change as you would like.

Thanks for your work on this project.

David Pickett

David Pickett, Director  
Legislative Action Office  
AMA District 36 - Motorcycle Sports Committee



Email: [D36LAO@volcano.net](mailto:D36LAO@volcano.net)  
Office: 209-295-1207  
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Cell: 916-705-1545



"SERVING THE AMATEUR COMPETITORS SINCE 1955"

**DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE, INC**



July 11, 2012

**CARNEGIE STATE VEHICULAR RECREATION AREA GENERAL PLAN**

Notice of Preparation [NOP]

Aecom / Chris Mundhenk, Project Manager

2020 L Street, Suite 400

Sacramento, CA 95811

[Chris.Mundhenk@aecom.com](mailto:Chris.Mundhenk@aecom.com)

**RE: COMMENTS**

Thank you for allowing District 36 Motorcycle Sports Committee [D36] to comment.

D36 is a 57 year old non-profit organization recognized as a California 501 (c) based program.

D36, along with its thousands of members, have a long and storied history concerning Carnegie SVRA, and its member families have visitation going back years longer than the State Vehicle Recreation Area became part of the California State Parks system.

D36 wishes to make it clear that this is a State Vehicle Recreation Area, with emphasis on the 2<sup>nd</sup> word in its description: VEHICLE. Carnegie is NOT a State Park.

This statement alone identifies the "purchase purpose" from inception, as well as the 2 additional land purchase acquisitions 15 years ago, and that specificity must remain at the front of any and all uses as the General Plan Update process moves forward.

To be blunt, this property is intended for motor vehicle use and motor vehicle recreation, and falls within the guidelines of the Division's Mission Statement.

D36 also wishes to place emphasis that the ENTIRE funding for the initial purchase, as well as additional purchases of land for this facility, has come from the user community via the various funding mechanisms such as fuel taxes and registration fee's which make up the current Trust Fund, as well as the program in place prior to the formation of what is now known as the Off Highway Motor Vehicle Recreation Division. This point is made so it is clear that no other agency, state or private, has contributed any funding to the purchase(s) of this SVRA.

In review of the May 7, 2012 NOP release documents, it appears that the Department and the consultant, AECOM, has presented and identified all required information for the process of a good, comprehensive process to complete a quality updated General Plan.

As this management document progresses, planners must keep in mind the primary purpose and management direction for sustainable and long term recreation for Off Highway Vehicle [OHV] use as it has done in past years, and to adopt the same long term strategies when the new areas are opened for use by the motorized recreation community.

In the Project Description and General Plan Topics area, D36 agrees with the premise as outlined on page 3 of NOP with some exceptions.



Discussion identifies how the facility can be improved “over the long term” which is good, but the planners must NOT forget the short term. The user community has been waiting for a decade and a half to even place one wheel on the Tesla-Alameda properties. Thought and effort should be placed on partial openings of areas as the process goes forth, and NOT wait until the entire scope of work is completed. In other words, once the GP is done, a plan needs to be laid out so the public can have access as an area is completed if possible.

The General Plan Topics portion of the NOP identifies 9 bullet points, but most emphasis needs to be placed on bullet point #2, Land Use and Facilities. Carnegie IS an SVRA unit and land use must include increased trail mileage and challenge, along with basic facilities. Carnegie is primarily for recreation via OHV, not pedestrian traffic. It needs to be based on the usage it was intended for, and not hiking type amenities. California has millions of acres for that type of recreation in our national forests and grasslands, as well as many designated wilderness areas.

Bullet point #3 IS important, as Recreational Trends, opportunities and constraints MUST be considered, but only as long as those trends relate to motorized recreation first, and any others, must be considered last, it at all.

Within the Potential Environmental Impacts area (page 4) the key word is Potential. State Parks staff has 40 years of knowledge since program inception, and D36 is confident that any issues in this area can be addressed. Again, 10 bullet points are identified, and many already are addressed within statute, law, regulation or California vehicle Code (CVC)

These would include state laws regarding sound output in the Noise Bullet Point. (BP)  
This issue is already addressed.

The same would go for Air Quality, falling into the Red/Green Sticker time allocations, as well as vehicles meeting Federal AQM standards, with additional applications for Permitted Special Events that are currently allowed at all SVRA units within the state.

BP 8 - Land Use and Management processes are already in place, and when the facility opens the Tesla/Alameda properties to OHV use, qualified staff can be added as needed to address the increased land area with Law Enforcement, Rangers and maintenance staff.

BP 7 Hydrology and Water Quality issues. This area has been recently addressed with the WQMP in place, as well as the out come from a failed lawsuit attempt. Additional scope of work needed to be done is water/sediment/contamination that may be coming from the perimeter property line land owner(s) and the government facility on the other side of the facility entrance road.

A “realistic” assessment of the creek needs to be identified, and based on science - not politics or questionable lawsuits.

Biological and Cultural Resources issues are already being addressed by state and/or federal requirements already in place, and mandated compliance is required.

As for Climate Change, scientific disagreements continue on a world scale if this is even happening, and with the use of these words, it is NOT a proven science based FACT that climate change is really happening and not just theory.

I guess the title of this section, POTENTIAL Environmental Impacts, is just that, potential. This bullet point should be removed, or possibly put in the Air Quality BP.

If it must remain, please include a complete historical weather mapping history of averages for the SVRA with the best available data over the longest period of time that is available and science based.

Within the FAQ Section on the website, Question # 6 addresses issues with cultural and natural resources of concern.

These areas need to be identified in detail, and full explanations on each as to what they are, why they are important, and how these areas can be mitigated if possible for the maximum use of the land for the recreation community. Additional data is needed IF these areas were identified at purchase or disclosed by the sellers of the property.

Identification of these areas, with acreage loss clearly listed, and how this property can possibly be used, if at all, and not experience a 20% loss of use as occurred at Prairie City SVRA when the state purchased the SVRA from Sacramento County. 20% of that park was lost to recreation use when fairy shrimp and wetlands showed up EVEN after OHV use created the habitat on prior disturbed soils torn up by mining activity in the 1800's gold rush era.

D36 appreciates the opportunity to comment on this portion of the process, and looks forward to more input on the "nuts & bolts" process as it unfolds.

David Pickett  
District 36 Legislative Action Office Director  
District 36 Motorcycle Sports Committee  
28831 Sierra Court  
Pioneer, CA  
95666-9405

**From:** [Conservation Analyst](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** California Native Plant Society, East Bay Chapter's Comments for Carnegie SVRA General Plan NoP/Scoping  
**Date:** Monday, June 11, 2012 2:59:18 PM  
**Attachments:** [EBCNPS comments for NOP 06 11 12 FINAL.pdf](#)

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Dear Mr. Mundhenk,  
Attached, please find the East Bay Chapter of the California Native Plant Society's comments for the Notice of Preparation and Scoping of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan and EIR.

Thank you,

Mack Casterman  
Conservation Analyst

California Native Plant Society, East Bay Chapter  
510-734-0335  
[www.ebcnps.org](http://www.ebcnps.org)  
<http://ebcnps.wordpress.com/>

"dedicated to the conservation of native flora"

# California Native Plant Society

East Bay Chapter

P O Box 5597, Elmwood Station. Berkeley, CA 94705

06/07/12

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
Email: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Subject: Comments from California Native Plant Society's East Bay Chapter on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

Dear Mr. Mundhenk,

The California Native Plant Society's East Bay Chapter (EBCNPS) appreciates the opportunity to comment on the *Notice of Preparation and Scoping of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan and EIR*.

The California Native Plant Society (CNPS) is a statewide non-profit organization that works to protect California's native plant heritage and preserve it for future generations. The Society's mission is to increase the understanding and appreciation of California's native plants and to preserve them in their natural habitat. We promote native plant appreciation, research, education, and conservation through our 5 statewide programs and 33 regional chapters in California. The East Bay Chapter covers Alameda and Contra Costa Counties and represents some 1100 members.

Pursuant to the mission of protecting California's native plant species and habitats, CNPS submits the following comments and recommendations for the NOP and General Plan/EIR:

## **General Considerations:**

### Need for separate Environmental Review for Carnegie and Alameda-Tesla Properties

The California Department of Parks and Recreation's Off-Highway Motor Vehicle Recreation Division (OHMVR) is planning to create a new General Plan and associated environmental impact report (EIR) for the Carnegie State Vehicular Recreation Area (SVRA). The NOP for this plan states, "[t]he project area also includes the 3,478-acre Alameda-Tesla expansion area which is owned by State Parks and will be added to the Carnegie SVRA upon completion of the General Plan." The EIR that will correspond with this new General Plan must study the potential environmental impacts to these two separate and very different sites as a result of the General Plan. Carnegie SVRA is already accessible for motorized recreation and has suffered substantial environmental degradation over the decades it has been under State Parks management. In contrast, the



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# California Native Plant Society

Alameda Tesla Property has not yet been approved for motorized recreation and in its current condition, it remains an extremely valuable site with regard to habitat value for native plant and animal species of the area. Merging an environmental review for both of these disparate properties together would be inappropriate and furthermore would create added confusion in an already confusing and controversial process.

The NOP states that a Program EIR is being completed for this General Plan. However, due to the fact that the Carnegie SVRA is already undergoing several concurrent biological remediation projects, and those repairs are “project level” activities, each of which should require project-level EIRs, this General Plan needs to be accompanied by project-level EIRs for the impacts that have happened and will continue to happen as a result of this plan. The State can not escape its obligation of studying the project level effects that this General Plan will have by completing a program level EIR, and then subsequently producing Mitigated Negative Declarations based on this EIR for future projects at the SVRA.

Of all entities, the California State Department of Parks and Recreation should be the stellar model of ecological technicality, of ethical practice, demonstrating leadership for how to apply the spirit of the EIR process, rather than following in the path of so many industrial and commercial enterprises which are expected to conform to the EIR/CEQA regulations.

Due to the potential for acute impacts at the Alameda-Tesla property because of a new recreational use, a project-level EIR analysis should be completed for expansion of motorized recreation into the Tesla-Alameda property. Also, the environmental review for the Tesla-Alameda property must evaluate all impacts of opening up the property for motorized recreation use, and it must be completed as part of this General Plan Process.

CNPS is deeply concerned that deferring this complete project level review could allow the State to use negative declarations to expand OHV use over time while never actually considering the potential for environmental damage based upon the baseline conditions of the property today. Such actions would be viewed as an abuse of the CEQA process and could make the State vulnerable to litigation.

## Need for Analysis of Non-Motorized Recreation as Project Alternative in EIR

As part of the alternatives analysis in the EIR, non-motorized recreation at the Alameda-Tesla property needs to be studied as a viable alternative. This alternative would allow a valuable open space area for the citizens of eastern Alameda County and western San Joaquin County to find a place in nature for peaceful contemplation and recreation. This natural open space will become even more important and valuable as the cities of Livermore and Tracy continue to grow in population on either side of the Property. Non-motorized recreation such as hiking is incompatible with off highway vehicle use due to the noise, exhaust, distracting high-velocity activity, and danger which prevents the peaceful, sensory experience that non-motorized users seek out. A large segment of society seeks out botanically interesting experiences provided by a complex natural,



# California Native Plant Society

intact plant habitat. CNPS wishes to assure that such high-quality experiences are provided by the State Parks in local venues.

## Importance of Environmental Baseline with Which to Measure Future Impacts

In order to properly quantify the success of future management strategies and mitigation techniques, a comprehensive environmental baseline (current conditions) at the Alameda-Tesla property must be established.

Furthermore, due to decades of unmitigated environmental impacts at the existing Carnegie SVRA property, the baseline for future remediation of that property can not simply be the current conditions, but rather needs to factor in the conditions at the time the State Parks took ownership of the park and committed to protect the natural resources of that property.

Such an environmental baseline for plant species would be accomplished through well timed botanical surveys at the appropriate time of year for several consecutive years. A list of target species that are known to occur or have the potential to occur on site needs to be compiled, and reference populations need to be determined for these target species in order to accurately determine what years are good germination years and when the best time for surveys is. ECNPS requests that plant population densities and distributions at the site be surveyed for and compiled as part of this effort. The Alameda-Tesla property must not become a “botanical garden” of representative species, but rather, it must be managed as an actual landscape-sized series of natural habitats. Annual species may germinate sporadically over a five year period, and limited surveys in only one or two years may miss entire populations. Completing accurately timed population level surveys in several consecutive years would allow OHMVR to ensure that no target plant species and populations go undetected and unprotected in the forthcoming General Plan.

## Rare Species and Rare Natural Communities Must Be Considered for Mitigation in EIR

Obviously, special status species will be studied and mitigated for as part of this EIR. However, locally rare plant species and rare natural communities need to also be considered as part of the EIR. Although not regarded as special-status species by the USFWS or CDFG, locally rare plants can receive regulatory protection, through CEQA’s Article 9 and Guidelines §15125(a) and §15380 which state that “special emphasis should be placed on environmental resources that are rare or unique to that region.” EBCNPS maintains a database of locally rare plants that occur within our Corral Hollow Botanical Priority Protection Area which covers the Tesla-Alameda property. (See attached list: “Rare and Unusual Plants and Watch Lists of Corral Hollow”) CNPS has developed and maintains a list of rare, threatened and endangered plants of California. This information is published in the *Inventory of Rare and Endangered Vascular Plants of California*. The CNPS list is endorsed by the CDFG and effectively serves as its list of “candidate” plant species. The following identifies the definitions of the CNPS listings (rankings):

- Rank 1A: Plants presumed to be extinct in California;



# California Native Plant Society

- Rank 1B: Plants that are rare, Threatened, or Endangered in California and elsewhere;
- Rank 2: Plants that are rare, Threatened, or Endangered in California, but are more numerous elsewhere;
- Rank 3: Plants about which more information is needed (a review list); and
- Rank 4: Plants of limited distribution (a watch list).

CNPS Rank 1B and Rank 2 species are considered eligible for state listing as Endangered or Threatened pursuant to the California Fish and Game Code. As part of the CEQA process, such species should be fully considered in EIRs, as they meet the definition of Threatened or Endangered under the NPPA and Sections 2062 and 2067 of the California Fish and Game Code. CNPS Rank 3 and Rank 4 species are considered to be either plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFG recommend that these species be evaluated for consideration during the preparation of California Environmental Quality Act (CEQA) documents, as some of these species may meet NPPA and CESA criteria as Threatened or Endangered.

The General Plan needs to specify the known protected and locally rare plants that occur or that have the potential to occur at the project site in order to adequately plan for monitoring and protection in the future.

In order to identify areas with valuable botanical resources to be incorporated into the general plan, a list of target rare plant species (species known to occur on the site *and in the surrounding area*) needs to be compiled, and appropriately timed surveys for these species need to be carried out over several consecutive years. If any of these target species are found on the site, their habitat areas need to be prioritized for protection and avoidance in order to minimize the need for expensive and often unsuccessful mitigation. Past surveys of the Tesla-Alameda property have been limited to one year and in some cases only one day of one year which is totally inadequate.

## Conclusion

EBCNPS recommends that the California Department of Parks and Recreation's Off-Highway Motor Vehicle Recreation Division underpin this General Plan with simultaneous production of a *project* level environmental review of present and future management and restoration techniques at the existing Carnegie SVRA.

Until the State has demonstrated that it has the resources and understanding to properly manage Carnegie SVRA for motorized recreation, while at the same time preventing further accumulation of the devastating environmental impacts caused by motorized recreation on the property, it should not consider opening the Alameda-Tesla property to motorized recreation.



# California Native Plant Society

We look forward to continuing to follow this project and commenting in the future. If you have any questions, please contact me at [conservation@ebcnps.org](mailto:conservation@ebcnps.org).

Sincerely,

Mack Casterman  
Conservation Analyst  
California Native Plant Society, East Bay Chapter





# California Native Plant Society

## Rare and Unusual Plants and Watch Lists of Corral Hollow 2005 (Statewide Rare Plants in Upper Case)

Rank in East Bay	Species	Common Name	Habitat
*A2	ACANTHOMINTHA LANCEOLATA	Santa Clara thornmint	Chaparral; Serpentine
A1	Allium crispum	crinkled onion	Dry Open Slopes; Serpentine; Misc. habitats
A1x	Allium peninsulare var. peninsulare (historical-1954)	peninsular onion	Dry Open Slopes; Misc. habitats
A2	Allophyllum divaricatum	straggling gilia	Chaparral; Sand or Sandstone; Woodland
B	Alopecurus saccatus	Howell's meadow foxtail	Vernal Pools
B	Amaranthus blitoides	prostrate amaranth	Misc. habitats
A1x	Amsinckia douglasiana (historical- 1938)	Douglas' fiddleneck	Dry Open Slopes; Rock, Tallus or Scree
A2	Amsinckia eastwoodiae	Eastwood's fiddleneck	Grassland; Misc. habitats
*A1	AMSINCKIA GRANDIFLORA	large-flowered fiddleneck	Grassland; Sand or Sandstone; Misc. habitats
B	Amsinckia lycopsoides	bugloss fiddleneck	Misc. habitats
A1x	Amsinckia tessellata var. gloriosa (historical-1954)	tessellate fiddleneck	Sand or Sandstone; Misc. habitats
B	Amsinckia tessellata var. tessellata	devil's lettuce	Grassland; Misc. habitats
A1	Amsinckia vernicosa var. vernicosa	forked fiddleneck	Dry Open Slopes; Rock, Tallus or Scree
B	Ancistrocarphus filagineus	woolly fishhook	Grassland; Serpentine; Vernal Pools
*A2	ANDROSACE ELONGATA SSP. ACUTA	California androsace	Dry Open Slopes; Grassland
A2	Apiastrum angustifolium	wild celery	Chaparral; Scrub
C	Arctostaphylos glauca	big-berried manzanita	Chaparral; Rock, Tallus or Scree; Woodland
B	Astragalus asymmetricus	San Joaquin locoweed	Grassland; Woodland; Misc. habitats
A1	Astragalus didymocarpus var. didymocarpus (A. gambelianus is more common)	two-seeded milkvetch	Grassland
B	Atriplex fruticulosa	ball saltbush	Alkali areas
A2	Blepharizonia laxa (B. plumosa ssp viscida in Jepson Manual)	big tarplant	Chaparral; Grassland; Scrub; Woodland
*A2	BLEPHARIZONIA PLUMOSA	big tarplant	Grassland; Scrub
B	Brickellia californica	California brickellia	Dry Washes; Riparian; Misc. habitats
A1	Calochortus clavatus ssp. pallidus	club-haired Mariposa-lily	Chaparral; Dry Open Slopes; Rock, Tallus or Scree; Serpentine; Woodland
C	Calochortus luteus	yellow mariposa lily	Forest; Grassland; Woodland
B	Calochortus venustus	butterfly Mariposa-lily	Forest; Grassland; Sand or Sandstone; Woodland



# California Native Plant Society

A2	Calycadenia truncata	rosin weed	Rock, Tallus or Scree; Scrub
A1	Camissonia boothii ssp. decorticans	shredding evening-primrose	Dry Open Slopes; Rock, Tallus or Scree
A2	Camissonia graciliflora	hill sun cup	Dry Open Slopes; Grassland; Scrub; Woodland
A1	Camissonia hirtella	small primrose	Burns; Scrub
C	Castilleja densiflora ssp. densiflora (C. exserta is more common)	owl's-clover	Grassland
C	Castilleja foliolosa	woolly paintbrush	Chaparral; Dry open slopes; Rock, Tallus or Scree
*A1x	CAULANTHUS COULTERI VAR. LEMMONII (Historical-1938)	Lemmon's jewelflower	Dry Open Slopes
A1	Cercis occidentalis	western redbud	Chaparral; Dry Open Slopes; Riparian; Woodland
A2	Chamaesyce ocellata ssp. ocellata	valley spurge	Sand or Sandstone
B	Chenopodium berlandieri	pitseed goosefoot	Misc. habitats
A2	Chrysothamnus nauseosus ssp. mohavensis	rubber rabbitbrush	Scrub
B	Cirsium cymosum	peregrine thistle	Forest; Grassland; Scrub; Serpentine; Woodland
C	Cirsium occidentale var. venustum	Venus thistle	Grassland; Woodland; Misc. habitats
C	Clarkia affinis	small clarkia	Chaparral; Woodland
A2	Clarkia purpurea ssp. purpurea (ssp. quadrivulnera is more common)	purple clarkia	Grassland
A1	Clarkia tembloriensis ssp. tembloriensis	temblor clarkia	Grassland; Scrub
C	Collinsia sparsiflora var. collina	few-flowered blue-eyed Mary	Chaparral; Grassland; Woodland
A1	Coreopsis calliopsidea	leafy-stemmed coreopsis	Grassland; Scrub
A1	Cryptantha intermedia	common cryptantha	Forest; Rock, Tallus or Scree; Sand or Sandstone; Woodland
A2	Cryptantha microstachys	Tejon cryptantha	Chaparral; Woodland
B	Deinandra kelloggii (Hemizonia kelloggii in Jepson Manual)	Kellogg's tarweed	Misc. habitats
B	Delphinium hesperium ssp. hesperium	western larkspur	Woodlands
C	Delphinium hesperium ssp. pallescens	western larkspur	Woodlands
A1	Delphinium parryi ssp. parryi	Parry's larkspur	Chaparral; Woodland
C	Deschampsia danthonioides	annual hairgrass	Coastal Bluff; Freshwater Marsh; Grassland; Riparian; Misc. Wetlands
A2	Downingia insignis	cupped downingia	Vernal Pools
A1	Eastwoodia elegans	yellow mock aster	Misc. habitats
C	Elymus multisetus	big squirreltail	Dry Open Slopes; Grassland; Rock, Tallus or Scree; Sand or Sandstone
B	Emmenanthe penduliflora var. penduliflora	whispering bells	Burns; Chaparral; Rock, Tallus or Scree; Sand or Sandstone; Scrub; Serpentine
A1?	Ephedra californica(?)	Mormon tea	Chaparral; Dry Open Slopes; Grassland; Rock, Tallus or Scree
B	Epilobium pygmaeum	smooth boisduvalia	Vernal Pools
A1x	Eremalche parryi ssp. parryi	Parry's mallow	Grassland; Scrub; Woodland



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	(historical-1940)		
A1	<i>Eriastrum pluriflorum</i>	many-flowered eriastrum	Chaparral; Forest; Woodland
A2	<i>Eriogonum angulosum</i>	angle-stemmed eriogonum	Sand or Sandstone; Misc. habitats
A2	<i>Eriogonum fasciculatum</i> var. <i>foliolosum</i>	California buckwheat	Dry Open Slopes
A1	<i>Eriogonum fasciculatum</i> var. <i>polifolium</i>	California buckwheat	Dry Open Slopes; Dry Washes; Scrub
B	<i>Eriogonum gracile</i> var. <i>gracile</i>	slender buckwheat	Sand or Sandstone
A1	<i>Eriogonum nudum</i> var. <i>pauciflorum</i>		Dry Open Slopes; Misc. habitats
A1	<i>Eriogonum nudum</i> var. <i>pubiflorum</i>	naked-stemmed buckwheat	Dry Open Slopes; Misc. habitats
B	<i>Eriogonum roseum</i>	virgate buckwheat	Gravel; Rock, Tallus or Scree; Sand or Sandstone
B	<i>Eriogonum wrightii</i> var. <i>trachygonum</i>	Wright's eriogonum	Gravel
A1?	<i>Eriophyllum wallacei</i> (?)	Wallace's woolly daisy	Chaparral; Woodland
*A2	<b>ERODIUM MACROPHYLLUM</b>	round-leaved filaree	Grassland; Scrub
C	<i>Erysimum capitatum</i> ssp. <i>capitatum</i>	western wallflower	Misc. habitats
*A1	<b>ESCHSCHOLZIA RHOMBIPETALA</b>	diamond-petaled California poppy	Dry Open Slopes; Grassland
C	<i>Festuca idahoensis</i>	Idaho fescue	Dry Open Slopes; Grassland; Woodland
C	<i>Filago californica</i>	California filago	Burns; Dry open Slopes; Grassland; Rock, Tallus or Scree
A2	<i>Forestiera pubescens</i>	desert olive	Riparian
*A2	<b>FRITILLARIA AGRESTIS</b>	stinkbells	Alkali areas; Grassland
A1	<i>Galium porrigens</i> var. <i>tenu</i> (var. <i>porrigens</i> is more common)	climbing bedstraw	Chaparral; Forest
B	<i>Gilia capitata</i> ssp. <i>staminea</i>	blue field gilia	Sand or Sandstone
C	<i>Gilia clivorum</i>	grassland gilia	Dry Washes; Grassland
B	<i>Gilia tricolor</i> ssp. <i>diffusa</i>	birds-eye gilia	Grassland
B	<i>Gilia tricolor</i> ssp. <i>tricolor</i>	birds-eye gilia	Grassland
C	<i>Glycyrrhiza lepidota</i>	wild licorice	Misc. habitats
C	<i>Gnaphalium canescens</i> ssp. <i>beneolens</i>	fragrant everlasting	Dry Open Slopes; Misc. habitats
A1	<i>Guillenia flavescens</i>	yellow-flowered thelypodium	Serpentine
C	<i>Gutierrezia californica</i>	California matchweed	Dry Open Slopes; Grassland; Rock, Tallus or Scree; Serpentine
C	<i>Helianthus californicus</i>	California sunflower	Brackish Marsh; Freshwater Marsh; Riparian; Rock, Tallus or Scree
*A2	<b>HESPEREVAX CAULESCENS</b> ( <i>H. sparsiflora</i> is more common)	hogwallow starfish	Vernal Pools
A2	<i>Hesperolinon californicum</i>	California dwarf flax	Grassland; Rock, Tallus or Scree; Serpentine
A1	<i>Heterodraba unilateralis</i>	heterodraba	Grassland
C	<i>Heterotheca sessiliflora</i> ssp. <i>echioides</i>	golden aster	Grassland; Woodland
B	<i>Holocarpha obconica</i>	San Joaquin tarplant	Grassland
A2	<i>Hordeum depressum</i>	low barley	Alkali areas; Vernal Pools; Misc. Wetlands
	<i>Juncus occidentalis</i>	western rush	Misc. habitats
A2	<i>Juncus oxymeris</i>	pointed rush	Scrub; Misc. habitats
B	<i>Juniperus californica</i>	California juniper	Dry Open Slopes; Woodland
A2	<i>Keckiella breviflora</i> var. <i>breviflora</i>	gaping penstemon	Rock, Tallus or Scree
C	<i>Koeleria macrantha</i>	junegrass	Forest; Grassland; Scrub; Woodland



# California Native Plant Society

B	<i>Lasthenia microglossa</i>	small-rayed goldfields	Chaparral; Grassland; Woodland; Misc. Wetlands
A2	<i>Lasthenia minor</i>	woolly goldfields	Grassland
C	<i>Layia platyglossa</i>	tidy-tips	Misc. habitats
B	<i>Lessingia filaginifolia</i> var. <i>californica</i>	California-aster	Grassland; Scrub; Woodland
C	<i>Lilaea scilloides</i>	flowering quillwort	Misc. Wetlands
A2	<i>Linanthus dichotomus</i>	evening snow	Gravel; Rock, Tallus or Scree; Sand or Sandstone; Serpentine
B	<i>Linaria canadensis</i>	blue toadflax	Gravel; Sand or Sandstone
A2	<i>Lithophragma parviflorum</i> var. <i>parviflorum</i>	prairie star	Misc. habitats
A2	<i>Lomatium caruifolium</i> var. <i>caruifolium</i>	caraway-leaved lomatium	Grassland; Vernal Pool; Misc. habitats
C	<i>Lupinus bicolor</i> var. <i>umbellatus</i>	miniature lupine	Misc. habitats
B	<i>Malacothamnus fremontii</i>	white-coat mallow	Chaparral; Woodland
A1	<i>Malacothrix coulteri</i>	snake's-head	Grassland; Scrub; Sand or Sandstone
A1x	<i>Meconella linearis</i> (historical-1983 but not seen since)	narrow-leaved meconella	Dry Washes; Grassland; Sand or Sandstone
C	<i>Melica californica</i>	California melic	Grassland
A2	<i>Mentzelia affinis</i>	Hydra stick-leaf	Grassland; Sand or Sandstone; Woodland
A2	<i>Mentzelia lindleyi</i>	Lindley's blazing star	Rock, Tallus or Scree; Scrub; Woodlands
A1x	<i>Mentzelia pectinata</i> (historical-1935)	San Joaquin blazing star	Grassland; Woodland
A2	<i>Microseris campestris</i>	San Joaquin microseris	Grassland; Vernal Pools
C	<i>Microseris douglasii</i> ssp. <i>tenella</i>	silver puffs	Grassland; Serpentine; Vernal Pools
C	<i>Mimulus cardinalis</i>	scarlet monkeyflower	Riparian
A1	<i>Mimulus latidens</i>	broad-toothed monkeyflower	Vernal Pools; Misc. Wetlands
A1	<i>Mimulus rattanii</i>	Rattan monkeyflower	Burns; Chaparral
A2	<i>Minuartia californica</i>	California sandwort	Chaparral; Dry Open Slopes; Grassland; Rock, Tallus or Scree; Sand or Sandstone; Serpentine
A1x	<i>Monardella breweri</i> (historical-1868)	Brewer's monardella	Chaparral; Woodland
B	<i>Monolopia major</i>	cupped monolopia	Grassland
B	<i>Muilla maritima</i>	common muilla	Alkali areas; Dry Open Slopes; Grassland; Scrub; Serpentine; Woodland; Misc. Wetlands
B	<i>Nassella cernua</i>	nodding needlegrass	Grassland
C	<i>Nassella pulchra</i>	purple needlegrass	Grassland
A2	<i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i>	adobe navarretia	Vernal Pools
A2	<i>Oenothera deltoides</i> ssp. <i>cognata</i>	desert evening-primrose	Grassland; Sand or Sandstone
A1	<i>Orobanche californica</i> ssp. <i>jepsonii</i>	Jepson broom-rape	Rock, Tallus or Scree; Sand or Sandstone areas
C	<i>Orobanche uniflora</i>	naked broom-rape	Rock, Tallus or Scree; Misc. habitats
C	<i>Panicum capillare</i>	witchgrass	Misc. habitats
A1	<i>Pectocarya penicillata</i>	winged pectocarya	Misc. habitats
B	<i>Pectocarya pusilla</i>	little pectocarya	Grassland; Woodland; Misc. habitats
A2	<i>Perideridia californica</i>	California yampah	Riparian
B	<i>Phacelia ciliata</i>	Great Valley phacelia	Grassland
A1	<i>Phacelia douglasii</i>	Douglas' phacelia	Sand or Sandstone



# California Native Plant Society

A1x	Phacelia egena (historical-1956)	phacelia	Chaparral; Riparian; Woodland
A2	Phacelia tanacetifolia	tansy phacelia	Gravel; Sand or Sandstone
	Pholistoma membranaceum	white fiesta flower	Coastal Bluff; Coastal Strand; Riparian; Woodland
C	Plagiobothrys canescens	valley popcornflower	Grassland; Scrub; Woodland
C	Plagiobothrys stipitatus var. stipitatus (var. micranthus is more common)	stipitate allocarya	Alkali areas; Vernal Pools
A2	Plagiobothrys tenellus	slender popcornflower	Misc. habitats
B	Plagiobothrys trachycarpus	rough-fruited allocarya	Vernal Pools; Misc. habitats
B	Platanus racemosa	California sycamore	Riparian
B	Plectritis ciliosa ssp. ciliosa	long-spurred plectritis	Grassland; Woodland
A2	Plectritis ciliosa ssp. insignis	long-spurred plectritis	Grassland; Woodland
B	Psilocarphus brevissimus var. brevissimus	dwarf woolly-marbles	Vernal Pools
B	Quercus lobata	valley oak	Grassland; Riparian; Woodland
C	Rhamnus ilicifolia	holly-leaf redberry	Chaparral; Forest; Woodland
B	Ribes malvaceum var. malvaceum	chaparral currant	Chaparral; Woodland
A2	Ribes quercetorum	oak gooseberry	Chaparral; Woodland
A1x	Salvia carduacea (historical-1946)	thistle sage	Gravel; Sand or Sandstone
B	Salvia columbariae	chia	Chaparral; Rock, Tallus or Scree; Scrub
	Salvia mellifera	black sage	Chaparral; Scrub
C	Scirpus maritimus	bulrush	Misc. Wetlands
*A1	SENECIO APHANACTIS	rayless ragwort	Alkali areas; Grassland
B	Senecio breweri	Brewer's butterweed	Riparian areas; Woodlands
A2	Senecio flaccidus var. douglasii	shrubby butterweed	Dry Washes; Rock, Tallus or Scree; Sand or Sandstone
A1	Silene antirrhina	snapdragon catchfly	Burns; Sand or Sandstone; Misc. habitats
B	Stachys albens	white hedge nettle	Misc. Wetlands
B	Stebbinsoseris heterocarpa	derived microseris	Rock, Tallus or Scree; Misc. habitats
C	Stellaria nitens	shining chickweed	Rock, Tallus or Scree; Riparian; Sand or Sandstone areas; Woodlands
B	Streptanthus glandulosus ssp. glandulosus	jewelflower	Chaparral; Grassland; Serpentine; Woodland
A1	Stylocline gnaphaloides	nest-straw	Sand or Sandstone; Misc. habitats
	Stylomecon heterophylla	wind poppy	Burns; Chaparral; Grassland
C	Trifolium albopurpureum var. albopurpureum	Indian clover	Chaparral; Forest; Grassland
B	Trifolium albopurpureum var. dichotomum	branched Indian clover	Coastal Bluff; Dry Open Slopes; Grassland; Woodland; Misc. Wetlands
B	Trifolium albopurpureum var. olivaceum	olive clover	Misc. habitats
C	Trifolium oliganthum	few-flowered clover	Scrub; Woodland
A2	Tropidocarpum gracile	slender tropidocarpum	Alkali areas; Grassland
	Veronica peregrina ssp. xalapensis	purslane speedwell	Misc. habitats
A2	Vicia hassei	slender vetch	Grassland; Scrub
C	Viola pedunculata	Johnny-jump-up	Chaparral; Grassland; Woodland
A2	Viola purpurea ssp. quercetorum	mountain violet	Grassland; Scrub
C	Vulpia microstachys var. ciliata (var. pauciflora is more common)	Eastwood's fescue	Forest; Sand or Sandstone





# California Native Plant Society

A2	Vulpia microstachys var. confusa (var. pauciflora is more common)	hairy-leaved fescue	Dry Open Slopes; Grassland; Sand or Sandstone; Scrub
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**NOTE:** Plant species followed by “(?)” have taxonomic or distribution problems and it is not clear if they occur here.

Dates indicated for historical species refer to last known record in the Alameda-Contra Costa Counties area.

## **Explanation of Ranks**

**\*A1 or \*A2:** Species in Alameda and Contra Costa counties listed as rare, threatened or endangered statewide by federal or state agencies or by the state level of CNPS.

**A1x:** Species previously known from Alameda or Contra Costa Counties, but now believed to have been extirpated, and no longer occurring here.

**A1:** Species currently known from 2 or less regions in Alameda and Contra Costa Counties.

**A2:** Species currently known from 3 to 5 regions in the two counties, or, if more, meeting other important criteria such as small populations, stressed or declining populations, small geographical range, limited or threatened habitat, etc.

**B:** High Priority Watch List - Plants occurring in 6 to 9 regions here, or otherwise subject to threat

**C:** Second Priority Watch List – Plants occurring in 10 or more regions here, but potential threats



**From:** [Robert Baltzer](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Nancy Rodrique](#); [Dick & Doris Ryon](#); [Tammy Reus](#)  
**Subject:** Comments on NOP for Carnegie SVRA  
**Date:** Friday, June 08, 2012 5:29:08 PM  
**Attachments:** [Friends of Livermore Tesla Comments.pdf](#)

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Dear Mr. Mundhenk,

Attached please find the comments of Friends of Livermore, a grassroots political / educational organization.

Robert R. Baltzer  
Chair  
Friends of Livermore

925-447-8901



Friends of Livermore  
1141 Catalina Drive, # 263  
Livermore, CA 94550

June 8, 2012

By E-mail to <chris.mundhenk@aecom.com>

AECOM

Attn: Chris Mundhenk, Project Manager Carnegie SVRA  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Regarding:** *Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan*

Dear Mr. Mundhenk:

This letter expresses our grave concern for the state owned Tesla Park in Corral Hollow, directly west of Carnegie SVRA in Alameda County. We believe the intention of the Off Highway Motor Vehicle (OHMV) Division of the State Parks Department to expand Carnegie SVRA into Tesla Park would ruin a pristine area which needs to be preserved.

*Friends of Livermore (FOL)* is a grassroots political and educational group dedicated to the betterment of the quality of life for the residents of Livermore and the surrounding rural area. We were instrumental in establishing a city Urban Growth Boundary (UGB) around Livermore and in successfully defending it against breach by Weyerhaeuser Corp. We are the successor group to Citizens for Open Space in Alameda County that backed Alameda County Measure D in 2000. This established a county Urban Growth Boundary in East County and the Canyon lands of Castro Valley and established land use rules designed to preserve the Agricultural and Open Space lands outside the UGB. As stated in Measure D "The purposes of this Initiative are to preserve and enhance agriculture and agricultural lands, and to protect the natural qualities, the wildlife habitats, the watersheds and the beautiful open space of Alameda County from excessive, badly located and harmful development." Tesla Park extends from Corral Hollow Canyon into the Livermore



Valley. It includes some of the most spectacular and beautiful scenery in Alameda County. We therefore adamantly oppose any plan for off highway motor vehicle use at Tesla Park.

Tesla Park is a special natural landscape that deserves to be protected. It includes the culturally significant and historic town site complex of Tesla, and the location of the first commercial coal mines in California. It was a seasonal hunting and gathering site for Native American Ohlone and Yokuts and includes a pre-Columbian petroglyph. It has vestiges of the historic El Camino Viejo, a wagon road from Livermore to the Central Valley, dating from the Spanish and Mexican period of California history.

Importantly, Tesla Park holds critically important biological resources. There are at least 28 endangered or special status species of wildlife and plants. A critical north – south habitat corridor from Mt. Diablo to Mt. Hamilton passes right through the park. It includes miles of the Corral Hollow Creek and watershed that nurtures its spectacular biological diversity. Magnificent ridge top views of the Central Valley, Sierras and Mt. Diablo dominate the landscape. A diverse range of vegetation, such as Blue Oak woodlands, Savanna grasslands, sage scrub and distinctive wildflowers blanket the hills.

The location of Tesla Park also provides an essential link to the East Bay Park and trail system. This presents an opportunity to develop a recreation and preservation corridor between the East Bay and the Central Valley along Tesla/Corral Hollow Road that can serve a wide range of other recreationists including hikers, bicyclists and equestrians. Further, Tesla Park has been used as a research area for universities and could be a valuable outdoor learning laboratory for schools.

Given this abundance of rare cultural and biological resources, Tesla Park deserves to be protected from OHMV use in its own right. However, the ongoing destructive impacts of OHMV use at Carnegie State Vehicular Recreation Area (SVRA) make the need to protect Tesla Park even more urgent. Recent attempts to rehabilitate parts of Carnegie SVRA do not eliminate the risk to Tesla Park, nor do plans by the OHMV Division to operate Tesla differently than Carnegie SVRA. Off-highway motor vehicle use of any kind would significantly damage wildlife and vegetation at Tesla Park since operators, notoriously; do not always follow the rules. Simply, the State of California should not allow any OHMV use and fragmentation of the sensitive and fragile landscape of Tesla Park by OHMV use. My personal observation of this area since 1962 has been that OHMVs have destroyed the Carnegie site and that is borne out by the Google Map screen shot below of the boundary between Carnegie SVRA on the right and Tesla Park on the right.



We join *Friends of Tesla Park* and *Friends of the Vineyards* in support of the goal to establish Tesla Park as a non-motorized historic and natural resource park and preserve. Whether part of the State Parks system, transferred to Easy Bay Regional Parks District or some other alternative, Tesla Park should be protected from OHMV use and its rare cultural and biological resources preserved to serve the broader community.

Sincerely

A handwritten signature in blue ink that reads "Robert R. Baltzer".

Robert R. Baltzer  
Chair  
Friends of Livermore

**From:** [Nancy Rodrigue](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Rodrigue Tesla NOPcomment letter  
**Date:** Sunday, June 10, 2012 10:53:03 PM  
**Attachments:** [My NOP letter.docx](#)

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Mr. Mundhenk,

Attached are my comments re: the Tesla/Alameda expansion NOP for teh EIR.

Nancy Rodrigue

# FRIENDS OF TESLA PARK

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www.teslapark.org

Friendsofteslapark@gmail.com

June 10, 2012

## SUBMITTED VIA EMAIL

Joe Ramos  
Sector Superintendent  
Twin Cities District, Carnegie Sector  
15751 Tesla Road  
Livermore, CA 94550  
[joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

## **RE: Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Tesla expansion**

Dear Mr. Ramos and Mr. Mundhenk:

This letter addresses the NOP EIR for the Tesla/Alameda purchase. I strongly object to the use of this property for OHV recreation for reasons stated below. However, first, I want to say that the project description is inadequate in that it does not say that Tesla will be opened to OHV use. This significantly limits public and agency input on that significant omission in the NOP and needs to be corrected and then recirculated.

The expansion of Carnegie OHV Park into the Tesla/Alameda Purchase is fundamentally unsound. The expansion is unnecessary, as OHV riders already have a park in the area, whereas low-impact users from the San Joaquin Valley have none. The number of OHV users at Carnegie has decreased significantly in the last few years according to the OHMVD website, making expansion even more unnecessary. Even more egregious, is the intention to expand into a beautiful pristine wilderness, with numerous endangered species and unique vegetation.

I am a long-time hiker in the region and am very familiar with the type of land that is preserved as low impact use parkland. I wrote a hiking book for the Tri-Valley in Alameda County because there was such a demand for outdoor experiences in the surrounding mountains. This book of hiking trails has been the best seller in three local book stores, and Barnes and Noble in Dublin. Unlike OHV parks, the low impact parks are used year round, day in and day out; weather does not restrict use. The popularity of my book,

demonstrates the growing number of outdoor enthusiasts that do not use motorized vehicles. There are places for OHV use, but not on land so precious that it should be saved for our children and grandchildren.

It is not appropriate for the entire Alameda/Tesla property, including the roadside acreage, to be studied as a program EIR. A project level EIR is necessary so that the study yields thorough and complete results and evaluates all impacts of opening up Tesla to OHV use and is not done piecemeal. The program approach is a simplistic approach that attempts to evade the purpose of an EIR for this property.

I propose a different use for Alameda-Tesla property: NON-OHV USE. Low impact recreation use alternative(s) must be part of EIR alternatives analysis for the entire Alameda/Tesla property. The EIR must address the alternative of a low-impact recreational/historical park.

I also request the following areas be evaluated in the EIR process:

- 1) The long-term cumulative impacts from OHV use on the ecology of the plants and animal ecosystems especially because of the long term failure of Carnegie SVRA to meet 1981 GP requirements or State law requirements for protection of natural resources.
- 2) The aesthetic value of the property, including the views, needs extensive evaluation. There is a negative aesthetic effect that will occur, with the use of OHVs on this precious natural resource. This negative effect will degrade the environment as it has done to Carnegie. Compared to hikers, birders, horseback riders and photographers this effect is undeniable. The noise, dust, bodily injuries, and loss of peace, caused by OHV use are not compatible with low impact park users. The view from this park extends to Mt. Diablo, the Sierra Nevada, Mission Peak and the San Joaquin Valley. The loss of view for these low impact users is unacceptable. Low impact users cannot access or enjoy the views and hiking trails if OHVs are allowed to use trails in Tesla. The scenic quality of this park is unique and similar to other regional parks that have been preserved.
  - a. Aesthetic impacts must consider impacts of OHV use on Non-OHV low impact recreation park users. This includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise; impacts of fast moving vehicles that disrupt the environment for non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing.
  - b. The EIR must evaluate OHV use and Non-OHV, low impact recreation use as incompatible uses, because OHV use damages and intrudes on the activity and interpretive zone which is the very essence of the Non-OHV low impact recreation activity
  - c. Impacts of OHV use on aesthetic qualities for ongoing Carnegie SVRA activity and major OHV events that draw thousands of people must be evaluated in the

EIR, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHC activities.

- 3) Valuable historical, cultural and natural resources are found in all areas of this property. Maximum protection perimeters, not just twenty foot buffers, for these resources including aesthetics, views, noise, habitats, plant communities, historical sites, cultural sites, preclude off-road vehicle riding in the entire park. Long-term studies (several years) have to be scheduled so that all of these resources are evaluated and protected by wide buffer zones that protect the aesthetics, the views, the soil, the watershed and the migratory habitats of endangered species. Plant communities need to be identified in every part of the park and a plan for their protection must be put in place. Migratory routes of animals in the Diablo Range from North to South and East to West need to be studied so that migratory trails are not disturbed.
- 4) Carnegie SVRA must mitigate for impacts including ongoing temporal impacts of current operations as well as any impacts on Tesla/Alameda relative to expansion.
- 5) Tesla should be open to Universities for on-site research of plant and animal habitats. This is not possible with off road vehicles on-site too. Universities and local biological groups cannot conduct research while off-highway vehicles are motorizing next to them. Evaluation of how educational programs will be implemented for natural and historical research without interference by Off Highway Vehicles needs to be addressed in the EIR.

In conclusion, Eastern Alameda County and Western San Joaquin County have become urbanized. The balance of open space vs. urbanization in these areas as people look for serene wilderness as an escape from crowds, noise and pollution is crucial. The State department of Parks has a fiduciary obligation to protect valuable and diminishing open space for its citizens as a refuge from urban blight. It also is entrusted with the responsibility to ensure that the Environmental Impact Reports for the state parks are unbiased, free of influence, and are done for the benefit of the public. Aecom should be held accountable for providing a fair and thorough evaluation with truthful and shameless results.

I am writing this letter on behalf of Friends of Tesla. I am also incorporating the comments of John Icanberry, Celeste Garamendi, Richard Ryon, Arthur Hull, Davis Lunn, Marilyn Russell, and Will Bolton .

Very Truly,

Nancy Rodrigue

Friends of Tesla Park



**From:** [Friends of Tesla Park](#)  
**To:** [Mundhenk, Chris](#); [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)  
**Subject:** NOP Comments on Carnegie SVRA General Plan Update/EIR and Alameda Tesla Expansion  
**Date:** Monday, June 11, 2012 4:41:56 PM  
**Attachments:** [Celeste Garamendi NOP comments 6.11.12.pdf](#)  
[BoltonTeslaComments061012.pdf](#)  
[john Icanberry NOP Comments 6.8.12.pdf](#)  
[Marilyn Russell NOP Comments 6.7.12.pdf](#)  
[Nancy Rodrigue NOP letter.pdf](#)  
[Tesla Notice of Preparation Dick Ryon.pdf](#)  
[Arthur Hull Input to NOP.pdf](#)  
[FOTP NOP COVER LETTER 6 11 12.pdf](#)

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Dear Mr. Mundhenk and Mr. Ramos,

Attached please find a letter from Friends of Tesla Park (FOTP NOP COVER LETTER 6.11.12) submitted as Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Alameda-Tesla expansion. We have also attached comments already submitted by the following people that are incorporated into the comments of Friends of Tesla Park.

- Nancy Rodrigue
- John Icanberry
- Arthur Hull
- Will Bolton
- Dick Ryon
- Marilyn Russell
- Celeste Garamendi

Please ensure that these comments are included in the scoping evaluation. Thank you.

***Friends of Tesla Park***

[www.TeslaPark.org](http://www.TeslaPark.org)

[FriendsofTeslaPark@gmail.com](mailto:FriendsofTeslaPark@gmail.com)

*Friends of Tesla Park* is an alliance dedicated to establishing Tesla Park as a non-motorized low impact historical and natural resource park and preserve.

This electronic message transmission is intended to be for the use of the individual or entity named above. If you have received this electronic transmission in error, please notify us by electronic mail immediately.



## **FRIENDS OF TESLA PARK**

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### **Steering Committee**

Will Bolton  
Celeste Garamendi  
Arthur Hull  
John Icanberry  
David Lunn  
Nancy Rodrigue  
Marilyn Russell  
Richard Ryon  
Janis Turner

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June 11, 2012

### **SUBMITTED VIA EMAIL**

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### **RE: Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Alameda-Tesla expansion**

Dear Mr. Ramos and Mr. Mundhenk:

This letter is to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/EIR and Tesla Expansion Project.

In these comments we will refer to “Tesla Park”, which is the separate adjacent 3,400 acre Alameda-Tesla area purchased to be opened up for OHV use as an expansion of Carnegie SVRA and identified in the NOP Project Description. The State OHMVR Division of the California State Parks Department is referred to as “OHMVR”. The existing approximate 1600 Carnegie State Vehicular Recreation Area is referred to at Carnegie SVRA.

As we presented to Secretary Laird, State Parks Director Ruth Coleman and OHMVR Division Acting Deputy Director Phil Jenkins on February 7, 2012, Tesla Park should be dedicated as a NON-OHV, low impact recreation historic and natural resource park and preserve because of its inherent resource values that must be mitigated at a high level from any impacts from OHV use and because of the requirement that the current or existing Carnegie SVRA mitigate for its past and ongoing impacts. In addition to the important cultural and natural resources that must be preserved intact at Tesla Park, the past and ongoing

violations of State law at Carnegie SVRA, the State Parks Department 2008 Outdoor Recreation Report clearly identifies non-motorized low impact recreation opportunities, including access to Central Valley residents for such opportunities, as the priorities.

Following is documentation of the rare and abundant resources that are located within Tesla Park and the alternative use plan that should be established for Tesla Park that fully protects these resources.

## **BACKGROUND ON TESLA PARK, CARNEGIE SVRA AND CORRAL HOLLOW CANYON**

One of the important features of Tesla Park is its location. All of Tesla Park is located in eastern Alameda County. A portion of the park land is on the western watershed and drains into the Arroyo Seco. It is located within the Corral Hollow Canyon that includes the historic Carnegie town site, many other historic and cultural features and unsurpassed biological diversity. It is a spectacularly beautiful park that is accessible to both the East Bay and the northern San Joaquin Valley and would readily expand planned regional park and preservation opportunities for Eastern Alameda County.

### **1. Tesla Park – Rich History**

The Corral Hollow Canyon and Tesla hold a significant place in our region's and State's history. The canyon and ridge tops were seasonal hunting, gathering and trading grounds for Native American Yokuts from the floor of the Central Valley and the Ohlone from the East Bay. Tesla Park includes a pre-Columbian Native American petroglyph carved in a rock outcropping among several other unique features of indigenous peoples.

From the mid-1770s, the canyon pass, then called El Camino Viejo, from the Livermore Valley to the San Joaquin Valley was the route used by the Spanish to travel from the East Bay to the Central Valley and then down the western edge of the valley to the Tehachapi's and Southern California. During the Mexican period and Gold Rush it was a key route from the Bay Area to the Central Valley and then to the southern gold fields in Tuolumne and Mariposa counties. This canyon pass is in Tesla Park and is visible today. Many other historic locations are present in Carnegie SVRA, Tesla Park and the multiple state parcels along the Corral Hollow – Tesla Roadway as documents in Carrel of Corral Hollow, Up and Down California in the 1860s, History of Tesla - A California Coal Mining Town, and writings about Grizzly Adams who lived and hunted in the Mitchell Ravine and environs in the 1800s and other historical monographs.

In the mid-1800s, the first commercial coal mines in the State were opened at Tesla. In the 1890s a large scale commercial mining operation was built and the company town of Tesla flourished for over two decades. Clay and sand were also extracted at Tesla. The clay was used at brick and pottery plants located in the nearby town of Carnegie, four miles east down the canyon. The sand was shipped to a glass plant in Stockton. A short line railroad, the Alameda and San Joaquin Railroad, was built to ship the coal and brick products and sand to Stockton and other ports along the San Joaquin River, and then to markets in the Bay Area and Southern California. Carnegie bricks were used in buildings throughout the region, including in San Francisco and many East Bay cities. Tesla and Carnegie, including stores, schools, hotels, and churches, grew to about 2,000 people by the early 1900s. When the mines closed down around 1911, the mines were boarded, brick kilns blown-up, and the towns abandoned for salvage. Tesla had a direct connection to Livermore as its primary source of commerce and society. The old stage coach road from Livermore is still visible on the Park land today.

On the Livermore side of Corral Hollow/Tesla Road, a portion of the de Anza Trail recognizing the 1776 expedition is already designated as a National Historic Trail. State Historic Landmarks have been designated for Carnegie and the Zink House. Unfortunately, one marker along the roadway has been destroyed, and much of what remained of the historic Carnegie town site pulverized by OHMV overuse. The goal is to reestablish the damaged historical marker and designate additional markers in the canyon along the historic roadway. It has also been suggested that the historic town and mine site of Tesla and indeed the entire Corral Hollow Canyon could be designated a National and State Historic Rural District and Roadway.

## **2. Tesla Park – Unique Biological Resources**

In addition to its rich history, Tesla Park has rich biological resources. Tesla Park is located in the upland Coastal Mountain Range between Mount Diablo and Mount Hamilton. As part of the Diablo Range Tesla Park is an important link in the preservations efforts in the region. The area is primarily Blue Oak woodland, mountain savannah grassland, scrub sage and riparian woodlands with scenic ridge tops and dramatic canyons feeding into Corral Hollow Creek which drains into the San Joaquin River system. Tesla Park includes land along the Tri-Valley watershed and a portion of the park drains into the Arroyo Seco and Alameda County. Its ridge tops provide commanding views of the Central Valley, Sierras, Mount Diablo and the southern coast range toward Mount Hamilton. In its own right it is truly a naturally scenic area that should be preserved.

Tesla Park supports an unexpectedly wide range of sensitive wildlife and plant species, many of which are threatened, rare and managed such as Red Legged Frog, Yellow-Legged Frog, California Tiger Salamander, Western Spadefoot Toad and Tule Elk. The level of biological diversity is unique with over 50 LISTED species documented and over 80 more LISTED species identified based on known habitats. The area, for example, is considered to support one of the most diverse vertebrate populations in the region and has been a study area for UC Berkeley, UC Davis and CSU Hayward.

The California Native Plant Society has designated Tesla Park as one of its Botanical Priority Protection Areas. Every conservation priority for Zone 10 of the Eastern Alameda County Conservation Strategy is contained within Tesla Park. The State Natural Resources Agency has identified Blue Oak woodlands, of which this park land is largely comprised, as one of its targeted preservation objectives. Tesla Park is in the large Corral Hollow Creek watershed, the primary water source feeding this wonderful plant and wildlife diversity. Two private landowners participate in the State Department of Fish and Game (DFG) Private Lands Management Program for Tule Elk. As part of the Diablo Range, Tesla Park serves as a critical east-west and north-south habitat corridor along the upland Coastal Mountain Range. Tesla Park is within the influence area of the Altamont Pass Wind Energy Resource Area. The direction of land use within the Canyon is toward preservation, not development, with the establishment of several public preserves and private conservation areas. Because of its unique biological diversity and other features, the area within which Tesla Park is located should be preserved for preservation not development as would be the case with expansion of OHV use.

Following are pictures of Tesla Park that represent its current pristine state.

Mitchell Ravine



Corral Hollow Creek and historic Tesla Town and Mine site





Historic Tesla Town Site



Tesla Park Corral Hollow Creek Canyon



Tesla Park Alameda Property ridge top vista



### **3. A Better Plan for Tesla Park**

This rich array of historical, cultural, biological and scenic resources in Tesla Park can serve a range of preservation, low impact recreation and education purposes. Consistent with natural resource protection, low-impact non-motorized recreation such as interpretive history trails, hiking trails, nature and wildlife viewing, bird watching, nature photography/painting and controlled horseback riding could be established along with dedicated preservation areas. Tesla Park can also provide outdoor environmental and historical education for area schools and serve as a research location for colleges and universities. Tesla Park is consistent with the charter of East Bay Regional Parks District and supports the objective to establish park and hiking access around the Tri-Valley metropolitan area. Tesla Park is consistent with preservation objectives for several other organizations. The State Parks Department objective to provide additional nature parks to serve the Central Valley is met by Tesla Park and Tesla Park is consistent with the State Parks 2008 Outdoor Recreation Report priorities. Tesla Park matches the State Natural Resource Agency purpose to conserve treasured lands and valuable natural resources. Application could be made to make Tesla Park and the Corral Hollow Canyon a Tesla Park could be a National Historic Rural District and Roadway.

In the future, Tesla Park land could also be part of a geographic recreation and preservation bridge between the Tri-Valley region of Alameda County and the Central Valley. The entire length of Corral Hollow/Tesla Road through Corral Hollow Canyon on one side or of the road or the other is now owned by the state, federal or regional agencies. Hiking, biking, equestrian trails between the East Bay and the Central Valley could be developed along or adjacent to the roadway that do not damage the historic/cultural or biological resources providing an unparalleled recreation experience, in addition to a legally and properly managed Carnegie SVRA. With its varied natural resources within a concentrated area, the region could be the “Carrizo Plain of the North.”

Any of these opportunities requires a broad resource management view of the Tesla Park land and the region. The OHMV Division's past and current operation of Carnegie SVRA and continued plan to open Tesla Park to OHV use demonstrates that it does not have the resource preservation and protection philosophy, vision and experience that is required to ensure that Tesla Park is fully protected as a NON-OHV, low impact recreation historic and natural resource park and preserve.

Appropriate management options to ensure the unique resources within Tesla Park are fully protected include transfer to an appropriate State Parks unit with consistent resource protection management objectives that will protect Tesla's varied and abundant resources; joint management with East Bay Regional Parks as has been implemented at portions of Mount Diablo State Park; transfer to East Bay Regional Parks District; cooperative planning with Alameda and San Joaquin counties to establish a recreation and preservation corridor; public-private partnerships to provide reimbursement and development funds; and more.

OHV use and NON-OHV use are incompatible and a mixed use model is not sufficient to either protect the resources in Tesla Park or ensure the appropriate experience for Non-OHV low impact recreation users.

The best model given all of the environmental issues involved with OHV use is for Tesla to be established as a Non-OHV low impact recreation historic and natural resources park and preserve and for Carnegie SVRA to be an OHV park that operates in full compliance with the law.

Friends of Tesla Park again requests:

- The OHMVR Division drop its plans to expand Carnegie SVRA into the Tesla Park land;
- The Resources Agency and State Parks Department work with State Parks and EBRPD to transfer Tesla Park to another appropriate park unit to be protected and managed as a Non-OHV low impact recreation historic and natural resource park and preserve;
- Tesla Park be established as a Non-OHV, low impact recreation park and preserve as mitigation for the ongoing environmental impacts at Carnegie SVRA.

For specific comments on the NOP and EIR we concur with and incorporate the written NOP comments submitted under separate cover by the following people which are attached:

- Marilyn Russell
- John Icanberry
- Arthur Hull
- Will Bolton
- Nancy Rodrigue
- Celeste Garamendi
- Dick Ryon

Please let us know if you have any questions. Thank you for your careful consideration.

Sincerely,

***Friends of Tesla Park***



John Icanberry

s/Nancy Rodrigue  
Nancy Rodrigue



Celeste Garamendi

Date sent 6/4/2012

Carnegie SVRA  
NOP/NOC Public Scoping Period

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858

**I am a life-long resident of the Livemore Valley and a member of the Friends of Tesla Park. As a temporal custodian of the Tri-valley's natural resources, I strongly object to the destruction of the natural habitats, environment and scenic quality as well as the deleterious effects on the cultural and historical features of the Alameda Tesla Property that would be inflicted by the operation of off-highway motor vehicles there. One has only to look at the sterile OHV Carnegie site to see that OHV operation is incompatible with preservation of these features at Tesla. These impacts must be evaluated in a separate project EIR and cannot be deferred to some future date.**

**The rolling hills, riparian habitats, and ridge top grasslands of the Tesla property are surrounded on three sides by similar canyons and quiet ranch lands all of which are utterly incompatible with high speed motorized vehicular traffic careening through defined and undefined trails and gullies. Research shows that such motorized activity negatively impacts the wildlife that is living near the trails and this impact extends thousands of yards beyond the eroding trails and into adjoining properties. Your expansion proposal is inconsistent with the protection and maintenance of the existing environment on the Tesla land and the surrounding properties. The EIR study to support any proposal must include non-OHV alternatives.**

**Ruth Coleman, the head of the California Department of Parks and Recreation, said that by law the highest priorities for this area are the protection of public safety, appropriate utilization of the lands and the conservation of land resources. You are clearly violating that law at the Carnegie SVRA and should not perpetuate that violation into the Tesla property. These cumulative**



**environmental impacts inflicted on the Carnegie site must be considered in any new expansion project. An appropriate response would be to allow the Tesla Alameda property be operated as a non-OHV park to serve as mitigation for the violations at the Carnegie SVRA.**

**In summary:**

- 1) Aesthetics will be unquestionably destroyed by OHV use on the Tesla Property, both through sight, sound and smell.**
- 2) Impact of OHV trails use extends up to 2000 yards on either side of the trail as many mammal species no longer inhabit that zone.**
- 3) OHV use of the Tesla property is inconsistent with the surrounding ranchland properties.**
- 4) It is against California Law to destroy the natural habitat of an area without adequate mitigation. Carnegie SVRA operation is currently breaking the law. It is absurd to consider expansion into the Tesla Property.**
- 5) The Tesla property incorporates a rare combination of historical, cultural, biological and aesthetic resources which is utterly incompatible with OHV use.**
- 6) The EIR study must include a non-OHV option.**
- 7) These issues must be considered now and cannot be deferred to a future date.**

**Arthur L. Hull**

"We are temporal custodians of the valley and its resources, with a responsibility to value and build upon the legacy of those before us who lived in concert with the environment, balancing human progress with the understanding that we are but one part of the web of life in the valley." --quote by David Hartman

760 Wimbledon Lane  
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June 10, 2012

AECOM  
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2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**RE: Carnegie SVRA General Plan Update/Tesla Expansion Project NOP Comments**

Dear Mr. Mundhenk:

I am writing this letter to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/Tesla Expansion **Project**. I emphasize the word "project" because the extension of the existing off-road vehicle activity at Carnegie into the relatively pristine Alameda-Tesla property will expand this environmentally destructive activity into an area about 3 times the size of the currently affected area. Clearly, this isn't a minor amendment to an ongoing activity or an undertaking that could be handled by a programmatic EIR followed by a succession of "no significant impact" statements; rather, it is a major project with large-scale impacts on the natural landscape and water resources, biological resources, cultural and historical sites and resources, and educational and recreational resources that should be used for the benefit of a much larger portion of the regional population than just the off-road vehicle community.

I request that alternatives to the proposed off-road vehicle park expansion be considered for the Alameda-Tesla property. I believe that the best use of the area would be as low-impact recreation park (not including motorized activities), preserving critical habitats, protecting threatened plants and animals, minimizing the impact of human use on the environment, and preserving historical places and artifacts. All of these considerations are important but, as a Life Member of the Livermore Heritage Guild, I will concentrate my comments on the historical aspects of the proposed expansion of the Carnegie off-road vehicle park.

The Historic Significance of the areas surrounding Tesla and Carnegie town sites

Before European settlers arrived, the Corral Hollow area was frequented by Native Americans for thousands of years. Artifacts of their use of the area have been identified, including petroglyphs dating back 5,000 to 10,000 years and bedrock grinding stones. There are Native American artifacts known to the State whose location is undisclosed to minimize the risk of damage or destruction and, undoubtedly, other Native American artifacts yet to be discovered. These artifacts and sites are of deep cultural significance to Native Americans. It is important to preserve not only individual artifacts but also the setting and context that are inherently part of the significance of the place. For example, a carved petroglyph pointing toward Mt. Diablo, itself considered sacred, cannot be preserved and appreciated with the distraction, noise, and visual damage to the landscape that accompany nearby off-road vehicle activity. We should preserve these artifacts and places in respect for the traditions of the Native Americans and with respect for the land.

From the mid-1770s, the canyon pass, then called El Camino Viejo, from the Livermore Valley to the San Joaquin Valley the route was used by the Spanish to travel from the East Bay to the Central Valley and then down the western edge of the valley to the Tehachapi's and Southern California. During the Mexican period and Gold Rush it was a key route from the Bay Area to the Central Valley and then to the southern gold fields in Tuolumne and Mariposa counties. This canyon pass is in Alameda-Tesla property. Grizzly Adams was known to have hunted grizzly bear in the Mitchell Ravine in the Tesla Park area.

From the mid-1800s to the early 1900s, the towns of Tesla and Carnegie were the site of major mining and industrial activity. In the 1890s a large scale commercial mining operation was built and the company town of Tesla flourished for over two decades. Tesla and Carnegie town sites are located relatively close to Livermore and they shared historical economic and cultural ties to Livermore. The book by Dan Mosier, "History of Tesla, A California Coal Mining Town" documents the history of the area and includes detailed descriptions of the sites and activities in the area, and contains many pages of maps, drawings, and photographs showing the original structures (the locations of which are still visible at the Tesla town site). This book also describes the historical significance of Tesla, including the following points:

- The Tesla mine was the first documented commercial coal mine in the State of California
- Tesla was the largest coal producer in California between the years 1898 to 1905
- The California Coast Range Coal Mining Company of Tesla built the first successful briquette plant - located in Stockton - in the United States, producing charcoal briquettes from Tesla mine coal
- The rail line from Tesla to Stockton, built to transport coal, was intended to be the first leg of a new transcontinental railroad which was to be built by the Western Pacific Railroad Company in 1903
- The high quality quartz sand from the Tesla mine led to the construction, in Stockton, of the first glass plant in the Western US - and the only glass plant in California - in 1902
- Tesla mine clay was used in the Carnegie plant to make bricks and clay pipe and in the pottery plant to make glazed figurines
- The products produced by the Tesla-Carnegie industries are in evidence in the Bay Area and throughout California

Many physical artifacts from the community of Tesla and the mining and industrial activities on the site still exist in the area proposed for expansion of off-road vehicle activities, including building foundations, clearly visible building sites, small objects from the habitation of the town site, physical evidence of mining and railroad activities, and portions of the original wagon and stage road between Livermore and Tesla. Most of these artifacts are fragile and would be threatened by destruction by the proposed off-road use of the area. For example, much of the physical evidence of the historical use of the Carnegie town and industrial site existed, as they currently exist at the Tesla site at the middle of the 20th century. However, the cumulative impact of off-road use of the area for several decades has destroyed many of these historical artifacts at the Carnegie site.

This concentration of historical activity in one location is rare and creates a large important and unique historical regional for the region and the State. The historical resources located on the Tesla property are fragile and subject to damage and destruction by the proposed expansion of the Carnegie off-road activity. They should be preserved for study, education, and enjoyment of future generations. Therefore, we request that the historical locations and artifacts across the entire area proposed for the Carnegie off-road vehicle Park expansion be located, identified, cataloged, and preserved for the benefit of all Californians in the future.

#### Current and ongoing damage of historic resources at Carnegie SVRA

The damage caused to the terrain by the intense OHV use in and around the historic Carnegie town site is quite evident to the public from Corral Hollow road and is clearly documented in Google Maps satellite views of the area. Curiously, this environmental damage is not evident in the photographs of off-road vehicle use of Carnegie displayed on the Carnegie General Plan website (<http://carnegiegeneralplan.com/>). These OHV use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption with listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, speeding vehicles, and the associated physical disruption when interpreting the historic sites.

Evidently in an attempt to mitigate damage by OHV use, important historic resources are buried and hidden from public view, but this also prevents other potential park users who are not intent on destruction from experiencing the historic resource. While the narrow footprint of some historic resources may be fenced to protect them from OHV users, this also fenced out other park visitors who want to experience and interpret the historic features. Such resources have no interpretive elements nearby let alone a physical environment that is conducive to historical interpretation. The information within the Carnegie main office while nice, is not sufficient to present what should be a living vibrant historical site. It is obvious by seeing artifacts on the ground being run over by OHV users (i.e., pieces of Carnegie bricks), that the narrow definition of the historic footprint limits the protection of the historic resources that should exist within a State Park.

All of these factors combine to damage the preservation, presentation and interpretive experience of the significant historic resources within Carnegie SVRA. These negative impacts are ongoing in perpetuity. These impacts are a significant impact on historic resources and aesthetic resources and demonstrate that OHV use is not compatible with non-OHV, low impact recreation uses, including historical interpretation.

The EIR must evaluate past and ongoing damage caused by the continued fragmentation of what should be a protected historic zone of the entire town site and associated businesses (i.e., kiln and pottery plant) and the damage to the interpretive environment by the intense surrounding OHV use.

The General Plan must address 1) excluding OHV riders from the historic area to protect the full scope of the resources and 2) developing appropriate interpretive elements at the resource itself for the public to experience. If this is not done, then the State must fully mitigate for the significant past and ongoing damage to the entire historic town site area, and the interpretation experience of the historic town site by the intense OHV use within the town site boundaries.

## Protection of Tesla Valley and other historic and cultural view and sound shed resources

As stated above, for historic areas the setting within which the resource exists is essential to the protection and interpretive value of the resource itself. This is especially true of historic rural landscapes, such as Carnegie and Tesla. One of the unique and essential aspects of Tesla is its quiet solitude that allows the visitor the opportunity to contemplate its historic events and natural environment. The solitude which enhances the historic experience of Tesla includes the entire view and sound shed of the historic town and mine site referred to here as the Tesla valley. This sound shed allows personal communication, contemplation and enjoyment of the sounds of nature. The view shed incorporates the beauty and biologic and geologic diversity of the surrounding hillsides and ridges. This interpretive zone is an essential part of the historic Tesla town site and is part of the observation, interpretation and experience of the historic site. Off-road vehicle use within the surrounding valley would intrude on, disrupt and destroy these essential qualities.

The Tesla valley from the town and mine site to the surrounding ridge tops is separated visually, and in terms of sound, from outside impacts of the highway and the existing off-road use at Carnegie SVRA. The historic interpretive experience within the Tesla valley is entirely inconsistent with the use of Carnegie SVRA. The damage to the continuity of the historic Carnegie town site by off-road vehicle use can be seen, heard, and smelled. These ongoing impacts and damage at the existing Carnegie SVRA must be prevented at Tesla.

The negative impacts of off-road use on historic resources at Tesla would include the damage to the surrounding landscape within which the historic features are located in addition to the restriction of the historic zone as experienced by visitors. These off-road vehicle use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption of listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, the distraction of speeding vehicles, and the associated physical disruption when interpreting the historic sites.

Off-road vehicle use is not compatible with historic resource preservation and low impact recreation uses that would be appropriate in an historic area. It is critical that not only the footprint of the historic town site and mine areas be protected intact from the broad impacts of OHV use, but also the surrounding landscape should be protected. This protection zone must include the full view shed across and up and down all ridge lines as far as can be seen, and the noise shed as far as off-road vehicle use can be heard.

The EIR must evaluate these broad negative impacts of off-road vehicle use on the historic resources and landscape around the historic Tesla town site and mine areas within the Tesla valley as a whole, not just the narrowly defined historic zone footprint. The EIR must consider the impacts of Carnegie SVRA and Tesla separately and the cumulative impacts from the existing Carnegie SVRA on any proposed expansion of off-road use into the Tesla area. The EIR must consider a non-off-road use, low impact recreation alternative in the analysis in addition to the "No Project" alternative. The EIR must evaluate the past and ongoing damage at Carnegie SVRA from off-road vehicle use and how Tesla and other historic and cultural sites in the Alameda-Tesla area should be set aside as mitigation for those ongoing impacts.

The General Plan must address this broad required interpretation protection zone for the entire Tesla

valley from any impacts from off-road use. The General Plan must provide for non-motorized vehicle low impact recreation uses and interpretation services such as hiking, interpretive hiking trails and appropriate horseback riding trails within the entire view and noise/sound shed of the Tesla town and mine sites that protect the interpretive zone and is designed for maximum resource protection.

The same principals of historic protection apply to all other historic and cultural resources in the Alameda-Tesla area, including but not limited to, the following resources located around the Tesla valley: Harriettville; Pen Daren Mine; the bed rock mortars in Corral Hollow Creek; petroglyphs including the PCN rock; Hetch Hetchy historic features; and historic locations from the times of Edward Carrell and Grizzly Adams in multiple locations. The resource footprint and the interpretive zone must be protected.

### Project Level EIR Review for Tesla Park Area

As mentioned at the start of this document, the nature of the proposed expansion of off-road vehicle use into a nearly pristine natural and historic area should be the subject of a project EIR, not just a program EIR. A thorough project level EIR that evaluates all impacts must be completed before any program decision can be made to open Tesla Park to off-road vehicle use at any level. The application of a program approval to expand into the Tesla Park land with the subsequent use of negative declarations or other limited reviews is a misuse of the EIR process, particularly in light of the failure of the State to adequately provide for interpretation and enjoyment of the historic resources at Carnegie SVRA. A thorough and comprehensive EIR review of all impacts – historic, cultural, biological, and aesthetic – is required prior to any determination to open the Alameda-Tesla area to off-road vehicle use, even if in an initially limited manner. There can be no risk of any damage to the irreplaceable resources at the historic Tesla town and mine sites and the surrounding Alameda-Tesla areas.

### Non-off road alternatives should be evaluated in the project EIR

Because the need to protect and preserve the irreplaceable resources in the Alameda-Tesla area, the EIR must include evaluation of a non-motorized vehicle, low impact, sustainable recreation use alternative in the EIR. Appropriate uses include such hiking, interpretive walking trails, wildlife and nature viewing, bicycling, and equestrian riding. Low impact recreation uses such as these are compatible with the highest level of resource protection that is required in Tesla Park given its rare array of resources and in light of the ongoing damage at Carnegie SVRA. Off-road vehicle use at any level, as demonstrated at Carnegie SVRA, is not compatible with historic, cultural, and natural resource protection and interpretation.

### Personal comment

A final personal comment on the expansion of off-road vehicle use to the Alameda-Tesla property: I am not opposed to motor sports in principle. In fact, I am something of a "motor head" and have been a long-term participant and enthusiast for historical automobile racing at venues such as Thunder Hill, Laguna Seca, and Sears Point. These facilities provide a site for these motor sports that are constrained to a relatively small area, compared to the existing Carnegie SVRA, that responsibly manage environmental impact, noise, air emissions, water contamination, and participant and spectator safety. In comparison, the off-road vehicles have a disproportionate negative impact given the number of participants. I feel that it is appropriate for the Off-Highway Motor Vehicle Recreation Division of

California State Parks to use its financial and human resources to responsibly operate the existing Carnegie SVRA within the laws, regulations, and enforcement orders that apply to its operations rather than to seek to expand its operations into the relatively pristine Alameda-Tesla area, for which there are much more appropriate alternative uses that would serve the interests of a larger of portion of the regional residents. There is a place for off-road vehicle recreation but these valleys and ridge tops are not the appropriate place.

I request that these comments be made a part of the permanent public record of this process. I will mail a printed copy of these comments to your office.

I have registered for informational notifications on your website, but please ensure that all EIR notices are sent to me at the following address.

Thank you for the opportunity to comment on this EIR process and the underlying project.

Will Bolton  
Friends of Tesla Park Steering Committee  
Life Member, Livermore Heritage Guild  
wibolt@aol.com

**CELESTE M. GARAMENDI**

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June 11, 2012

**SUBMITTED VIA EMAIL**

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**RE: Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Alameda-Tesla expansion**

Dear Mr. Ramos and Mr. Mundhenk:

This letter is to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/EIR and Tesla Expansion Project. I am personally knowledgeable about the current Carnegie SVRA, Tesla Expansion area and the surrounding Corral Hollow Canyon having lived and/or worked in the area for over 20 years on the neighboring Connolly Ranch. I have toured both sites. I am a member of the West Side Pioneer Association, the local historical society in Tracy and Friends of Tesla Park. It is from my direct first-hand experience and knowledge that I provide comments. I incorporate by reference the comments submitted by John Icanberry, Nancy Rodrigue, Will Bolten, Marilyn Russell, Dick Ryon, Janice Turner and David Lunn.

In these comments I will refer to "Tesla Park", by which I mean the separate adjacent 3,400 acre Alameda-Tesla area purchased for the purpose of expanding Carnegie SVRA and identified in the NOP Project Description. The State OHMVR Division of the California State Parks Department is referred to herein as "OHMVR". The existing approximate 1600 Carnegie State Vehicular Recreation Area is referred to herein as "Carnegie SVRA."

Tesla Park should be dedicated as a NON-OHV, low impact recreation historic and natural resource park and preserve because of its inherent historic, cultural, biologic and scenic resource values that must be fully protected from the damaging impacts of OHV use and because of the requirement that the current existing Carnegie SVRA fully mitigate for its past and ongoing OHV use impacts.

The current and foreseeable significant environmental impacts at Carnegie SVRA and any OHV use on Tesla Park are irrefutable and cannot be minimized by OHMVR. OHMVR should require that all efforts and funds be



spent to immediately and fully correct the extensive violations of State law that exist at Carnegie SVRA, rather than pursue any attempt to expand OHV use into the pristine Tesla Park land.

Following a few current pictures from Google Earth and that I took that document the current violations of the State Public Resources code at Carnegie SVRA:

Carnegie SVRA 2/6/12



Carnegie SVRA 10/29/11



Carnegie Free Ride Zone Google Earth 10/29/11



West Border of Carnegie SVRA Google Earth 10/29/2011



Carnegie SVRA 2/6/12



Carnegie SVRA 2/5/12



Carnegie SVRA 2/6/12





Carnegie SVRA 2/6/12



OHV use and Non-OHV use are incompatible and a mixed use model is not sufficient to either protect the resources in Tesla Park or ensure the appropriate experience for NON-OHV low impact recreation users. Further, the State 2008 Outdoor Recreation Plan showed that low impact recreation, not OHV use, was the priority need.

The best model given all of the environmental issues involved with OHV use is for Tesla Park to be established as a NON-OHV low impact recreation historic and natural resources park and preserve and for Carnegie SVRA to be an OHV park that operates in full compliance with the law.

The OHMVR Division should drop its plans to expand Carnegie SVRA into the Tesla Park land.

The Resources Agency and State Parks Department should work with State Parks and EBRPD to transfer Tesla Park to another appropriate park unit to be protected and managed as a Non-OHV low impact recreation historic and natural resource park and preserve

Tesla Park should be established as a Non-OHV, low impact recreation historic and natural resource park and preserve as mitigation for past and ongoing environmental impacts at Carnegie SVRA.

## **COMMENTS ON NOTICE OF PREPARATION**

Following are specific comments on the NOP.

### **1. Project Description Inadequate**

The Project Description in the NOP is inadequate and must be revised and recirculated. The Project Description provides no description of the types of planned recreational activities or uses in the Tesla Park expansion area or the existing Carnegie SVRA. The NOP fails to describe any of the important historic, cultural, biologic and scenic resources within the Tesla Park area that would be relevant to scoping comments. These flaws prevent meaningful scoping comments and input by the public or agencies on the NOP.

For example the NOP on page 4 states “A study has been made of the resource characteristics and generally anticipated recreational uses of the project area.” This study must be disclosed and made part of the NOP. The NOP on page 4 further states the planning team has identified “environmental impacts that may result from implementation of the General Plan and from continued recreational use of the property”. There is no current recreational use in the Tesla Park expansion area, so what does this statement mean?

The Project Description with regard to the Alameda-Tesla expansion area also directly conflicts with the OHMVR Division’s other documents. For example, the large **Carnegie Geared for the Future** sign in the current Carnegie SVRA broadcasts the planned OHV expansion into Tesla Park. The OHMVR brochure states that the Division plans to expand OHV use into Tesla Park. The State Park Carnegie SVRA web site states the plans to expand OHV use into Tesla Park. The Visitors Survey at [www.carnegiegeneralplan.com](http://www.carnegiegeneralplan.com) web site is designed to obtain feedback only from OHV users and provides essentially no opportunity for Non-OHV users to provide any meaningful input. OHMVR unquestionably already has a plan to expand OHV use into Tesla Park, but is not disclosing it to the public or agencies in the NOP or identifying the evaluation scope for the EIR. It is an obvious tactic to try to trivialize the EIR evaluation of a major SVRA expansion Project.

This failure to present an accurate Project Description is a fatal flaw in the EIR process. If OHMVR is not willing to actually describe the General Plan at this time, then the EIR process should be started after the General Plan has been defined so that an accurate Project Description can be defined and presented in the NOP for the associated EIR. Given these flaws in the Project Description for both Carnegie SVRA and Tesla Park, the NOP must be revised to accurately describe the Project, which includes opening up Tesla Park to OHV, and then recirculated.

### **2. Program EIR Not Sufficient for Alameda-Tesla Expansion Project**

The NOP states the OHMVR Division intends to complete a Program EIR on the General Plan update that includes expansion into Tesla Park. While a General Plan update for the current Carnegie SVRA is needed

since OHMVR has not done one for over 30 years, a Program EIR is not sufficient for the definable Project to open up the 3,400 acre Alameda-Tesla expansion area to OHV use. Based on the approximate 15 years of documentation for this expansion Project, it is indisputable that OHMVR purchased the Alameda-Tesla parcels for OHV use as expansion of Carnegie SVRA. The Alameda-Tesla expansion area is double the size of the existing Carnegie SVRA. OHMVR has attempted 2 EIRs to gain environmental approval to expand OHV use into Tesla Park; both EIR attempts failed in part because of the significant environmental impacts that could not be mitigated. The 2000 DEIR, 2004 REIR and associated comment letters plus OHMVR's current documents, including those noted above, state the clear intent to open Tesla Park for OHV use. Because of this, a Project level EIR must specifically be completed with regard to opening up Tesla Park to OHV use.

The OHMVR plan to expand OHV use into Tesla Park is well beyond the initial concept stages and the past planning and analysis cannot be undone or ignored. Attempting to add some non-OHV uses into the plan does not substantively change the Project to open Tesla Park to OHV use or the foreseeable impacts of such use.

A Program level EIR is not sufficient for this definable Project open Tesla Park to OHV use and to triple the size of the SVRA. Use of a Program EIR is an obvious attempt to defer required studies, trying to get around the clear intent and requirements of CEQA. Many foreseeable impacts of OHV use on Tesla are known based on the impacts of OHV use in general and at the neighboring Carnegie SVRA specifically. These impacts must be thoroughly and completely studied now as part of this EIR. The specific studies cannot be deferred, tiered or fragmented.

Evidence of the OHMVR intent to open the Alameda-Tesla parcels to OHV use are the 2000 DEIR and comment letters and the 2004 REIR and comment letters. This prior EIR evidence and the OHMVR signs, brochures, web site and other documents noted above, demonstrates unequivocally OHMVR's plans to open Tesla Park to OHV use. Given this, the EIR must evaluate the Tesla Park expansion Project at the Program EIR level with no tiering, deferred studies or fragmentation of the EIR analysis.

### **3. Map and Parcels included in the Project Description are Inaccurate:**

The topographical map and description of the Project area attached to the NOP is not accurate. It does not include the multiple small ranches and ranchettes along Tesla/Corral Hollow Road that were purchased by OHMVR as part of the Alameda-Tesla Expansion Project. These additional parcels encompass at least 500 acres. This additional State Park land must be included in the General Plan Update and EIR analysis. The failure to accurately describe the Project area is another fatal defect of the NOP that requires revision and recirculation.

### **4. Notice System to Interested Parties Defective**

I signed up for the email notification on the [www.carenegiegeneralplan.com](http://www.carenegiegeneralplan.com) web site as instructed by OHMVR staff. I have also submitted a separate written request to receive all notices regarding any Carnegie SVRA project, including this General Plan and EIR process.

On May 11, 2012 I receive email notice about the NOP and June 11 scoping comment deadline. On June 9, 2012 I happened to be looking at the web site and saw that the NOP comment deadline was extended to July 11, 2012. I do not know when this update was posted as I received no notice of the extended comment deadline.. As of today, I have received no email or other notice of this important comment deadline change of which I

should have been directly notified. OHMVR must have a reliable and accurate method in place to notice all people who have requested notification of all critical General Plan and EIR process dates, deadlines, meetings and hearings. Failure to properly notify people who have requested to be in the notice list for this process is a violation of CEQA procedures. The failure to properly provide notice to those who have requested and to Responsible Agencies is another reason why the NOP should be corrected and reissued.

## **5. NOP EIR Study Scope Inadequate**

In an attempt to support the use of a Program EIR for the expansion Project to open Tesla Park to OHV use, and prevent using the Initial Study form which provides a logical structure for the EIR analysis and notice of the Project to the public and agencies, OHMVR has irreparably confused what should be a straight forward statement of the Project, thus creating a fatal flaw in the EIR process.

The EIR must address EVERY FACTOR in the standard Initial Study form as they all have **Potentially Significant Impacts**. The following factors have **Potentially Significant Impacts** that must be studied in the EIR.

1. **Aesthetics** –The EIR must evaluate impacts of OHV use on aesthetic qualities for ongoing Carnegie SVRA activity and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHC activities. Additionally:
  - Aesthetics analysis must consider impacts of OHV use on Non-OHV low impact recreation park users in terms of the activity and interpretive zone for Non-OHV users which includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see below); impacts of fast moving vehicles that disrupt the environment for non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing.
  - The EIR must evaluate OHV use and Non-OHV, low impact recreation use as incompatible uses, because OHV use damages and intrudes on the activity and interpretive zone which is the very essence of the Non-OHV low impact recreation activity.
2. **Agricultural Resources** – see below
3. **Air Quality** - The EIR must evaluate impacts on air quality in the park, Corral Hollow Canyon and region from OHV user vehicles and vehicular highway travel to/from the park from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities. Additionally:
  - The EIR must evaluate air quality impacts from greenhouse gases generated by OHV use, as well as particulate matter and dust generated by OHV use.
  - The EIR must evaluate air quality impacts on No Burn Days and Smog Alert Days and the closure of Carnegie SVRA on those days.
  - The EIR must evaluate the impacts on air quality for the region
4. **Biological Resources** – The EIR must evaluate impacts on all plants, wildlife, habitat corridors, nesting or breeding grounds, ecological zones, and the entirety of the native habitat values from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased

impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities.

- Given the unique biological diversity of the Carnegie SVRA, Tesla Park and the combined project area, the EIR must thoroughly evaluate the Tesla Park expansion area as a North-South and East-West habitat corridor and the Altamont Pass Wind Energy Resource Area. There are about 50 LISTED species identified on Tesla Park and about 80 more that are expected based on habitat present in Tesla Park and sightings on neighboring parcels. Of these, two are Threatened and Endangered, including the California Red Legged Frog and California Tiger Salamander.
- EIR must evaluate the Tesla Park area as a suitable breeding and nesting ground for all wildlife, including but not limited to Tule elk and eagles and other raptors.
- EIR must evaluate the impacts on the native values of Tesla Park as a large intact native habitat landscape
- EIR must evaluate fragmentation of habitats for plants and wildlife, including sensitive species
- EIR must evaluate impacts from road-kill, damage to burrows and dens, damage to vegetation and spread of invasive species
- The EIR must calculate the total vegetation loss since the last General Plan in 1981 and evaluate vegetation loss from pioneer or volunteer trails and the large Free Ride zone of Carnegie SVRA and unenforced “Trails Only” area.
- The EIR must calculate the total vegetation loss in the Corral Hollow Creek flood plain area by allowing OHV use in all of the creek area since the last general plan in 1981 until recently and the sedimentation and soil compaction damage to trees and vegetation from this OHV use.
- Based on the trail plan or the maximum OHV use, the EIR must evaluate all the impacts and OHV impact zones that extend in a radius beyond and around any specific trail. The EIR must map these overlapping protection zones by resource to be protected.
- The EIR must evaluate the introduction of non-native species by OHV use
- The EIR must evaluate the State and Federal threatened and endangered species protection efforts required under CEQA and NEPA for sensitive species in both Carnegie SVRA and Tesla Park. We are not aware that Carnegie SVRA has an Endangered/Threatened Species Take Permit from State or Federal agencies for OHV use.

**5. Cultural Resources** - The EIR must evaluate impacts on all cultural (Native American) resources and historic resources from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities. Additionally:

- Historic resources that must be thoroughly surveyed and protected as part of the EIR include, but are not limited to the historic Carnegie town site and environs, historic Tesla town and mine site and environs, Pen Daren Mine, Harrietville, Jimtown, Frytown, locations from Edward Carrell and Grizzly Adams writings that document homesteads and camp sites, the 1863 geologic survey of the Canyon area, the A&SJ railroad grade, Hetch Hetchy construction, stage coach/wagon road from Livermore to Central Valley, El Camino Viejo route, Native American sites including the bedrock mortars in Corral Hollow Creek and the PCN rock.
- The EIR must evaluate the protection of the activity and interpretive zone of these cultural/historic resources used by non-OHV, low impact recreation park users as described under Aesthetics above and which includes the view shed and noise/sound shed of the Non-OHV, low impact recreation user.



- 6. Geology/Soils** – The EIR must evaluate impacts on soil, soil compaction, soil contamination from gas and oil spills, soil erosion and increased sedimentation from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV activities. Additionally:
- The EIR soil analysis must document the amount of soil loss due to erosion that has occurred at Carnegie SVRA since the last General Plan in 1981, the amount that is occurring each year, the amount that is captured into current sediment basins.
  - The EIR must document and evaluate how many times the sediment basins have been dredged and where the sediment has been taken
  - The EIR must evaluate the amount the erosion that will occur until full implementation of the new sediment basin plan, the amount of soil erosion that will not be captured in the basins during that construction project implementation period that will flow into Corral Hollow Creek and the amount of sediment that will not be captured by the sediment ponds in high rain years.
  - The EIR must evaluate the endangered/threatened and listed species impacts of the sediment pond and dredging activity including what Take Permits were in place during the dredging and currently exist.
  - The EIR must evaluate the return of soil to degraded areas as part of the restoration program
  - The EIR must evaluate soil loss and sediment impacts in the Arroyo Seco watershed from expansion of Carnegie SVRA into Tesla Park.
  - The EIR must evaluate impact of soil and dust disturbance on incidents of Valley Fever since the Tracy area has the highest incidence of Valley Fever in San Joaquin County
  - The EIR must evaluate dust control activities, including materials used for dust control on road and trails on air quality, soils, vegetation, wild life and water quality in the park and downstream.
  - The EIR must evaluate soil types and the impact soil and dust disturbance in serpentine soils which contain naturally occurring asbestos
  - The EIR must evaluate soil conditions and monitoring plans during wet weather and required park closures as the current 24 hour park closure policy is inadequate to prevent soil damage and erosion
  - The EIR must evaluate the past and ongoing vegetation loss and soil compaction and erosion impacts in the Free Ride Zone and the unenforced so called “Trails Only” zone and the requirement to close the Free Ride Zone and fully enforce the Trails Only zone
  - The EIR must evaluate the damage from soil compaction and other impacts caused by OHV users parking under the few trees that are in the fold plain influence area
  - The EIR must evaluate the SRI loop Trails Only test area including map, total acreage, total rehabilitation project cost including planning and studies, ongoing annual project cost that includes maintenance and enforcement, project construction duration, miles of trails, number and schedule of law enforcement patrols, number of closures by date/time and durations, number of citations by date and time, required remediation projects, number of pioneer or volunteer trails and miles of such trails and damage to vegetation caused by pioneer or volunteer trails.

**7. Hazards & Hazardous Materials** – see below

- 8. Hydrology/Water Quality** – The EIR must evaluate impacts on the water table, runoff and water quality of the Corral Hollow Canyon area from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA. Additionally:

- The EIR must evaluate the past on ongoing impacts of OHV use in Corral Hollow Creek and the removal of all OHV use from the Corral Hollow Creek and flood plain. The creek is a natural occurring flood plain and it cannot be channelized or allowed to have OHV use within its flood plain boundaries.
  - The EIR must evaluate the impacts of OHV use not only on Corral Hollow Creek, but also on the drainage into Alameda County and the Arroyo Seco Creek.
  - The EIR must evaluate the water requirements for dust control on motocross tracks, roads and tracks, the source of that water and the impacts of that water on naturally occurring springs in and around Carnegie SVRA, the water table and water quality.
9. **Land Use/Planning** – Because Tesla Park is a large intact native habitat it currently serves as a resource conservation zone for the region. The Corral Hollow Canyon and surrounding areas have several conservation easements or HCPs plus the surrounding ranch land. Land use plans for the area identify the Tesla Park area for conservation. The direction of land use in the Corral Hollow Canyon is toward preservation not development as would be the case with the Project to open Tesla Park to OHV use.
- The EIR must evaluate not only the direct impact of OHV use on Tesla Park, but the impact on conservation orientated land use plans and activities for the area and the impacts on habitat and scenic corridors objectives for the area that Tesla Park now serves.
10. **Mineral Resources** – See Cultural/Historic preservation for protection of historic Tesla site and mine site and Soils and Hazards.
11. **Noise** – The EIR must evaluate noise impacts for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all proposed OHV activity. Additionally:
- Noise must be evaluated in the context of impacts on non-OHV users of the park and all forms of wildlife and interference with animal behavior
  - The EIR must evaluate the noise shed or noise contours of planned OHV uses based on the current planned expansion based on maximum park use days
  - The EIR must evaluate the sound shed or sound contours required by Non-OHV users for the quiet enjoyment of nature (birds, insects, animals, water, wind) that currently exist in Tesla Park and which would be damaged by OHV use.
12. **Population/Housing** – see below
13. **Public Services** – The EIR must evaluate impacts on park law enforcement and off-site law enforcement, emergency services, and park maintenance staff and support for ongoing Carnegie SVRA activity and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA. Additionally:
- The EIR must specifically evaluate large events that draw thousands of users multiple times during the year and the environmental damage from those events across all environmental factors plus water, waste water/sewage, law enforcement.
  - The EIR must evaluate all impacts from the expanded camping area that is greater than that evaluated in the 1981 General Plan and camping allowed in non-camping areas, including during

events across all environmental factors and required services. There should be no overnight camping in non-designated areas at any time.

- The EIR must evaluate the current levels enforcement in Carnegie SVRA in terms of staffing levels, staffing schedules, assigned patrol routes and locations, number of citations issued by locations, type and time periods
- The EIR must evaluate the level of law enforcement required to fully enforce all State Laws and Park regulations that will require shutting down the Free Ride Zone and enforcing the Trails Only zone to formal authorized trails.
- The EIR must evaluate the budget required to fully rehabilitate and remediate the massive destruction at Carnegie SVRA, the time frame and the budget requirements for ongoing impacts.
- The EIR must evaluate and establish a park carrying capacity and the plan to limit park use to that capacity
- The EIR must evaluate the park entrance fees that are less than most other non-SVRA state parks and the use fees required to pay for the full cost of the direct environmental impacts from OHV users that should be borne by the users.

14. **Recreation** – see below

15. **Transportation/Traffic** – The EIR must evaluate impacts traffic on Corral Hollow - Tesla Road and the feeder roads to Corral Hollow-Tesla Road in both San Joaquin and Alameda Counties for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV activity. Additionally:

- Since the time of the last General Plan in 1981, Corral Hollow – Tesla Road has become a major commute route. The cumulative traffic from all uses on Corral Hollow - Tesla Road and all feeder roadways must be considered in the EIR.

16. **Utilities/Systems** – The EIR must evaluate impacts on water, wastewater, power, telephone systems for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV use.

Several environmental factors were NOT specified in the narrative NOP. These additional factors must also be studied in the EIR:

1. **Hazards and Hazardous Materials** – The EIR must evaluate the impacts on plants, wildlife and park users from pollution and contamination of soil, water and air from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV activities. Additionally:
  - The EIR must evaluate the impacts of hydrocarbons, metals and greenhouse gases in the soil, water, vegetation and wild life in the park and adjacent to and downstream.
  - The EIR must evaluate impact of soil and dust disturbance on incidents of Valley Fever since the Tracy area has the highest incidence of Valley Fever in San Joaquin County
  - The EIR must evaluate dust control activities, including materials used for dust control on roads and trails on air quality, soils, vegetation, wild life and water quality in the park and downstream.

- The EIR must evaluate soil types and the impact soil and dust disturbance in serpentine soils which contain naturally occurring asbestos
2. **Population and Housing** – There are approximately 10 small ranches or ranchettes along Corral Hollow - Tesla Road that were purchased as part of the Alameda Tesla expansion Project and that cover at least 500 acres. Single Family residences on these parcels were subsequently converted to employee housing. OHMVR funds have been used to pave roads and maintain the properties. These parcels have never been the subject of an EIR and yet they contain historic, cultural, biologic and scenic resources. Additionally:
- The EIR must evaluate this land, its current use, any proposed uses and the impacts, including cumulative impacts across all EIR factors.
  - The EIR must evaluate and detail by parcel the purchase cost of the parcel, improvement and maintenance funds, use and rent.
3. **Agriculture Resources** – OHMVR currently leases the entire 3,400 plus acre Alameda-Tesla purchase for cattle grazing.
- The EIR must consider the loss of agricultural land
  - The EIR must consider these agricultural resources and uses in the EIR and the disruption or cessation of this agricultural activity given the plan to open Tesla Park to OHV use.
4. **Recreation** – The EIR must evaluate the impact of OHV use on other forms of Non-OHV, low impact recreation uses and users from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV activity. Additionally:
- For the EIR, such Non-OHV low impact recreation uses must include at a minimum hiking, interpretive historic, cultural and nature trails, wildlife and nature viewing, bird watching, horseback riding, scenic viewing, nature photography/painting, educational research for university level study and educational tours for k-12.
  - The EIR must evaluate impacts of OHV use on Non-OHV low impact recreation park users in terms of the activity and interpretive zone for such activities which includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see Noise comments); impacts of fast moving vehicles that disrupt the non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing. The EIR must evaluate the disruption for both people and horses in the case of horseback riding as the impacts can be different.
  - Because of these impacts, OHV use is not compatible with other forms of Non-OHV, low impact recreation. Therefore, a Non-OHV, low impact recreation use alternative must be studied in the Alternatives Analysis of the EIR.
  - The EIR must evaluate all environmental impacts of hill climbs by individual OHV users and as large events.
  - The EIR must evaluate all environmental impacts from the new and expanding motocross areas, including damage to historic and natural features by increasing the size of the motocross areas including allowing hill climbing. The moto-cross areas cannot be expanded into mini-hill climb areas as is currently occurring.
  - The EIR must evaluate all environmental impacts of the 4WD area and the addition of 4WD vehicles that were not allowed as part of the 1981 General Plan.

- The EIR must evaluate all environmental impacts from the addition of ATV 4 wheelers vehicles and associated trails that were not part of the 1981 General Plan.

## **6. Notice of Completion Defective**

In addition to the inadequate and defective Project Description and EIR Study Scope, the Notice of Completion also demonstrates significant errors.

First, the Notice of Completion parallels the Project Description errors by failing to identify as Issues items that should also be discussed in the NOP. The following Issues are not identified in the Notice of Completion, but should be and are Issues for this Project:

1. **Agricultural Land** – See Section 4. above
2. **Fiscal** – A major aspect of this project is going to be remediation of past and ongoing damage at Carnegie SVRA and any expansion in Tesla Park. Given the state budget crisis the fiscal aspects of this project must be considered, including the funds required and available for required remediation of Carnegie SVRA in addition to mitigation for ongoing impacts of Carnegie SVRA and any expansion into Tesla Park.
  - The EIR must document the amount spent to date on restoration at Carnegie SVRA, the additional planned restoration by year at Carnegie SVRA, the additional required restoration that is not yet budgeted at Carnegie SVRA, in addition to the mitigation required for ongoing impacts at Carnegie SVRA and Tesla Park so that the financial feasibility of the remediation and mitigation plan can be evaluated.
3. **Flood Plain and Flooding** – Corral Hollow Creek is a natural flood plain for high rain seasons. Carnegie SVRA is still allowing OHV activity in the clear flood plain zone, particularly west of the Park Entrance/Visitor Center. Carnegie SVRA cannot channelize the natural flow and flood plain of Corral Hollow Creek. Carnegie SVRA must remove all OHV activity from the clear flood plain of the creek.
  - The EIR must evaluate the impact of OHV use in the Corral Hollow Creek Flood plain zone and the required removal of all OHV use from the full zone of the flood plain of Corral Hollow Creek
  - The EIR must evaluate the impacts on 5th Arroyo Seco Creek area.
4. **Forest land and Fire Hazard** – Carnegie SVRA and the Tesla Park both contain coastal upland forest land and grass land that is subject to wild land fire. There have been fires in recent years on both Tesla Park and Carnegie SVRA. OHV activity presents a fire risk.
  - The EIR must consider the impact of the planned elimination of grazing in Tesla Park when Tesla Park is opened for OHV use and other aspects of fire hazard.
5. **Minerals** – see comments on **Cultural (Historic), Hazards and Hazardous Materials, and Soils** in Section 4. above.
6. **Population and Housing Balance** – see Section 4. above for issues related to housing that must be considered in the EIR.

7. **Schools/Universities** – The Tesla Park area has been a vertebrate research location for universities since the 1940s. The Tesla Park site should be a location for local k-12 schools to tour as a historical, cultural and nature park for the contiguous Central Valley and tri-Valley area. In the Central Valley there are no other equivalent parks that provide the potential range of educational opportunity. Such evaluation of the educational use is as a NON-OHV, low impact recreation activity and must be evaluate the Activity and Protection zone required for the activity.
  - The EIR must evaluate the impact of additional OHV use that will damage the research and education values of the area.
8. **Septic System** – see Section 4. above
9. **Sewer Capacity** – see Section 4. above
10. **Solid Waste** - see Section 4. above
11. **Toxic/Hazardous contamination** – see Section 4. above
12. **Water supply/Groundwater** – see Section 4. above
13. **Growth Inducement (Land Use)** - see Section 4. above

#### 7. **Reviewing Agencies Check list**

Given the need to review Agricultural Resources, the Food and Agriculture Department should have been listed for distribution. Also, given the incredible Native American features on the Tesla Park land the Native American Heritage Commission should have been notified. All of Tesla Park and approximately one third of the existing Carnegie SVRA is located within Alameda County. Therefore, Alameda County agencies should be notified, including, but not limited to Planning, Agriculture and Public Works. Failure to notify these agencies requires correction and redistribution of the NOP to all parties.

#### 8. **Specific Project Level EIR Studies**

In addition to current monitoring or EIR studies identified under Section 5., NOP Study Scope above, there are several specific studies that are required in the Project Level EIR to thoroughly and completely evaluate the ongoing impacts of OHV use on Carnegie SVRA, the impacts of the new Project to open Tesla Park to OHV use, and the cumulative impacts of both across all environmental factors and on protected or Special Status Species and resources, including:

1. Detailed current and proposed Trail Map of all OHV trails, including ALL formal roads and trails, pioneer and volunteer trails and the a determination of the trail equivalents within the Free Ride zone at Carnegie SVRA to accurately measure and document the trail impact at Carnegie SVRA and the trail impact of OHV use in Tesla Park and the cumulative trail impacts at Carnegie SVRA and Tesla Park combined across all environmental factors. The planned trail system within the Tesla expansion area must be measured and documented so that all impacts of planned OHV use can be thoroughly evaluated. In the absence of a trail plan for the Tesla Park Project, the maximum OHV use as seen in Carnegie SVRA must be considered in the EIR based on foreseeable impacts from OHV use in general and the specific impacts at Carnegie SVRA. This map is required to evaluate in part the soil, vegetation and

wildlife impacts and other environmental impacts of Carnegie SVRA, the tripling of the Carnegie SVRA and the cumulative impacts of Carnegie SVRA and Tesla Park.

2. A multi-year comprehensive plant and wildlife survey that includes all seasons, all rain seasons types/years, and nighttime surveying. Based on the known biological diversity, the spot surveys that have been conducted are not adequate to document the species present on the site or expected to be present based on the known habitats and sightings on adjacent properties. Friends of Tesla Park has compiled a list of the results of several spot surveys on Tesla Park and surveys on neighboring properties shows that there are over 50 LISTED species found on Tesla Park and at least 80 more LISTED species that would be expected to be found based on habitats in Tesla Park and sightings on neighboring property.
3. Detailed mapping of the entire Carnegie SVRA and Tesla Park by all soils, geologic and rock types, vegetation, Special Status Species, water sources including seasonal streams, cultural resources, fence lines, structures and current roads.
4. Evaluation of the North-South and East-West habitat corridors that are part of the Tesla Park land which are critical to the protection of wildlife along the Diablo Range, including for vertebrates, birds and plants.
5. Evaluation of the Altamont Pass Wind Energy Resource Area on raptors and suitable breeding/nesting because Carnegie SVRA and Tesla Park are the closest upland forest areas available for breeding and nesting for raptors south of the APWERA.
6. Evaluation of the impact of damage to the regional habitat preservation efforts given the number of preservation areas that exist around the Tesla Park land. The direction for land use in the Corral Hollow Canyon environs is toward preservation and the impacts of OHV use in Carnegie and in the Tesla Park land on these regional preservation efforts must be examined.
7. Evaluation of the biotic importance of Tesla Park as an intersection of multiple biotic/ecological zone for unique combinations of flora and fauna for example containing the northern most locations of certain flora and fauna.
8. Evaluation of how Tesla Park serves other natural resource protection objectives of the State Natural Resources Agency and State Parks Department including but not limited to protection of blue oak woodlands and provision of nature park opportunities for the Central Valley.
9. The examination of the impact on the large intact native habitat that Tesla Park represents. The Tesla Park land is a pristine landscape than has been softly touched for most of time, and even given the historic town site, for nearly 100 years. The EIR evaluation must consider all potential and foreseeable impacts of OHV use on this unique and irreplaceable native landscape and th native values that it encompasses.

## **9. Non-OHV Use Alternative Studied in EIR**

Tesla Park has such a wide array of rare irreplaceable historic, cultural, biologic and scenic resources with a native intact habitat that it deserves to be protected in its own right. This array and concentration of rare resources do not exist in any other location in the region. Given the past and ongoing damage to many of the same resources at Carnegie SVRA and the important role that Tesla Park plays in the regional biology, ecology

and history of the region, Tesla Park becomes even more important to protect from the damaging impacts of OHV use as a large intact native landscape. Because of the abundance of rare and listed species; the unique biologic diversity of plants and wildlife, vegetation types, geographic/landscape features; intersection of ecological zones, important historic and cultural sites; scenic beauty; potential links to other low impact recreation in the region; the inability in the first 2 EIR attempts to mitigate the significant unavoidable impacts from OHV use; and budget cuts backs that will limit the funds required for restoration and ongoing operations at Carnegie SVRA in addition to Tesla Park - a NON-OHV low impact recreation use alternative must be studied in the EIR. The need to include a NON-OHV low impact recreation alternative is further required because OHV use and NON-OHV, low impact recreation uses are incompatible.

Non-OHV, low impact recreation park users require protection from damaging OHV use impacts. This activity and interpretive protection zone for Non-OHV, low impact recreation users must consider the following physical and aesthetic qualities such as: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see Noise comments); impacts of fast moving vehicles that disrupt the non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing, and potentially safety. OHV use should not be within eye sight or ear shot of Non-OHV use. Such impacts are also factors for horseback riders who travel at approximately the same rate as hikers and who also require a similar activity/interpretive protection zone from them the pacts of OHV use. Because of factors such as these, OHV use and NON-OHV use are not compatible uses.

Therefore, the EIR should examine the viable alternative of establishing Tesla Park as a NON-OHV, low impact recreation use historic and natural resource park and preserve. This NON-OHV low impact recreation use alternative is also required to provide an adequate alternatives analysis in the EIR based on the foreseeable impacts and the mitigation required for both ongoing Carnegie SVRA impacts and the direct impacts on Tesla Park. Given the failure of the prior 2 EIR attempts, it is possible, if not likely, that with a proper and thorough EIR that it will be determine that is not feasible to mitigate the impacts of any OHV use in Tesla Park. It is further possible, if not likely, that Tesla Park should serve as mitigation for the ongoing impacts of OHV use at Carnegie SVRA. A NON-OHV, low impact recreation use alternative is also consistent with the project objectives as identified in the NOP. The NON-OHV, low impact recreation use alternative should be analyzed separate from the required NO PROJECT alternative and any mixed-use OHV Use/non-OHV use alternative.

## **10. Cumulative Impacts**

When evaluating the Project to open Tesla Park to OHV use, the EIR must consider past or to date impacts at Carnegie SVRA. Further the EIR must evaluate the ongoing impacts of OHV use at Carnegie SVRA that continue to generate significant environmental impacts in perpetuity. Currently Carnegie SVRA is not operating in compliance with the Public Resources Code for protection natural resources and restoration of damaged areas. Some remediation efforts may be planned and less implemented, but they represent a fraction of the remediation required, and even by OHMVR's own statement is it years before all plans will be implemented, even if those plans are successful, which is highly doubtful based on performance to date. Given the extensive ongoing damage from OHV use at Carnegie SVRA past and ongoing impacts at Carnegie SVRA must be evaluated, in addition to impacts from proposed OHV use at Tesla Park. Additional impacts for regional factors, such as traffic, air quality, biological habitat corridors and preservation plans in the region must also be added into the cumulative analysis. The CEQA requirements or a thorough cumulative impacts analysis cannot



be side-stepped by reliance on future plans to mitigate impacts as the current and foreseeable impacts are well established and immediately demonstrable.

### **11. Baseline Conditions**

OHMVR has not completed a General Plan/EIR update for Carnegie SVRA for over 30 years. OHMVR does meet the requirements from the 1981 General Plan for Carnegie SVRA. OHMVR does not meet the requirements of the Public Resources Code for Carnegie SVRA. Irreparable environmental and cultural damage has occurred and continues to occur at the current Carnegie SVRA site that OHMVR has not mitigated for and cannot fully mitigate for, in spite of some recent efforts to better control destructive practices. Although the State bought Carnegie SVRA as an existing privately owned OHV site, the use of the site and the destructive impacts have dramatically increased since the site has come under OHMVR management. This destruction at the hands of the OHMV Division is documented by use of aerial photographs and Google Earth time lapsed images. The EIR cannot use the failure to comply with its own General Plan and the law to escape responsibility for the current degraded conditions at Carnegie SVRA due to off-road vehicle use. The EIR must fully evaluate and document the impacts across all environmental factors from OHV use from the last General Plan in 1981 to the present.

### **12. Habitat Conservation Plan**

In past EIR attempts, the OHMVR assumed a variety of impacts from the Project to expand OHV use into Tesla Park could be mitigated through a future Habitat Conservation Plan (HCP). The EIR should disclose whether an HCP is being pursued, and if so, the proposed HCP should be completed and available concurrent with the draft EIR for the project, as the EIR cannot rely on speculative future mitigations (such as a planned HCP) to compensate for severe unavoidable adverse impacts. CEQA requires that clear, practical and mandated mitigations be identified during the CEQA process, not deferred to future speculative processes.

### **13. Mitigation**

Given the significant unavoidable impacts that any OHV use at Tesla Park would cause together with the past and ongoing damage from OHV use at the existing Carnegie SVRA, Carnegie SVRA must mitigate for the environmental destruction it continues to cause as well as past damage. Mitigation that includes plans for long term and unproven remediation at Carnegie SVRA is not sufficient for the extensive current and ongoing impacts at Carnegie SVRA and the impacts that would result from the Project to open Tesla Park to OHV use. The entire Tesla Park land should be set aside as mitigation for OHV use at Carnegie SVRA.

Please send all notices regarding Carnegie SVRA, including but not limited to all projects and activities, General Plan, EIR, Negative Declarations, limited environmental reviews, Tesla Park, Tesla Park expansion, to me at the following address. Also please add me to the distribution for all notices regarding the OHMVR Commission.

Celeste Garamendi  
121 E. 11<sup>th</sup> Street  
Tracy CA 95376  
[cmg@inreach.com](mailto:cmg@inreach.com)

Thank you for your careful review and consideration of these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Celeste Garamendi".

Celeste Garamendi

**From:** Marilyn Russell <[trailrider@ewnet.net](mailto:trailrider@ewnet.net)>  
**Date:** June 7, 2012 11:10:24 AM PDT  
**To:** Chris Mundhenk <[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)>  
**Subject: Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

Chris Mundhenk, CEQA Project Manager  
AECOM  
2020 L Street, Suite 400  
Sacramento, CA 95811

\*\*\*\*\*

**Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

**Dear Mr. Mundhenk,**

I have lived in Livermore, California, for 45 year, most of that time on 6 acres on the East side of the Valley just over the hill from the old town of Tesla site and Carnegie SRV Park. I taught field biology at Livermore High School for 33 years. My goal was to teach students the value of their local landscapes, watersheds, plant and animal species and the unique historical and natural history features of our Tri Valley and close by parks. We took field trips (night drives) to Corral Hollow to observe wildlife which became increasingly sparse due to habitat destruction (off road vehicle damage in contingent Carnegie Park) and greater use of Tesla/Corral Hollow county road. Our discoveries are still part of a shared memory with my students, some of whom are now biologists and teachers as well as county planners and active in observing wildlife and wild lands, often with their children. It would be wonderful to have such a biologically diverse and historically significant parkland for the future generations of students in the Tri-Valley to visit and study.

I belong to many Horse Clubs in the State, but am most active and represent the local Tri-Valley Trailblazers. I am on the board as publicity chair, but I have served as President for two years. One of the mission statements for our club is to support and preserve local trails for equestrian use. I also am on the Steering Committee for the Friends of Tesla group.

I am a rancher, bird watcher, and passionate trail rider. I have over 8000 miles in competition on horseback on historic trails throughout the American West.

I have a great respect for unspoiled vistas, open space, wildlife, pristine landscapes, and silence.

I love history and I have had the opportunity to ride and gather cattle in the Tesla town site when it was in private hands. I treasured seeing the bedrock mortars of the first people to occupy the

canyons and I have read Dan Mosier's book on the town of Tesla as well as Brewer's UP & DOWN CALIFORNIA in the 1860s. The land looks and feels just like it was described over one hundred years ago. I can only hope future explorers like myself can have the same unique experience of seeing this land as it was in the past, unspoiled and complete.

I could feel the ghosts of ancestors as I rode through these sacred trails and also enjoyed seeing Golden Eagles, roadrunners, kangaroo rats, coyotes and badgers to name a few; including the successfully re-introduced Tule elk.

Given my personal experience with this region, and great love of preserving precious biotic resources, I see a great opportunity for leaving a priceless section of land for the future generations to enjoy as unspoiled as it was seen by their ancestors of hundreds of years ago. I appreciate every local and state park throughout the West and I have visited many often for long hours on horseback, but as Dorothy has said so truly in the Wizard of Oz, "There is no place like home!"

Our region deserves an Eastern connection of trails and open unspoiled space. This is our generations opportunity to leave a legacy for our grandchildren for many generations into the future. That is why Tesla Park should be protected from ORV use and established as a non-OHV, low-impact historic and natural resource park and preserve. Therefore, I urge you to carefully study all potential impacts to this land thoroughly for at least five years with a comprehensive EIR.

One alternative that needs to be evaluated is NO ORV use in the park. Off road vehicles are NOT COMPATIBLE with preserving biological, cultural and historical treasures. and definitely not compatible with low impact, quiet uses such as hiking, birding, nature study, horse back riding, cattle grazing, education or reflection and restoration of the human spirit.

I am speaking from my heart and experiences for the wildlife, domestic animals, ancient peoples, plants, rocks, land and water that cannot speak for themselves.

Thank you for your consideration and dedication to a complete study of all these resources and the consideration of an alternate use to this precious landscape.

Very Sincerely,

Marilyn Russell  
[trailrider@ewnet.net](mailto:trailrider@ewnet.net)  
11175 Reuss Road  
Livermore, CA 94550  
925 447-3730

# FRIENDS OF TESLA PARK

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www.teslapark.org

Friendsofteslapark@gmail.com

June 10, 2012

## SUBMITTED VIA EMAIL

Joe Ramos  
Sector Superintendent  
Twin Cities District, Carnegie Sector  
15751 Tesla Road  
Livermore, CA 94550  
[joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

## **RE: Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Tesla expansion**

Dear Mr. Ramos and Mr. Mundhenk:

This letter addresses the NOP EIR for the Tesla/Alameda purchase. I strongly object to the use of this property for OHV recreation for reasons stated below. However, first, I want to say that the project description is inadequate in that it does not say that Tesla will be opened to OHV use. This significantly limits public and agency input on that significant omission in the NOP and needs to be corrected and then recirculated.

The expansion of Carnegie OHV Park into the Tesla/Alameda Purchase is fundamentally unsound. The expansion is unnecessary, as OHV riders already have a park in the area, whereas low-impact users from the San Joaquin Valley have none. The number of OHV users at Carnegie has decreased significantly in the last few years according to the OHMVD website, making expansion even more unnecessary. Even more egregious, is the intention to expand into a beautiful pristine wilderness, with numerous endangered species and unique vegetation.

I am a long-time hiker in the region and am very familiar with the type of land that is preserved as low impact use parkland. I wrote a hiking book for the Tri-Valley in Alameda County because there was such a demand for outdoor experiences in the surrounding mountains. This book of hiking trails has been the best seller in three local book stores, and Barnes and Noble in Dublin. Unlike OHV parks, the low impact parks are used year round, day in and day out; weather does not restrict use. The popularity of my book,

demonstrates the growing number of outdoor enthusiasts that do not use motorized vehicles. There are places for OHV use, but not on land so precious that it should be saved for our children and grandchildren.

It is not appropriate for the entire Alameda/Tesla property, including the roadside acreage, to be studied as a program EIR. A project level EIR is necessary so that the study yields thorough and complete results and evaluates all impacts of opening up Tesla to OHV use and is not done piecemeal. The program approach is a simplistic approach that attempts to evade the purpose of an EIR for this property.

I propose a different use for Alameda-Tesla property: NON-OHV USE. Low impact recreation use alternative(s) must be part of EIR alternatives analysis for the entire Alameda/Tesla property. The EIR must address the alternative of a low-impact recreational/historical park.

I also request the following areas be evaluated in the EIR process:

- 1) The long-term cumulative impacts from OHV use on the ecology of the plants and animal ecosystems especially because of the long term failure of Carnegie SVRA to meet 1981 GP requirements or State law requirements for protection of natural resources.
- 2) The aesthetic value of the property, including the views, needs extensive evaluation. There is a negative aesthetic effect that will occur, with the use of OHVs on this precious natural resource. This negative effect will degrade the environment as it has done to Carnegie. Compared to hikers, birders, horseback riders and photographers this effect is undeniable. The noise, dust, bodily injuries, and loss of peace, caused by OHV use are not compatible with low impact park users. The view from this park extends to Mt. Diablo, the Sierra Nevada, Mission Peak and the San Joaquin Valley. The loss of view for these low impact users is unacceptable. Low impact users cannot access or enjoy the views and hiking trails if OHVs are allowed to use trails in Tesla. The scenic quality of this park is unique and similar to other regional parks that have been preserved.
  - a. Aesthetic impacts must consider impacts of OHV use on Non-OHV low impact recreation park users. This includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise; impacts of fast moving vehicles that disrupt the environment for non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing.
  - b. The EIR must evaluate OHV use and Non-OHV, low impact recreation use as incompatible uses, because OHV use damages and intrudes on the activity and interpretive zone which is the very essence of the Non-OHV low impact recreation activity
  - c. Impacts of OHV use on aesthetic qualities for ongoing Carnegie SVRA activity and major OHV events that draw thousands of people must be evaluated in the

EIR, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHC activities.

- 3) Valuable historical, cultural and natural resources are found in all areas of this property. Maximum protection perimeters, not just twenty foot buffers, for these resources including aesthetics, views, noise, habitats, plant communities, historical sites, cultural sites, preclude off-road vehicle riding in the entire park. Long-term studies (several years) have to be scheduled so that all of these resources are evaluated and protected by wide buffer zones that protect the aesthetics, the views, the soil, the watershed and the migratory habitats of endangered species. Plant communities need to be identified in every part of the park and a plan for their protection must be put in place. Migratory routes of animals in the Diablo Range from North to South and East to West need to be studied so that migratory trails are not disturbed.
- 4) Carnegie SVRA must mitigate for impacts including ongoing temporal impacts of current operations as well as any impacts on Tesla/Alameda relative to expansion.
- 5) Tesla should be open to Universities for on-site research of plant and animal habitats. This is not possible with off road vehicles on-site too. Universities and local biological groups cannot conduct research while off-highway vehicles are motorizing next to them. Evaluation of how educational programs will be implemented for natural and historical research without interference by Off Highway Vehicles needs to be addressed in the EIR.

In conclusion, Eastern Alameda County and Western San Joaquin County have become urbanized. The balance of open space vs. urbanization in these areas as people look for serene wilderness as an escape from crowds, noise and pollution is crucial. The State department of Parks has a fiduciary obligation to protect valuable and diminishing open space for its citizens as a refuge from urban blight. It also is entrusted with the responsibility to ensure that the Environmental Impact Reports for the state parks are unbiased, free of influence, and are done for the benefit of the public. Aecom should be held accountable for providing a fair and thorough evaluation with truthful and shameless results.

I am writing this letter on behalf of Friends of Tesla. I am also incorporating the comments of John Icanberry, Celeste Garamendi, Richard Ryon, Arthur Hull, Davis Lunn, Marilyn Russell, and Will Bolton .

Very Truly,

Nancy Rodrigue

Friends of Tesla Park

**From:** [John Icanberry](#)  
**To:** [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)  
**Cc:** [Art Hull](#); [Janis Turner](#); [Celeste Garamendi](#); [dickryon@comcast.net](mailto:dickryon@comcast.net); [Will Bolton](#); [David Lunn](#); [Nancy Rodrigue](#); [Marilyn Russell](#)  
**Subject:** NOP Comments  
**Date:** Friday, June 08, 2012 8:12:54 PM  
**Attachments:** [John's FoTP State NOI Input, May 21, 2012.docx](#)  
[Untitled attachment 00010.htm](#)

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From: John Icanberry  
Member, Friends of Tesla Park  
Steering Committee

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
[Email: chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Attached are my comments to the NOP. I have sent a hard copy of my listed plant and animal species compilation spreadsheet that includes listed species observed and found on Tesla Park and adjacent properties to Tesla Park, Carnegie SVRA and LLNL Site 300. I expect to see all my environmental impacts and environmental issues addressed in your EIR, not in general summary statements on the Carnegie SVRA General Plan website.

Please keep me informed of your progress and anticipated completion date.



Richard Ryon  
1183 Glenwood Court  
Livermore, CA 94550  
June 8, 2012

By E-mail to <chris.mundhenk@aecom.com>  
AECOM

Attn: Chris Mundhenk, Project Manager Carnegie SVRA  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Regarding:** *Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan*

Dear Mr. Mundhenk:

I am a refugee from Southern California. I moved to Livermore in 1964 and love this town and the place where it is situated. We have worked for fifty years to preserve agricultural lands and open space that surround our town. I own rangeland on Crane Ridge, not far from what some call the Carnegie Vehicular Recreation Area Extension but I prefer to call Tesla Park. The Park and my land both have beautiful views of the Livermore Valley, are home to wildlife and wildflowers, and offer serenity. In addition, Tesla has considerable historic and cultural value. I urge you to give weight to these values as you write options in the Environmental Impact Report.

Carnegie Park is what it is: a place for people to enjoy the thrill of motorcycles and other off-road vehicles as they climb steep slopes with the wind in their face. That is fine. The place is big enough. The habitat is destroyed enough. There is enough noise. Expansion is unnecessary and highly undesirable.

I use and enjoy our great State's parks. Tesla would be a wonderful addition to this system or to that of the East Bay Regional Parks. It could become a part of a trail system from Mount Diablo southward to Del Valle Regional Park and connecting to the system of trails around San Francisco Bay. What a fine legacy to leave to our grandchildren and their grandchildren!

Please be sure to develop and emphasize the alternative of NO OFF-ROAD VEHICLES for this beautiful land. Off-road vehicles are not compatible with preserving the historic, cultural, biological, and recreational values this land has in abundance.

Sincerely,



Richard Ryon

**From:** [treus@comcast.net](mailto:treus@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [nancyrodrique@sbcglobal.net](mailto:nancyrodrique@sbcglobal.net)  
**Subject:** Comments of Friends of the Vineyards on Carnegie Park NOP  
**Date:** Friday, June 08, 2012 9:00:28 PM  
**Attachments:** [page 1.pdf](#)  
[page 2.pdf](#)

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Please see the attached comments regarding the Carnegie Park NOP.

I represent the board of Friends of the Vineyards, a Tri-Valley non-profit.

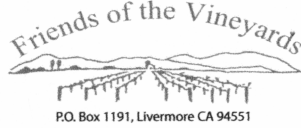
Please note that, due to limitations of my home scanner, the document is attached as two separate pages.

A hard copy has also been mailed.

Please contact me if you have any questions or problems with opening the documents.

Sincerely,

Tamara Reus  
President  
Friends of the Vineyards



Friends of the Vineyards  
P.O. Box 1191  
Livermore, CA 94551  
June 6, 2012

By E-mail to <chris.mundhenk@aecom.com>  
AECOM

Attn: Chris Mundhenk, Project Manager Carnegie SVRA  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Regarding:** *Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan*

Dear Mr. Mundhenk:

This letter addresses concerns for the state owned Tesla Parkland located in southeast Alameda County and the intention of the OHMV (Off- Highway Motor Vehicle) Division of the State Parks Department to expand Carnegie SVRA into the Tesla Park.

*Friends of the Vineyards* is dedicated to preserving and enhancing the vineyards, agricultural lands, and open spaces of the Livermore Valley and the adjacent region. We therefore urge your support for the establishment of Tesla Park as a non-motorized historic and natural resource park and preserve. We oppose the plan for any off highway vehicle use at Tesla Park. The rich concentration of natural and cultural resources within Tesla Park must be protected from the destructive impacts of OHMV use.

Tesla Park is a special natural landscape that deserves to be protected. It includes the culturally significant and historic town site complex of Tesla, and the location of the first commercial coal mines in California. It was a seasonal hunting and gathering site for Native American Ohlone and Yokuts and includes a pre-Columbian petroglyph. It has vestiges of the historic El Camino Viejo, a wagon road from Livermore to the Central Valley, dating from the Spanish and Mexican period of California history.

Importantly, Tesla Park holds critically important biological resources. There are at least 28 endangered or special status species of wildlife and plants. A critical north – south habitat corridor from Mt. Diablo to Mt. Hamilton passes right through the park. It includes miles of the Corral Hollow Creek and watershed that nurtures its spectacular biological diversity. Magnificent ridge top views of the Central Valley, Sierras and Mt. Diablo dominate the landscape. A diverse range of vegetation such as Blue Oak woodlands, Savanna grasslands, sage scrub and distinctive wildflowers blanket the hills.

The location of Tesla Park also provides an essential link in the East Bay Park and trail system. This presents an opportunity to develop a recreation and preservation corridor between

the East Bay and the Central Valley along Tesla/Corral Hollow road that can serve a wide range of other recreationists including hikers, bicyclists and equestrians. Further, Tesla Park has been used as a research area for universities and could be a valuable outdoor learning laboratory for schools.

Given this abundance of rare cultural and biological resources, Tesla Park deserves to be protected from OHMV use in its own right. However, the ongoing destructive impacts of OHMV use at Carnegie State Vehicular Recreation Area (SVRA) make the need to protect Tesla Park even more urgent. Recent attempts to rehabilitate parts of Carnegie SVRA do not eliminate the risk to Tesla Park, nor do plans by the OHMV Division to operate Tesla differently from Carnegie SVRA. Off-highway motor vehicle use would significantly damage wildlife and vegetation at Tesla Park. Simply, the State of California should not allow any OHMV use and fragmentation of the sensitive and fragile landscape of Tesla Park by OHMV use.

*Friends of the Vineyards* certainly do not oppose OHVF activity altogether, and we respect the rights of OHVF enthusiasts to enjoy off-road recreation. We do firmly believe, though, that OHVF activity should be confined to areas with less ecologic, biologic, and historic significance than Tesla Park.

We join *Friends of Tesla Park* in support of the goal to establish Tesla Park as a non-motorized historic and natural resource park and preserve. Whether part of the State Parks system, transferred to Easy Bay Regional Park District or some other alternative, Tesla Park should be protected from OHMV use and its rare cultural and biological resources preserved to serve the broader community. This letter is approved by the Board of Directors of *Friends of the Vineyards*.

Sincerely,



Tamara Reus, President  
Friends of the Vineyards

cc: Friends of Tesla Park, Nancy Rodrigue, 3053 Marina Ave, Livermore, CA 94550  
<nancyrodrigue@sbcglobal.net>

**From:** [Matt Vander Sluis](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Seth Adams](#); [Melissa Hippard](#); [Mack Casterman](#); [rscimino@gmail.com](mailto:rscimino@gmail.com); "Celeste Garamendi"; "Joan Seppala"; [bobbaltzer@comcast.net](mailto:bobbaltzer@comcast.net); "Jeanette King"  
**Subject:** Scoping Comments for the Carnegie State Vehicular Recreation Area General Plan  
**Date:** Tuesday, July 10, 2012 5:06:08 PM  
**Attachments:** [Greenbelt Alliance - Carnegie Scoping Comments 7 10 12.pdf](#)

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Chris,

Thank you for this opportunity to comment on the Notice of Preparation for the Carnegie State Vehicular Recreation Area General Plan.

Please add us to the notification list for this environmental review.

Take care,

Matt Vander Sluis  
Senior Field Representative, East Bay

Greenbelt Alliance  
1601 North Main Street, Suite 105 • Walnut Creek, CA 94596  
(925) 932-7776 • cell: (707) 628-3324 • [mvandersluis@greenbelt.org](mailto:mvandersluis@greenbelt.org)

Open Spaces & Vibrant Places  
[At Risk 2012](#) • [greenbelt.org](http://greenbelt.org) • [Facebook](#) • [Twitter](#)



July 10, 2012

AECOM

Attn: Chris Mundhenk, Project Manager

2020 L Street, Ste. 400

Sacramento, CA 95811

[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Submitted via email: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Dear Mr. Mundhenk:

RE: Scoping Comments for the Carnegie State Vehicular Recreation Area General Plan Environmental Impact Report

Thank you for this opportunity to comment on the Notice of Preparation (NOP) issued on May 10, 2012, regarding the Environmental Impact Report (EIR) for the Carnegie State Vehicular Recreation Area General Plan and Tesla Expansion Project in Eastern Alameda County.

Greenbelt Alliance is a membership-based, non-profit public benefit organization that has been active in the San Francisco Bay Area for more than fifty years. We work to make the nine-county Bay Area a better place to live by protecting the region's greenbelt and promoting the development of livable, walkable, transit-oriented communities in the region through public policy development, advocacy, and education.

The NOP indicates that the intention of the Off-Highway Motor Vehicle Recreation (OHMVR) Division of the California Department of Parks and Recreation (CDPR) is to expand the Carnegie State Vehicular Recreation Area (SVRA) into the Alameda-Tesla acquisition land ("Tesla Park") to extend off highway vehicle (OHV) activities into these currently untouched 3,478 acres of open space.

Greenbelt Alliance is deeply concerned about the proposed expansion and the potentially significant impacts of this action. We also have concerns about the intended structure of the EIR. If OHMVR proceeds with an EIR for this expansion, the following issues deserve particular attention:

MAIN OFFICE • 631 Howard Street, Suite 510, San Francisco, CA 94105 • (415) 543-6771 • Fax (415) 543-6781  
SOUTH BAY OFFICE • 1922 The Alameda, Suite 213, San Jose, CA 95126 • (408) 983-0856 • Fax (408) 983-1001  
EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970  
SONOMA OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275  
MARIN OFFICE • 30 North San Pedro Road, Suite 285, San Rafael, CA 94903 • (415) 491-4993 • Fax (415) 491-4734

**INFO@GREENBELT.ORG • WWW.GREENBELT.ORG**

### **Lack of Need for the Project:**

It is unclear why the CDPR is pursuing the conversion of Tesla Park from its current condition as a protected natural area into an area for OHV activities. The State Parks Department 2008 Outdoor Recreation Report clearly identifies non-motorized low impact recreation opportunities as top priorities. In a time of fiscal crisis throughout California and particularly within the CDPR, this expansion appears unnecessary and ill-conceived. The EIR should thoroughly demonstrate why this expansion is needed at this time.

### **Inadequacy of Program Level Environmental Review:**

The proposed acquisition lands contrast greatly with the lands already included in the existing SVRA. Tesla Park does not bear the same semblance and characteristics as the lands of the Carnegie SVRA, which has endured decades of erosion, vegetation damage and other environmental degradation from permitted motorized recreation use under State Parks management. Despite past attempts, Tesla Park has never been successfully approved for motorized vehicle use, and in its current state remains an untouched haven for many native animal and plant species as well as a critical habitat corridor for diverse wildlife.

As such, it would be inappropriate for the EIR of the General Plan Update to study the potential environmental impacts to these two very disparate sites within the same review. A program EIR is not sufficient for this site-specific decision. A project-level EIR analysis specific to the Tesla Park area must be completed before any decision is made regarding the expansion of off-road vehicle use and impacts into the area.

### **Impacts on Air Quality:**

The Global Warming Solutions Act (AB 32) of 2006 mandates that California reduce its greenhouse gas emissions to 1990 levels by 2020. SB 375 of 2008 provides further policy mandates to reduce vehicle miles traveled. The expansion of the motorized trail system into Tesla Park would conflict greatly with the goals and stipulations of AB 32 and SB 375. Allowing off road vehicle activities into Tesla Park will significantly increase the amount of greenhouse gas emissions generated in the area, as well as the amount of other pollutants released into the air. Many OHVs are equipped with two-stroke engines that do not burn fuel completely and produce contaminants such as nitrogen oxides, carbon monoxide, ozone, and aldehydes in amounts many times greater than those of modern cars. The EIR should thus include an extensive and thorough study of the emissions that would be generated by OHV use in the site area and include measures to fully mitigate these impacts.

In addition, the air pollution, greenhouse gas emissions, and vehicle miles travelled of the project will have significant impacts on the health of neighboring communities. These impacts should be analyzed in a full Health Impact Assessment. This assessment should examine, among other things, how the project's proposed uses and generation of additional vehicle traffic to the project area could impact obesity, heart and lung disease and mortality rates, safety for bicyclists and pedestrians, and the number and rate of automobile accidents.

### **Impacts on Water Quality:**

The existing OHV uses at the Carnegie SVRA have resulted in documented water quality and erosion impacts. As the Tesla Park area is located in the Corral Hollow Creek watershed, it contains a delicate and biologically significant system of intermittent and ephemeral streams

that would be damaged by soil erosion and pollutants generated by a motorized trail system in the area. Plans for the Tesla-Alameda area should thus be designed in a manner that avoids any further impact. The EIR should provide a thorough overview of past water quality impacts as well as the actions to resolve existing water quality issues.

**Impacts on Biological Resources:**

Tesla Park is located in the upland Coastal Mountain Range between Mount Diablo and Mount Hamilton. As part of the Diablo Range, Tesla Park serves as critical habitat corridor and an important link in the preservation efforts in the region. Tesla Park is also located within the Corral Hollow Creek watershed, which acts as a primary water source feeding the diverse plant and wildlife populations of the area. The watershed supports a surprisingly wide range of sensitive wildlife and plant species, including many that are threatened, rare and managed, such as the California Red Legged Frog, the California Tiger Salamander, and the Tule Elk.

Use of motorized vehicles in the area would contribute to the loss of habitat for these species in numerous ways, including conversion of native vegetation to road or trail surfaces, fragmentation of habitats due to road/trail system development, interruption in migratory patterns from loss of habitat connectivity, and direct mortality due to inevitable vehicle collisions. Given the unique biological diversity of Tesla Park, and the potentially damaging effects motorized vehicle use in the area could have on the habitat of many sensitive plant and wildlife species, the EIR must thoroughly evaluate all potentially significant project impacts on the biological resources of the area.

**Effects of Climate Change on Project Area:**

A substantial body of research demonstrates that greenhouse gas emissions are causing profound changes to California's environment, including increased wildfires, changing hydrological regimes, and increased heat-related public health threats. The EIR must include a thorough analysis of the full range of potential climate change effects on the project area, including changes to water supply and quality, public health risks from increased temperatures, threats to local agriculture from invasive species and other stressors, and impacts on habitats and species. The analysis should address the extent to which the effects of the project are more severe under changing climatic conditions (e.g. increased health impacts of air pollution and higher vulnerability of endangered species under increased temperatures) as well as whether the project may expose new residents to harmful or dangerous conditions (e.g. new hydrological threats)<sup>1</sup>. It should also examine how the project may interfere with proposed and adopted climate adaptation strategies (e.g. land use measures that reduce energy demand during periods of peak usage).

As part of this analysis, the EIR should examine all documents related to the California Natural Resources Agency's *2009 California Climate Adaptation Strategy*<sup>2</sup>, including its extensive bibliography; the California Energy Commission's Public Interest Research Program's climate science program; climate research by The Nature Conservancy; and the Stockholm Environment

---

<sup>1</sup> This should build upon the EIR's assessment of other current hazards such as potential for landslides. See California Geological Survey's "Susceptibility to Deep-Seated Landslides in California" (2011)  
<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/05/20/MN8C1JIE3N.DTL>  
<http://www.conservation.ca.gov/CGS/information/publications/ms/Documents/MS58.pdf>

<sup>2</sup> <http://www.climatechange.ca.gov/adaptation/>



Institute's CalAdapt/Google Earth demonstration prototype, which provides geographically-specific climate impact data.

**Impacts on Cultural Resources:**

The Corral Hollow Canyon and Tesla hold a substantial place in our regional and state history. It has a well-documented cultural presence of indigenous peoples and contains an array of prehistoric artifacts that should be protected for their archaeological significance. The resource inventory for the General Plan and EIR must fully evaluate the indigenous cultural history of the Carnegie SVRA and Alameda-Tesla Expansion Area. An appropriate trail access plan and visitor management strategies should be outlined within the General Plan to ensure cultural resource preservation.

**Growth-Inducement Effects:**

The project appears to have many growth inducing components. Tripling the size of the Carnegie SVRA will bring additional recreationists to the area, putting pressure on surrounding lands for services to support these new visitors. It will also increase the amount of park and offsite law enforcement, emergency service, and park maintenance staff needed, creating pressure for additional housing and other services in the area. Some ranches and ranchettes along Corral Hollow - Tesla Road, which cover at least 500 acres, have already been converted to employee housing that is maintained by OHMVR funds. The EIR must study how these and other elements of the project may induce additional growth in the area and the environmental impacts of that induced growth.

**Conclusion:**

Tesla Park is a treasure for the San Francisco Bay Area and the State of California. The approval of this project would have devastating effects on the park and erode the ecological fabric of the entire San Francisco Bay Area region. We therefore urge the OHMVR to thoroughly investigate the full range of environmental impacts, mitigation measures, and alternatives for the project. This assessment will demonstrate that the project should -- and must -- be rejected to help protect the long-term viability of our historic and natural resources.

Thank you for your consideration of these comments.

Sincerely,



Matt Vander Sluis  
Senior Field Representative, East Bay  
Greenbelt Alliance  
(925) 932-7776  
mvandersluis@greenbelt.org

**From:** [Jeff Kaskey](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Comments on Tesla Expansion  
**Date:** Sunday, June 10, 2012 11:00:19 PM  
**Attachments:** [CommentsOnNOP.pdf](#)

---

Dear Mr. Mundhenk,

Please see the attached comments regarding the Carnegie SVRA General Plan Update. Thank you for the opportunity to comment and please feel free to contact me with any questions or clarifications.

Sincerely,

Jeffrey Kaskey  
President, Livermore Heritage Guild

585 South K St  
Livermore, CA  
94550  
June 10, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**RE: Carnegie SVRA General Plan Update/Tesla Expansion Project NOP  
Comments**

Dear Mr. Mundhenk:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/Tesla Expansion Project. I have visited the area and as President of the Livermore Heritage Guild have some appreciation for the historic value of the subject site. This project has significant impacts across the area's natural resources, scenic value, species preservation and historic significance. While I will only address the historic resource issues, I hope that each of these areas is reviewed for the relevant impacts.

In the course of this process I am sure you have been apprised of the area's basic history, from its geologic foundations, through Native American range to its namesake mining community to its current tranquil state. Without restating the history itself, I will address the experience of visiting a culturally significant location.

The experience of a historic site for all of its guests; its visitors, tourists, curious passers-by and serious researchers, is completely contained in the site's environment. A Shaker Village reduced to a few buildings would be of little interest, a battlefield under a shopping mall would be anonymous. We preserve historic districts, parks, battlefields, forts, Native American sites and ghost towns exactly because simply knowing they were once there is not enough. The value is in the extent, condition and context, not in its coordinates on a map.

Sadly, we do not always get to preserve a site in a way that makes the experience worth visiting, but with Tesla there is an opportunity to do just that. We know that a site properly preserved attracts guests interested in appreciating this historic value. In a 2004 paper titled "Heritage Tourism and the Federal Government" from the Advisory Council on Historic Preservation, they note: "Heritage tourists take longer trips, spend more money and stay longer." They further observe that heritage tourism creates jobs, creates new markets for regional arts and crafts and builds community pride. In "2010 Cultural Heritage Traveler" the US Department of Commerce tells us that of overseas visitors

(over 15 million in 2010) over 70 percent were considered Cultural Heritage Visitors. And heritage tourism creates jobs. Tourism is one of this country's largest employers, with about 7.5 million employed in direct travel related jobs in April 2012 according to the Travel Industry Association.

A potential influx of heritage tourists and related jobs may not, in itself, validate preservation of the Tesla site. It is clear that the site of a town that was a contemporary to the nearby pioneer town of Livermore is important in its own right, as an archeological and geographic reference and as a part of the development story of modern Livermore itself. But the interests of tourist guests, local, national and international, is a useful yardstick in determining the significance of a site and underscores the importance of preserving it in a state that is conducive to effective interpretation. Tourists and researchers alike value a site they can experience in a manner that relates to the site's important periods of significance. Whether it is the clear streambed as would have been discovered by Native Americans, or the abrupt geography that beckoned the miners, the present Tesla site offers visitors an opportunity to place themselves in the picture and walk through time to be part of the historic site.

It should be clear at this point that there is no compatible model of use where powered recreational vehicles cut through the hills while families of visitors try to hike the paths as 1910 miners would. Tracing the legendarily treacherous pass into Tesla from Livermore on foot is simply impossible while off road vehicles spin past.

I should note that besides being the President of the Livermore Heritage Guild, I am also a motorcyclist. These days I ride street bikes, but I also spent time on various dirt bikes in the Carnegie hills and elsewhere. I am not against off-road vehicle use, and understand the fun, family-friendly qualities of off-road vehicle recreation. But that does not mean that such vehicles should be allowed everywhere, and a reasonable accommodation is absolutely required here, to preserve this site for it's own qualities, while the Carnegie site continues to provide a robust motorized vehicle opportunity.

I request that these comments be made a part of the permanent public record of this process. I will mail a printed copy of these comments to your office. Please send notices of any future actions on this matter to the address above. And thank you again for the opportunity to be heard on this important project.

Sincerely,

Jeffrey Kaskey  
President, Livermore Heritage Guild

**From:** [Don Stoner](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Comments on EIR for Tesla Park  
**Date:** Monday, June 04, 2012 4:17:47 PM

---

Carnegie SVRA  
NOP/NOC Public Scoping Period

June 3, 2012

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

On behalf of the Livermore Hillhikers I would like to comment on the planned expansion of the Carnegie SVRA into the naturally, culturally and historically significant Tesla Park Property. First of all we believe that this expansion into the Tesla Park Property to be totally inappropriate and will be a black mark on the OHMV Division's reputation. Alternative sites need to be found. The Tesla Alameda Property is not the right place.

First, the deleterious impact on habitat's and wildlife from the operation of motor vehicles in their vicinity is widely understood. Your own website alludes to these effects ([http://carnegiegeneralplan.com/system/assets/28/original/hms\\_peer\\_review\\_final\\_report\\_2009.pdf?1337959492](http://carnegiegeneralplan.com/system/assets/28/original/hms_peer_review_final_report_2009.pdf?1337959492) ). Not only are wildlife drawn to the trails at their own peril but the effects from noise, dust and soil disturbance are felt for hundreds of yards beyond the trails. This area is too environmentally sensitive for OHV use.

There are Native American artifacts on the property that date from 6000 to 8000 years ago and OHV operation is incompatible with preservation of these resources. The historic townsite of Tesla offers educational opportunities the value of which OHV use in its vicinity will be diminished, greatly. It is imperative that you find another site for the OHV activity and relinquish the Tesla property for low impact use.

Carnegie SVRA has failed to meet 1981 GP requirements or State law requirements for protection of natural resources; this failure must be addressed. In addition, Carnegie SVRA must mitigate what it has done at the current site and the Tesla Park property would be a way out of the deep legal hole that Carnegie SVRA has dug for itself.

Resource Protection zones need to be addressed. Maximum protection perimeters for historic, cultural, biologic and scenic resources that include but are not limited to aesthetic views and noise sheds and regional/nearby land use or mitigation plans must be required.

Non-OHV use must be part of the alternative analysis for the Tesla Park property.

Thank you,

On behalf of the Livermore Hillhikers

Don Stoner

Email: [donstoner323@comcast.net](mailto:donstoner323@comcast.net)

**From:** [richard s. cimino](#)  
**To:** [Mundhenk, Chris](#); [richard s. cimino](#)  
**Subject:** Carnegie SVRA General Plan comments  
**Date:** Monday, June 04, 2012 2:18:13 PM  
**Attachments:** [OAS Tesla submission.doc](#)

---

Dear Chris ,  
Please enter the Ohlone Audubon Society comments on Carnegie SVRA General Plan comments into the official record.  
Please enter my name and email address to your data base so I am remain in the loop for Carnegie SVRA updates.  
Regards,  
Rich Cimino  
Ohlone Audubon Alameda County.  
Conservation Chair

Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858

The Ohlone Audubon Society (OAS) of Alameda County has many concerns regarding long range planning process for Carnegie State Vehicular Recreation Area (SVRA).

Your web site states that “The revised General Plan will reflect current conditions including visitation, types of recreation, and natural and cultural resources. It will also identify important management issues and provide guidance for future land uses.”

The OAS submits to you that nature protection via preservation of the 3400 acre area known as Tesla is a key issue to be addressed in this planning process for future generations.

The SVRA is on the southern edge of the Altamont Pass Wind Resource Area (APWRA). The APWRA is undergoing a California State ordered repowering expansion plan to reduce avian death within the Wind Turbine production area.

The APWRA repowering plan has a state ordered mandate to reduce avian death by 50 %.

An unbalanced plan allowing expansion of the SVRA into the Tesla region will disrupt a vital avian wildlife corridor linkage. Hawks, eagles, owls and plus other species using the Tesla area for foraging. The Tesla area keeps these critical birds populations out of the APWRA. **This is an important fact you need to address in your planning process.**

The Off-Highway Motor Vehicle Recreation Division of California State Parks needs to address nature protection with the preservation of the entire 3,400 acres of pristine public land in eastern Alameda County known as Tesla.

In the public interest Tesla is best used as wildlife conservation as a mitigation bank to support the APWRA repowering plans. By performing such a task you also be supporting green energy production and wildlife conservation.

By doing your part you will be performing a huge task on behalf of the Public Interest of the California State , by reducing avian collisions in APWRA. Establishing Tesla as a buffer zone to the southeast of the APWRA will assist in keeping foraging hawks, eagles, owl and other species from entering into the danger zone of the wind turbine production areas. This is a key fact to be recognized during your planning process.

There are choices to be made early on in your public outreach process. Choices made in the greater public interest by considering all impacts of an expanded SVRA will offer a balance responsible method for early public support and an investment to the time management of this process. Your office is accountable to future generation of all segments of the interested community and to the wildlife and to the integrity of sphere of influence SVRA shares as a neighbor with the APWRA.

Please enter this letter into General Plan comment and the EIR process also.

Regards,  
Rich Cimino,  
Ohlone Audubon Conservation Chair eastern Alameda County



**From:** [csnckaren@gmail.com](mailto:csnckaren@gmail.com) on behalf of [Karen Schambach](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Comments on Carnegie General Plan NOP  
**Date:** Monday, June 11, 2012 9:37:12 AM  
**Attachments:** [DPR 2008 Recreation report.pdf](#)  
[NOP comments 6-11-12.pdf](#)

---

Dear Mr. Mundhenk,

Attached please find PEER's comment letter and attachment on the NOP for Carnegie SVRA. If you have any questions, please feel free to call me at 530-333-2545.

Karen Schambach  
California Field Director



California

**Public Employees for Environmental Responsibility**

P.O. Box 4057, Georgetown, CA 95634 Phone: (530) 333-2545 Email: [capeer@peer.org](mailto:capeer@peer.org)

June 11, 2012

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811

[Email: chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Re: Comments on Carnegie General Plan Notice of Preparation

Dear Mr. Mundhenk:

Thank you for the Notice of Preparation for the Carnegie SVRA General Plan. I am writing and submitting these comments on behalf of Public Employees for Environmental Responsibility (PEER), our staff and our members.

PEER is a service organization dedicated to protecting those who protect our environment. PEER provides legal defense to federal, state, local and tribal employees dedicated to ecologically responsible management against the sometimes onerous repercussions of merely doing their jobs. In addition, PEER serves as a safe, collective and credible voice for expressing the viewpoints otherwise cloistered within the cubicles. Headquartered in Washington, D.C., PEER has a network of seven state and regional offices, including California.

California PEER has a long history with Carnegie SVRA. We have been contacted numerous times over the past ten years by State employees expressing their concerns regarding management, or lack thereof, at the SVRA. We submitted comments on an earlier Draft EIR for the additions to the SVRA. We have expressed our concerns over the years to the OHMVR Division regarding the management of the existing SVRA, including lack of compliance with the Soil Standards and Wildlife Habitat Protection Plan. From 2009 until just last month, PEER was a Plaintiff in litigation challenging the SVRA's compliance with those regulations and with applicable water laws. That litigation was recently settled, following a Central Valley Regional Water Quality Control Board Cleanup and Abatement Order and actions taken by the SVRA to begin to bring the SVRA into compliance. We note the above in order to put these comments on the current NOP into historical context.

The minimum content requirements for an NOP include (CEQA Guidelines §15082(a)(1)): Description of the project; Location of the project indicated on an attached map (preferably a topographical map), or by a street address in an urbanized area; Salient environmental issues; and Probable environmental effects of the project.

The NOP lacks sufficient information for the public or other agencies to provide meaningful comment. It includes neither salient environmental issues nor probable environmental effects of the project. It merely lists a menu of potential environmental effects that are anticipated to be addressed in the EIR. Certainly, were one not familiar with the existing SVRA and the lands proposed for addition, the project would not likely rise to the top in the triage process commonly used by public resource agency staff to prioritize the projects they select for participation in environmental review.

The NOP should have disclosed the numerous sensitive species that reside in both the existing SVRA and the potential additions. It should describe the probable environmental effects on those species from the open riding that largely continues at Carnegie. The NOP should note the severely eroded landscape in the existing SVRA and the extreme difficulty staff has had managing the area, due to the libertine attitude of much of the public that makes the SVRA its choice for a play area.

The lands in the proposed additions stand in stark contrast to those in the existing SVRA. These lands do not bear the erosion and gullies that scar the hills of Carnegie and it would be a travesty to subject these lovely rolling hills and the sensitive wildlife and cultural resources there to the cavalier constituents of Carnegie. That decision, however, appears to be pre-determined. The NOP advises, "The project area also includes the 3,478-acre Alameda-Tesla expansion area which is owned by State Parks and will be added to the Carnegie SVRA upon completion of the General Plan." This statement is an assumption that disregards the many environmental constraints to such an action. It also frustrates the intent of CEQA, which is to examine potential environmental impacts prior to a decision, and to look at alternatives that avoid those impacts. The Draft EIR must examine alternatives that do not include adding the Alameda-Tesla land to Carnegie SVRA.

While not disclosed in the NOP, it has been rumored over the years that the addition land would be managed for use on designated routes only. The OHMVR Division has not been successful at either Carnegie or other SVRAs in enforcing such limits, even in the rare events where it has been attempted.

It would be a travesty to allow the Alameda-Tesla properties to be managed by OHMVR. At a recent visit to Ocotillo Wells, including the limited use area that is under a MOU to be managed by Ocotillo Wells for BLM as a designated routes only area, I saw complete

disregard for the policy by both staff and visitors. When I pointed out the illegal use to Kathy Dolinar, the SVRA Superintendent, Ms. Dolinar's response to me was that maybe they should just return the lands to BLM to try to manage. OHMVR park managers are clearly not interested in enforcing the designated routes only policy.

At Carnegie, the zones where a designated routes only strategy has been adopted are frequently closed because of the inability of visitors to comply.

Carnegie allows hill climbs, in violation of the Soil Standards prohibition on use that results in accelerated erosion. Management's excuse is that this is an historic use at Carnegie. We find that excuse weak and legally lacking. The 1997 Environmental Audit of the OHMVR Division finds, *"Hill climbs, by nature, are erosion facilities. A hill climb will never be in compliance with the soil standard since an integral part of a hill climb is extreme acceleration which creates huge ruts and gullies."* (Environmental Audit, 1997, P.9)

Yet the practice is allowed to continue because Carnegie has a tradition of hill climb competitions. The general public has no reason to believe that park managers would have any better interest or success managing the Alameda-Tesla properties responsibly.

The General Plan and EIR should focus on better management to protect resources at the existing SVRA; the Alameda-Tesla lands should be protected either as a non-SVRA State Park or turned over to another entity to manage.

The NOP should be recirculated, with the requisite information, and ideally, include an Initial Study, so that the public and responsible agencies understand the nature of the project and its likely impacts on sensitive resources.

The Department of Parks and Recreation Survey of Public Opinions and Attitudes on Outdoor Recreation in California *"is a key component of the California Outdoor Recreation Planning Program, evaluating the demand for outdoor recreation resources and facilities in the state. The survey focuses on Californians' participation in and demand for a variety of outdoor recreation activities and their opinions, attitudes and values relating to outdoor recreation experiences. The collection of this data provides park and recreation professionals an insight into the evolving recreation needs of Californians."*<sup>1</sup>

According to this DPR survey, Californians Respondents rated the following seven facilities and services as the most important:

1. Play activity areas for tots and young children
2. Wilderness type areas where no vehicles or development are allowed

---

<sup>1</sup> Dept. of Parks and Recreation, California Outdoor Recreation Plan, 2008. P. 21.

3. Areas and facilities for environmental and outdoor education programs
4. Multi-use turf areas for field sports such as softball, baseball, soccer, and/or football
5. Picnic sites for large groups
6. Trails for multiple, non-motorized activities such as hiking, mountain biking or horseback riding
7. Hard surface trails for biking, jogging, and fitness walking

Least important to Californians surveyed were areas for OHV riding and duck hunting.<sup>2</sup>

The DEIR must consider that the best use of these lands is not for OHV use and abuse, but for more compatible activities that offer protection of the natural and cultural resources in the addition lands, while providing the types of recreation most in demand in California.

Respectfully submitted,



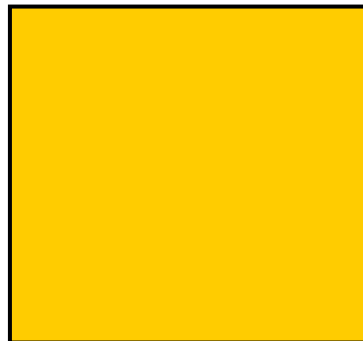
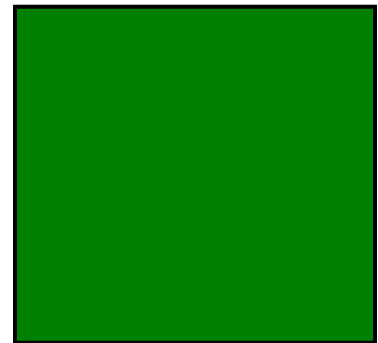
Karen Schambach  
California Field Director

Attachment: Dept. of Parks and Recreation, California Outdoor Recreation Plan, 2008

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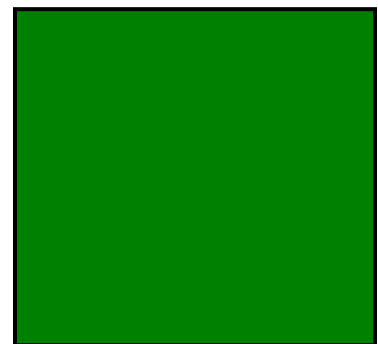
<sup>2</sup> Dept. of Parks and Recreation, California Outdoor Recreation Plan, 2008. P. 27

# California Outdoor Recreation Plan 2008



State of California  
Resources Agency

**An Element of the  
California  
Outdoor  
Recreation  
Planning Program**



The preparation of this study was financed in part through a planning grant from the National Park Service, United States Department of the Interior, under the provisions of the Land and Water Conservation Fund Act of 1965 (Public Law 88-578, as amended).

This report is an element of the California Outdoor Recreation Planning Program, formulated under the provisions of Chapter 5099 of the California Public Resources Code.

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# California Outdoor Recreation Plan 2008

An Element of the  
California Outdoor Recreation  
Planning Program

Arnold Schwarzenegger  
Governor

Mike Chrisman  
Secretary for Resources

Ruth Coleman  
Director of Parks and Recreation





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## Executive Summary

California State Parks' 2008 California Outdoor Recreation Plan (CORP) is the comprehensive statewide outdoor recreation planning document that reflects the current and projected changes in California's population, trends and economy.

A Statewide Comprehensive Outdoor Recreation Plan (SCORP) is required of every state in order to be eligible for grants from the Land and Water Conservation Fund Act. The LWCF Act requires the SCORP to include the following: a) the name of the state agency with authority to act for California in dealing with the Secretary of the Interior for the purposes of the LWCF Act, b) an evaluation of the demand for and supply of the outdoor recreation resources and facilities in the state, c) a program for the implementation of the Plan, d) certification by the governor that ample opportunity for public participation has taken place in Plan development, e) other necessary information as may be determined by the Secretary.

The LWCF Act also requires the States to operate and maintain by acceptable standards the properties or facilities acquired or developed for public outdoor recreation use with LWCF assistance. Section 6(f)(3) applies to each area or facility for which LWCF assistance is obtained, regardless of the extent of that assistance. The Section requires that property acquired or developed with LWCF assistance be retained and used for public outdoor recreation in perpetuity. The subject property cannot be wholly or partly converted to other than public outdoor recreation uses without the approval of NPS.

The state agency with the authority to act for California in dealing with the Secretary of the Interior for the purposes of the LWCF Act is the California Department of Parks and Recreation (DPR). This plan serves as a comprehensive outdoor recreation plan for DPR since it outlines outdoor recreation needs statewide and identifies strategies for meeting those needs. California complies with the remaining LWCF Act requirements both through its CORP and through additional documents such as the forthcoming final report on the survey of Public Opinions and Attitudes on Outdoor Recreation in California.

This 2008 CORP update improves upon the 2002 CORP version. Some of the improvements include:

- The Past Planning Grant Progress and Future Products chapter illustrates the trajectory of DPR's planning process.
- The California Protected Areas Database is a new inventory of protected open space lands and recreation areas. The CPAD chapter provides a good overview of the kinds of information available through the database.
- The California Recreation Policy chapter outlines the state's strategies, priorities and actions, including indoor recreation, accessibility, preservation of natural and cultural resources and examples of policy implementation.

- This Plan updates all the 2002 outdoor recreation issues of statewide importance and includes two new issues: 1) The Lack of Linkages and Seamless Delivery of Recreation Opportunities, and 2) The Need for Workforce Development and Succession Planning.

The plan also brings up to date the listing of the state's outdoor recreation providers and their roles and programs, *Wetlands*, which guides the state's identification of wetland priorities and actions, and two pivotal updated chapters; *Public Opinion and Attitudes*, and the *Issues and Actions*.

The *Public Opinion and Attitudes* and the *Issues and Actions* are the focus and heart of CORP. Understanding and analyzing the connection between the *Public Opinion and Attitudes* survey data which evaluates Californian's demand for outdoor recreation resources and facilities, and the *Issues and Actions* that explores ways that recreation providers can both accommodate current demands for outdoor opportunities and prepare to meet the needs of future generations is the groundwork of CORP.

California State Parks considers CORP as our state's strategy for identifying the a wide range of ways in which recreation providers can deal with obstacles and create the outdoor recreation opportunities to meet public demand now and in the coming years. California's strategic priorities include:

- Projects that provide opportunities for the top 15 outdoor recreation activities identified in the latent demand scoring in the survey of Public Opinions and Attitudes on Outdoor Recreation in California
- Projects that provide outdoor recreation opportunities for those underserved communities identified using the California Protected Areas Database, such as communities in the Central Valley
- Projects that support the acquisition and preservation priorities being pursued by the state's wetland preservation organizations
- Projects that support the five goals of California's Recreation Policy
- Projects that provide outdoor recreation activities for children, such as those ten activities listed in the Children's Outdoor Bill of Rights
- Projects that develop the regional trail corridors identified within the 2002 California Recreational Trails Plan and its scheduled update

Projects meeting one or more of these strategic goals will receive priority in the distribution of LWCF grant moneys through the Open Project Selection Process.

## **Introduction**

This edition of the California Outdoor Recreation Plan (CORP) provides a strategy for statewide outdoor recreation leadership and action to meet the state's identified outdoor recreation needs. The plan is the product of the continuing outdoor recreation-planning program of California State Parks (CSP). The National Park Service provides funding assistance through the Land and Water Conservation Fund (LWCF) program to ensure this Plan is revised and updated periodically to reflect current and expected changes in California's large and complex population and economy. The last CORP was updated in 2002. This edition supersedes the 2002 CORP. The CORP details planning considerations essential for effective administration of the LWCF program.

The LWCF Act requires the states to operate and maintain by acceptable standards the properties or facilities acquired or developed for public outdoor recreation use with LWCF assistance. Section 6(f)(3) of the LWCF Act stipulates that no property acquired or developed with LWCF assistance shall be converted to other than public outdoor recreation uses without the approval of the Secretary of the Department of the Interior. The main points within Section 6(f)(3) include:

- Section 6(f)(3) applies to each area or facility for which LWCF assistance is obtained, regardless of the extent of that assistance.
- Property acquired or developed with LWCF assistance shall be retained and used for public outdoor recreation in perpetuity.
- Property cannot be wholly or partly converted to other than public outdoor recreation uses without the approval of NPS.
- In many cases, even a relatively small LWCF grant in a park of hundreds or thousands of acres provides protection to the entire park site.

## **Description of the CORP Process, Policy, and Audience**

The Plan was developed with ample opportunity for public participation - through research and using input and feedback from a select advisory committee, recreation professionals and public comment. The plan identifies outdoor recreation issues of statewide importance and separates out those that can be addressed through the LWCF. The Plan contains components that evaluate public demand for outdoor recreation activities and includes a quantitative statewide inventory that will be used to evaluate the supply of outdoor recreation resources during the LWCF Open Project Selection Process.

The Plan's intended audience includes park and recreation providers, private citizens, elected officials and key decision makers. This plan is also designed to provide policy guidance to all public agencies – federal, state, local, and special districts – engaged in providing outdoor recreational lands, facilities and services throughout California. The CORP will help them get involved in California's many recreation and land and water protection programs and help coordinate outdoor recreation and environmental conservation programs.

## **California State Park's Role in Developing the CORP**

California's state-level Outdoor Recreation Planning Program continues more than 50 years of effort by CSP. CSP serves a central role in this process as a matter of leadership, and because it is the state agency actively engaged directly providing outdoor recreation opportunities to Californians and many out-of-state and foreign visitors. In addition, CSP administers federal and state grant funds which are disbursed to appropriate state agencies and to the state's 836 municipal county, and special district park and recreation agencies (figure per California State Parks Office of Grants and Local Services).

### **Overview of CORP Content**

The primary objective of the current CORP is to determine the outdoor recreation issues—the problems and the opportunities most critical in California, and to develop a comprehensive strategy by which state, federal, and local agencies might best address them. This plan is comprehensive in its scope, considering the full range of outdoor recreation issues and needs throughout the entire state. The plan is based on information collected from 2003 through 2008, takes into consideration the current demographic, economic, political, and environmental conditions, and then explores and analyzes the outdoor recreation issues that will be of concern to public agencies in the next five years.

The specific CORP chapters include:

- A strategy for meeting California's outdoor recreation needs.
- A summary of the trends and challenges currently affecting outdoor recreation demands and preferences.
- Preliminary results from the 2007 survey of Public Opinions and Attitudes on Outdoor Recreation in California.
- A statewide inventory of public open space and recreation lands. The California Protected Areas Database (CPAD) is now available for download and/or viewing in a user-friendly online interface.
- A wetlands component detailing the various public and private entities dedicated to wetland acquisition, restoration and containing descriptions of the wetland types and areas that should receive priority for acquisition in California.
- Direction developed through the adoption of the 2005 California Recreation Policy. This policy considers how recreational opportunities are provided—the lands, waters, facilities, programs and support functions—and recognizes the considerable health, personal, social, economic and environmental benefits served by the many important dimensions of recreation.
- The issues that significantly impede the provision or effective management of recreation lands, facilities, programs and services that meet public demand for quality outdoor recreation opportunities, and the actions to

remedy these issues, encouraging statewide coordination and collaboration.

- A summary of past LWCF California Outdoor Recreation Planning Program accomplishments funded through LWCF planning grants and descriptions of future CORP planning projects that have been submitted for LWCF consideration.
- A descriptive evaluation of the public agencies providing outdoor recreation opportunities in California.

The CORP's appendices include:

- A summary of the planning process used to complete this CORP and its elements.
- A list of the CORP Advisory Committee members.
- A summary of the Open Project Selection Process for awarding Land and Water Conservation Fund grants.

This current CORP was designed to meet the specific program responsibilities of the federal Land and Water Conservation Fund Act, whose concerns are outdoor recreation, land acquisition and facility development, redevelopment, and rehabilitation as well as preservation of the public park and recreation lands. This plan, however, encompasses broader interests than just these capital outlay functions and preservation functions.

This document and its recommendations realistically reflect the political and administrative capacity of the State of California to guide, influence, or direct the outdoor recreation policies and programs of agencies in state government and at local government levels. The plan, consequently, emphasizes issues and actions mainly of concern to state and local park and recreation agencies. Federal agencies and private-sector recreational providers, over which the State has much less influence, are, therefore, only briefly discussed.

### **General Objectives for the Plan**

As a comprehensive planning document, this CORP edition will accomplish the following:

- Serve as a comprehensive strategy and action guide: Following the discussion of the most critical outdoor recreational issues, the CORP explores a wide range of ways in which recreation providers can overcome obstacles and create the opportunities the public will demand in coming years. Individual agencies and recreation providers are encouraged to take necessary steps in their own jurisdiction. CORP identifies and analyzes the most critical outdoor recreation issues—the broad problems and opportunities that will facilitate or hinder the public's outdoor recreational opportunities in the future.



- Provide leadership: As the agency responsible for the statewide outdoor recreation planning, and for producing this document, California State Parks seeks to provide leadership in the areas of information development and policy guidance.
- Provide project selection criteria: Criteria were prepared by CSP for selecting state and local government projects to receive funding from the federal Land and Water Conservation Fund. These criteria are consistent with the actions recommended to address the major issues identified in this plan. The allocation of funds is known as the Open Project Selection Process (OPSP). The OPSP criteria will be reviewed or evaluated after the CORP update has been published in spring 2009. Until then, the current criteria, as identified in the June 2008 LWCF Procedural Guide, will continue to be used.
- Maintain funding eligibility: Regular, periodic production of this planning document and maintenance of the state's overall comprehensive outdoor recreation plan will maintain funding eligibility for the Land and Water Conservation Fund.
- Provide a source of information: The California Outdoor Recreation Plan provides a concise overview, a point-in-time status report on the social, economic, environmental, and political conditions that affect the provision of outdoor recreational opportunities across the state. The CORP also evaluates the supply of and demand for public outdoor recreation in California.

## California's Comprehensive Outdoor Recreation Strategy

The analysis, conclusions and implications of the 2007 survey of Public Opinions and Attitudes on Outdoor Recreation in California and the California Protected Areas Database, policy developed through the public outreach processes for California's Recreation Policy, the Children's Outdoor Bill of Rights, the Central Valley Vision and the CORP, and wetlands research, all have informed the development of this strategy for meeting the state's outdoor recreation needs.

The seven major priority areas below comprise the state's strategy for meeting California's outdoor recreation needs and will serve as a statewide guide for funding proposed development or acquisition projects. Project proposals will receive priority when they address the following outdoor recreation priorities:

- Projects that provide opportunities for the top 15 outdoor recreation activities identified in the latent demand scoring in the survey of Public Opinions and Attitudes on Outdoor Recreation in California:
  1. Walking for fitness or pleasure
  2. Camping in developed sites
  3. Bicycling on paved surfaces
  4. Day hiking on trails
  5. Picnicking in picnic areas
  6. Beach activities
  7. Visiting outdoor nature museums, zoos, gardens or arboretums
  8. Visiting historic or cultural sites
  9. Attending outdoor cultural events
  10. Off-highway vehicle use
  11. Driving for pleasure, sightseeing, driving through natural scenery
  12. Swimming in a pool
  13. Wildlife viewing, bird watching, viewing natural scenery
  14. Outdoor photography
  15. Swimming in freshwater lakes, rivers and/or streams
  
- Projects that provide or improve outdoor recreation opportunities in the geographic region identified in the California State Parks' Central Valley Vision, Implementation Plan:
  - River access for swimming, angling, boating and other water sports
  - Varied recreation opportunities, including group picnic areas, updated and increased camping facilities, areas for sunning and open areas for kite flying, pick-up games and unstructured play
  - Trails, including multi-use trails for equestrians, hikers, walkers and bikers; water trails for rafters and boaters; and off-highway vehicle use areas
  - Resource protection including preservation of riparian woodlands, oak and sycamore groves, native grasslands and vernal pools

- Interpretation of the Central Valley’s culture and history especially related to California Indians, agriculture, water development, immigrants, and the oil and gas industry
- Projects that provide outdoor recreation activities for children, such as those listed in the Children’s Outdoor Bill of Rights:
  1. Discover California’s past
  2. Splash in the water
  3. Play in a safe place
  4. Camp under the stars
  5. Explore nature
  6. Learn to swim
  7. Play on a team
  8. Follow a trail
  9. Catch a fish
  10. Celebrate their heritage
- Projects that provide outdoor recreation opportunities for those underserved communities identified using tools like the California Protected Areas Database (CPAD). The CPAD will be used to demonstrate that future parks and recreation project proposals meet an outdoor recreation need for protected open space and recreation lands.
- Projects that support the wetland priorities being pursued by the state’s wetland preservation organizations. The bullets below summarize their wetland ecological areas of focus:
  - Seasonal, permanent and semi-permanent freshwater wetlands
  - Riparian areas and other stream corridors
  - Tidal/coastal wetland ecosystems including bay habitats
  - Creeks and lakes
  - Vernal pools
- Projects that support the goals of California’s Recreation Policy
  - Adequacy of recreation opportunities
  - Leadership in recreation management
  - Recreation’s role in a healthier California
  - Preservation of natural and cultural resources
  - Accessible recreation experiences
- Projects that develop the trail corridors identified in the 2002 California Recreational Trails Plan and its scheduled update

## Trends and Challenges

Meeting the park and recreation needs of all current and future residents should be a goal of all park and recreation providers in California. Towards that end, it is essential that all park and recreation stakeholders have a basic understanding of both the state's demographics and the trends that are likely to influence the demand for outdoor recreation now and in the future.

### I. Robust Population Growth

One of the greatest challenges affecting park and recreation providers is the enormous increase in the number of new Californians. Fueled by births and migration, California's population grew from 29 to 33 million during the 1990s - an increase of almost 12.15 percent. The California Department of Finance estimates that as of January 1, 2008 California's population was 38 million - an increase of almost 11 percent. This robust pace of growth is expected to continue, with the population projection for 2020 increasing to over 44 million Californians.

#### A. Urbanization means greater population densities

Most of California's growth has been in its major metropolitan areas: Los Angeles, San Diego, and the San Francisco Bay Area. California now has 67 cities with populations exceeding 100,000 and 20 cities with populations exceeding 200,000. Cities are getting larger, squeezing out the open spaces for parks and disconnecting the state's biological resources. In 2000, California had an average of 217.2 persons per square-mile compared to the US average of 79.6.

It's not just the cities, the urban densities and per-square-mile population for urbanized counties is equally impressive. The ultimate urbanized county is San Francisco, which is both city and county and contains 15,935.77 persons per square mile. Eight of California's 58 counties have densities greater than 1,000 persons per square mile.

Most Urbanized Counties (Population per square mile)

County	Area (Sq. mi)	2006 Pop Est.	Pop. (Sq. mi)
<b>San Francisco</b>	<b>744,041</b>	<b>46.69</b>	<b>15,935.77</b>
<b>Orange</b>	<b>3,002,048</b>	<b>789.4</b>	<b>3,802.95</b>
<b>Los Angeles</b>	<b>9,948,081</b>	<b>4,060.87</b>	<b>2,449.74</b>
<b>Alameda</b>	<b>1,457,426</b>	<b>737.57</b>	<b>1,975.98</b>
<b>San Mateo</b>	<b>705,499</b>	<b>449.07</b>	<b>1,571.02</b>
<b>Sacramento</b>	<b>1,374,724</b>	<b>965.65</b>	<b>1,423.63</b>
<b>Contra Costa</b>	<b>1,024,319</b>	<b>719.95</b>	<b>1,422.76</b>
<b>Santa Clara</b>	<b>1,731,281</b>	<b>1,290.69</b>	<b>1,341.36</b>

Source: U.S. Census Bureau

**B. Intra-state relocation shifts demand into new areas**

Many Californians are moving inland, away from high-cost, high-density coastal counties. The Sierra foothills are seeing the greatest percentage of growth in the state. The Inland Empire is the second fastest growing region, with Riverside County growing 26 percent and San Bernardino County growing almost 17 percent in the 2000s.

**Fastest Growing Counties  
2000 – 2008(est.)**

<b>Riverside</b>	<b>26.00%</b>
<b>Placer</b>	<b>25.50%</b>
<b>Imperial</b>	<b>19.19%</b>
<b>Kern</b>	<b>19.07%</b>
<b>Madera</b>	<b>18.41%</b>
<b>San Joaquin</b>	<b>17.80%</b>
<b>Sutter</b>	<b>17.68%</b>
<b>Merced</b>	<b>17.51%</b>
<b>San Bernardino</b>	<b>16.81%</b>
<b>Yuba</b>	<b>16.28%</b>

**Regions**

<b>Sierra Foothills:</b>	
<b>Placer</b>	<b>25.50%</b>
<b>El Dorado</b>	<b>13.03%</b>
<b>Calaveras</b>	<b>12.08%</b>
<b>Mariposa</b>	<b>6.93%</b>
<b>Inland Empire</b>	
<b>Riverside</b>	<b>26.00%</b>
<b>San Bernardino</b>	<b>16.81%</b>

Source for both tables: CA Dept. of Finance

The Central Valley’s population is projected to nearly double, from 7.8 million in 2000 to 14 million in 2030. The Central Valley makes up 19% of California’s land but only contains 4% of the state’s protected public lands. California State Parks has identified the Central Valley as an underserved region for parks and recreation facilities, programs and services. State Parks’ Central Valley Vision Implementation Plan seeks to redress this imbalance, assigning priorities to projects that provide or improve outdoor recreation opportunities in the geographic region outlined on the map on the facing page.

# California Central Valley



## **II. Demographic Shifts**

### **A. Ethnic and Cultural Diversity**

Today, California's 38 million residents are multi-ethnic and multi-cultural. Since the largest racial group (white) is now less than 50% of the population, there is no ethnic majority in the state. According to the U.S. Census 2000 data, Hispanic and Asian/Pacific Islander populations accounted for 61 percent and 27 percent, respectively, of California's growth in the last decade. Census data also revealed that Hispanic population growth was driven mostly by natural increase, while Asian/Pacific Islander population increased mostly from immigration.

Between 2000 to 2020, California's population is projected to grow by 31 percent. By 2020 California's population of European descent will have grown only 4 percent, while the Hispanic population will have grown 58 percent, and the Asian/Pacific Islander population will have grown 55 percent. The African American population will have grown 20 percent, and American Indian population will have grown 29 percent.

California's population mix will have shifted even more by 2030, when Hispanics will be the largest demographic group, comprising 43 percent of the state's population.

### **B. Baby Boom and Baby Bounce**

Nearly one-third of the state's population is between 35 and 55 years of age. In 20 years, this group, which encompasses the Baby Boom generation, will be active seniors 55 to 75 years old. That is twice the size of the current 55-75 population. With life expectancy and good health increasing, researchers predict tomorrow's seniors will be more active, and will stay active as senior citizens for a longer period of life than previous generations.

At the other end of the spectrum are the 27 percent of Californians under 18 years of age. According to the California Department of Finance, while the nation's birth rates were flat during the 1980's, the birth rates in California rose sharply.

### **C. Income Inequality**

As California's population increases, the number of people at the lower end of the income scale is increasing at a disproportionately higher rate. Recreation becomes a crucial quality of life issue, and people with lower income rely more heavily on public recreational facilities. Studies have shown that those with higher incomes have common interests: nature, saving time, willing to pay to avoid waiting, and interpretation, adding value to an outdoor recreation experience. Most want free time in large chunks to provide a psychological release from work.

Very little is known about the needs of those with low income. Most often surveys do not adequately reflect their values and opinions due to survey techniques that are not appropriate or relevant enough to solicit meaningful responses. It is suspected that outdoor recreation needs of low-income people are different, mostly due to the lack of discretionary income, time and transportation options for outdoor recreation. Access to recreation opportunities is a big issue with the poor and much of their leisure revolves around TV and activities close to home. Children learn their leisure patterns from parents, friends and school. One survey found lower participation in outdoor recreation activities based on income levels, education levels, and length of time in the U.S. Barriers to participation included lack of finances, lack of transportation, lack of free time, and lack of information about recreation opportunities.

#### **D. Shifting Interests and Preferences**

As the stress of jobs, traffic, and urban noise increases, so does the need to escape. Traditionally, people have 'escaped to parks,' and more so in difficult economic times when affordable recreation and vacations are a priority.

The use of California's park and recreation areas is heavy and continues to increase. With the softening of the national economy, rising amount of home foreclosures and the volatile nature of current gasoline prices, Californians are choosing to vacation closer to home, now called a 'staycation,' traveling more within the state, visiting in-state destinations such as state and national parks.

#### **E. Heightened Importance of Outdoors for Recreation**

It is no secret that Californians love the outdoors. In the study on Public Opinions and Attitudes on Outdoor Recreation in California 2007, 98 percent of the respondents indicated that viewing the scenic beauty is an important part of the enjoyment of their most favorite activities. In addition, 93 percent of the respondents said that feeling in harmony with nature was also important to their enjoyment of the outdoors. More than 87 percent of the respondents agreed that recreation programs help improve people's health. A majority, 78.1% of respondents agreed that recreation programs help reduce crime and juvenile delinquency and 74.9% agreed that recreation and park agencies create jobs and help the economy.

#### **F. High Demand for Traditional, Outdoor Recreation**

Californians spent approximately 2.15 billion days participating in outdoor recreation activities during 2007. Traditional recreation remains popular, and as more Californians take advantage of state, local and federal parks, the demand for recreation facilities will only increase.



Generally, Californians tend to participate in activities that are less expensive, require less equipment, and need fewer technical skills. The Public Opinions and Attitudes Survey 2007 discovered that Californians' top 15 activities (by participation) were:

1. Walking for fitness or pleasure	74.2%
2. Driving for pleasure, sightseeing, driving through natural scenery	59.8%
3. Beach activities	59.2%
4. Swimming in a pool	50.9%
5. Day hiking on trails	46.9%
6. Wildlife viewing, bird watching, viewing natural scenery	45.9%
7. Jogging and running for exercise	39.8%
8. Bicycling on paved surfaces	36.3%
9. Outdoor photography	33.3%
10. Using open turf areas	33.3%
11. Using play equipment, play structures, tot-lots	32.8%
12. Organized team sports such as soccer, football, baseball, softball, basketball	25.6%
13. Fishing – freshwater	21.4%
14. Bicycling on unpaved surfaces and trails	15.9%
15. Surfing or boogie boarding, windsurfing	14.1%

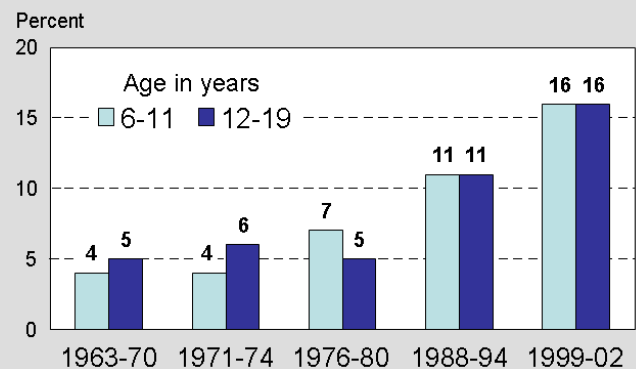
## G. Health Concerns

### 1. Obesity rates in children and adults

Results from the 1999-2002 National Health and Nutrition Examination Survey (NHANES), using measured heights and weights, indicate that an estimated 16 percent of children and adolescents ages 6-19 years are overweight. As shown in Figure 1, this represents a 45 percent increase from the overweight estimates of 11 percent obtained from NHANES III (1988-94).

The prevalence of obesity continues to be a health concern for adults, children and adolescents in the United States. Data from the most recent

**Figure 1. Prevalence of overweight among children and adolescents ages 6-19 years**



NOTE: Excludes pregnant women starting with 1971-74. Pregnancy status not available for 1963-65 and 1966-70. Data for 1963-65 are for children 6-11 years of age, data for 1966-70 are for adolescents 12-17 years of age, not 12-19 years. SOURCE: CDC/NCHS, NHES and NHANES

NHANES survey shows that among adult men the prevalence of obesity was 31.1% in 2003—2004, and 33.3% in 2005—2006, a small but not statistically significant change. Among adult women, the prevalence of obesity in 2003—2004 was 33.2%, and in 2005—2006 was 35.3%, again a small but not statistically significant change.

Obesity increases the risk for serious health conditions like type 2 diabetes, high blood pressure, and high cholesterol — all once considered exclusively adult diseases. Obese kids may also be prone to low self-esteem that stems from being teased, bullied, or rejected by peers. Kids who are unhappy with their weight may be more likely than average-weight kids to develop unhealthy dieting habits and eating disorders, such as anorexia nervosa and bulimia, and they may be more prone to depression, as well as substance abuse.

Parks and Recreation systems throughout the country make a vital contribution to this fight against obesity. State and local parks, recreation facilities, and the recreation programs available to the public are true health promoters and the professionals who run the programs are effective health educators influencing concrete changes in the health of local communities.

## 2. Children and Nature

Children's lives have moved indoors and inside their handheld devices: essentially screen spaces have replaced green places. Access to and use of computers, the Internet and hand held devices increased dramatically in the past decade. Studies conducted in association with the Kaiser Family Foundation determined that:

- Between 1999 and 2005:
  - The number of 8 to 18 years olds with access to a home computer increased by 13%, to a total of 86%;
  - Internet access for 8 to 18 years olds increased by 27%, a total of 74% of children are now “on-line;”
  - The number of 8 to 18 year olds who spend more than an hour online each day increased by 17% for a total of 22%.
- Between 1987 and 2003, the average person spent 327 more hours, which is 13 and a half additional days, with entertainment media.
- Children between the ages of six months and six years spend an average of 1.5 hours a day with electronic media.
- Children between the ages of 8 and 18 years spend an average of nearly 6.5 hours a day with electronic media.
- Nearly one third of children from six months to six years of age live in households where the TV is on all or most of the time.



A growing body of research confirms that spending time in nature benefits everyone, particularly children. Studies across the United States have found that

children who directly experience the natural world are healthier in every major way — intellectually, emotionally, socially, spiritually and physically.

### **III. Physical Activity Rates from the Public Opinions and Attitudes Survey**

Californians were asked to indicate their level of physical activity in the past month. In general, the majority (77 percent) had been physically active. Eighty-seven percent reported participating in moderate activity for at least 10 minutes at a time and 52 percent reported participating in vigorous physical activity. Among those reporting moderate levels of activity, the highest percentage participated three times per week (21 percent) and most commonly spent an average of 72 minutes in the activity. Likewise, the highest percentage of those reporting vigorous levels of activity also reported participating three times per week and spent an average of 74 minutes in the activity. According to the National Center for Health Statistics (2007), approximately 31 percent of adults engage in regular physical activity during their leisure time. Results of the current research suggest Californians meet (and exceed) the national average.

When specifically asked about their levels of physical activity in parks, the majority of Californians reported participating in either light to moderate (77 percent) levels of activity during park visits. In fact, only 8.9 percent said they mostly sat while at parks.

During their time at parks, nearly 26 percent of Californians reported spending 31 to 60 minutes being physically active whereas the highest percentage (29.6 percent) spent 30 minutes or less. However, 22 percent said they spent more than 2 hours being physically active in parks. Parks clearly play an important role in encouraging physical activity among Californians.

## **H. Other Preferences, Favorites, Shifts, and Interests**

### **1. Nature Study, including Wildlife Viewing**

One of the activities that have shifted dramatically in the past decade is wildlife viewing, bird watching and viewing natural scenery. Between 1987 and 2002, it was one of the few activities that had steadily increased in popularity. According to the 2007 Public Opinions and Attitudes Survey on Outdoor Recreation, participation in nature study has dropped by almost 30% since 2002. Compared to the 2002 survey, fewer Californians participated in virtually all the recreation activities included in the survey. Even though activity participation percentages may drop, ongoing population growth can continue to hold steady or increase the real number of Californians participating in these activities.

### **2. Adventure and high-risk activities**

There is a continuing interest in a broad range of adventure activities such as mountain biking, scuba diving, kite surfing, and wilderness backpacking. Included in this group are activities that are perceived to be high-risk, including rock climbing, bungee jumping, hang gliding, zip-lining and using sky bridges.

Research suggests that this demand is from a variety of age groups including the Baby Boom generation, which continues to hike, mountain bike, kayak, and engage in other physically active, resource-based recreation.

### **3. High-tech recreation**

One of the outdoor recreation activities with a high-tech focus is geocaching. This activity is best described as a modern treasure hunt where participants try to find a hidden cache (treasure) using a map and a geographic positioning system (GPS) receiver. Since the first geocache was hidden in 2001 the amount of geocaches has reached over 700,000 globally by the end of 2008. To address the high-tech recreation trend, California State Parks has also added WiFi access to several State Park units. Many other technical advances are improving the equipment used for alpine and Nordic skiing, snow shoeing, kayaking, skate boarding, and mountain biking.

### **4. Some traditional activities in decline**

Not all outdoor recreation activities are increasing in popularity. Hunting and fishing, for example, continue to decline. According to the U.S. Fish and Wildlife Service, interest in hunting and fishing among young people has been in decline since the early 1990s. According to a comparison between the 2002 and 2007 Public Opinions and Attitudes Survey on Outdoor Recreation, participation rates among adults dropped from 34 percent to 21.4 percent. Hunting has similarly declined, with adult participation dropping from 9 to 3.8 percent in the last five years.

Millions of American golfers have left the sport in recent years. The total number of U.S. golfers has decreased from about 30 million to about 26 million since 2000. A study by the United States Tennis Association that also determined that the popularity of tennis has declined due in part to the amount of time spent with electronic games. Baby Boomers, at an early age, often grew up participating with their families in many of these activities, but Generation X and Generation Y children grew up with computers and video games.

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## **Public Opinions and Attitudes**

### **Introduction**

The survey of Public Opinions and Attitudes on Outdoor Recreation in California is a key component of the California Outdoor Recreation Planning Program, evaluating the demand for outdoor recreation resources and facilities in the state. The survey focuses on Californians' participation in and demand for a variety of outdoor recreation activities and their opinions, attitudes and values relating to outdoor recreation experiences. The collection of this data provides park and recreation professionals an insight into the evolving recreation needs of Californians.

The survey was first conducted in 1987 and has been repeated at five-year intervals. The methodology and most of the current survey questions are consistent with the earlier data collection efforts. This allows any significant recreation trends to be addressed through long-range planning efforts. The survey also quantifies unmet or latent demand, which are those activities that the survey respondent would do more frequently if given the opportunity. Parks and recreation providers will be better able to accommodate California's future recreation needs by focusing their efforts on these unmet demands.

### **Brief Description of the Survey Techniques**

This 2007 survey used the same techniques as in years past in order to collect comparable data. The telephone survey participants were chosen at random and represent a statistically significant sample of all California adults. Out of the 2,780 respondents who completed the adult telephone survey, 1,222 of them also completed a longer mail-back survey and 397 of their 12-17 year old children completed the youth mail-back survey. It is important to note that while the adult survey is statistically representative of California's population, the youth survey is not. As in prior years, incentives were provided to encourage completion of the mail-back surveys. The telephone survey provided a sample that represents the characteristics, behaviors and opinions of California adults, age 18 and over. The telephone survey sample is also statistically representative of five major California regions - the Central Valley, San Francisco Bay area, Los Angeles, Other Southern California and Northern California - based on the populations residing in those regions during the 2000 census.

The survey also provided statistically valid statewide samples of several other demographic categories measured in the 2000 census, including age, ethnicity, level of education, marital status, income and gender.

## **Methodology Changes Since the 2002 Survey**

The telephone, adult mail-back and the youth-mail back surveys were significantly revised in an effort to increase the response rates as compared to the 2002 survey. Most of the questions from prior surveys were asked again in 2007 to provide important trend data, several new questions were added. A series of questions about the levels and frequency of physical activity were added to help collect data on the relationship between health and outdoor recreation among Californians. Another multi-part question asked respondents their opinions on potential management actions on addressing and adapting to climate change and global warming.

A pre-survey technique not used in prior years convened a series of youth focus groups to improve and refine the youth mail-back survey. Due to the relatively small numbers of completed prior year surveys, findings from the focus groups were used to revise the survey and increased the number of completed surveys.

The survey instruments will appear in the appendix of the stand-alone Public Opinions and Attitudes survey report to be published in spring 2009.

## **Summary of the Preliminary Survey Results**

This 2007 survey successfully met its goals for numbers of completed surveys and statistically representative samples of various census categories. Overviews of the three survey instruments are provided below, along with detailed descriptions of the questions and preliminary analysis of the findings.

## Adult Telephone Survey Results

The telephone survey gathered 2,780 survey responses to 37 questions, including eight standard demographic questions on the respondents' education, marital status, household makeup, income, ethnicity, age, residence address and zip code. Several of the questions measured park visit frequency, two solicited respondent's satisfaction with park facilities, respondent's opinions on their current condition and the travel time from the respondent's home to their most frequent recreation destination. Two multi-part questions asked respondents about the facilities or amenities they used and what activities they did during their last park visit.

Nine questions asked respondents about their level, frequency and duration of physical activity, both during their park visit and anytime when they were not working during a typical week. Three questions asked whom the respondent usually visited a park with and how many were adults and how many were children. A multi-part question asked about children's participation in activities at the park.

### Frequency of Park Visits Within the Last Year

California's park and recreation areas are well used. Eighty-eight percent of the telephone survey respondents had visited a park within the last six months. On average, respondents visited parks approximately 6 days in their most recent month surveyed and spent 8.5 hours during their last visit. The majority of these respondents reported visiting parks one or more times per week (35.5%) or once or twice a month (26.2%). Of the respondents who reported visiting a park more than one year ago, 25% said their last visit was one to 2 years ago and nearly 30% said their last park visit was five or more years ago.

<b>When Respondents Last Visited a Park</b>		
<b>Characteristic</b>	<b>%</b>	<b>n</b>
Visited within the last month	73.7	2049
Visited within the last 6 months	14.3	397
Visited within the last 12 months	5.4	150
Visited more than 1 year ago	6.6	184
* Adult Telephone Survey, n=number of survey respondents		

When asked about the amount of time they currently spend in outdoor recreation activities compared to five years ago, 37% of respondents reported spending more time, 32% reported about the same amount of time, and 31% reported spending less time participating in outdoor recreation activities.



### Satisfaction with Park Facilities

Public support for park and recreation programs, areas and facilities is necessary to the protection, improvement and development of existing and new facilities. People are likely to advocate for areas and facilities that meet their needs. Overall, the majority of respondents were satisfied with the park facilities and services currently available to them; in fact, less than 3% reported any dissatisfaction.

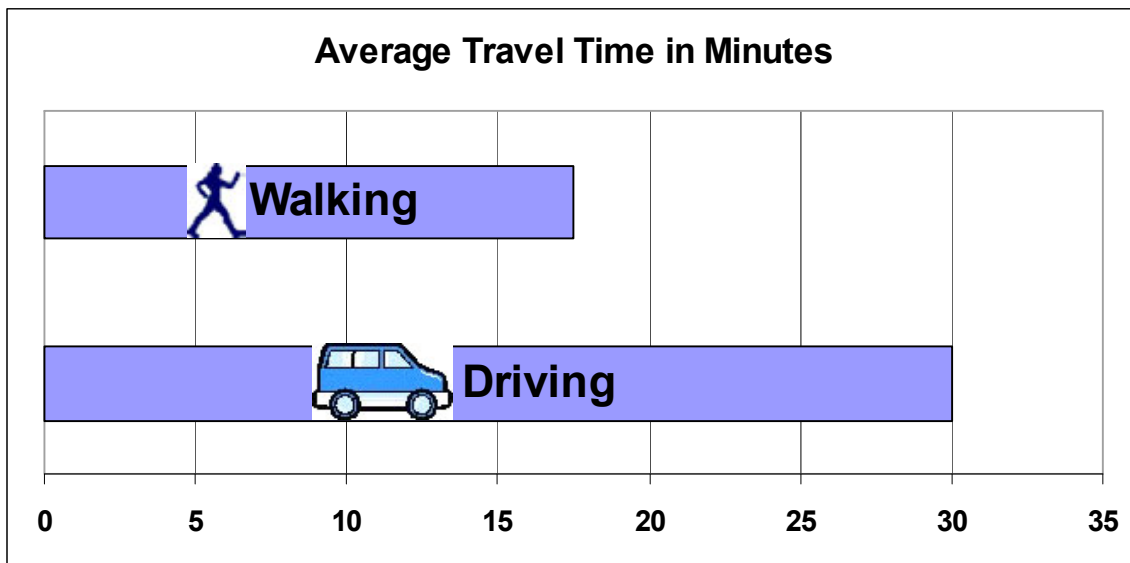


### Condition of Park Facilities

California's population growth can make it increasingly difficult for park and recreation providers to keep up with the demand. However, among respondents who have lived in California for at least 5 years, 34% believe the overall condition of public outdoor recreation areas and facilities have improved over the last five years and 38.4% thought their condition had remained the same.

### Travel Times

All Californians should have access to park and recreation facilities within walking distance of where they live and work. On average, respondents spent 30 minutes driving and 17 minutes walking to the place they most often went. However 28.4% spent more than 20 minutes and of those, 9.2% spent more than 60 minutes driving to the place they most often went for recreation. This reflects the need for access to facilities closer to where people work and live. Other modes of transportation that respondents used to get to parks included bicycles, public transportation, wheelchairs and skateboards.



### Time Spent Physically Active in Parks and During Non-work Hours

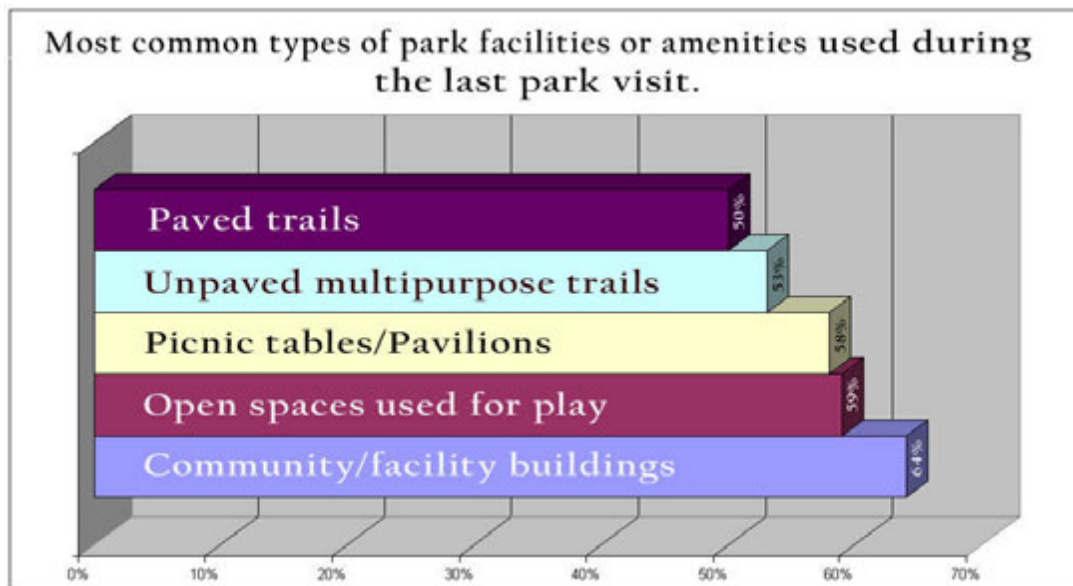
Forty-eight percent of the respondents reported spending over 31 minutes being physically active in parks, demonstrating the importance of recreation areas in promoting physical activity. Of these, 22% said they spent more than 2 hours

being physically active in parks. The majority of respondents reported participating in light (36%) to moderate (41%) levels of activity when visiting a park. In fact, only 9% said they mostly sat while at parks. Light physical activity includes standing and walking or strolling at a slow pace.

In general, the majority of respondents (77%) participated in other physical activities or exercises during the past month. Eighty-seven percent reported participating in moderate activity for at least 10 minutes at a time and 52% reported participating in vigorous physical activity. The majority of respondents who participated in moderate physical activity reported doing so three times per week (21%) and most commonly spent an average of 72 minutes in the activity. Moderate physical activities include playing tennis and walking at a moderate pace. The majority of respondents who participated in vigorous physical activity also reported doing so three times per week (25%) and most commonly spent an average of 74 minutes in the activity. Vigorous physical activities include jogging or playing soccer or basketball.

#### Facility Types Used and Activity Types

In order to adequately provide for current and future users, park and recreation professionals must understand which types of facilities are used the most and which are in the greatest demand. The most commonly used facility types included community/facility buildings, open spaces to play, picnic tables/pavilions, unpaved multipurpose trails and paved trails. Fewer than 20% of respondents reported using amusement (e.g., park train ride) areas (19%), tennis or basketball courts (19%), dog park areas (16%), botanical gardens (15%) or skate parks (6%).



The most common activities adult respondents participated in were walking (49%), playing (30% - e.g., Frisbee, playing catch with a ball, kite flying, playing with children), sedentary activities (24%) and eating/picnicking (24%).

Respondents participated the least in fishing (5%), active water sports (4%), tennis (2%), martial arts/tai chi/yoga (<1%) and in-line skating (<1%).

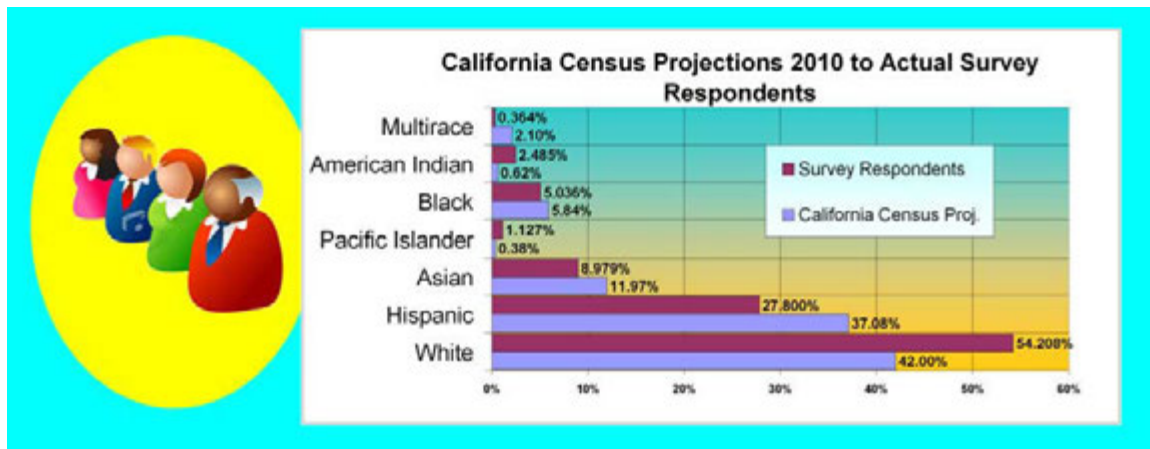
Adults reported that their park companions under the age of 18 most frequently participated in playing (e.g., Frisbee, playing catch, kite flying, playing with children) (73%) followed by sports (e.g., baseball, soccer, football, basketball) (37%), walking (22%) and picnicking/eating (21%).

Visitor Group Characteristics

To plan and manage appropriate facilities, it is important to understand whom Californians commonly recreate with. Respondents primarily went to parks with family (56%) or both family and friends (31%). Fewer than 15% of respondents went alone, with a pet or an organized group. Other companions mentioned by respondents were a care provider, co-workers, daycare children and a personal trainer. While the number of companions who accompanied respondents to parks varied, respondents most commonly went to parks with two other companions over the age of 18 and no one under the age of 18.

Respondent Demographics

Fifty-one percent of the survey respondents were male and 49% were female. The majority were 25 to 44 years old (44%), of White ethnicity (59%), married (53%) and living as a couple with one or more children under the age of 18 at home. Most respondents had earned a Bachelor’s degree (26%), were employed full-time (45%) and earned between \$50,000 and \$74,999. The majority of respondents lived in Los Angeles (27%), Southern California (25%) and the San Francisco Bay area (21%). On average, they had lived in California for 31 years and in their current community for 16 years. The survey had quotas of respondents from five geographic areas based on the percentage of the state’s population living in those areas during the 2000 census. The chart below also compares the survey respondents’ ethnicity to the state’s projected ethnic makeup for 2010.



## Adult Mail-back Survey Results

Respondents who agreed to complete the adult mail-back survey were asked eleven multi-part questions. The general topics included facility preferences, activity participation and demand, willingness to pay for favored activities and their preferred types of outdoor recreation areas.

The survey asked respondents why they engaged in their favorite outdoor recreation activity and asked for their opinions on several recreation-related statements and the possible privatization of recreation-related activities and services. They were asked what kind of emphasis governmental recreation providers should place on various recreation management activities. A 26-part question also asked which if any of several potential barriers discouraged them from being physically active in a park. A final question asked respondents' opinions on various management actions to address climate change.

More detailed descriptions of the questions and preliminary findings from the 1,222 completed adult mail-back surveys are included below.

### Providing Park Facilities and Services

This question asked respondents how important they thought it was to provide each of 23 park and recreation facilities and services in California. The choices ranged from community swimming pools to off-highway areas.

Respondents rated the following seven facilities and services as the most important:

<b>Importance of California Park and Recreation Facilities and Services.</b>			
<b>Facility/Service<sup>1</sup></b>	<b>Importance</b>		
	<b>Mean</b>	<b>Mode</b>	<b>N<sup>2</sup></b>
Play activity areas for tots and young children	4.2	5	1222
Wilderness type areas where no vehicles or development are allowed	4.1	5	1221
Areas and facilities for environmental and outdoor education programs	4.1	5	1221
Multi-use turf areas for field sports such as softball, baseball, soccer, and/or football	4.1	5	1220
Picnic sites for large groups	4	4	1221
Trails for multiple, non-motorized activities such as hiking, mountain biking or horseback riding	4	5	1220
Hard surface trails for biking, jogging, and fitness walking	4	5	1221
<sup>1</sup> Rated on a scale from 1 = not at all important to 5 = very important. <sup>2</sup> N is the # of responses.			

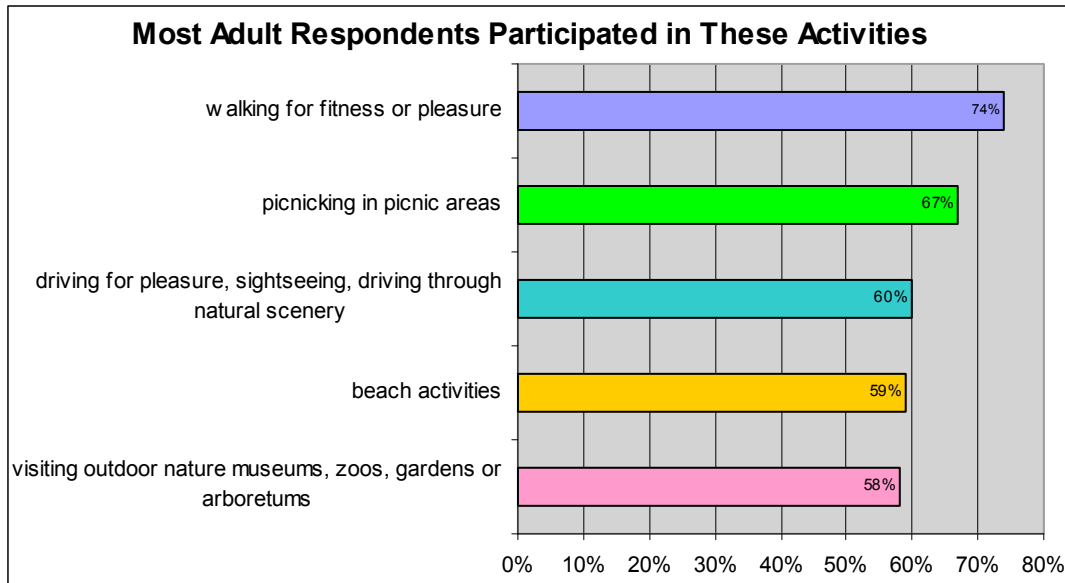
Facilities rated as the least important were:

<b>Importance of California Park and Recreation Facilities and Services.</b>			
<b>Facility/Service<sup>1</sup></b>	<b>Importance</b>		
	<b>Mean</b>	<b>Mode</b>	<b>N<sup>2</sup></b>
Areas for the legal use of off-highway vehicles such as motorcycles, dune buggies, 4-wheel drive vehicles, or all-terrain vehicles	2.9	3	1220
Public hunting areas especially managed for waterfowl like ducks and geese	2.5	1	1219

<sup>1</sup> Rated on a scale from 1 = not at all important to 5 = very important. <sup>2</sup> N is the # of responses.

Activity Participation and Demand Rates

Californians enjoy a diverse range of recreation opportunities. The most popular activity among adult respondents is walking for fitness or pleasure. On average, adult respondents spent more days during the past 12 months walking for fitness or pleasure (73 days) and jogging or running for exercise (61 days) than any other activity.



When asked which recreation activities they would like to participate in more often, the majority of adult respondents chose: 1) walking for fitness or pleasure (46%), 2) camping in developed sites with facilities such as toilets and tables (45%), 3) bicycling on paved surfaces (45%) and 4) day hiking on trails (44%).

When asked how much they would be willing to pay to participate in their favorite activity, second favorite activity, and third favorite activity, adult responses varied greatly. Adults said they would be willing to pay between \$0 (using play equipment/play structures/tot lots) and \$16-20 (sail boating) for their favorite activity; between \$0 (outdoor photography) and \$5-10 (target shooting/including

pistol and skeet) for their second favorite activity and between \$0 (Jogging and running for exercise on trails, streets, sidewalks) and \$5-10 (backpacking/motor boating) for their third favorite activity.

When asked about the importance of a variety of items to their favorite activities, adult respondents rated the following as the most important: 1) to have fun, 2) to be with family and friends, 3) to relax and 4) to view the scenic beauty. Adult respondents rated “meeting new people” as the least important factor for participating in their favorite activity.

#### Outdoor Recreation Area Visitation

Respondents were then asked for the number of days they had visited four types of outdoor recreation areas within the last year. The areas included: 1) highly developed parks and recreation areas, 2) developed nature-oriented parks and recreation areas, 3) historical or cultural buildings, sites, or areas and 4) natural and undeveloped areas. The majority of adult respondents reported visiting each of these areas 1 to 5 days during the past 12 months.

<b>Days Respondents Visited Recreation Areas During the Past 12 Months.</b>						
<b>Outdoor Recreation Area Type</b>	<b>0</b>	<b>1-5</b>	<b>6-10</b>	<b>11-20</b>	<b>21-50</b>	<b>&gt;50</b>
	<b>%</b>	<b>%</b>	<b>%</b>	<b>%</b>	<b>%</b>	<b>%</b>
Highly developed parks and recreation areas	9.9	31.8	14.0	13.3	14.9	16.1
Developed nature-oriented parks and recreation areas	12.3	41.5	15.0	11.5	9.0	10.0
Historical or cultural buildings, sites, or areas	22.2	47.9	13.3	6.0	2.6	8.0
Natural and undeveloped areas	21.9	41.2	11.4	9.4	6.2	9.9
* Adult Mail-Back Survey						

#### Parks and Recreation Opinion Statements

Respondents were asked for their level of agreement with various statements concerning outdoor recreation lands and facilities in California, ranging from statements of need for recreational areas to opinions about the impact that recreation and park agencies have on creating jobs and helping the economy.

The majority agreed with all statements except for two: 1) recreation areas for camping or overnight use are needed and 2) private businesses should provide some of the outdoor recreation services at government owned facilities. The majority said they neither disagreed nor agreed with these statements.

Statements that received the highest levels of agreement were: 1) recreation programs help improve people’s health, 2) fees collected at each park, wildlife

and recreation area should be spent on that area and 3) rules and regulations in parks and outdoor recreation areas should be enforced.

### Privatization Preferences

This question solicited respondents' opinions on privatizing nine types of recreational work and services currently performed by government recreation providers. The most support was reported for: 1) rental of recreational equipment such as boats, camping equipment, 2) food services such as the sale of ready-to-eat food and beverages and 3) sponsorship of contests, races, and special events.

### Governmental Emphasis on Park and Recreation Facilities, Programs, Services

The majority of adult mail-back survey respondents said that the most governmental emphasis should be placed on: 1) cleaning up pollution of the ocean, lakes, rivers and streams in park and recreation areas, 2) maintaining or caring for park and recreation areas, 3) protecting natural resources, 4) protecting historic resources and 5) remodeling and improving existing facilities. Providing more organized activities/special events and building new facilities were perceived as needing about the same emphasis they were currently receiving.

<b>The Amount of Emphasis State and Federal Government Outdoor Recreation Agencies in California Should Place on Aspects of Outdoor Recreation.</b>								
<b>Idea</b>	<b>Less Emphasis</b>		<b>About the Same Emphasis</b>		<b>More Emphasis</b>		<b>Don't Know/ Unsure</b>	
	<b>%</b>	<b>n</b>	<b>%</b>	<b>n</b>	<b>%</b>	<b>n</b>	<b>%</b>	<b>n</b>
Cleaning up pollution of the ocean, lakes, rivers and streams in park and recreation areas	2.1	26	14.1	171	77.8	945	6.0	73
Maintaining or caring for park and recreation areas	1.5	18	21.8	265	71.9	874	4.9	59
Protecting natural resources	2.5	31	20.5	250	71.5	870	5.4	66
Protecting historic resources	2.9	35	25.2	307	66.6	810	5.3	65
Remodeling and improving existing facilities	2.5	31	25.1	305	65.2	793	7.2	87
Buying additional parkland and open space for recreation purposes	6.4	78	33.0	401	50.2	610	10.4	127
Providing educational programs	5.3	64	38.5	468	49.3	599	6.9	84
Providing more organized activities and special events	10.5	127	44.1	536	36.0	438	9.4	114
Building new facilities	10.6	128	45.8	556	34.0	412	9.6	117
* Adult Mail-Back Survey, n=number of respondents								

### Physical Activity and Recreation Constraints

Gang activity, alcohol and drug use in parks, and poorly maintained parks were perceived as the most limiting factors to respondents' physical activity. The least limiting factors were handicap accessibility and the availability of commercial visitor services. This new question asked about the potential barriers to respondents being more physically active in a park. The 26 choices included limited park hours, cost of the activity and a lack of public transportation to the park.

### Climate Change Opinion Statements

Adult respondents were in agreement with all of the following management actions except "do nothing," where 54% strongly agreed that this was not a solution:

- 1) reduce climate-changing gases
- 2) anticipate the effects of climate change
- 3) educate Californians
- 4) do nothing.

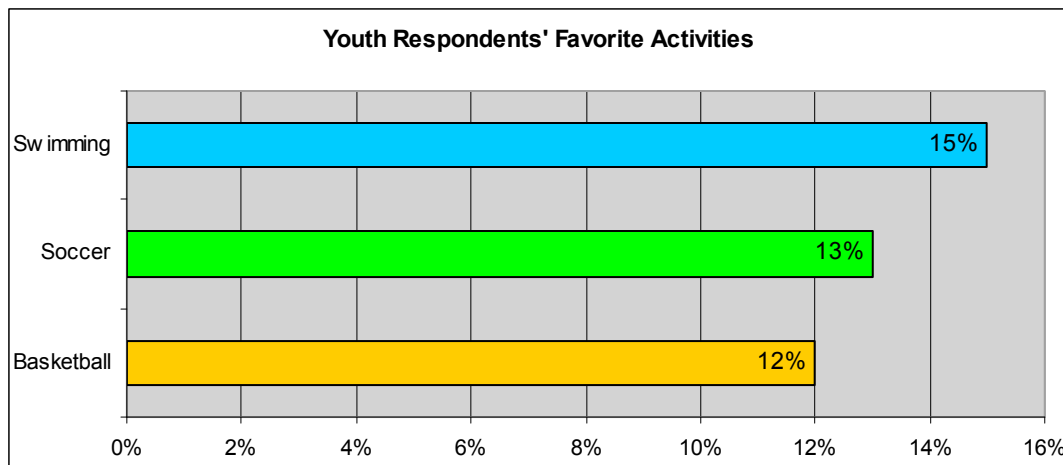


## Youth Mail-Back Survey Results

Adult respondents who completed the telephone survey were also asked if they had any children between the ages of 12-17 living at home. The adult was asked for their permission to send a youth activities survey to one of the children. The mail-back youth survey generated 397 completed responses to its 10 questions. The questions all dealt with outdoor recreation activity preferences, participation and demand and asked for the reasons why youth participated in those activities and what may have prevented their participation in others. Due to the limited number of surveys returned, the results are not representative of California's youth. However, the data collected still provide insight into youth activity patterns and preferences and is therefore included in this summary.

### Favorite outdoor activity

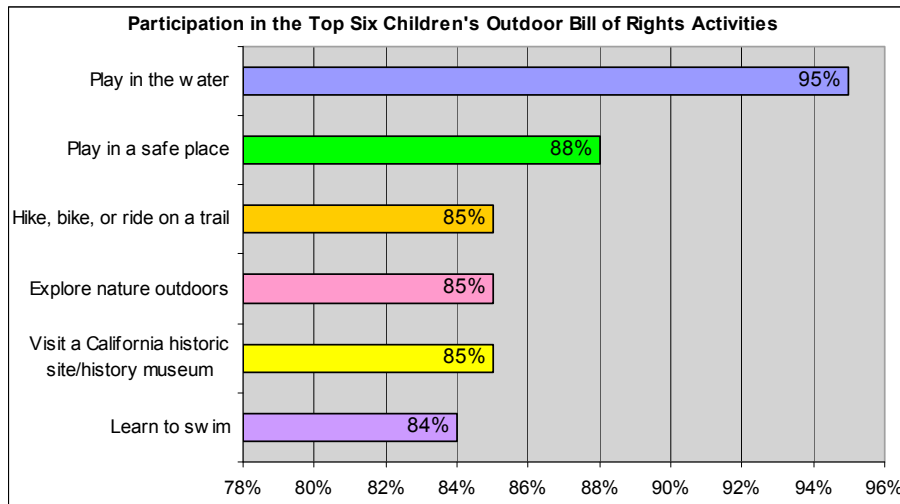
The favorite activity question was open-ended and therefore yielded diverse responses. The most common outdoor activity reported was swimming (15%), followed by soccer (13%) and basketball (12%). When asked why these activities were their favorites, the majority of youth respondents said it was for fun and enjoyment (83.9%) and to do something with their friends and family (68%). Only 50% said their activity was their favorite because they could be outside.



The majority of youth respondents participated in their favorite activity with friends (86%) and immediate family members (57%). It is interesting to note that approximately 35% participated in their favorite activity by themselves. Thirty-two percent of youth respondents reported equal participation in their favorite activity in other areas or parks both in and outside of their neighborhood, but within their town or city. Less than 12% of youth participated in their favorite outdoor activity in their own yard. Other open-ended responses were reported with the most common location being school.

### Activity participation and demand rates

When responding to a question about the California Children's Outdoor Bill of Rights activities, at least 80% had either played in the water, played in a safe place, hiked/biked/rode on a trail, explored nature outdoors, visited a California historic site/museum and/or learned to swim. The lowest participation was reported for catching a fish. However, nearly 58% had reported doing this, which still reflected the majority of respondents.



When asked which activities they participated in during the past 12 months, at least 75% reported walking on streets/sidewalks/paths/trails in their community, swimming in a pool, jogging or running and playing in a park. Fewer than 10% of youth reported participating in hunting, snowmobiling and cross-country skiing.

Among the activities they would like to participate in more, the majority chose horseback riding (47%), sledding/ice-skating/snow play (45%), snowboarding (45%), swimming in a pool (45%) and jet skis or wave runners (45%).

When youth respondents were asked to select actions that could help them participate in outdoor activities more often, the majority said that: 1) providing more recreation areas closer to their home (65%), 2) providing areas for activities that are just for kids their age (56%) and 3) providing equipment (56%) would increase their participation. Providing safer ways to get to recreation areas close to their home was only perceived as helpful by 37% of youth respondents.

When asked about constraints to their activity participation, 41% of the youth respondents said they were too busy to participate in outdoor activities and 49.6% said they were sometimes too busy. In addition, 47% would sometimes rather be on the internet and 47% indicated it is sometimes too hot or cold outside. One in four youth (25%) do not have a family member to do outdoor activities with.

## Demographics

Youth respondents were approximately 53% male and 47% female. The ages of the respondents were relatively well distributed with approximately 17% in each age category of 13, 14, 15, and 16. The majority of youth respondents were of White ethnicity (39%). However, Asians (25%) and Hispanics (20%) also represented a substantial portion of respondents. In addition, nearly 31% of youth respondents resided in Los Angeles County.

## **Overall Recommendations**

Although Californians are regularly visiting parks, they also feel they need more maintenance and care. This focus should include law enforcement efforts, pollution control, and overall maintenance for facilities.

Because Californians visit a diverse range of types of parks, from natural to cultural and developed to remote or wilderness focused, this diversity should be maintained.

Locale is important. Recreation providers should continue to evaluate the accessibility of local parks for all citizens in California. Having local parks will continue to encourage increased use by local community members.

A large majority of Californians are physically active – and therefore, parks and recreation facilities and areas/resources should continue to provide increased access and promote safe and accessible venues for physical activity.

Although Californians are generally pleased with existing facilities, park and recreation providers should continually seek ways to provide a safe environment as well as maintain existing facilities. Additionally, continuing to provide access to trails or safe walking routes, hiking activities will help meet the demands of outdoor recreation participants in California.

Californians are concerned about the health of the environment, with more than two-thirds suggesting that pollution, maintenance of existing facilities, and preservation of cultural and historic heritage should become areas of primary focus by recreation and park providers.

Californians believe that private businesses should continue to provide rental equipment, food services, and sponsorship of events on publicly managed facilities and resources. Approval of private services is increasing, however most Californians believe the job of law enforcement and management of areas should remain with the public park and recreation agencies.

Californians think park and recreation agencies should address climate change by education, reducing greenhouse gases, and management actions to mitigate the impacts. They agree that doing nothing is not an option. Therefore, agencies

providing park resources and recreation should play a proactive role in education and mitigating the impacts of global climate change.

Youth generally participate in activities in and around their neighborhoods or in their community, therefore providing safe and accessible local recreation activities for all youth should remain a high priority.

Youth continue to enjoy access to safe venues for walking, bicycling, etc. including paths, trails, sidewalks, access to swimming pools, and playing in a park. Access to safe and local venues for these activities should remain a high priority for continued youth participation.

Youth identified an increased desire to have greater access to snow play activities (sledding, ice skating, snow boarding), swimming in a pool, and motorized water sports. Opportunities for winter activities for youth from both urban and rural environments should be maintained.

It appears youth are participating in 6 of the 10 activities identified by the COBR. Programs should continue to focus on all 10 activities and continue to pay special attention to wildlife viewing (catch or view fish), celebrating their heritage, camping overnight, and playing on a team.

Because youth appear to be “too busy” often times to participate in outdoor activities, park and recreation professionals should continue to provide accessible activities close to home and in safe environments, and providing the equipment necessary to participate.

### **Full-Length Public Opinions and Attitudes Survey Report**

This chapter presents a preliminary analysis of the data available while this Plan was prepared. A more detailed analysis and interpretation of the survey findings will be published in the survey report in spring 2009. This final report will include comparisons with prior survey data, an analysis of regional responses, and concluding recommendations for addressing the outdoor recreation needs identified in the survey.

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# California's Protected Areas Database

## Introduction

The evaluation of the supply of outdoor recreation lands is a fundamental requirement of the California Outdoor Recreation Plan (CORP) and an important tool for identifying outdoor recreation resources and needs statewide. In 2006, California State Parks was awarded a Land and Water Conservation Fund grant to complete a statewide inventory of public open-space and recreation lands. This project contributes significantly towards the evaluation of the statewide supply of local outdoor recreation resources.

The California Protected Areas Database (CPAD) will be used by LWCF applicants statewide to demonstrate that their project proposals meet an outdoor recreation need for protected open space and recreation lands. The CPAD illustrates the distribution of protected areas throughout the state, identifying those regions that are lacking parks, such as the Central Valley. DPR is currently developing selection criteria funded by the "Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006" that use the CPAD as a tool for determining if proposed grant projects duplicate existing park resources, so that priority is given to park projects proposed for underserved areas. The CPAD was introduced during the public outreach development of the Issues and Actions as a local and regional tool for implementing the Actions through identifying outdoor recreation needs and priorities.

Initially, the intent was to start with a pilot GIS database for six Sacramento Area Council of Government counties and then expand the database to include the rest of the state. During the initial research into available contractors however, it was found that a non-profit organization, GreenInfo Network, had already begun a virtually identical searchable inventory and had already successfully compiled and developed a GIS database for all of Southern California and the Bay Area. California State Parks was able to leverage its grant monies by providing GreenInfo Network with the funds necessary to finish collecting the data for the entire state. This fortuitous collaboration provided a unique opportunity for both California State Parks and the GreenInfo Network to complete a project that for the individual agency might have been cost prohibitive.

The California Protected Areas Database (CPAD) is an inventory of all land in California that is protected in fee ownership primarily for open-space use. It includes everything from small urban parks to large national parks. In total, CPAD includes 48 million acres of protected lands in over 14,000 units owned by about 750 agencies.

CPAD will be a powerful tool for park and recreation providers for assessing the supply of and demand for outdoor recreation resources. There are many

potential uses for the dataset, such as mapping and analyzing the spatial arrangement of park and recreation resources within California communities. CPAD will also be a valuable tool for the general public. Using the ParkInfo interactive map, any user can access the dataset online to locate the park and open-space recreation lands near them. This easy-to-use search engine is available through a new California State Parks Internet site at [www.FindRecreation.parks.ca.gov](http://www.FindRecreation.parks.ca.gov).

CPAD is the most comprehensive and accurate inventory ever done for the state. The table below indicates the breadth and depth of the data collected.

<b>TOTAL NUMBER OF UNITS INVENTORIED BY COUNTY</b>					
<b>County</b>	<b># of Units</b>				
		Madera	26	San Mateo	357
Alameda	529	Marin	299	Santa Barbara	382
Alpine	17	Mariposa	15	Santa Clara	486
Amador	10	Mendocino	39	Santa Cruz	247
Butte	102	Merced	90	Shasta	125
Calaveras	5	Modoc	24	Sierra	12
Colusa	27	Mono	46	Siskiyou	39
Contra Costa	347	Monterey	351	San Luis Obispo	168
Del Norte	17	Napa	245	Solano	214
El Dorado	39	Nevada	25	Sonoma	293
Fresno	407	Orange	855	Stanislaus	230
Glenn	17	Placer	186	Sutter	33
Humboldt	37	Plumas	27	Tehama	34
Imperial	185	Riverside	701	Trinity	14
Inyo	17	Sacramento	357	Tulare	132
Kern	207	San Benito	17	Tuolumne	22
Kings	28	San Bernardino	1,023	Ventura	651
Lake	21	San Diego	1,666	Yolo	134
Lassen	21	San Francisco	240	Yuba	135
Los Angeles	2,272	San Joaquin	152	<b>Total</b>	<b>14,397</b>

## How was CPAD created?

CPAD was completed by GreenInfo Network with major financial support from California State Parks, but also with prior funding from many other agencies, organizations and private foundations, including:

Annenberg Foundation	Bay Area Open Space Council
California State Coastal Conservancy	Central Coast Open Space Council
Great Valley Center	Resources Legacy Fund Foundation
Sierra Nevada Conservancy	Southern California Open Space Council
University of California, Davis Information Center for the Environment/Great Places Program	

CPAD has been developed using a wide range of data sources, including previous databases (e.g. Public Conservation and Trust Lands), parcel data from counties, ownership data files from agencies and other research. The following processes were used to update CPAD:

- The updating process began with evaluation of a GIS layer developed in the late 1990s by the California Resources Agency, which used GNIS (Geographic Names Information System) and other data to create rough boundaries of urban parks.
- GreenInfo Network surveyed cities statewide and received responses from cities that provided either GIS data or maps that were fairly easily digitized. They researched related agencies, city web sites for the cities that did not respond and secured lists of parks and other collateral information. During this process they found that many cities had no available GIS data on their parks and often only schematic (possibly not to scale, not geo-referenced or just diagrammatic) maps on their websites.
- The data was then sifted through for each city, checking and crosschecking various data sources (road maps and atlases, etc.) to come up with the final layer. Where there was data, park boundaries were matched up with assessor's parcels, and in all cases GreenInfo used high-resolution aerial photography to determine boundary placement.
- Because the protected lands database does not track sites that are solely recreation buildings (and only public recreation lands in any case – not privately owned sites), what is shown as an urban park may not be all the recreational site locations that an individual city may show. There may also be some sites where the exact footprint of the park may not be clear since it could not always be determined if the onsite buildings were part of the park or not.
- There has also been a significant effort to align all protected lands with assessor parcel data. This was accomplished by acquiring GIS parcel data, overlaying it on aerial photographs and comparing it with our existing GIS boundaries. The GIS boundaries were then moved to match assessor parcels, even if an open space or park agency had provided GIS files that



showed a slightly different location. The standard is to use the assessor parcels as the final geometric boundaries (realizing there are still issues with assessor boundaries in a few areas).

### **What is CPAD and what does it contain?**

The California Protected Areas Database is a GIS inventory of all protected open-space lands in the State of California. The database contains lands held in fee ownership by public agencies and non-profits - it does not contain data on private conservation and other similar public-agency easements. The lands in CPAD range from national forests to small urban parks. Federal, state, county, city, special district and non-governmental agency holdings are included and have been mapped at high levels of accuracy.

CPAD has been developed to support conservation and open-space/recreation planning and public access. It is not an inventory of all public lands. For example, city halls, water treatment plants and other government-owned facility lands are not included. At the city level, recreation facilities that do not include significant open-space have not been included (e.g. swimming pools, recreation halls, ball courts, etc., where these are not part of a park with green space).

#### What CPAD includes:

- Lands that are permanently protected for open-space purposes by public agencies or non-profit organizations.
- Fee lands only – easements are being developed in a separate database.
- Some special use lands, such as publicly owned cemeteries and golf courses.

The inventoried lands typically fall into one or more of these categories:

- Habitat Conservation – Wildlife or plant reserve protected specifically for habitat
- Recreation – Active recreation, picnicking (city parks, parks with developed areas)
- Open-space – Open land serving a broad range of purposes
- Historical/Cultural – Museums, historic sites
- Forestry – Active forest harvesting, tree growth for forestry (publicly owned only)
- Agriculture – Crop lands including developed pastures
- Ranching – Dry and grazing pasture
- Water Supply – Watersheds, waterways
- Scenic Area – If officially designated
- Flood Control – Flood plains, flood control channels

#### What CPAD does not include:

- Green areas that are parts of schools unless there is a defined agreement to allow those for public use.

- Military lands used primarily for military purposes – a separate data layer of military lands is available at CaSIL (the California Spatial Information Library).
- Conservation scores (United States Geological Survey Gap codes).
- Tribal lands of the Native American sovereign nations.

The data is collected in the series of discrete fields described in the table below:

<b>INCLUDED DATA FIELDS</b>	
<b>Attribute Title</b>	<b>Definition</b>
Holding_ID	Unique ID for each holding unit
Hold_Name	Name of the Holding (a holding is a discrete parcel of land – more than one holding may comprise a park or other such designation). Not all Holdings have names due to funding limitations and agency data.
Unit_ID	ID for each unit. Units are made up on one or more Holdings. For example, a State Park is one unit, but may consist of many holdings, some contiguous and some at a distance from each other.
Unit_Name	Name of the Unit
Agency_ID	Unique ID that identifies the agency that owns or administers the land
Agency_Nam	The name of the agency that owns or administers the land
County	County the protected land is within
Type	Type of ownership – fee, easement, mixed or transfer (transfer is a temporary status used by land trusts and others who are shifting ownership to another agency)
Agency_Typ	Federal, State, County, City, Special District, Non-Profit (mostly land trusts)
Land_Water	Identifies whether or not the land is submerged/tidal
Access	Type of access – Open Access, Restricted Access (i.e., permit required), No Access
Prim_Use	The primary use of the protected land (not available for all Holdings)
GIN_Acres	GIS calculated acreage, may not match official agency records

### **How will CPAD be used?**

#### Online Search Engine - ParkInfo

CPAD is available through the ParkInfo search engine where users can locate parks and other open-space recreation opportunities anywhere in California. ParkInfo is an interactive Internet-based map that allows any user to easily search for open-space and recreation lands using the Google Maps interface. Users can search for parks by zip code, county, city, or by proximity to their home address. They can also point, click, pan and zoom on the interactive web

map. Some of the map attributes include owning-agency name, public-access status, acreage, and a link to the managing agency's webpage.

Currently, urban parks only include those sites that have a significant percentage of open space compared to structures – recreation facilities that are primarily buildings are generally not included. However, data is currently being collected to include campgrounds, major regional trails, and some urban facilities such as ball courts, recreation centers, and pools.

The ParkInfo search engine is currently available through both the California State Parks webpage at [www.FindRecreation.parks.ca.gov](http://www.FindRecreation.parks.ca.gov) and GreenInfo Network's [www.parkinfo.org](http://www.parkinfo.org). The ParkInfo portal (as seen below) can be inserted into any webpage using very basic technology. Anyone interested in providing the ParkInfo search engine (below) on a webpage may contact GreenInfo Network.

The screenshot displays the California State Parks ParkInfo search engine interface. At the top, the logo for CA.GOV and California State Parks is shown with the tagline "DISCOVER THE MANY STATES OF CALIFORNIA." Below the logo are navigation tabs for "Recreation Home" and "CA State Parks". A banner image shows a group of cyclists on a dirt path through a green landscape. The main content area is divided into two columns. The left column contains a search form with the question "What are you looking for?" and options for "What:" (Park) and "Search:" (Near My Address, Park Name, City or Place, Zip). A search input field is labeled "Type your address, then select a distance" with a "1 mi" dropdown and a "Go" button. Below the search form is a "Search results:" section with a "Print this list" link. The results section features a green header "Welcome to ParkInfo" and the text "Your portal to open space recreational opportunities". It states "Parks and other open lands are now available for the entire state of California." and includes a "Getting Started..." section with two numbered instructions: 1. Use the search choices above to choose parks and open spaces within your area, OR 2. Zoom in on the map and click on a site to see details about that particular park or open space. The right column features a map of California with various cities and parks marked. The map is powered by Google and includes a legend at the bottom with three categories: "Click on any park for details" (represented by a hand icon), "Open Access Parks" (represented by a green square), and "Restricted Access Parks" (represented by a green square with a red border). The map also shows major highways and geographical features like Nevada to the east.

### Use of the Database

CPAD is a relational database linking information about land holdings with information about the agencies that own and operate these lands. The dataset is available as both an ESRI file geodatabase and as an ESRI shape file (Environmental Research Systems Institute - designer and developer of GIS technology). This detailed data can be used in a variety of ways, including:

- Assessing the availability of open-space and recreation lands
- Evaluating the nexus between local, state and federal recreation resources by political districts
- Analyzing statistical factors such as the number of park acres per 1,000 residents within a political subdivision
- Identifying the location of state/federal funded outdoor recreation projects (grants) by year, type, and political subdivision.
- Overlaying park and recreation areas on aerial photographs to show facilities, natural features, man-made features, adjacent land uses and other similar characteristics.
- Providing maps and reports depicting the current supply of park and recreation resources. This could be done for the entire state, or by city, county, special district, Assembly/Senate district or region.
- Comparing park locations with demographic data to map and identify underserved neighborhoods and communities.
- Identifying potential linkages or natural connections between resource lands held in public ownership.
- Helping guide the acquisition of new parkland and recreation areas.

The inventory database search engine will be housed by the state's CERES (California Environmental Resources Evaluation System) program at CaSIL (California Spatial Information Library) and is available (for non-commercial use only) by download at [http://casil.ucdavis.edu/frs/?group\\_id=115](http://casil.ucdavis.edu/frs/?group_id=115).

### **What is next for CPAD?**

The database has been designed to accommodate later additional attributes, such as campsites, recreation facilities, and etc. The Planning Division is currently working with GreenInfo Network on these additional efforts:

- A comprehensive inventory of public campgrounds throughout the State
- A collection of spatial data on the 23 major regional trails highlighted in the California Recreational Trails Plan
- A sample inventory of urban recreation facilities, like pools, ball courts, and recreation centers.

It is hoped that this additional information will also become available to the public through the online public search engine.

As with any large data gathering program, there are likely to be lands that have been missed, wrongly included or miss-attributed. These errors are expected to be corrected over time.

GreenInfo Network will continue maintenance of the CPAD to the extent the financial resources are available. Discussions about the best strategy for updating CPAD are in process and any interest other state entities may have for supporting this major effort is welcome. If you are interested in the current status of CPAD, you want more technical information, or you would like to be involved in supporting updates, visit [www.calands.org](http://www.calands.org).

## **Wetlands**

Beginning in 1988, Section 303 of the Emergency Wetlands Resources Act requires each Statewide Comprehensive Outdoor Recreation Plan (SCORP) to specially address wetlands as important outdoor recreation resources. Section 303 also amends the Land and Water Conservation Fund (LWCF), authorizing wetlands as suitable replacements for LWCF lands being converted to other uses. This element includes the wetland conservation plans and processes which guide the identification of wetland conservation priorities and protection actions within California.

The LWCF Grants Manual requires that this wetlands component provide evidence of consultation with the State agency responsible for fish and wildlife resources – in this case the California Department of Fish and Game (DFG). Planning Staff solicited comments and suggestions on this Wetlands component from the chief of DFG's Comprehensive Wetland Habitat Program and received feedback that the list of wetland planning efforts below was comprehensive.

The LWCF Manual also stipulates that the wetlands component contain a listing of those wetlands types which should receive priority for acquisition, however California does not maintain a list of specific wetland types that are a high priority for conservation in California. Most of the state's work focuses in specific regions of importance carried out by one or more of the state's wetland conservation organizations. Therefore, the local and or regional wetland priorities specific to each of the wetland planning efforts described below have been included in a separate table following the descriptions below. Wetland projects submitted for LWCF consideration must be endorsed beforehand by one or more of the following organizations.

### **Wetland Conservation Plans and Processes**

#### California's Wetlands

<http://ceres.ca.gov/ceres/calweb/wetlands.html>

Wetlands support ecosystems vital for the survival of many fish, aquatic life forms, birds, and plants. Wetlands improve water quality, flood control, groundwater recharge, erosion control, maintain biological diversity, and provide a variety of outdoor recreation opportunities. Only ten percent of the wetlands that existed before European settlement and only five percent of all coastal wetlands remain in California.

In response to the shrinking wetlands, government agencies have implemented legal use restrictions; acquired wetlands for protection, restoration and management; and implemented statewide wetland planning strategies and partnerships. These measures have gone far to protect the state's wetlands, but not all of them are subject to government authority, particularly those located on private lands, where recent Supreme Court decisions have reduced wetlands'

protection. California has, therefore, prioritized increasing public-private partnerships to restore and manage wetlands on private lands.

#### National Wetlands Priority Conservation Plan

<http://www.fws.gov/policy/660fw4.html>

The U.S. Fish and Wildlife Service is responsible for preparing the National Wetlands Priority Conservation Plan (NWPCP), authorized by the 1986 Emergency Wetlands Resources Act (EWRA). The NWPCP's ongoing program provides decision-making guidance on acquiring important, scarce and vulnerable wetlands and establishing other non-acquisition protection measure priorities. Section 301 of the EWRA requires the Secretary of the Interior to establish, periodically review, and revise a National Wetlands Priority Conservation Plan that identifies federal and state acquisition priorities for various types of wetlands and wetland interests.

The NWPCP is an ongoing program and continues to provide guidance for making decisions regarding wetland acquisition. The NWPCP applies only to wetlands that would be acquired by federal agencies and states using LWCF appropriations.

#### California Wetlands Conservation Policy

<http://ceres.ca.gov/wetlands/policies/governor.html>

California's Governor signed the California Wetland Conservation Policy (Executive Order W-59-93) in August 1993. The policy coordinated statewide activities for wetland preservation and protection. The Resources Agency and the California Environmental Protection Agency work together in implementing the threefold policy goals:

- Ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in California in a manner that fosters creativity, stewardship, and respect for private property.
- Reduce procedural complexity in the administration of state and federal wetlands conservation programs.
- Encourage partnerships to make landowner incentive programs and cooperative planning efforts the primary focus of wetlands conservation and restoration.

Statewide policy initiatives, geographically based regional strategies, and an interagency wetlands task force were established to direct and coordinate the administration and implementation of the policy.



The statewide policy initiatives include a wetlands inventory, wetland planning, improved administration of existing regulatory programs, landowner incentives, mitigation banking, development and expansion of other wetlands programs, and the integration of wetlands policy and planning into other environmental and land use processes.

The California Statewide Wetlands Inventory compiles the U.S. Fish and Wildlife Service National Wetland Inventory and other available data into a comprehensive wetlands data layer. This layer provides the baseline from which to monitor gains or losses to state wetlands.

#### California Wildlife Action Plan

<http://www.wildlifeactionplans.org/california.html>

“California Wildlife: Conservation Challenges”, prepared by California’s Department of Fish and Game (DFG), is the state’s Wildlife Action Plan, the comprehensive wildlife conservation strategy developed in response to the U.S. Fish and Wildlife Service’s State Wildlife Grants Program. It identifies the California wildlife species and habitats, including wetland habitats, of greatest conservation need, describes major stressors affecting the state’s native wildlife and habitats, and recommends actions to restore and conserve California’s wildlife. The plan identifies special status species of plants and animals, many of which depend on wetland habitats. Growth and development, water management conflicts, invasive species, and climate change have major consequences for these species, ecosystems, and habitats across the state. Other stressors, such as pollution, urban or agricultural runoff, recreational pressures, or human disturbance, threaten native plants and animals in parts of California. The plan recommends better integration of wildlife conservation considerations into transportation planning, local and regional planning, land-use decision-making, working with cities and counties to secure sensitive habitats and key habitat linkages, and allocating sufficient water for ecosystem uses and wildlife needs. Specific recommendations for nine wildlife regions are presented.

#### The California Legacy Project

<http://legacy.ca.gov/>

The California Legacy Project was a Resources Agency initiative that involved a broad range of government agencies and citizen organizations. Working collaboratively, it developed a suite of tools and maps to help Californians make the important decisions about conserving and protecting the state’s working lands and natural resources. The project ended in 2004.



North American Waterfowl Management Plan  
<http://www.fws.gov/birdhabitat/NAWMP/>

In California, the waterfowl habitat protection, restoration, and enhancement processes set in motion by the North American Waterfowl Management Plan (NAWMP) and other partnerships play key roles in setting wetland conservation priorities. Joint ventures and other important regional wetland conservation efforts in California include:

- Southern California Wetlands Recovery Project <http://www.scwrp.org/>  
The Southern California Wetlands Recovery Project (SCWRP) is a broad-based partnership of public agencies, non-profits, scientists, and local communities working cooperatively to acquire and restore rivers, streams, and wetlands in coastal Southern California. Its goal is to accelerate the pace, extent, and effectiveness of coastal wetland restoration through developing and implementing a regional prioritization plan for the acquisition, restoration, and enhancement of Southern California's coastal wetlands and watersheds. The SCWRP's geographic scope is from Santa Barbara County's Point Conception to the Mexican border. SCWRP partners work together to identify wetland acquisition and restoration priorities, prepare plans for these priority sites, pool funds to undertake these projects, implement priority plans, and oversee post-project maintenance and monitoring. Among recent SCWRP accomplishments is the restoration of 570-acre Bolsa Chica, a coastal estuary adjacent to Bolsa Chica State Beach.

- San Francisco Bay Joint Venture <http://www.sfbayjv.org/> The San Francisco Bay Estuary is the nation's second largest and perhaps most biologically significant estuary on the Pacific coast. The San Francisco Bay Joint Venture (SFBJV) brings together public and private agencies, conservation groups, development interests, and others to restore wetlands and wildlife habitat in San Francisco Bay watersheds and along the Pacific coasts of San Mateo, Marin, and Sonoma counties. The goal of the SFBJV is to protect, restore, increase, and enhance all types of wetlands, riparian habitat, and associated uplands throughout the San Francisco Bay region to benefit birds, fish, and other wildlife.

SFBJV is accelerating the ambitious effort to restore San Francisco Bay, including high profile acquisitions and restorations of salt ponds and bayland pastures. Since 1996, SFBJV partners have protected, restored, or enhanced over 62,000 acres of wetlands, lakes, creeks, and adjacent uplands in the Bay area.

- Central Valley Joint Venture <http://centralvalleyjointventure.org> The Central Valley Joint Venture (CVJV) brings together conservation organizations, public agencies, private landowners, and other partners interested in the conservation of Central Valley bird habitat. The mission of the CVJV is to

“work collaboratively through diverse partnerships to protect, restore, and enhance wetlands and associated habitats for waterfowl, shorebirds, water birds, and riparian songbirds, in accordance with conservation actions identified in the Joint Venture’s Implementation Plan.” The Plan was rewritten and updated in 2006, expanding it from its original focus on waterfowl to include six bird groups: wintering waterfowl, breeding waterfowl, non-breeding shorebirds, breeding shorebirds, water birds, and breeding riparian songbirds.

- The Inland Wetlands Conservation Program (IWCP) [http://www.wcb.ca.gov/Pages/inland\\_wetlands\\_conservation\\_program.html](http://www.wcb.ca.gov/Pages/inland_wetlands_conservation_program.html) was created within the Wildlife Conservation Board (WCB) by legislation in 1990, to carry out the programs of the CVJV by awarding grants to nonprofit organizations, local governmental agencies, and state departments to restore and enhance wetlands.

Since 1992, the CVJV partners have protected, restored, and enhanced over 520,000 acres of habitat. For example, in 2008, Ducks Unlimited Inc., a CVJV partner, began its American and Sutter Basins Wetlands Project, which will protect, restore, or enhance 3,737 acres of wetlands, riparian forests, and associated uplands.

- Riparian Habitat Joint Venture <http://www.rhjb.org/> California Partners in Flight initiated the Riparian Habitat Joint Venture (RHJV) project in 1994. The vision of the RHJV is to restore, enhance, and protect a network of functioning riparian habitat across California to support the long-term viability of land birds and other species. A wide variety of other species of plants and animals will benefit through the protection of forests along the rivers, streams, and lakes.

RHJV members’ projects contribute significantly to restoration of riparian habitats, especially in the Central Valley. For example, River Partners, an RHJV partner, has restored over 6,000 acres of riparian habitat along the major rivers of California since 1998, and recently planted its millionth tree.

- Pacific Coast Joint Venture <http://www.pcjb.org/> The Pacific Coast Joint Venture (PCJV) was established in 1991. The PCJV works primarily in 18 focus areas from northern California to British Columbia, Alaska, and Hawaii. The focus areas in northwestern California include key habitats for water birds at the Eel River Delta, Humboldt Bay, and Lakes Earl and Tolowa.
- Intermountain West Joint Venture <http://www.iwbjv.org/> The Intermountain West Joint Venture (IWJV) is a public/private partnership dedicated to the conservation of bird habitat in parts of 11 western states stretching from Canada to Mexico, including northeastern California. The mission of IWJV is to facilitate the long-term conservation of key avian habitat including planning,

funding, and developing habitat projects that benefit all biological components of Intermountain ecosystems.

The joint venture's implementation plan was rewritten in 2006. Important bird habitats it identifies in California include Ash Creek, Modoc National Wildlife Refuge, Sierra Valley, the Klamath Basin, Eagle Lake, Goose Lake, Lake Almanor, Honey Lake, and Mono Lake.

- CALFED Bay Delta Program <http://calwater.ca.gov/index.aspx> The San Francisco Bay/Sacramento-San Joaquin River Delta formed by California's two largest rivers, the Sacramento and San Joaquin, is a drinking water source for millions of Californians and home to hundreds of plant and animal species. It supports the bulk of the state's commercial salmon industry and irrigates much of California's farmland. The CALFED Bay-Delta Program was formed in 1995 to develop and implement a 30-year plan to restore the ecological health of the Bay and Delta, improve water supply reliability and water quality, and stabilize the Delta's foundation of levee systems. The Program is a collaboration between numerous state and federal agencies with a mission to improve California's water supply and the ecological health of the San Francisco Bay/Sacramento-San Joaquin River Delta.

As part of its implementation of the CALFED Bay-Delta Program, the Department of Fish and Game is developing the Bay-Delta Conservation Plan. <http://resources.ca.gov/bdcp/>. The goal of the Bay-Delta Conservation Plan (BDCP) is to help recover endangered and sensitive species and their habitats in the Delta in a way that also will provide for sufficient and reliable water supplies. The Plan is scheduled to be completed in mid 2010. The BDCP will:

- Identify and implement conservation strategies to improve the overall ecological health of the Delta
  - Identify and implement ecologically friendly ways to move fresh water through and/or around the Delta
  - Address toxic pollutants, invasive species, and impairments to water quality
  - Provide a framework to implement the plan over time
- Suisun Marsh Protection Plan [http://www.bcdc.ca.gov/pdf/planning/plans/suisun\\_marsh\\_plan.pdf](http://www.bcdc.ca.gov/pdf/planning/plans/suisun_marsh_plan.pdf) Suisun Marsh comprises approximately 85,000 acres of tidal marsh, managed wetlands, and waterways between San Francisco Bay and the Delta. It includes more than ten percent of California's remaining wetlands. Suisun Marsh plays an important role in providing wintering habitat for waterfowl, supports a diversity of plant communities, and provides habitats for a variety of fish and wildlife, including several rare and endangered species.

Conservation of Suisun Marsh is governed by the San Francisco Bay Conservation and Development Commission's Suisun Marsh Protection Plan and by the Suisun Marsh Preservation Agreement between agencies with responsibilities in the marsh. The objectives of the Suisun Marsh Plan are to preserve and enhance the quality and diversity of the Suisun Marsh aquatic and wildlife habitats and to assure retention of upland areas adjacent to the Marsh in uses compatible with its protection.

In recent years, Suisun's tidal marshes were restored at Hill Slough and the Blacklock site, and other restorations are being planned. A new Suisun Marsh Habitat Management, Preservation, and Restoration Plan is being prepared to carry out the Suisun Marsh Preservation Agreement and update the Suisun Marsh Protection Plan.

### **Wetland Priorities for Acquisition and Conservation**

#### California Wildlife Action Plan

<http://www.wildlifeactionplans.org/california.html>

Although species of concern are listed in the Wildlife Action Plan's Wildlife Species Matrix, the Department of Fish and Game does not have information on specific wetland types that are a high priority for conservation in California.

#### North American Waterfowl Management Plan

<http://www.fws.gov/birdhabitat/NAWMP/>

This Plan outlines its ultimate objectives in terms of the abundance and distribution of North American waterfowl populations. Its goal is to meet population objectives through the wise application of local or regional-scale habitat conservation actions guided by regional habitat conservation objectives. To accomplish this, Plan partners strive to quantitatively link regional waterfowl habitat objectives with continental waterfowl population objectives. Empirical and conceptual biological models provide means to link population and habitat objectives (see Appendix A).

The table below is a guide to California's wetland conservation organizations and their wetland priorities. Wetland projects submitted for LWCF consideration must be endorsed by one of the organizations on the following page.

California's Wetland Conservation Organizations	Ecological Areas of Focus	Organizational Objectives
<b>Southern California Wetlands Recovery Project</b>	Tidal wetland ecosystems, stream corridors, riparian areas	Acquire privately-owned tidal wetland ecosystems
		Develop comprehensive restoration plans
		Plan and implement restoration
		Acquire private parcels in tidal wetland ecosystems that are primarily publicly owned
		Develop restoration plans for tidal wetland ecosystems
		Develop plan and implement enhancement
		Acquire large areas of wetland or riparian habitat or floodplain or areas that add to an existing preserve of contiguous wetland habitat or stream corridor
		Provide focused assessment of watershed functioning, stressors, priorities, and identification of specific projects
		Plan and implement priority projects to preserve or restore ecological functioning of stream corridors as identified in watershed assessment or planning document. This can include urban stream restoration projects that are a priority in the watershed
		Acquire smaller wetland areas, riparian habitat or floodplain not contiguous with an existing preserve
		Develop comprehensive watershed management plans
		Plan and implement restoration projects to restore ecological functioning of stream corridors that are not part of a broader watershed planning/management effort
<b>San Francisco Bay Joint Venture</b>	Bay habitats, seasonal wetlands, creeks and lakes	Secure, restore, and improve wetlands, riparian habitat, and associated uplands by applying incentives and using non-regulatory techniques
		Strengthen, promote new funding sources
		Improve habitat management on public and private lands through cooperative agreements and incentives
		Support monitoring and evaluation of habitat restoration projects, research to improve future restoration projects.
<b>Central Valley Joint Venture</b>	Seasonal, permanent and semi-permanent wetlands, riparian areas, rice and agricultural cropland	Protect in perpetuity existing wetland habitats.
		Secure adequate power and water supplies for wetland management.
		Restore and protect in perpetuity former wetlands.
		Enhance all existing wetlands.
		Enhance waterfowl habitat on agricultural lands.
		Project, enhance or restore habitat and water needs of six bird groups including: wintering waterfowl; breeding waterfowl; wintering shorebirds; breeding shorebirds; waterbirds; and riparian songbirds.

<b>California's Wetland Conservation Organizations</b>	<b>Ecological Areas of Focus</b>	<b>Organizational Objectives</b>
<b>Riparian Habitat Joint Venture</b>	Riparian areas	Identify and develop technical information based on sound science for a strategic approach to conserving and restoring riparian areas in California.
		Promote and support riparian conservation on the ground by providing guidance, technical assistance and a forum for collaboration.
		Develop and influence riparian policies through outreach and education.
<b>Pacific Coast Joint Venture</b>	Tidal/coastal wetland ecosystems, riparian areas, former agricultural cropland	Ensure the long-term maintenance of habitat values and natural ecological processes in coastal wetland ecosystems.
<b>Intermountain West Joint Venture</b>	Aspen woodland, grassland, dry forest, sagebrush steppe, riparian areas, aquatic-wetland, agricultural cropland	Facilitate the long-term conservation of key avian habitat including planning, funding, and developing habitat projects that benefit all biological components of Intermountain ecosystems
		To protect 1.5 million public and private acres through facilitation of conservation easements, management agreements, incentive programs, and stewardship programs.
		To restore and enhance 1 million acres of wetland habitat through direct habitat improvement programs.
		To enhance all bird habitat through direct habitat improvement programs, public education, and cooperation with partners.
		Protect, restore, enhance and/or maintain key Intermountain bird populations and their habitats on a variety of land ownerships.
		Facilitate partnerships which are voluntary and non-regulatory for private and other landowners at various scales.
		Work across political boundaries to assist with the formation of nontraditional cooperative efforts.
		Maintain a biological planning effort which is based on the best science available, employs an adaptive approach, and guides a practical approach to project development.
		Foster a monitoring and evaluation program that centers on program evaluation, project tracking, and applied science needs.

<b>California's Wetland Conservation Organizations</b>	<b>Ecological Areas of Focus</b>	<b>Organizational Objectives</b>
<b>CalFed Delta-Bay Program</b>	Stream corridors, riparian areas, agricultural cropland, tidal wetland ecosystems	To improve California's water supply and the ecological health of the San Francisco Bay/Sacramento-San Joaquin River Delta.
		To improve and increase aquatic and terrestrial habitats and improve ecological functions in the Bay-Delta to support sustainable populations of diverse and valuable plant and animal species.
		To provide financial and technical assistance for watershed activities that help achieve the mission and objectives of CALFED, and to promote collaboration and integration among community-based watershed efforts.
		Through seminars train graduates equipped with the skills and technology transfer network to make significant improvements in the management of key California watersheds
		Address toxic pollutants, invasive species, and impairments to water quality
<b>Suisun Marsh Plan of Protection</b>	Riparian areas, tidal wetland ecosystems	Preserve and enhance managed seasonal wetlands
		Implement a comprehensive level protection/improvement program
		Protect ecosystem and drinking water quality, while restoring habitat for tidal marsh-dependent sensitive species

## **California's Recreation Policy**

The five priority areas of focus within the Recreation Policy were developed as a response to the issues identified in the 2002 CORP. California's 2005 Recreation Policy outlines the state's strategies, priorities and actions for addressing the outdoor recreation issues of statewide significance. The Recreation Policy was then introduced during the development and public outreach of the CORP as a guide for updating the state's outdoor recreation Issues and Actions. Priorities identified during the Recreation Policy's development and public outreach process were integrated into the following chapter on Issues and Actions.

The Recreation Policy was proposed as a future element of the California Outdoor Recreation Planning Program in the 2002 CORP. The proposed Policy element was considered consistent with the 2002 CORP Issue: The Status of Parks and Recreation. The associated Action item called for stakeholders to: "Commission research to document the economic, social, heritage, cultural, recreational, health, public safety, and physiological benefits of parks and recreation programs and services in California." The current Recreation Policy update was funded through an amended 2003 LWCF planning grant and the Policy was completed in 2005.

### **Policy Background and Goals**

Since the first policy was created in 1962, the California Recreation Policy has continuously reaffirmed the varied and increasingly important roles that park and recreation lands, facilities and programs play in bringing value to lives of Californians and their communities. Recreational opportunities provide Californians the freedom to develop their innate capabilities, intelligently use their energies, and enrich their health and well-being. Research consistently points toward recreation as essential to the physical and emotional well-being of individuals and society. It is therefore important that all Californians be provided with adequate opportunities by which they can pursue their recreational interests.

In recognition of this, the State Legislature has delegated responsibility for preparing California's Recreation Policy to the State Park and Recreation Commission. Public Resources Code (Section 540) and the Commission's Statements of Policy direct that: "The Commission shall formulate, in cooperation with other state agencies, interested organizations and citizens, and shall recommend to the Director (of the Department of Parks and Recreation) for adoption by him/her, a comprehensive recreational policy for the State of California."

This updated and comprehensive 2005 policy is directed at recreation providers at all service levels: federal, state, and local agencies and special districts; private suppliers; and quasi-public or nonprofit organizations. It is intended that all suppliers of park facilities and recreation opportunities will be guided by



California's Recreation Policy as they work to provide the high quality recreation experiences Californians have come to expect and which they deserve.

## **Policy Development and Public Outreach**

The process used by the Commission in developing the 2005 California Recreation Policy has been open and inclusive. A twenty-seven member Policy Oversight Committee, involving representatives from public, private and non-profit groups, provided initial direction and later review to the effort. Early drafts of the policy were shared at a number of meetings and venues; written comments were solicited; the policy was posted on the Department's website; and was a topic on the Commission's April 2005 meeting agenda. Along the way, comments were received from well over 100 organizations and individuals.

## **California's Recreation Policy**

This 2005 California Recreation Policy is intended to be broad in scope and considers the full range of recreation activities – active, passive, indoors and out-of-doors. This timely policy considers the means by which recreational opportunities are provided – the lands, waters, facilities, programs and support functions – and it recognizes the considerable health, personal, social, economic and environmental benefits served through the many important dimensions of recreation.

To simplify and make the process more meaningful, the policy has been divided into five general areas:

- 1. Adequacy of recreation opportunities**
- 2. Leadership in recreation management**
- 3. Recreation's role in a healthier California**
- 4. Preservation of natural and cultural resources**
- 5. Accessible recreational experiences**

### **1. Adequacy of recreation opportunities**

The supply of parklands, water, open space, recreation facilities and services must be adequate to meet future and current demands, particularly in the state's most populated areas.

It is State policy that:

An ample supply of park and recreation areas, along with their associated open space and natural areas, facilities, beaches and waterways, trails and programs should exist throughout California so all people can safely engage in near-home activities as well as opportunities to visit distant locations for extended leisure time or vacation pursuits.

Particular attention should be given to providing access to parklands and natural and developed recreation areas in and near the urban areas where most Californians live. In heavily populated areas, careful attention should be given to the acquisition and protection of natural and cultural resource lands, waters and open space. It is also important to recognize the need for critical recreational facilities in rapidly growing rural areas.

Public service providers closest to the recreation resources, and particularly to the sources of recreation demand, shall have the primary responsibility for providing comprehensive recreation opportunities in urban, suburban and rural areas of these cities, counties and special districts. It will be the responsibility of state agencies to take the lead where resources or recreation demands are of regional or far-reaching significance.

Parklands and trails should be promoted for the broad-scale economic and non-economic benefits they provide, whether through opportunities for physical activity, increased jobs, attracting tourists, supporting local communities, drawing in new businesses to park-friendly communities, providing vital concession operations or increasing property values.

## **2. Leadership in recreation management**

Leadership, cooperation and partnership must be demonstrated at all levels to ensure that quality recreation resources, opportunities, programs and services are provided.

It is State policy that:

The State of California, through its Department of Parks and Recreation, should encourage and actively stimulate and coordinate active participation of federal, state, and local agencies, as well as the private and nonprofit sectors, in providing park and recreation lands, waters, facilities and programs.

Local public and private decision makers have an important leadership role in ensuring that a full range of stimulating, enjoyable and safe recreation experiences are available to their constituents, regardless of their skills, abilities or income levels. The State, by means of grants and

technical assistance, shall creatively aid local service providers in the realization of this vision and the vital delivery of these services.

Federal, state and local decision makers and program administrators should weigh the quality of life outcomes associated with park and recreation services in equal measure with other critical community services when considering the allocation of funding and staffing resources.

California's public and private schools, colleges and universities should support their undergraduate, graduate and postgraduate programs for training professionals in park and recreation management. In addition, they should support efforts related to conducting research (e.g., visitor's surveys, facility inventories and activity studies) on park and recreation related subjects and encourage beneficial internship programs at public agencies and non-profit organizations with the understanding that these worthwhile programs provide the future leadership for the park and recreation movement.

Providers in the private, quasi-public and nonprofit sectors are essential partners in the provision of recreation services. They should be encouraged to develop and operate a wide range of recreation resources, and to provide a considerable range of recreation opportunities on both private and public lands where appropriate.

Californians should have the opportunity to, and are encouraged to, actively participate as volunteers in support of recreation facilities and programs.

### **3. Recreation's role in a healthier California**

Meaningful recreation activities, facilities, programs and increased opportunities for physical activity are vital to improving the health and well-being of Californians.

It is State policy that:

Park and recreation land, facilities and programs should be recognized as a positive force for individuals, families, communities and society, fostering extensive community pride, increasing productivity, significantly reducing crime and healthcare costs, and playing a vital role in preventing significant health ailments through physical activity.

Recreation programs should be available for all Californians, particularly for children and youth, to encourage inventive play and support lifelong physical activity and emotional well-being.

Park and recreation professionals should also promote and support increased physical activity among Californians, which is critical to combating the obesity epidemic and preventing serious, chronic conditions like heart disease and diabetes. Park and recreation professionals should also actively take forward the unified and clear message that abundant parks, sports activities and recreation programs provide youth the opportunity to be involved in positive, supervised activities, and that recreation services play a critical role in reducing truancy, teen pregnancy, gang involvement and juvenile delinquency while building self-esteem and improving school performance.

Recreation providers should evaluate the availability and adequacy of facilities and programs to serve California's growing number of seniors associated with an aging population and make necessary adjustments to serve this increasingly important population. Senior programs should actively promote healthy lifestyles, physical activity, continued learning, and community engagement, including intergenerational activities.

Park and recreation providers at all levels should seek opportunities to collaborate with other critical social service programs in such fields as education, health care, housing, juvenile justice and social welfare.

Park and recreation professionals should understand and be able to convey the importance of providing quality passive recreation opportunities that assist the user in enjoying that quiet and solitude of a passive experience.

#### **4. Preservation of natural and cultural resources**

Educating Californians about their state's invaluable resources is a critical part of ensuring these resources continue to be available for the enjoyment of current and future generations.

It is State policy that:

A comprehensive environmental ethic should be fostered among all Californians, particularly its children and youth, to encourage wise use of the state's finite natural and cultural resources.

Californians should be made aware of California's unique and important environmental, ecological, scenic, historical and educational resources and opportunities contained within parks, recreation areas, open space and resource lands.

Inspiring educational materials should be available that have consistent core messages designed to conserve, protect and respect resource values and raise individual awareness to potential concerns.

Attention should be given to the conservation of critical habitat for special status plant species and wildlife, and the restoration of important natural areas such as wildlife corridors and wetlands. The preservation of and education about cultural and historic resources such as archaeological sites, historic trails or notable buildings should receive similar noteworthy attention.

To ensure resource lands, waterways and habitat will continue to be available for future generations, consideration should be given to protecting working farms and ranch lands with important natural and cultural resources through voluntary land protection agreements.

Recreation areas should be planned and carefully managed to provide optimum recreation opportunities without damaging significant natural or cultural resources. Management actions should strive to correct problems that have the potential to damage sensitive areas and degrade resources.

## **5. Accessibility to all Californians**

All citizens have the right to enjoy California's park and recreation legacy.

It is State Policy that:

Physical barriers and administrative obstacles should be eliminated so California's park and recreation lands, waters, facilities, activities and programs are accessible to all who want to enjoy them.

Through careful planning and farsighted parkland acquisition in California's urban areas, Californians should have safe access to a park or other recreation area within walking distance of where they live.

Low income communities and communities embodying California's great diversity should be provided the same access to healthful outdoor settings, well-maintained facilities, and professionally competent programs as are enjoyed by all other Californians.

Employees of park and recreation service providers at all levels should reflect the diversity of California's people in order to better understand the needs and preferences of California's changing population.

## Policy Implementation

Ongoing efforts within California State Parks to implement the Recreation Policy include expanding the State Park System, particularly in the State's most populated areas, **to help address the adequacy of recreation opportunities**. Los Angeles State Park State Recreation Area and Rio de Los Angeles State Historic Park (SHP) were both named and classified in 2005 and Rio de Los Angeles SHP was opened to the public in 2006. General plans for Bidwell-Sacramento River State Park, Malibu Creek State Park, Los Angeles SHP and Rio de Los Angeles SHP have all been completed since the Recreation Policy was drafted.

The Office of Grants and Local Services continues to provide **leadership in recreation management** through financial and technical assistance - to local units of government, including cities, counties, and districts that are authorized to acquire, develop, operate and maintain park and recreation areas - through matching grants for acquisition or development of lands and facilities that provide or support public outdoor recreation.

The independent non-profit California Roundtable on Recreation, Parks and Tourism **continues its leadership efforts** to foster public and private efforts to provide quality sustainable outdoor recreation in California. The Roundtable's membership includes representatives from the outdoor recreation industries, user groups, environmental organizations, academia, and recreation providers, with a goal to improve marketing and communication and increase funding and public support.

To help **increase recreation's role in a healthier California** and due to recent concerns about youth detachment from outdoor activities, lack of physical exercise and increased health risks, the Roundtable also adopted the California Children's Outdoor Bill of Rights, which recommends a fundamental list of experiences that every child in California would benefit from experiencing before entering high school. Numerous studies document that children who do these things are healthier, do better in school, have better social skills and self-image, and lead more fulfilled lives.

As part of ongoing efforts to **promote preservation of natural and cultural resources**, California State Parks has received a national preservation award for preserving Gold Rush history in Columbia State Historic Park. State Parks was also awarded \$2.3 million in the "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002" grants to preserve history and culture. In late 2005 State Parks was nearing completion of a five-year, \$9 million natural ecosystem restoration program, funded through the "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002", and including over 140 separate ecosystem restoration projects. State Parks also joined communities and organizations throughout

California in 2007 to participate in the 23rd Annual California Coastal Cleanup Day

State Parks has also continued its **efforts to provide parks access to all Californians** through its FamCamp, Outdoor Youth Connection and Beach Play Day programs. FamCamp was founded in 1995 by the California State Parks Foundation with California State Parks to provide low-income families with greater access to California's state parks, build family bonds and break down social and financial barriers for underprivileged families through a guided weekend group camping trip for approximately 1,600 children and family members each year. The 2007 11th annual Beach Play Day also brought over 700 inner-city youth to Huntington State Beach to learn about outdoor physical fitness, building self-esteem and healthy living options.

## Issues and Actions

### Introduction

This chapter of the California Outdoor Recreation Plan (CORP) identifies outdoor recreation issues and needs of statewide importance based upon, but not limited to, input from the CORP's public participation program. These statewide issues include the most pressing concerns broadly affecting California's park and recreation service providers. This document provides guidance for the planning, acquisition and development of needed recreation lands and facilities by detailing these concerns and identifying actions to address them. This effort to identify the issues and actions is required to develop California's strategy for meeting outdoor recreation needs statewide. This Plan identifies those issues and needs California will address through the LWCF and those issues that need to be addressed by other means.

This edition updates the prior CORP; the six issues and their related actions were used as the starting point for public participation and discussion about their continued relevancy and whether they still reflected California's large and diverse population. The six issues were carried forward and two new issues were introduced.

The determination of the needs, issues and actions and formulation of the state's strategy to meet these needs have been informed by analysis of a combination of data sources, including the conclusions and implications of the 2007 survey of Public Opinions and Attitudes on Outdoor Recreation, policy developed through the CORP public workshops, planning studies and the Advisory Committee, the public outreach processes for California's Recreation Policy, the Children's Outdoor Bill of Rights, and the Central Valley Vision, as well as California's trends, challenges and wetlands research.

The public participation process involved sessions with a 20-member CORP Advisory Committee, a survey of California Park and Recreation Society members, a California Roundtable on Recreation, Parks and Tourism discussion and four public workshops. The public outreach program is discussed in more detail in the California Outdoor Recreation Plan Public Outreach section of the Appendix.

This Issues and Actions chapter explores ways that recreation providers can both accommodate current demands for outdoor recreation opportunities and prepare to meet the needs of future generations. The remainder of this chapter is organized around the eight key issues, with a summary of each and examples of progress that has been made in the last five years. Actions to address each issue follow, separated into those potentially eligible for LWCF assistance and those that would need to be addressed using other means. This identification of statewide issues and actions is an important component of the CORP planning



and development process by providing guidance to direct California's strategies, priorities and actions for the obligation of the state's LWCF apportionment.

## **Issues and their Issue-Specific Actions**

### **1. Lack of Access to Public Park and Recreation Resources**

#### Summary of this Issue

Providing more accessible and safer park settings can promote inspiration, discovery, learning and encourage outside activities, active living and a healthy lifestyle for all Californians. Understanding and meeting the public's recreation needs helps remove barriers limiting public use of outdoor recreation areas and ensures that parks and recreation remains relevant, viable and important to our current and future population. Park and recreation agencies can embrace the diversity of California's population and remove barriers by providing services, facilities and programs that meet the needs of a diverse pool of current and potential park users and by providing opportunities for young people from all backgrounds to experience parks and recreation facilities, programs and services.

All park and recreation lands, facilities, programs and services need to be fully accessible to all Californians; by increasing accessibility, relevance will be increased as well. Restricted access is more than just physical barriers; it includes barriers of proximity, relevancy, safety, or inadequate transportation to outdoor recreation lands. Environmental barriers can involve the recreation settings themselves, including unfamiliar terrain, animals, plants and insects. Demographic obstacles include those that do not serve the changing recreation preferences of park visitors. Different ethnic and generational groups recreate and use facilities differently than do prior generations. Administrative obstacles to access include a lack of cooperation and coordination between park and recreation providers, a lack of connectivity between local resources and a lack of information about emerging recreation trends.

Other key points included in this issue are:

- Safety and security in many park and recreation areas needs to keep pace with increases in use, user conflicts, inappropriate behaviors and illegal activities.
- Many parks and recreation facilities, programs and services have barriers such as distance, location, fees, environmental restrictions, security, access for persons with disabilities, traffic and the lack of public transportation.
- Physical, environmental, demographic and administrative obstacles can impede participation in outdoor recreation opportunities.
- Many park and recreation facilities, programs and services need to be made more relevant to meet the demands of segments of California's rapidly changing population, such as the elderly, youth, single parent families, ethnic groups, new immigrants and persons with disabilities.

- In their efforts to protect resources, park and recreation providers have difficulty making changes such as removing accessibility obstacles or responding to public demand for new opportunities.
- Economic and other pressures can cause LWCF compliance and conversion issues, occasionally leading to the loss of existing parks.

#### Examples of Progress on the Actions for this Issue Since 2002

Some of the actions suggested in the prior CORP for addressing this issue have been implemented. Examples include:

- The California Protected Areas Database is a new Internet-based search engine that allows the public to find parks near their homes or other favorite locations. The database includes a statewide inventory of federal, state, county, city and special district open-space and outdoor recreation lands and facilities. The public can search for parks near them by address, city or zip code and then produce a list of the nearby parks, a map showing their locations, driving directions and a list of webpage links to the various managing agencies.
- The State Parks publication “Park and Recreation Trends in California 2005” examines trends affecting parks, recreation areas, programs and services. By understanding these trends, providers can assess recreation needs, analyze market demands and niches and identify those recreation programs likely to be successful. This allows providers to better understand which types of parks and outdoor recreation opportunities are needed and which facilities and programs are likely to be supported.
- The mission of the State Parks Office of Community Involvement (OCI) is to develop and implement programs that increase services to non-traditional park users and underserved communities. The OCI Outdoor Youth Connection™ and Youth Leadership Institute provide teenagers affiliated with community-based organizations the chance to experience outdoor activities, camping, team-building and leadership. OCI’s FamCamp® program provides camping opportunities for underserved populations who do not normally have access to the outdoors.
- The “California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002” supported progress on this issue. The projects below are some examples of how the funding was used:
  - Quarry Lakes ADA Fishing Pier – a City of Fremont project constructing an ADA fishing pier with accessible parking, picnic tables, BBQs, paths and a fish cleaning station at Quarry Lakes Regional Recreation area, \$995,000.
  - Clayton Downtown Park – development of a one-acre community park in downtown Clayton, located in the outer San Francisco Bay area, \$220,000.
- Examples of projects funded through LWCF include:
  - Grant Hill Park Development, upgrading tot lot, adjacent picnic area and drinking fountain for disabled access, including accessible

parking and path of travel at the existing Grant Hill Neighborhood Park in San Diego, \$122,808.

- McCray Park Development, renovating a playground and picnic area to meet ADA guidelines in McCray Park in the Town of Oildale near Bakersfield, \$39,895.

#### Specific Actions to Address the Access Issue

The following actions include some considered still relevant from the prior CORP and some new actions generated during the public participation process.

These actions are potentially eligible for LWCF assistance:

1. Provide outdoor recreation lands and facilities:
  - Pursue acquisition opportunities to provide open space and public access to water features such as the ocean, lakes, rivers, streams and creeks.
  - Pursue urban acquisition and development opportunities close to where people live and work and where current recreation opportunities are inadequate.
  - Increase the number of group picnic areas and camping opportunities to respond to California's changing demographics and recreation preferences.
  - Increase the number of available campsites in popular and emerging camping areas and provide cabins, tent cabins, yurts, or other affordable lodging for park visitors who prefer these camping alternatives.
  - Provide alternative park elements, such as off-leash dog areas, interactive water features, climbing walls, rope features and exercise features.
  - Provide opportunities for outdoor adventure and extreme sports experiences.
  - Develop more areas and opportunities for off-highway motorized recreation.
  - Promote and use existing LWCF 6(f)(3) protection as a tool to prevent the loss of existing parks.
2. Improve access to outdoor recreation areas:
  - Acquire and develop trails providing safe routes to parks from places where people live or work, or trails linking parks and other outdoor recreation areas, such as the regional trail corridors identified in the California Recreational Trails Plan.
3. Provide information:
  - Maintain, improve and add key elements to the California Protected Areas Database to continue to provide information to the public and recreation providers about outdoor recreation lands and facilities. Use the database and other information to evaluate the adequacy of outdoor recreation opportunities in different communities.
  - Document levels of use and need at popular recreation areas.

- Continue to track emerging trends and changing demographics affecting access, relevance, safety and barriers affecting the pursuit of outdoor recreation opportunities. Conduct research where needed and disseminate reports to park and recreation providers.
- Survey trail users statewide to collect data on the various types of use, the most popular trails, the typical trail miles traveled, the perceived benefits of trail use, the highest priority trail needs and trail user demographics.
- Survey or interview youth regarding their recreation participation, needs and preferences.
- Conduct and publish research on how trails can better meet needs of youth and seniors, the ecological benefits of good trail design and the social and cultural barriers that effect trail use.
- Research and develop parks and recreation benchmarks, such as the number of parks and recreation acres per 1000 residents available in various areas throughout California.

These actions would probably need to be addressed by means other than assistance from the LWCF:

1. Provide new kinds of outdoor recreation areas in neighborhoods with high-density housing and worksites, such as 'vertical parks', rooftop gardens, or sky parks, to create outdoor recreation opportunities in emerging urban centers.
2. Provide recreation programs to better serve Californians:
  - Establish and fund inclusive camping programs to attract urban or non-traditional park users.
  - Incorporate senior and cultural planning into community centers.
  - Improve public transit access to parks and recreation areas and trail connections.

## **2. The Lack of Linkages and Seamless Delivery of Recreation Opportunities**

### Summary of this Issue

Parks and recreation areas, facilities, programs and services need better coordination in urban or rural areas where many public, private, non-profit or other park and recreation providers have individual recreation areas, facilities, programs and services. State outdoor recreation agencies also need to better coordinate their delivery of recreation opportunities. Providers differentiate between park and recreation entities at the expense of emphasizing the range of recreation opportunities available to the public. Strengthening the connections between all public, private and non-profit parks and recreation agencies and organizations that share common missions and goals can help provide a seamless delivery of recreation opportunities to all Californians.

The links between parks and recreation areas, facilities, programs and services and healthy individuals, healthy communities and a healthy environment need to be more clearly demonstrated and communicated to the decision makers and the public. These linkages can be physical connections, such as trails or greenways linking nearby parks. These links can also be programmatic connections, like a multi-agency fitness program coordinating several local areas. Interpretive connections can also link resources, educating visitors about the resources at several protected sites in a region, such as a coastal area or mountain range.

Coordinated action addressing a shared problem can also build linkages and encourage seamless delivery of recreation services. The Children in Nature Campaign is an important example, through which many outdoor recreation agencies are addressing the disconnect between today's children, nature and the outdoors. To develop and maintain long-term positive connections with the park users and the public at large we must instill in our children the need and desire to promote and preserve outdoor recreation opportunities. This will help ensure the public's support for financing to protect, manage and improve current and future parks and recreation resources and facilities.

Other key points included in this issue are:

- Trails connectivity between the responsible organizations is sometimes lacking or not fully communicated to the public.
- There is little promotion of other parks and recreation areas, facilities and programs beyond those within a individual agency's responsibility.
- There is no central clearinghouse where parks and recreation-related information is made accessible to the public or recreation providers.
- There are more opportunities for partnerships between health agencies and park and recreation providers than currently exist.
- There is an increasing need for multi-generational parks and recreation areas, facilities, programs and services and a stronger link between parks and recreation and social service providers.
- The connection between outdoor recreation, physical activity and health needs is not emphasized enough by park and recreation providers. More research is needed to make the connection between health issues and outdoor recreation, such as the link between park-poor communities and higher obesity rates in children.

#### Examples of Progress on the Actions for this Issue Since 2002

Although this issue has been newly articulated since the prior CORP, some examples of progress already made were provided during the public participation process:

- Several public outreach participants described partnerships between local park and recreation providers and area schools. These include joint-use agreements providing schools access to recreation areas and facilities they lack and giving local park and recreation providers access to the programming facilities they lack. One agreement made a city swimming pool

available to a school and made the school's turf areas available for city programs during non-school hours.

- A number of city councils, county boards of supervisors and non-profit organizations have agreed on joint development of regional trail projects. Some counties identify trail connectivity in their master plans and have partnerships and joint-use/joint project agreements with nearby cities, counties and non-profit organizations.
- The State Parks publication "Health and Social Benefits of Recreation" makes the strong connection between parks and recreation areas, facilities and programs and health. The report documents the positive impacts that parks and recreation can have on the physical, mental and social health of individuals and their communities.
- The "California State Parks Partners" publication describes the projects, programs and benefits from the partnerships between State Parks and 120 organizations. This publication provides numerous examples of the benefits that linked and coordinated efforts like these can offer parks and recreation providers.
- The "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002" supported progress on this issue. The projects below are some examples of how the funding was used:
  - Emeryville Greenway Park - Powell to 59th, a bike and pedestrian trail development project for a linear park along a rail corridor that links the neighboring community to Oakland and Berkeley, \$220,000.
  - Solana Beach Coastal Rail Trail and Park, a 1.8 mile segment of a proposed 42-mile non-motorized trail extending from the Oceanside transit station to the Santa Fe Depot in San Diego, \$220,000.
- Examples of projects funded through LWCF include:
  - Santiago Creek Trail development, a 1.4 mile trail along Santiago Creek in Santa Ana, \$255,073.
  - San Dieguito River Park Mule Hill/San Pasqual Trail, a 9.4 mile trail for hikers, bicyclists and equestrians in the San Dieguito River valley Regional Open Space Park in Escondido, \$183,200.

#### Specific Actions to Address the Linkages and Seamless Delivery Issue

The following actions were generated during the public participation process and are potentially eligible for LWCF assistance:

1. Improve trail connectivity between outdoor recreation areas and improve the seamless delivery of recreation opportunities:
  - Increase and publicize public trail access and connectivity to recreation features in urban areas.
  - Complete the missing components of existing regional trails through partnerships with the trail-owning agencies or organizations.
  - Explore and create partnerships for developing regional parks and greenways.

## 2. Connect health and parks and recreation:

- Provide areas where children can connect with the outdoors and engage in active outdoor activities, such as climbing trees, digging, exploring and unstructured play.
- Provide outdoor recreation play equipment that integrates physical activity and stimulates children's imagination.
- Continue to evaluate and report on the health and quality-of-life benefits of parks and recreation.

These actions would probably need to be addressed by means other than assistance from the LWCF:

1. Improve branding and marketing for outdoor parks and recreation areas, facilities, programs and services both individually and statewide.
2. Emphasize the seamless delivery of park and recreation services between public agencies and associated non-profit organizations.
3. Promote development of multi-generational fitness facilities, programs and services.

## **3. The Need to Protect and Manage Natural Resource Values**

### Summary of this Issue

The natural resource values that make California a special place to live and play are being subjected to unrelenting pressures. Repeated public opinion surveys show that natural resources are highly valued by park and recreation participants. However, overuse, poor management and fragmentation of parks and recreation areas can significantly degrade those natural resources. The increasing numbers of visitors and changing trends in recreational activities are affecting ecosystems, disrupting and displacing wildlife, degrading the natural and scenic qualities of outdoor recreation areas and therefore directly affecting the visitor's recreational experience.

This issue speaks to the importance of providers working together to preserve, manage and maintain outstanding examples of California's ecosystems. The following under-protected habitat types in California are these, which according to a gap analysis, are less than 20% protected on publicly owned lands:

- Diablan Sage Scrub
- Blue Oak Woodland
- Valley Sink Scrub
- Valley Oak Woodland
- Coastal Prairie
- California Walnut Woodland
- Great Valley Cottonwood Riparian Forest
- Juniper-Oak Cismontane Woodland

- Great Valley Oak Riparian Forest
- Northern Interior Cypress Forest
- Great Valley Mesquite Scrub

In addition, the following under-represented resource types which exhibit physical features not well represented in California should also receive priority for acquisition or restoration:

- Representative examples of landscapes and the identifying [or key or signature] geologic features for under-represented portions of the Modoc, Klamath, and eastern portion of the Sierra bioregions that are not protected by other land managing agencies.
- Significant fossil resources, such as concentrations of significant vertebrate fossils, multiple species assemblages representing ancient environments, and trace fossils (e.g. footprints) of ephemeral conditions.
- Type localities of geologic formations found only in California and lacking existing significant protection by other land management agencies.
- Special geologic features not well represented in the SPS include volcanoes and volcanic features (e.g. lava tubes, columnar basalts, and inverted topography), glaciers and glacial features, limestone caves, thermal features, and tombstone rocks.

Park and recreation providers must also pursue sustainable policies and encourage management practices that ensure the long-term protection and viability of natural resources. Parks and recreation facilities and systems must be designed to be low maintenance, use sustainable materials wherever possible, be resource efficient and produce minimal waste.

Finally, since climate change threatens much that we value and protect, parks and recreation areas, facilities, programs and services should be used to teach visitors about the impacts of climate change, inspiring them to make positive lifestyle changes that reduce climate change impacts. Our parks should become models of climate-change best practices, highlighting what is at risk and what can be done about it. Decisions about land acquisitions and outdoor recreation improvements should consider climate change impacts and park and recreation providers should maximize the carbon-sequestering potential of their forests, wetlands and other habitats when consistent with their missions.

Other key points included in this issue are:

- Cumulative impacts from multiple poorly-planned or under-funded projects can significantly damage natural resource values.
- Public agency resource management practices are often not well communicated to or understood by the public, decreasing public support for environmental protection measures.
- Cooperation among outdoor recreation providers on managing ecosystems and biological diversity can be fragmented and inconsistent.



- Collaboration and regional coordination on the problems of urban encroachment, pollution, erosion, wildfire management and non-native, invasive species can also be inconsistent.
- There is not a strong enough connection in the public mind between clean air, water and parks, open space and recreation.
- Richard Louv’s “Nature Deficit Disorder” identifies the problematic disconnect between today’s children and the outdoor nature experience.
- Economic and other pressures can cause LWCF compliance and conversion issues, occasionally leading to the loss of existing parks.

#### Examples of Progress on the Actions for this Issue Since 2002

- California’s Department of Fish and Game has prepared the “California Wildlife Action Plan” to guide conservation of the state’s important habitats. Many regional plans also guide protection of important natural habitats.
- Key natural resource areas have been secured to protect fish and wildlife habitats and scenic outdoor recreation areas. These include coastal wetlands, redwoods, oak woodlands and other forests, vernal pools, rangelands and other important habitats. Significant progress has been made in restoring coastal and inland wetlands, some salmon and steelhead rivers and streams and riparian woodlands. Conservation of these areas was accelerated by three voter-approved bond measures, Propositions 40, 50 and 84. The projects below are some examples of how the funding was used:
  - Bidwell-Sacramento River Sp / Brayton Project, acquisition of 85 acres of walnut orchard on the Sacramento River as an addition to the existing State Park. The property will be restored with native vegetation, \$2.2 million, “California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002”.
  - Coast wetlands - SF Bay Area Project, a cooperative wetland habitat restoration project to restore approximately 570 acres of tidal marsh and enhance approximately 126 acres of saltpan and 95 acres of seasonal wetlands on the Eden Landing Ecological Reserve in Alameda County, \$1.3 million, The “Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002”.
- Examples of projects funded through LWCF include:
  - Trancas Parkland Acquisition, acquisition of approximately 33.37 acres for open space in the City of Napa, \$99,893.
  - Arastradero Preserve Acquisition, acquisition of approximately 13 acres within the Arastradero Open Space Preserve in the City of Palo Alto, \$162,385.
  - Study Pavilion, Development of a Nature Study Pavilion, wind wall, walkways, amphitheater and support facilities at the Prime Desert Woodland Preserve in the City of Lancaster, \$153,073.
- Other examples of progress on this issue are programs reconnecting children and nature to foster environmental awareness and develop future resource advocates. Cities have introduced the concept of environmental sustainability

to students by promoting recycling programs taught in the local schools. Some other programs include:

Children's Outdoor Bill of Rights - the California Roundtable on Recreation, Parks and Tourism  
Great American Backyard Campout – National Wildlife Federation, Outdoor Industry Foundation  
State Parks Off-Highway Motorized Vehicle program's youth-focused 'Tread Lightly' that encourages resource protection while engaging in off-highway activities.

- State Parks recently held the first climate change symposium on impacts to biodiversity and has developed tools, resources, strategies and actions focusing on climate change 'adaptation'. These will help land management decision-makers in local, regional and state governments follow a detailed process for climate change preparedness and planning

#### Specific Actions to Address this Natural Resource Issue

Most of the actions suggested for this issue fall within the project selection criteria for LWCF assistance:

1. Protect, restore and acquire outdoor recreation areas with important natural resource and scenic values that include the following priorities:
  - Projects linking parkland and other protected areas
  - Projects protecting key watersheds from land conversions
  - Properties supporting relatively large areas of under-protected major habitat types, ecological regions or that have unique biological values, wetland or riparian areas
  - Conservation projects should consider priorities in the California Wildlife Action Plan, joint venture plans, habitat conservation and species recovery plans and other regional habitat protection plans.
  - Promote and use existing LWCF 6(f)(3) protection as a tool to prevent the loss of existing parks.
2. Practice sustainability and reduce recreation impacts:
  - Conduct studies that identify recreational impacts on the environment and recommend mitigation measures.
  - Incorporate sustainability, energy efficiency and environmental awareness into recreational development projects with recycled, energy efficient and sustainable materials and design.
3. Prioritize acquisition and development of natural systems:
  - Continue to develop land acquisition strategies prioritizing under-represented critical ecosystems and land suitable for resource-based recreation.
  - Prioritize restoration projects and identify funding sources for natural systems where overuse and misuse has compromised the area's ecological integrity.

These actions would probably need to be addressed by means other than assistance from the LWCF:

1. Educate youth:

- Continue to work with local school districts to educate youth on the importance of preserving and protecting natural resources.
- Continue to pursue the goal of giving K-12 students the experience of visiting a resource-based park during their time in school.
- Continue efforts to increase environmental awareness among youth through supporting programs like Tread Lightly, Leave No Trace and providing field trips to natural parks.

2. Educate the public:

- Foster a stronger public connection between clean air, clean water and the impacts of and remedies for global warming, and parks, recreation and open space.
- Increase the presence of park and recreation providers at wildlife and nature events as stewards and interpreters of these resources.
- Provide more interpretive displays (in prominent locations such as in visitor centers, use areas and trailheads) and programs that communicate natural resource efforts.

#### **4. The Need to Preserve and Protect Californian's Cultural Heritage**

##### Summary of this Issue

California's rich and diverse cultural heritage is not well understood and its preservation and protection needs better statewide coordination. The state Heritage Corridors authorized by the Public Resources Code have been neglected. Funding to complete many cultural resources projects and to preserve, protect and interpret existing cultural resources is often inadequate. The problem of fiscal sustainability prevents the effective management of cultural resources in ways that ensure their long-term protection and integrity.

There is also a need to increase the use of diverse cultural heritage resources to create and strengthen the connections of community and families with each other and with their shared cultural heritages. California needs to acquire, maintain and interpret a broad spectrum of cultural resources that reflect the diverse cultures of California. A high percentage of respondents in the survey of public opinions and attitudes visited historic or cultural sites and museums at least once during a 12-month period. The survey results also indicated a high unmet-demand for more of these recreational opportunities.

Other key points included in this issue are:

- There is a high unmet-demand for cultural resource activities and a need for more effective statewide coordination to meet this demand.
- The management, interpretation, preservation and effective use of California's cultural resources for education, public outreach and heritage tourism is inconsistent statewide.
- The acquisition and development of cultural resources also needs statewide coordination. Only a few agencies consider protecting cultural resources as a primary part of their mission.

#### Examples of Progress on the Actions for this Issue Since 2002

- California's preservation leaders gathered at a Cultural Heritage Resources Summit to assess the status of historic and cultural resource preservation in California. One of the Summit's conclusions was that California's historic preservationists, arts and cultural communities should come together as a unified constituency to work toward common goals. Another recommendation was to create a permanent entity responsible for protecting and enhancing California's historical and cultural heritage.
- In response to this Summit recommendation, the California Cultural and Historical Endowment (CCHE) was established to tell the stories of California as a unified society as well as the stories of the many groups of people that comprise historic and modern California. The "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002" allocated \$122 million to the CCHE to distribute through competitive grants to government entities, non-profit organizations and Indian tribes .
- State Parks is completing a statewide "California History Plan" (CHP) identifying what is missing from our preserved cultural heritage - the stories we're not yet telling about California's history - and describing how our state's cultural stewards can work together to fill these gaps. The Plan proposes a common agenda for the acquisition, preservation and interpretation of our state's underrepresented cultural properties. The CHP also introduces a new California History Framework - a cross-cultural, non-chronological approach to the past, providing a comprehensive view of our history that captures the full range of human experience in California.
- State Parks is developing a Central Valley Vision Plan that considers several potential heritage corridors in the Delta, ecosystems crossing the Central Valley from Yuba County to Colusa County, oil and gas producing areas in Kern and Kings Counties, farms and agri-tourism attractions connected by Highway 99 and Interstate 5 and ethnic communities.
- The "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002" supported progress on this issue. The projects below are some examples of how the funding was used:
  - Alviso Adobe Community Park – a city of Pleasanton project to renovate the historic Alviso Adobe and reconstruct two dairy-related buildings to house exhibits and a visitor center. Includes trail improvements, parking and a gathering area, \$179,260.

- Museum Carriage Shed Completion, Alpine County – a development project to complete the final construction phase of the historic Carriage Shed in Markleeville, \$26,152.

#### Specific Actions to Address this Cultural Heritage Issue

These actions would probably need to be addressed by means other than assistance from the LWCF:

- Study the potential positive effects on the economy from using historic preservation tools and incentives to promote jobs, stimulate investment in local communities and encourage heritage tourism.
- Establish technical, financial and leadership assistance programs. Provide ready access to relevant assistance information.
- Increase the number of significant private and publicly owned historic resources that are protected and preserved throughout the state.
- Incorporate and promote cultural heritage themes in parks and recreation areas, facilities, programs and services.
- Involve the Department of Education in offering education, training and outreach programs on the value of historic preservation.
- Continue incorporating historic and cultural displays into county fairs and other community events.
- Promote the value of historic preservation through education and community outreach that influences public opinion and planning processes.
- Encourage and implement historic preservation policy and develop a strategy for the management, interpretation and appropriate use of cultural resources.

### **5. Lack of Sufficient Financing for Parks and Recreation**

#### Summary of this Issue

Funding for parks and recreation areas, facilities, programs and services has historically been insufficient and inconsistent. Shifts in the state and national economies greatly impact the ability of providers to offer quality, consistent and relevant recreation facilities, programs and services. Some park and recreation organizations are successful at securing grant funding, however, not all providers have the resources to do so. Although very large park bond acts have been passed in the last decade, these periodic sources of funding cannot be used for ongoing operations and maintenance costs. Regular and ongoing funding for statewide technical assistance for parks and recreation providers is still needed. Consistent funding is necessary to maintain quality recreation resources for our state's residents and visitors.

This issue speaks to the importance of achieving fiscal sustainability for parks and recreation areas, facilities, programs and services. Without long-term stable funding for staffing, repairs and maintenance, we will not be able to manage our

recreational resources and facilities in a sustainable way that ensures their long-term protection and availability. Without sufficient and ongoing funding that ensures our parks and recreation areas, facilities, programs and services remain relevant and responsive to the public's recreation needs, we will be unable to develop and maintain long-term positive relations with our visitors and the public at large. Without sufficient and consistent funding for our outdoor recreational facilities, programs and services, we will be unable to recapture the interest of today's children in outdoor recreation, losing our ability to build a next generation of support for parks and recreation.

Other key points included in this issue are:

- Inconsistent funding makes it difficult for providers to plan for stable park and recreation facilities, programs and services.
- The continual need to secure new funds or generate additional revenue diverts time and attention from the primary objective of protecting resources and providing recreational opportunities.
- Parks and recreation providers have traditionally demonstrated an ability to get by with less, facilitating or encouraging future funding cuts by decision makers.
- Periodic voter-approved bond acts are inconsistent and insufficient to meet the full range of parks and recreation needs. For example, bond act funds can only be used for acquisition and development, not for critical maintenance or staffing.

#### Examples of Progress on the Actions for this Issue Since 2002

- Numerous Park and Recreation Technical Services (PARTS) publications have been produced by California State Parks staff since 2002. Several of the following guidebooks help providers identify and apply for grant funding opportunities:
  - "Getting a Grip on Grants: A How to Guide for Park and Recreation Providers" provides practical tips on researching and preparing winning grant proposals.
  - "Directory of Grant Funding Sources for California Park and Recreation Providers" helps providers identify grant programs that might fund their projects.
  - "Sure Ways to Get Your Grants...And Other Words of Advice" includes tips on researching and preparing a successful grant application.These publications and others are available at <http://www.parks.ca.gov/PARTS>.
- The Office of Grants and Local Services provides technical assistance through grant writing workshops due to the increase in requests from local agencies for technical assistance regarding reduced service levels and park closures at parks funded through LWCF assistance and park bond acts.
- Progress on this issue was made following passage of three voter-approved bond measures.

- The "California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002" provided \$2.6 billion in bond funds for projects and grants for neighborhood parks, outdoor recreation, protection of wildlife habitat, open space, rangeland, clean beaches, water quality and watershed protection and restoration, air pollution projects and preservation of cultural and historical resources.
- The "Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002" provided \$3.44 billion in bond funds for projects and grants to secure and safeguard the state's water supply; provide river parkways; restore and protect coastal wetlands, watersheds; and Bay-Delta habitat.
- The "Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006" provides \$5.4 billion in bond funds for projects relating water supply, flood control, waterway and natural resource protection, water pollution, state and local park improvements and public access to natural resources.

#### Specific Actions to Address this Financing Issue

Most of the actions related to this issue are suitable for LWCF planning grant assistance but some need to be addressed by other means than through the LWCF. The actions below could be accomplished through the LWCF include:

1. Identify funding sources:
  - Assess the distribution of funds for rural and urban recreation, identifying potential inequities and unmet needs.
  - Assess the feasibility of a professionally managed statewide endowment for acquisition, capital outlay and extraordinary maintenance.
  - Explore the feasibility of alternative, long-term and sustainable funding sources for parks and recreation.

These actions are not as consistent with the selection criteria for LWCF projects or planning grants:

1. Provide technical assistance:
  - Coordinate statewide technical assistance on seeking, identifying, applying for and managing public and private grants.
  - Develop a standard application for recreation acquisition and development grant programs.
2. Identify local grant and grant-writing resources, including private grant providers and universities.
3. Establish more park foundations for fund raising.
4. Provide hands-on training for park grant seekers, through conference sessions, workshops or online tutorials.

## **6. Need for Increasing the Status of Parks and Recreation**

### Summary of this Issue

Public parks and outdoor recreation opportunities are not considered as vitally important as other public services, such as law enforcement or transportation, and so do not compete well for scarce funding during economic downturns. It is only when users are made aware of threatened or pending reductions in use or access that parks and recreation are given a higher fiscal and political priority, such as when State Parks' status was recently elevated due to the threat to close 48 parks. This threat generated a significant response from the public which resulted in the parks remaining open. Achieving fiscally and physically sustainable parks and recreation areas, facilities, programs and services requires developing and maintaining long-term political and public relationships and marketing. These connections will help build stable funding sources and protect parks and recreation from the effects of a fluctuating economy and public apathy.

Improving the status of parks and recreation requires increasing public and political awareness of the role that parks and recreation plays in reducing crime, encouraging healthy lifestyles, involving communities, improving education and developing the economy. There is a lack of widely available, quantifiable and reliable information on the benefits associated with parks and recreation. This information is also not easily accessible to recreation providers, the public, to policy makers, advocacy groups and to public officials for use in marketing and promotional efforts.

Other key points included in this issue are:

- Park and recreation providers must advocate for themselves as effectively as do other public service providers, such as fire and police organizations, and do not compete well against these other public services.
- More attention needs to be focused on parks and recreation in city and county general plans.
- The aspects of the parks and recreation field that are most valued by the public need to be emphasized, marketed and promoted.
- Park and recreation providers need to be actively involved in political processes.
- Legislative action and advocacy efforts that benefit parks and recreation providers must be expanded.

### Examples of Progress on the Actions for this Issue Since 2002

Progress made toward addressing this issue was both reported during the public participation process and is on-going. Some examples include:

- Many recreation providers prepare an annual or bi-annual report publicizing their accomplishments.
- The California Water Plan links recreation areas, facilities and uses to land use, water quality and flood management planning efforts. Its Integrated



Regional Management Strategies are also required to consider water dependent recreation within any of their planning efforts.

- State Parks has received LWCF assistance for a Study of the Economic Value of Outdoor Recreation in California. As far back as 1993, the CORP has noted that many public officials do not appreciate the positive financial effect that parks and recreation can have on the economies of their communities. This report will provide readily accessible and quantifiable measures of the financial impact that parks and recreation can have on state and local economies.

#### Specific Actions to Address this Status Issue

Fewer actions related to this issue are suitable for LWCF assistance. Some are consistent with planning grant selection criteria but most would need to be addressed by other means than through the LWCF. The actions below could be accomplished through the LWCF:

1. Conduct research, surveys and analysis to provide key information:
  - Research, quantify and publicize the relationship between recreation opportunities and reductions in community crime levels.
  - Identify those elements of the park and recreation field most valued by the public and make the findings available and accessible to the public, recreation providers, policy makers, advocacy groups and public officials.
2. Expand recreation planning:
  - Assess how cities and counties address recreation in their general plans and evaluate if legislation is needed to amend the Government Code 65302 section that lists the required general plan elements.
  - Link recreation areas, facilities and uses to land-use, water quality and flood-control planning efforts.

These actions are not as applicable to the selection criteria for the LWCF projects or planning grants:

1. Increase advocacy and legislation that supports park and recreation services.
2. Expand the membership and efforts of the California Roundtable on Recreation, Parks and Tourism to increase its focus on legislative action and advocacy.
3. Increase outreach to non-government organizations, including private businesses, non-profit and professional organizations. Form community partnerships.
4. Stimulate community support of parks and recreation through increased involvement of park and recreation providers in the communities.

### **7. The Need for Statewide Leadership in Parks and Outdoor Recreation**

### Summary of this Issue

Leadership and cooperation among participants in the outdoor recreation delivery system is fragmented and uncoordinated. The need for better communication and a centralized clearinghouse for parks and recreation information was emphasized in the prior CORP and brought up again during the most recent public involvement process. Parks and recreation research and data gathering efforts are often fragmented and the statewide parks and recreation research activities are not well coordinated. Clear and consistent statewide leadership, a universally accepted statewide vision and a consistent message supportive of parks and recreation is needed to build connections and consolidate support and advocacy efforts among parks and recreation providers statewide.

This issue involves leadership to connect park and recreation providers statewide to leverage knowledge, resources and understanding. This will help lead park and recreation providers in working effectively together to provide consistent and coordinated statewide facilities, programs and services to meet the needs of an increasingly diverse pool of current and potential park and recreation participants.

Other key points included in this issue are:

- There are insufficient incentives for local park and recreation providers to cooperate on regional or statewide park and recreation issues.
- Statewide master planning goals need to be better coordinated with those of local parks and recreation providers.
- There is a lack of creative partnerships to help expand the capabilities of existing providers and meet future park and recreation needs.
- A culture of innovation is needed to bring in outside influences and engender new ideas.

### Examples of Progress on the Actions for this Issue Since 2002

- “California’s Recreation Policy” provides a direction for addressing the recreation needs of Californians and encompasses the entire range of recreation and park providers.
- State Parks provides assistance for park and recreation providers through its website and at workshops, on a wide range of subjects, including surveys, guidebooks, articles and studies on current trends and their implications for providers.
- State Parks has long offered a series of hands-on trail building workshops for park and recreation providers statewide. Participants attend three week-long outdoor workshops learning and practicing trail design, construction, maintenance and repair techniques while contributing real improvements to existing hiking, biking or equestrian trails.
- State Parks’ “Innovative Practices: Case Studies” provide a compendium of innovative solutions and ideas submitted by park and recreation professionals.

### Specific Actions to Address this Leadership Issue

Several of the actions assigned to this issue when it appeared in the prior CORP are still relevant and necessary. Those listed below are potentially eligible for LWCF assistance:

1. Research, data gathering and information distribution:
  - Create a web clearinghouse available to parks and recreation providers and others, with links to park and recreation research, case studies, examples of park and recreation programs and projects and other information about improving outdoor recreation services.
  - Complete and distribute the State Parks' handbook of best practices in trail design and management.

The actions listed below do not closely fit the LWCF project selection criteria and would probably need to be addressed using other means:

1. Establish a statewide leadership academy to identify and mentor future leaders in the parks and recreation field. Enlist support and participation from local, state, federal and non-profit park and recreation providers, universities with accredited recreation programs and the affected business sector.
2. Conduct a workshop for park providers through the California Park and Recreation Society's Vision Insight Planning (VIP) to share information statewide, achieve a better understanding of the VIP goals and to consider adopting relevant VIP project components.
3. Conduct an ongoing summit on Statewide Leadership in Parks and Outdoor Recreation, such as the regional summit that Los Angeles has been conducting regularly.

## **8. The Need for Workforce Development and Succession Planning**

### Summary of this Issue

Parks and recreation departments and agencies are losing many of their professionals to retirement and the resulting vacancies are often left unfilled. There has been a lack of succession planning in advance of the expected Baby Boomer retirements. Although numerous candidates apply for entry-level parks and recreation positions, there is a gap in mid-level parks and recreation management and a declining applicant pool for these positions. College graduates entering the profession often lack the necessary practical experience or relevant coursework.

Parks and recreation tends to be a major that school students discover after they start college, rather than one they become interested in and select before entering college. Parks and recreation providers should develop outreach

relationships with junior high and high schools to build earlier student interest in the parks and recreation field. There is also a lack of outreach and recruiting on college and university campuses. Partnerships between existing college programs and park and recreation providers are needed to provide students with work-related skills more closely aligned with current park and recreation industry needs. The networking opportunities available through these partnerships will also help ensure that students are ready to work in the field after graduation.

A key to embracing the diversity of park and recreation users in California is building a workforce reflective of this diversity. A diverse workforce can better understand the needs of the public, create a more welcoming feeling for the diversity of parks and recreation users and can provide meaningful recreational opportunities for young people from all backgrounds.

Other key points included in this issue are:

- Within some public parks and recreation agencies, the hiring process is lengthy, arduous and inadvertently screens out otherwise qualified candidates.
- Parks and recreation internships are many times too short and/or do not have enough meaningful work to provide entry-level candidates with the experience necessary to understand the departmental purpose, focus and organizational structure and what it takes to manage, complete and maintain projects. Internships could include working with boards and city councils or helping develop and manage recreational programs.
- There are no doctoral programs for parks and recreation majors anywhere in California. The closest PhD programs in parks/sports/recreation/leisure/fitness are offered in Utah.
- Greater coordination is needed between parks and recreation agencies and universities to ensure graduating students have the appropriate core workforce competencies.
- Summer work programs and park program participation need to be more actively developed and promoted.
- Parks and recreation provider organizations need to provide more career development plans.

#### Examples of Progress on the Actions for this Issue Since 2002

- San Diego State University (SDSU) has a partnership between the Recreation, Parks and Tourism Management Department and the SDSU Aztec Adventures Outdoor Program. Classes are offered in wilderness appreciation and philosophy and the Aztec Adventures partnership provides outdoor classroom programs. The partnership and the indoor/outdoor programs increase the numbers of students interested in parks and recreation.
- One city developed a Youth Master Plan that includes internships with the local colleges.

- Another parks and recreation provider organization recruits young volunteers and employees by offering special employee classifications to participants of their youth programs. Some of these youth attended council meetings on their own, started volunteering at age 13 and some have gone on to graduate in parks and recreation.
- One California Police Activities League recruits State University students through the AmeriCorps programs.

#### Specific Actions to Address this Workforce Issue

All of the actions suggested for addressing this issue are unlikely to fit the LWCF project selection criteria:

1. Increase workforce diversity:
  - Provide diversity training to recreation providers to improve their ability to relate to a wide diversity of users.
  - Streamline and diversify the hiring and recruitment process.
  - Revise job specifications and minimum qualifications; hire candidates graduating with degrees outside the field of parks and recreation, bringing in other disciplines to broaden the profession.
2. Improve recruitment efforts:
  - Provide more recreation internships for college, junior high and high school students.
  - Make internships, work-study or hands-on experience required for a degree in the parks and recreation field. This could include involvement with city commissions or park planning projects.
  - Recruit interest in the field through volunteer programs.
  - Increase recreation opportunities on campus and in junior high and high schools and offer “credit” options.
  - Leverage campus opportunities to link recreation with curriculum.
  - Establish a parks and recreation PhD program in the California State University and University of California systems.

## **Past Planning Grant Progress and Future Products**

The California Outdoor Recreation Plan (CORP) is made up of various elements, forming a continuous series of studies, analysis and related timely planning documents that both address the state's most important outdoor recreation issues and help plan for California's use of its Land and Water Conservation Fund (LWCF) apportionment. This chapter summarizes recent CORP planning grant activities and also includes brief descriptions of the future surveys, studies, and other documents that are either under way or may be proposed to help develop the next CORP. These planning grant proposals either solve a problem identified in the prior CORP or develop data and decision-making tools that will be essential for completing the next CORP. However, successful completion of these future CORP elements is contingent upon adequate funding, staffing and administrative support.

These recent CORP elements are consistent with the 2002 CORP's Action 1A under Issue 1: The Status of Parks and Recreation. This action item challenges stakeholders to "Commission research to document the economic, social, heritage, cultural, recreational, health, public safety, and physiological benefits of parks and recreation programs and services specific to California." The projects described here include surveys, data collection and analysis, planning studies and public participation efforts, all essential parts of the CORP Program.

The future planning grant products proposed later in this chapter will help address ongoing development and maintenance of the CORP as a decision-making and management tool.

### **Past Elements of the California Outdoor Recreation Planning Program**

A diverse number of CORP Program projects and planning efforts have been funded and completed since the prior CORP was approved. Brief descriptions for most of the projects are included below - the California Recreation Policy is discussed in a later chapter. Internet links to more information follow each project.

#### Trails and Greenways Planning (Ongoing)

The California State Parks Statewide Trails Program provides public information and technical assistance for trail-related issues affecting all California trails and greenways. Statewide Trails staff also produce trail-related policies, provide support for trails-related grant funding programs, and provide organizational and technical assistance to local trails efforts, including coordinating the annual California Trails and Greenways Conference. Staff completed the California Recreational Trails Plan in 2002, which identifies 12 trail-related goals and lists general action guidelines designed to reach those goals and designates 27 state

recreational trail corridors. More information about the Department's Statewide Trails Program and Planning is available at: <http://www.parks.ca.gov/Trails>

#### Local Needs Assessment (2004)

This project was initiated at the request of the Legislature to help assess the current and future need to acquire parklands and develop new recreation facilities. It assesses the needs and deficiencies in park and recreation lands, facilities, programs and services, provides a performance review of the grant programs administered by State Parks, makes findings, conclusions, and identifies areas recommended for further study to the Legislature and the Administration.

The Assessment is available online at:

[http://www.parks.ca.gov/pages/795/files/local\\_needs\\_report.pdf](http://www.parks.ca.gov/pages/795/files/local_needs_report.pdf)

#### Central Valley Vision (Ongoing since 2003)

The Local Needs Assessment project confirmed that the Central Valley is under-represented in parks and recreation lands compared to other regions. The Central Valley is experiencing the fastest growth rates in the state, which are projected to grow 24% between 2000 and 2010, and with the population growing from 5.7 million to nearly 12.0 million by 2040. This projected growth makes it essential to plan for the future park and recreation needs of the Central Valley. State Parks' Central Valley Vision project identified and studying high value natural resource lands, key recreation opportunities and solicited public feedback from Central Valley residents to determine the highest priority lands before they become lost to development.

In 2005 and 2006, California State Parks conducted public outreach meetings to help develop the long range Central Valley Vision. The goal was to survey recreational needs, opportunities and services throughout the Sacramento and San Joaquin Valleys. By collecting information on gaps in public demand, expectation and availability of State Park services, amenities and facilities, State Parks will be better able to plan acquisition and development activities over the next 20 years. More information on the Central Valley Vision project is available online at: [http://www.parks.ca.gov/default.asp?page\\_id=23483](http://www.parks.ca.gov/default.asp?page_id=23483)

#### The California Roundtable on Recreation, Parks and Tourism (Ongoing)

The independent, non-profit California Roundtable on Recreation, Parks and Tourism fosters public and private efforts to provide quality sustainable outdoor recreation in California. Its diverse membership includes representatives from the outdoor recreation industries, user groups, environmental organizations, academia, and recreation providers, all united to improve marketing and communication, and increase funding and public support. State Parks is a founding member of the Roundtable. State Parks provides support services and technical assistance to the California Roundtable to help it exchange and gather information and identify the significant issues that face California's park and recreation providers.

### Children's Outdoor Bill of Rights

The California Children's Outdoor Bill of Rights (COBOR) mission is to encourage California's children to participate in outdoor recreational activities and discover their heritage. Numerous studies have shown that children who participate in outdoor activities are healthier, do better in school, have a better self-image and social skills, and lead more fulfilled lives. The objective of the COBOR is that every child in California, by the completion of their 14th year, has the opportunity to experience each of the following activities:

1. Discover California's Past
2. Splash in the water
3. Play in a safe place
4. Camp under the stars
5. Explore nature
6. Learn to swim
7. Play on a team
8. Follow a trail
9. Catch a fish
10. Celebrate their heritage

More information about the Roundtable and the COBOR can be found online at: <http://calroundtable.org/index.html>

### Planning Coordination and Technical Assistance (Ongoing)

This effort shares information, gathers data, and builds alliances with other recreation providers, non-profits and private interests to develop a coalition of like interests. The Planning Division has provided technical assistance for park and recreation providers on a wide variety of subjects, ranging from surveys, guidebooks, articles, workshops, and studies on current trends and their implications. Some of the technical assistance publications produced since the last CORP are listed below; all are available on the Planning Division Parks and Recreation Technical Services webpage: <http://www.parks.ca.gov/PARTS>

- Tried and True Public Relations and Promotional Tools (2007)
- The Gift of Time: Effective Volunteer Program Management for Local Park and Recreation Agencies (2006)
- Getting a Grip on Grants: A How-to Guide for Park and Recreation Providers (2004)
- Directory of Grant Funding Sources for California Park and Recreation Providers (2004)
- Park and Recreation Professional's Glossary (2004)
- Innovative Practices: Case Studies Suggested by California Park and Recreation Providers Vol.I (2004)
- Paying for Parks: An Overview of Fiscal Resources for Local Park and Recreation Agencies (2003)



- Education Leaders' Opinions of Parks and Recreation: A Survey of California School Superintendents (2003)
- California Leaders' Opinions of Parks and Recreation: A Survey of County Boards of Supervisors, County Executives, Legislators and Mayors (2002)
- Business Leaders' Opinions of Parks and Recreation: A Survey of California Chambers of Commerce (2002)

#### Health and Social Benefits of Recreation (2005)

This publication documents the positive impacts that parks and recreation can have on the physical, mental and social health of individuals and their communities. It includes studies documenting how physical activity helps to control obesity, boost the immune system, diminish the risk of disease and increases life expectancy. Additional studies outline the social benefits of recreation, such as strengthening communities, promoting social bonds and supporting youth by improving their education and deterring them from negative behaviors. The information presented is intended to help local and state park and recreation providers in gathering support for their programs. Educators, law enforcement personnel, and health providers are also encouraged to see park and recreation providers as active partners in support of their mission. This publication is available online at:

[http://www.parks.ca.gov/pages/795/files/health\\_benefits\\_081505.pdf](http://www.parks.ca.gov/pages/795/files/health_benefits_081505.pdf)

#### Park and Recreation Trends (2005)

This report examines the trends affecting parks, recreation areas, programs and services, including changes in the size and structure of California's population, changing recreation participation patterns and shifts in recreation styles and preferences. These trends can significantly affect on the adequacy of existing parks and recreation services. By understanding these trends, recreation providers can assess needs and analyze market demands and niches to more accurately identify facilities, programs and services to meet the needs of California's diverse population. Understanding the likely direction of these trends will enable providers to adjust to the type and kinds of parks and outdoor recreation settings that are needed, the facilities and programs that will likely be supported, and the appropriate levels of services to be provided. The Trends document is available online at:

[http://www.parks.ca.gov/pages/795/files/recreation\\_trends\\_081505.pdf](http://www.parks.ca.gov/pages/795/files/recreation_trends_081505.pdf)

#### Wellness and Prevention Task Team (2004 - 2005)

The Planning Division participated on the Wellness and Prevention Task Team, through the California Department of Health Services, to represent outdoor recreation activity as a component in recommendations for implementing the 2003 Strategic Plan for an Aging California Population – Getting California Ready for the Baby Boomers. Once the 2003 Plan was completed, the California Commission on Aging (CCoA) agreed to monitor and update the Strategic Plan. The CCoA convened eleven Stakeholder Task Teams who were charged with identifying and focusing efforts on several top priority recommendations,

developing action plans to support or achieve implementation of these priorities and identifying necessary amendments or additions to the original Plan. The Planning Division served on the Wellness/Prevention Team and contributed to the final written report - Wellness and Prevention Task Team Report to the California Commission on Aging. The report is available online at: [http://www.ccoa.ca.gov/pdf/Wellness\\_and\\_Prevention.pdf](http://www.ccoa.ca.gov/pdf/Wellness_and_Prevention.pdf)

#### Public Opinions and Attitudes on Outdoor Recreation in California (2002)

This statistically valid sample survey of Californian's public opinions on outdoor recreation is conducted every five years, beginning in 1987. The survey results provide valuable trend and point-in-time data on a variety of public attitudes, opinions, and values regarding outdoor recreation opportunities in California and public participation in different types of outdoor recreation activities. The most recent survey included a random sample of over 2,500 California adults and was administered in both English and Spanish. The survey reports from 2002 and earlier are available online at: [http://www.parks.ca.gov/default.asp?page\\_id=23880](http://www.parks.ca.gov/default.asp?page_id=23880)

#### **Future Planning Grant Products Already in Process**

##### Study of the Economic Value of Outdoor Recreation in California

This study will address a priority issue identified in the 2002 CORP. This study will include a literature review and analysis of socioeconomic data collected from the recently completed survey of Public Opinions and Attitudes on Outdoor Recreation in California, from the ongoing California State Park Visitor Use survey, and from other agencies, such as the United States Forest Service and the Bureau of Land Management. An economic model will be used to analyze the data and calculate the preliminary estimated economic contributions for outdoor recreation in California.

Although outdoor recreation generates economic activity that directly or indirectly affects the economy in all fifty-eight counties of the state, parks and recreation programs are often among the first to receive cuts from government budgets. A better understanding of the impacts that parks and recreation have on the economy would help promote and develop sustainable park and recreation resources, contributing to the long-term support and funding for outdoor recreation resources, facilities and services.

When completed, this project will provide data on the potential economic impacts that public outdoor recreation projects could have on state and local economies and will contribute to a better understanding of these impacts, both of which will help state and local governments identify and prioritize public outdoor recreation project proposals to address their outdoor recreation needs.

### Alternative Camping Survey

This survey will evaluate State Parks' alternative camping program, including an alternative camping project funded through an earlier LWCF grant. The study will help determine whether the alternative camping program is addressing the needs identified in the prior CORP and is responsive to California's changing demographics.

Changes in California's demography, coupled with growing tourism and new recreational activities, have created unprecedented demands on park and recreation service providers. Outdoor recreation is growing in popularity, but trends show that traditional camping is less desirable particularly to Baby Boomers, retirees, and new immigrants who have little knowledge of traditional forms of camping. The explosion of Baby Boomers reaching senior citizen status also increases the need to have facilities that are accessible to people with disabilities, especially mobility impairments. State Parks has considered what type of facilities could be developed to meet these changes while generating additional revenues. In response, the Department has implemented a pilot program incorporating new and existing alternative camping facilities. Forms of camping have become very popular in state parks across the country, such as tent cabins, yurts, floating camps and other facilities, since they provide customers with a way to enjoy camping with minimal effort, equipment or experience with more traditional camping facilities.

The survey results will support and maintain future CORP efforts through their use as a decision-making tool to guide future federal, state and local alternative camping project. The results could also be used to evaluate future LWCF applications for alternative camping projects.

### Statewide Trails Research and Planning

This project will identify opportunities for local recreation providers to augment their existing trail systems using trail information gathered through research and assessments of the regional trails and trail systems in California.

The prior CORP identified the need for this information as part of an update of the 2002 California Recreational Trails Plan. Three major goals of the Trails Plan are supported by this research and planning grant project:

- Evaluate the status of previously secured easements for the California Riding and Hiking Trail and evaluate the feasibility for continuance of the trail's expansion.
- Promote and encourage the incorporation of trails and greenways development and linkages into all local and statewide land use planning processes.
- Prepare regional and statewide inventories of existing, planned and potential trails.

This planning project has two objectives:

- Identify opportunities and needs for local agencies to provide connections within their own trail system or to connect to systems within their region. Rights-of-way opportunities along the historic California Riding & Hiking Trail (CRHT) in Southern California (Riverside County) and Northern California (San Mateo County) will be identified that could meet the trail needs in these communities. The data on these ownerships will identify potential opportunities for local and regional recreation management agencies to improve trail connectivity by incorporating these rights-of-way into their local and regional trail systems. The plan prepared for the CRHT in these counties will serve as a model for use in other parts of California.
- Provide geographic and attribute data for the existing 27 California Trail Corridors throughout the state and report on the missing links in these corridors. The data will allow local agencies to identify opportunities for expanding their trail systems or linking to other regional systems and statewide Trail Corridors and help them provide increased trail access for nearby communities, cities or regions. The collected trails data, including maps, current management information, and website links, will be shared with local agencies and posted online to improve public and agency access to regional trail information.

#### CORP Evaluation and Strategic Plan

The Grants and Local Services Division and the Planning Division will evaluate the California Outdoor Recreation Planning Program and develop a long-range Strategic Plan to direct future CORP Program development.

California's CORP preparation process has changed little over the past decades. Improvements in planning processes and technologies support a comprehensive review of the state's CORP Program. Planning improvements made possible by the dramatic changes in information and public involvement technologies, such as GIS (Geographic Information Systems) and web-based social networking systems have not yet been incorporated in CORP processes. If the CORP program is to remain relevant to the state's ever-changing demands and its complex organization, its periodic review is essential.

The CORP evaluation will assess the Plan's effectiveness in shaping outdoor recreation provider decisions, track the implementation of CORP actions, and provide a compilation of best planning and implementation practices for developing the Strategic Plan. The long-range Strategic Plan will include a CORP road map and procedure guide. The CORP road map will identify improvements in processes and products to enhance the CORP's relevance to outdoor recreation providers, offer useful recommendations and information, and document outcomes of CORP-related actions. The procedure guide will describe best practices, recommend sequences for carrying out CORP activities and suggest timelines and processes for future CORP preparation.

## **Additional Future Planning Grant Possibilities**

Although no planning grant applications have been submitted for these project proposals, and more specific recommendations for future CORP activities will be developed during the CORP evaluation and strategic plan process, the following conceptual CORP elements are briefly described here as possible future planning grant projects.

### Recreation Benchmarks

California State Parks proposes to develop a set of benchmarks for local park and recreation areas and facilities in the state. Benchmark measurement could include the average travel time to a park or recreation areas, or the acreage of neighborhood and community parks per 1,000 residents.

### California Recreational Trails Plan Update

The Statewide Trails plan was completed by Statewide Trails Program staff in 2002 and identified 12 trails-related goals and the general action guidelines to reach those goals. An updated plan would use the 2002 plan as a guide, incorporate additional information and recommendations about trails in the state.

### Children in Nature Campaign

A series of public presentations ('Speakers Bureaus') around the state are being planned by California State Parks to both educate park users and stakeholders about the 'nature deficit disorder', the Children's Outdoor Bill of Rights and the goals and objectives of the Children in Nature Campaign. During each presentation, campaign staff will be collecting data on the existing 'children in nature' programs, to evaluate the supply of youth programs, publicize the currently available programs, expand the program information of the Campaign and make it available to recreation providers, and to encourage recreation providers statewide to adopt, develop or expands these types of programs.

### Cool Parks Initiative

State Parks is addressing climate change with a three-pronged approach that involves adapting to climate changes, mitigating activities that might be contributing to climate change and educating others about climate change. The Department is playing a statewide leadership role in planning for climate change by developing a collection of tools, resources, strategies and actions focusing on climate change 'adaptation' that would inform and direct State Parks (and statewide) planning, operations and visitor services. The resources being developed are intended to help land management decision-makers in local, regional and state governments prepare for climate change by recommending a detailed process for climate change preparedness and planning.

Technical Assistance on New Recreation Facilities

State Parks is developing a series of Recreation Opportunity Bulletins describing new forms of outdoor recreation. Future bulletins will provide a reference for State Park staff and other recreation providers statewide to use for expanding the visitor's outdoor recreation experience.

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# Appendices



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## **Appendix A: Outdoor Recreation Providers: Roles and Key Programs**

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Many different federal, state, and local governmental agencies and commercial, private, and nonprofit entities provide recreation opportunities in California. This chapter identifies many of the primary providers and discusses their current roles and some of the key programs that benefit parks and recreation. This is not intended to include all providers. Since the federal government administers nearly half of the state's landmass, special attention is given to the outdoor recreation opportunities available through federal lands and programs.

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The primary focus of this chapter is to introduce the many providers of recreation opportunities and some of the key programs that benefit parks, recreation and open space in California. The providers include federal, state, and local governmental agencies, special districts, non-profit organizations, land trusts and the private sector. Collectively these recreation providers offer a broad array of settings, opportunities and experiences to meet the diverse needs of Californians and visitors to the state. From mountain peaks to underwater reserves; from lush redwood forests to arid desert floors; from Disneyland to a neighborhood tot-lot; from highly active to passive forms of recreation; from free to very expensive pursuits; from activities involving no equipment to those requiring the latest technology, California offers recreation opportunities to meet virtually every need.

California's recreation providers, through the lands and facilities they administer and the services and programs they provide, contribute significantly to the quality of life and well being of Californians.

Park and recreation opportunities offered by California providers are important for maintaining the physical and emotional health and wellness of individuals. Parks and recreation areas convey a sense of place that brings people back time and again. California's economy benefits tremendously from recreation related sales of clothing, equipment, fees and services and the revenues generated from the tourism and hospitality industries. Recreation activity provides a strong support for community values and serves as a mechanism and social bridge for integrating people of all ethnicities, ages, incomes and abilities.

The providers educate, challenge, inspire and entertain our children, they offer safe and secure places for families and seniors, they protect and conserve our natural and cultural resources and they help strengthen and stimulate California's economy.

## **I. Federal Land Managers**

Nearly half of California's total landmass - more than 47 million acres - is federal land or Indian land held in federal trust. These lands were specifically set aside by Congress or Presidential Executive Order, never having left the public domain, or were acquired for a specific purpose such as protecting wildlife habitat and wetlands, constructing reservoirs or creating parks and public recreation areas. The federal land management agencies, as directed by Congress, have statutory responsibilities for the management of federal lands and the development of recreational facilities and programs. Typically, the benefits and opportunities on federal lands are of national significance or are those that would generally not be feasible for state or local governments.

The outdoor recreation role of federal land managers includes direct services through the management of federally owned properties such as national parks, recreation areas, monuments, forests, wildlife refuges, preserves, wilderness areas, historic sites, reservoir areas and military installations.

Federal land managers provide a significant diversity of outdoor recreation opportunities. The spectrum of federal outdoor recreation opportunities can range from riding off-highway vehicles to enjoying a pristine wilderness, from a short visit to a small historic monument to a multi-week exploration of thousands of acres of forest and desert. Federal recreation activities are both diverse and abundant.

Federal programs also provide vital support to state, local and nonprofit agencies and citizens, helping them meet a variety of land use goals. A variety of federal financial and technical assistance programs enhance local recreation opportunities, protect wildlife habitat, cultural resources and are used to plan and develop community and regional facilities. Programs administered by federal agencies, such as the Land and Water Conservation Fund, are vital to federal land managers and tribal governments as well as to state, local and nonprofit agencies and citizens. Such programs assist with coordinated planning, improving public services, extending local capability, helping with land acquisition, promoting partnerships and developing facilities and land resources. Recreation experiences for Californians are greatly enhanced by the diverse opportunities provided by federal land managers.

### **A. Department of the Interior**



Congress created the Department of the Interior in 1849. The Department's recreation responsibilities include administration of the nation's scenic and historic areas, the multiple uses of public lands, recreational use of federal reservoirs, the conservation and management of fish and wildlife resources, the coordination of federal and state recreation programs and services and the programs benefiting Native

Americans. Four key agencies or bureaus within the Department provide the public outdoor recreation resources and programs in California.

## **1. National Park Service**

[www.nps.gov](http://www.nps.gov)

### Mission



“The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.”

Created by Congress in 1916, the National Park Service (NPS) was directed “to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations.”

The National Park System includes superlative natural, historic and recreation areas, consisting of parks, monuments and reservations such as National Recreation Areas, National Historic Sites and National Seashores, as designated by Congress or Executive Order. The NPS provides a broad array of recreational opportunities compatible with its responsibility to conserve and protect resource values for the enjoyment of future generations. Camping, hiking, nature observation, scenic drives, natural and cultural resource interpretation, boating, horseback riding, rock climbing and swimming are among the many recreational activities within the National Park System.

The NPS administers 24 units and one historic trail in California, covering over 8.2 million acres. These units are widely distributed throughout the state and represent a cross section of the diverse landscapes that define the character of California. The NPS units in California include towering redwoods and giant sequoias, volcanic landscapes, pristine windswept beaches, untrammelled wilderness, vast deserts, offshore islands, awe-inspiring beauty and history. In 2006, California’s NPS units hosted almost 39 million visitors.

The NPS also serves as a national focal point for outdoor recreation. In this role, the NPS provides guidance to states to plan, coordinate and develop outdoor recreation policy, conduct surveys and studies of recreational supply and demand, and develop strategies and plans to meet outdoor recreation needs.

The NPS, through the National Center for Recreation and Conservation, administers programs assisting state and local agencies and communities to

restore rivers, establish trails, save open space, rebuild parks and preserve other special places.

The NPS also maintains the National Register of Historic Places and administers the National Historic Landmark and the National Natural Landmark programs.

**a. Federal Programs Administered by the National Park Service**

**i. Land and Water Conservation Fund**

[www.nps.gov/lwcf](http://www.nps.gov/lwcf)

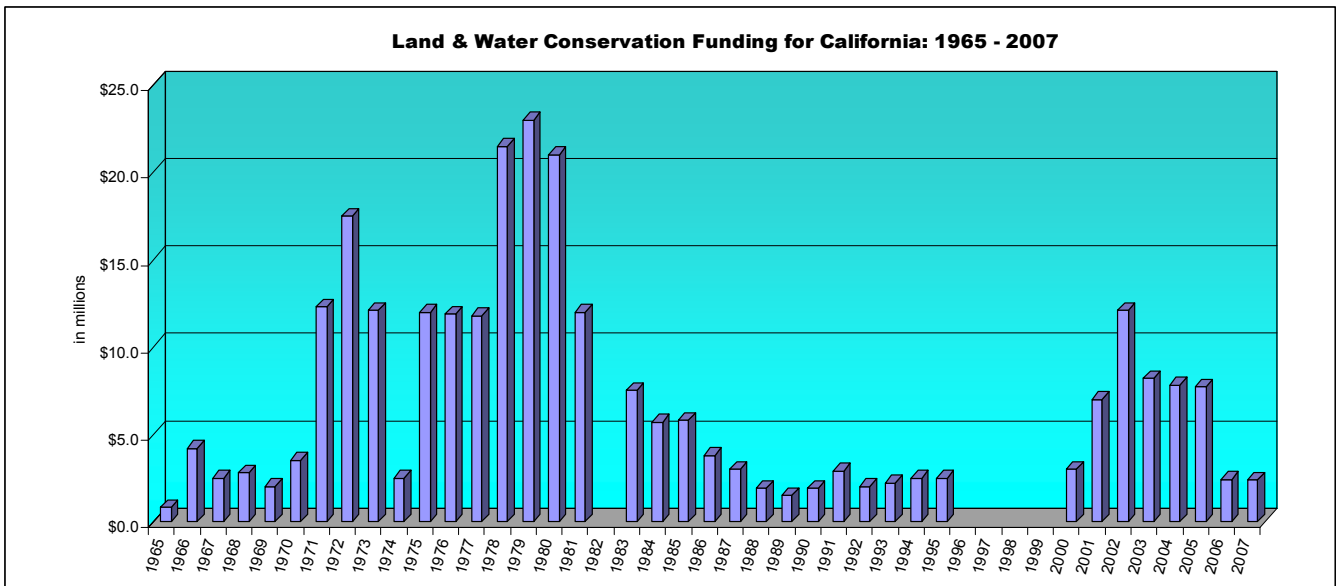


Established in 1965, the Land and Water Conservation Fund (LWCF) is the best-known source of federal funding for state and local outdoor recreation projects. The LWCF has provided \$3,790,805,266.78 for new federal acquisitions and grants to state and local governments over its 40-year history.

Since its establishment, LWCF has assisted with the acquisition of over 210,733 acres in California. In 1979, California received its largest amount of \$27.2 million but in 1982 and from 1996 through 1999 the state received no allocations. The table below shows California’s historical LWCF allocations from 1965 through 2007. California’s 2007 allocation was \$2.38 million.

LWCF funding is subject to annual Congressional appropriations, which have been inconsistent over the years.

The LWCF is the primary source of federal funds, authorized by Congress, to acquire new federal forests, parks, wildlife refuges and other recreation areas.



The LWCF also provides matching grants to state and local governments for acquiring park and recreation lands, developing and rehabilitating recreation facilities and for studying recreation potentials, needs, opportunities and policies.

## **ii. Federal Lands to Parks**

<http://www.nps.gov/ncrc/programs/flp/index.htm>

The National Park Service administers the Federal Land to Parks (FLP) program, helping communities create new parks and recreation areas by transferring surplus federal land to state and local governments. When a federal military base becomes surplus, NPS reviews the notices of availability and then notifies the relevant state, regional and/or local park agencies. A state or local government agency looking for parks and recreation property then notifies the Federal Lands to Parks Program regional office of its interest in the surplus property. Surplus federal lands can satisfy a number of community needs while remaining available for public beneficial use, subject to accepted stewardship principles and practices.

According to the FLP website, as of February 2004 6556.86 acres of property in California has been conveyed from the U.S. Government to state or local government for parks.

## **iii. Save America's Treasures Program**

<http://www.nps.gov/history/hps/treasures/>

The Federal Save America's Treasures program is one of the largest and most successful grant programs for the protection of our nation's endangered and irreplaceable and endangered cultural heritage. Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and historic structures and sites. Intellectual and cultural artifacts include artifacts, collections, documents, sculpture, and works of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects.

Grants are awarded to Federal, state, local, and tribal government entities, and non-profit organizations through a competitive matching-grant program, administered by the National Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services and the President's Committee on the Arts and the Humanities.

In 2006, \$450,048 in grants was awarded to two California projects.

#### **iv. Rivers, Trails, and Conservation Assistance (RTCA) Program**

[www.nps.gov/ncrc/programs/rtca/](http://www.nps.gov/ncrc/programs/rtca/)

The RTCA program provides advice and technical assistance to state and local governments, nonprofit groups and Indian tribes on a wide variety of open space, rivers, trails and related projects. The program, through voluntary partnerships instead of direct funding, helps local groups plan greenways, conserve rivers and waterways and develop new trails.

#### **v. Cultural Resources - Grants, Tax Credit and Other Assistance**

[www.cr.nps.gov](http://www.cr.nps.gov)

The National Park Service administers a number of successful programs promoting historic preservation. These programs can revitalize communities through technical assistance, matching funds and local, state and federal partnerships to preserve and conserve cultural resources.

#### **vi. Urban Park and Recreation Recovery**

<http://www.nps.gov/ncrc/programs/uprr/index.htm>

When funding was available, the Urban Park and Recreation Recovery (UPARR) program provided matching grants and technical assistance to economically distressed urban communities. The program provided direct federal assistance to urban localities for rehabilitating critically needed recreation facilities. Eligible cities and urban counties were able to receive rehabilitation, renovation, and planning grants.

UPARR has not been funded since 2002 when \$28.9 million were granted. Previously assisted sites and facilities, more than 1,500 in number in over 300 localities, remain protected in public recreation use, however, under the provisions of Section 1010 of the UPARR Act the same as §6(f) protection under LWCF).

In accordance with Section 1010 of the UPARR Act, no property improved or developed with UPARR assistance shall, without the approval of the National Park Service, be converted to other than public recreation uses. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Action Program and/or equivalent recreation plans and only upon such conditions as deemed necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. Section 1010 is designed to ensure that areas or facilities receiving UPARR grant assistance are continually maintained in recreation use and available to the general public.

## 2. Bureau of Land Management

[www.ca.blm.gov](http://www.ca.blm.gov)

### Mission



“To sustain the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations.”

True to the multiple-use mandate of the agency, the Bureau of Land Management (BLM) manages a wide variety of public land uses including outdoor recreation, wilderness, grazing, forest products, mineral extraction, energy production and fish and wildlife management. BLM management practices are intended to sustain the health, diversity, and productivity of the land and water resources without sacrificing their significant natural or cultural values.

Outdoor recreation is an equal partner in the Bureau of Land Management’s multiple-use mandate and managing land and water resources for recreation is a high priority. Nationally, the BLM’s commitment to manage and enhance outdoor recreation opportunities was reinforced in May 2003 with the release of The BLM’s Priorities for Recreation and Visitor Services Workplan followed by the Unified Strategy to Implement the Workplan. These plans established outdoor recreation related policies, goals, and specific actions, including state strategic plans for managing, maintaining and developing recreation opportunities. The BLM is currently developing A Strategic Recreation and Visitor Services Plan for California, using Benefits Based Management to look at California’s diverse land and water resources and outdoor recreation opportunities, issues affecting their management and the need to enhance and promote outdoor recreation throughout the state.

According to the BLM, they administer multiple-use programs on more than 15.2 million acres, covering nearly 15% of California. BLM lands are particularly concentrated in the southeastern California desert, northeastern and north coast portions of the state. There is some BLM public land in all but three of the 58 California counties.

There are 15 BLM field offices responsible for managing California’s public lands. These lands provide a broad spectrum of outdoor recreation opportunities. The resource-dependent outdoor recreation opportunities on BLM lands offer a high degree of freedom for unstructured and dispersed activities that are still sustainable within the constraints of sound resource management principles and practices.

BLM’s outdoor recreation resources are divided into Recreation Management Areas and further classified into Special Recreation Management Areas (SRMA) and Extensive Recreation Management Areas (ERMA) to facilitate planning and management among the field offices.



The SRMAs usually require some kind of special management consideration, have been Congressionally or administratively designated, require a substantial management commitment and/or have had recreation identified as a principle management objective during the land use planning process.

Most of the BLM lands in California are designated ERMAs, catering to a wide range of personal recreation preferences with minimal regulation. ERMAs typically have minimal recreation services but offer diverse and unstructured resource-dependent outdoor recreation opportunities.

There are 45 SRMAs and 16 ERMAs in California. The SMRAs include National Scenic Areas, Wilderness and Wilderness Study Areas, Wild and Scenic Rivers, National Conservation Areas, National Natural Landmarks and sections of the National Trails System. Recreation opportunities include off-highway vehicle use, whitewater rafting, boating, fishing and camping as well as a broad mix of other recreation opportunities and experiences.

#### **a. Federal Programs Administered by the Bureau of Land Management**

##### **i. Payments in Lieu of Taxes Act**

<http://www.doi.gov/pilt/>

Payments in Lieu of Taxes (PILT) are congressionally approved payments to counties offsetting tax revenue losses from the tax-exempt federal lands within their jurisdiction. The payments apply to lands in the National Forest System, the National Park System, BLM administered lands and lands reserved or withdrawn from the public domain for federal water projects, the National Wildlife Refuge System, and a few other categories. California counties received nearly \$21 million in PILT payments in 2007 distributed by BLM. The payments are in addition to other federal land receipt-sharing sources, including revenues from mineral leasing, livestock grazing and timber sales. The PILT payments help fund vital community services, including fire and police protection, recreation, as well as hospital and school construction.

##### **ii. Recreation and Public Purposes Act**

[www.blm.gov/nhp/what/lands/realty/rppa.htm](http://www.blm.gov/nhp/what/lands/realty/rppa.htm)

This Act authorizes the sale or lease of public lands for recreational or public purposes to State and local governments and qualified nonprofit organizations. Recreational purposes include campgrounds, trails and parks, while public purposes include schools, firehouses, law enforcement facilities, hospitals and landfills. The Act specifies conditions, qualifications, acreage limitations and other provisions. Land within national forests, national parks and monuments,

national wildlife refuges, Indian lands, and federally acquired lands are excluded from this Act.

### 3. Fish and Wildlife Service

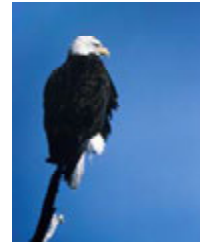
[www.fws.gov/](http://www.fws.gov/)

#### Mission



“Working with others, to conserve, protect and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people.”

The Fish and Wildlife Service (FWS) is principally responsible for conserving, protecting and enhancing fish, wildlife and plants and their habitats. The FWS manages the 96 million-acre National Wildlife Refuge System, with more than 548 National Wildlife Refuges, thousands of small wetlands and other special management areas. It also operates 70 fish hatcheries, 64 fishery resource offices and 78 ecological services field stations. The agency enforces federal wildlife laws, administers the Endangered Species Act, manages migratory bird populations, restores nationally significant fisheries, conserves and restores wildlife habitat, provides federal aid to states, and helps foreign governments with their conservation efforts.



In California, the FWS manages 43 National Wildlife Refuges and Wildlife Management Areas, two National Fish Hatcheries and a Sacramento River salmon-viewing plaza. Approximately half of the refuges are open for recreation activities, including wildlife observation, study and photography, hunting, fishing, equestrian use, hiking, biking, environmental education and automobile touring. The remaining areas are either closed or have restricted access for public safety reasons or for the protection of special status species.

The U.S. Fish and Wildlife Service, Wildlife and Sport Fish Restoration Program administers federal aid programs that award millions of dollars in state grants. These programs may also benefit local governments and, in some cases, private landowners through state agency partnerships. Program elements vary depending on specifics within the enabling legislation.

**a. Wildlife and Sport Fish Restoration Program Awards and Grants administered by the Fish and Wildlife Service**

<http://wsfrprograms.fws.gov/>

**i. Federal Aid in Wildlife Restoration Act (Pittman-Robertson Act)**

<http://www.fws.gov/southeast/federalaid/pittmanrobertson.html>

Approved by Congress in 1937, this Act funds the selection, restoration, rehabilitation and improvement of wildlife habitat, wildlife management research, hunter training and the development, operation and maintenance of public target ranges. Funds come from a federal excise tax on sporting arms, ammunition, archery equipment, and handguns. Funds are collected annually from manufacturers and apportioned to each state. Only state agencies are eligible to receive these grant funds. The grant amount is based on a formula considering the total area of the state and the number of licensed hunters.

**ii. Federal Aid in Sport Fish Restoration Act (Dingell-Johnson Act & Wallop-Breaux Amendment)**

[www.fws.gov/laws/lawsdigest/FASPORT.html](http://www.fws.gov/laws/lawsdigest/FASPORT.html)

Established in 1951, the Sport Fish Restoration Act provides financial assistance for state programs to manage, conserve, and restore fishery resources. This program is funded by federal excise taxes on fishing equipment manufacturing, including rods, reels, lines, hooks and lures. The funds are apportioned to state agencies based on size of the state and number of licensed anglers.

**iii. Cooperative Endangered Species Conservation Grant Program**

[www.fws.gov/endangered/grants/section6/index.html](http://www.fws.gov/endangered/grants/section6/index.html)

The U.S. Fish and Wildlife Service offers a variety of grant programs under the Endangered Species Act to help states, territories, and landowners plan and implement habitat conservation projects for special status species.

**iv. National Coastal Wetlands Conservation Grant Program**

[http://ecos.fws.gov/coastal\\_grants/viewContent.do?viewPage=home](http://ecos.fws.gov/coastal_grants/viewContent.do?viewPage=home)

This is a competitive grant program established by the Coastal Wetlands Planning, Protection, and Restoration Act of 1990. The FWS provides matching grants through this program to acquire, restore, manage or enhance coastal wetlands. The program encourages partnerships, support for watershed planning and leveraged funding for on-going projects to maximize use of the limited funds.

#### **v. Clean Vessel Act**

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/CVA/CVA.htm>

This nationally competitive grant program distributes funds for the installation of pump-out stations at marinas and other public recreation sites.

#### **vi. Boating Infrastructure Grants**

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG.htm>

This grant program was first authorized in 1999 and provides funds annually to improve facilities for recreational boats longer than 26 feet. The grant program has two tiers of funding.

#### **vii. State Wildlife Grants**

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG.html>

Since 2002, Congress has annually appropriated funds to state fish and wildlife agencies for planning and conservation efforts with an emphasis on conservation of non-game species. These funds are apportioned to the states based on their land area and total population.

#### **viii. Tribal Grants**

[www.fws.gov/nativeamerican/grants.html](http://www.fws.gov/nativeamerican/grants.html)

In 2003, two new programs awarded grants, the Tribal Landowner Incentive Program and the Tribal Wildlife Grant Program. Congress awarded monies to help 48 federally-recognized tribes conserve and recover endangered, threatened and at-risk species and other wildlife on tribal lands in 22 states, including California.

### **4. Bureau of Reclamation**

[www.usbr.gov/](http://www.usbr.gov/)

#### Mission



“To manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.”

The Bureau of Reclamation (BOR) was established in 1902 to develop water resources in 17 western states to facilitate agricultural development and settlement. The agency has moved more recently towards a multipurpose approach in the management of its land and water resources. In addition to agricultural, municipal and industrial water supplies, BOR today addresses endangered species, instream flows, fisheries management, wetlands preservation, fish and wildlife habitat conservation and enhancement, recovery of

salmon populations, cultural resources preservation, water quality, recreation and other environmental-related concerns.

In California, millions of people visit the Mid-Pacific Region's reservoirs each year to recreate. Most facilities are administered by other federal, state, county and city managing partners. The Bureau of Reclamation still directly manages some facilities such as Lake Berryessa and New Melones Lake.

## **B. Department of Agriculture**

### **1. U.S. Forest Service**

[www.fs.fed.us/](http://www.fs.fed.us/)

#### Mission



“To sustain the health, diversity, and productivity of the Nation’s forests and grasslands to meet the needs of present and future generations.”

The Forest Service provides outdoor recreation opportunities through three entities:

- ❖ National Forest System
- ❖ State and Private Forestry
- ❖ Research and Development

The National Forest System in California includes 18 national forests covering over 20.6 million acres - one-fifth of the state’s total landmass. The Forest Service employs multiple-use and sustained yield principles and practices to manage these lands while accommodating a variety of uses, including outdoor recreation, timber, grazing, watershed management, fish and wildlife habitat and wilderness. The multiple uses fit within an ecosystem framework approach, a fairly new resource management concept.

The Forest Service provides about half of the wildland recreation opportunities in California. In 2007, there were 31 million recreation visits to the state’s national forests, representing nearly 15 percent of all recreational visits to all national forests in the country. The national forests contain an estimated 30 percent of the family campgrounds, 4.3 million acres of the designated wilderness areas, 50 percent of the state’s water supply, and 24 of the 31 major downhill ski areas in California. The California national forests also contain more than 2,400 lakes and reservoirs, 13,000 miles of fishable rivers and streams, 1,200 miles of designated Wild and Scenic Rivers, and 18,959 miles of maintained hiking, horseback riding and off-road vehicle trails. There are over 6,131 forest service summer cabins permitted as “recreation residences,” some dating back to 1906.

The State and Private Forestry programs provide technical and financial conservation assistance to state and private non-industrial landowners. The program leverages federal resources to produce a variety of forest-based goods

and services, including recreation, fish and wildlife, biological diversity, and timber. The programs include wildland fire protection, Smokey Bear, forest health protection, cooperative forestry, and natural resource preservation.

The Research and Development programs focus on areas requiring urgent policy and management action, including studies on watershed health and restoration, sustainable forest management, economic and social values, and forest health. In California, the Pacific Southwest Research Station, Wildland Recreation and Urban Cultures, engages in a variety of recreation research topics, including recreation customer models, market analysis, visitor communication, volunteer management, mountain biking issues, cultural diversity and California outdoor recreation management.

## **C. Department of Defense**

### **1. U.S. Military**

[www.defenselink.mil/](http://www.defenselink.mil/)



The Department of Defense (DOD) administers approximately 4 million acres in California, used almost exclusively for military purposes.

The DOD is required to manage its natural resources and cultural sites, and, wherever possible, provide for multiple uses and public access compatible with each facility's military mission. The DOD has a resource management plan for each facility, which includes a section on managing natural resource-based outdoor recreation.

The Department's military mission and current level of national defense readiness influences access policies for military personnel, their families, civilian employees, military retirees, escorted guests, and the general public wanting to use the recreation areas. Some DOD facilities allow public access for hunting, fishing, horseback riding, visiting historic sites and access to beaches. Access may be continuous or granted only on special occasions, although many military facilities prohibit any public access.

With the end of the Cold War, Congress passed the Base Realignment and Closure Act (BRAC) in 1988. The Act appointed four rounds of independent BRAC commissions to recommend surplus and obsolete military bases for realignment or closure. California was the hardest hit in the nation with 29 major bases and several small installations identified for closure or downsizing. The closures reduced the state's annual economy by an estimated 9 billion dollars and caused the direct and indirect loss of 200,000 jobs. The base closures did free up over 77,000 acres of land for industrial, commercial, recreational, educational and residential uses. These closures have allowed federal, state and

local agencies to submit reuse plans for parks, recreation, open space, wildlife habitat and economic development.

## 2. U. S. Army Corps of Engineers

[www.usace.army.mil/](http://www.usace.army.mil/)

### Mission



“Provide peacetime emergency and environmental services while strengthening military support capabilities.”

The civil works activities of the U.S. Army Corps of Engineers (Corps) include flood control, water supply, navigation, recreation, regulatory oversight, water quality, fish and wildlife conservation, and disaster response throughout California. These lands are administered directly through lease arrangements with other public agencies or through concessionaires. Corps projects are primarily water oriented, making them popular recreation resources.

### a. Federal Programs Administered by the U.S. Army Corps of Engineers

#### i. Clean Water Act: Section 404

[www.epa.gov/OWOW/wetlands/regs/sec404.html](http://www.epa.gov/OWOW/wetlands/regs/sec404.html)



The 1977 Clean Water Act amendment to the 1972 Federal Water Pollution Control Act is intended to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Section 404 of the Clean Water Act regulates the placement of dredge and fill material into United States waters and wetlands. The U.S. Army Corps of Engineers has primary responsibility for the permit program and issues permits in compliance with environmental requirements.



### D. Special Systems on Federal Lands

There are three special management systems on California federal lands: the National Wilderness Preservation System, the National Wild and Scenic Rivers System, and the National Trails System. Congress created these systems to protect special features on federal lands and the systems are administered by several agencies, including the U.S. Forest Service, Bureau of Land Management, National Park Service and the Fish and Wildlife Service. Congress reserved the right to define the extent of the systems but under certain circumstances, state-designated rivers and streams or recreational trails can be added to the systems without congressional action.



## 1. The National Wilderness Preservation System

<http://www.wilderness.net/>

The National Wilderness Preservation System was created on September 3, 1964. The Wilderness Act defines federal wilderness as land untouched by human activity, primarily affected by the forces of nature where solitude and primitive recreation are the dominant values. The Act directs wilderness to be “devoted to the public purposes of recreational, scenic, scientific, educational, conservation, and historical use.” Commercial activities, motorized access, and permanent roads, structures or facilities are generally prohibited. Areas within the National Wilderness Preservation System pertain to only lands that are federally owned. While agencies can nominate wilderness areas, only Congress can designate them.

The National Wilderness Preservation System includes 702 wilderness areas, 138 of which are in California. Nationally these areas contain 107,436,608 acres with 14,335,878 acres located in California. The largest California unit within the system is the Death Valley Wilderness at 3,253,028 total acres and the smallest California unit within the system is the Rocks and Islands Wilderness with 5 acres.

## 2. The National Wild and Scenic Rivers System

[www.rivers.gov/](http://www.rivers.gov/)



The Wild and Scenic Rivers Act celebrated its 40th Anniversary in 2008. The Act, championed by Senator Frank Church, and signed into law by President Lyndon Johnson on October 2, 1968, protects the free-flowing waters of many of the United State’s most spectacular rivers.

The National Wild and Scenic Rivers System Act established three river classifications that prohibited any water resource projects that would hinder or divert river flow. Congress required management agencies to protect and enhance the river’s values contributing to the Wild and Scenic River designation, but allowed most other land uses unless they “substantially interfere with public use and enjoyment of these values.”

As of 2006, the National Wild and Scenic Rivers System protects more than 11,000 miles of 165 rivers in 38 states and the Commonwealth of Puerto Rico; this is a little more than one quarter of one percent of the nation’s rivers. Of these protected resources, 1,893.8 miles of 15 rivers are within California.



### 3. The National Trails System

[www.nps.gov/nts/index.html](http://www.nps.gov/nts/index.html)



The National Trails System Act (1968) established four classes of National Trails. National Trails include Scenic, Historic and Recreation Trails—and connecting or side trails providing access between the other trails.

Eight National Scenic (NST) and eighteen National Historic Trails (NHT) running 64,445 miles (not including the as yet determined length of the recently authorized Star-Spangled Banner NHT), have been designated by law. Another two connecting trails have been designated (certified) administratively. Sections of the Pacific Crest NST, California NHT, Pony Express NHT, Old Spanish NHT and the Juan Bautista de Anza NHT are found in California.

Over 1,000 National Recreation Trails have been recognized by the Secretaries of Agriculture and the Interior.

### E. Other Federal Agencies Supporting Outdoor Recreation

#### 1. Department of Transportation, Federal Highway Administration

<http://www.fhwa.dot.gov/>



The Federal Highway Administration manages the Highway Trust Fund to finance the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Projects are sponsored by state agencies, federal agencies, and regional, local or private/non-profit agencies acting with a state agency partner.

A total of \$370 million is provided through 2009 to continue this program to develop and maintain trails for recreational purposes that include pedestrian,

equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities. New eligibilities are provided, including construction and maintenance equipment, real estate costs, educational program costs, State administration costs, and assessment of trail conditions.

## **F. Other Federal Programs**

### **1. Federal Lands Recreation Enhancement Act (FLREA)**

[http://www.blm.gov/wo/st/en/prog/Recreation/recreation\\_national/recreation\\_fees/rea\\_info\\_page.html](http://www.blm.gov/wo/st/en/prog/Recreation/recreation_national/recreation_fees/rea_info_page.html)

With the signing of the FY 2005 Appropriations Act, the Federal Lands Recreation Enhancement Act (FLREA) replaced the Recreational Fee Demonstration (Fee-Demo) authority. The new authority limits fees at sites that have a specified minimum level of development and meet specific criteria. Additional safeguards include provisions that require the use of Recreation Resource Advisory Committees and specific requirements to provide the public with information about fees and how fee revenues will be used. The Act provides agencies with recreation fee authority for 10 years, which will allow the agencies to improve the efficiency of the program, provide better facilities and services to the visitors, employ greater use of technology, and enter into more fee management agreements with counties and other entities to provide additional services to visitors.

The majority of fee revenues are retained at the site of collection and used to enhance visitor services, including repair, maintenance, and facility enhancement. Typical uses of fee revenues include maintaining campgrounds, habitat restoration directly related to wildlife-dependent recreation, fixing boat launches, offering interpretive displays and tours, and providing toilets, developed parking, trash receptacles, water, and other amenities that many visitors expect.

### **2. Federal Regulatory Actions**

Federal regulatory actions can have a significant impact on outdoor recreation activities, including the types of uses allowed, the season of use, restrictions on the use of certain equipment and environmental quality-related restrictions. Regulations can have a profound affect on segments of the recreation equipment industry. New regulations for improving safety standards, reducing pollution, protecting the health and welfare of citizens and the environment are constantly being proposed. These regulations can restrict, curtail or eliminate certain activities or equipment. They can also require costly redesigns or early phase-out of expensive equipment before research and development costs can be fully recovered. Redesigns are not only financially and technologically burdensome to manufacturers but the added costs are passed on to retailers and consumers.

New regulations typically respond to consumer complaints, pressure from environmental advocacy groups, scientific advancements, and scientific evidence of resource degradation or to the manufacturing advances of new technologies or new products.

## **II. State Land Managers**

### **A. California Resources Agency**

[www.resources.ca.gov/](http://www.resources.ca.gov/)

The Resources Agency is responsible for conserving, enhancing, and managing the state's rich and diverse natural resources, including the land, water, wildlife, parks, minerals, and historic sites. California's natural resources supply the state's water, air, minerals, lumber, power and food. They also provide outstanding outdoor recreational opportunities, including nature study, research, and tourism. The Resources Agency oversees policies, activities, and a budget of \$6.4 billion and 16,000 employees in 25 departments, commissions, boards and conservancies. Several directly provide outdoor recreation opportunities—most notably the Department of Parks and Recreation. Several others that do not provide direct services instead provide regulatory oversight, financial assistance, or resource protection supporting outdoor recreation opportunities and maintaining open space.

#### **1. Department of Parks and Recreation**

[www.parks.ca.gov](http://www.parks.ca.gov)

##### Mission



“To provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.”

The California Department of Parks and Recreation (DPR) manages the State Park System, the Off-Highway Motor Vehicle Recreation Program, the Historic Preservation Program and the Office of Grants and Local Services. DPR provides millions of dollars in state and federal funds through its many programs to local and state agencies and other organizations for parks, recreation, and resource-related projects.

##### **a. California State Park System**

[www.parks.ca.gov](http://www.parks.ca.gov)

The 1901 bill authorizing the use of state funds to acquire redwood property led to preservation of the first 2,500 acres in Big Basin in 1902 creating the first California state park. This set the tone for preserving California's most valuable

resource lands for future generations and the birth of the State Park System. Units of the State Park System include:

- ❖ Underwater recreation areas and reserves
- ❖ Natural and cultural preserves
- ❖ Beaches, recreation areas, wilderness areas, and reservoirs
- ❖ Historic and archaeological sites, National Register and National Historic Landmark properties
- ❖ Lighthouses, ghost towns and conference centers
- ❖ Off-highway vehicle parks

As of FY 2007/08, the California State Park System hosted over 79.5 million visitors and was responsible for 278 park units covering 1,560,623.2 acres of land, 315.43 miles of coastline; over 973 miles of lake and river frontage; more than 14,500 campsites; and over 4,600 miles of hiking, biking, and equestrian trails.

The System includes some of the State's finest coastal wetlands, estuaries, beaches, and dune systems representing almost one-third of California's scenic coastline.

The System's cultural resources include:

- ❖ Over 1 million museum objects
- ❖ More than 3 million archival documents
- ❖ Two million archaeological specimens
- ❖ 3,375 historic buildings and structures
- ❖ Over 100 properties on the National Register of Historic Places
- ❖ 123 California Historical Landmarks,
- ❖ 26 National Historic Landmarks
- ❖ 47 Historic Parks and Museums
- ❖ 14 Cultural Preserves
- ❖ Over 13,500 Cultural Resources inventoried
- ❖ 10,271 archaeological sites

#### **b. Office of Historic Preservation**

[www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)

The mission of the Office of Historic Preservation and the State Historical Resources Commission is to preserve and enhance California's irreplaceable historic heritage in the public interest so that California's vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations. The Office of Historic Preservation administers California's statewide historic preservation program. The Commission reviews historic and archaeological site applications for listing on the National Register of Historic Places, the California Register of

Historic Resources, and the lists of California Historical Landmarks and Points of Historical Interest.

The Office of Historic Preservation administers a variety of grants to certified local governments, accredited colleges and universities, federally recognized California Native American tribes and any non-profit organization existing under section 501(c)(3) of the U.S. Internal Revenue Service Code that promotes historic preservation as its principle charitable purpose.

### **c. Office of Grants and Local Services**

[www.parks.ca.gov/grants](http://www.parks.ca.gov/grants)

The Office of Grants and Local Services (OGALS) develops and administers a variety of grant programs providing funds to state agencies, counties, cities, park and recreation districts, special districts, and non-profit organizations for parks, recreation and resource-related projects. Over the last 35 years the Office of Grants and Local Services has administered \$1.8 billion in local assistance grants, funding over 14,000 projects.

Historically, in 2000 voters approved a \$2.1 billion Bond Act (Prop. 12) including \$800 million for local grants. In 2002, a \$2.6 billion Bond Act (Prop. 40) was passed including \$832.5 million for local assistance grants.

Currently, the only new funds available being administered by OGALS are the annual programs (Habitat for Conservation Fund, Recreational Trails Program and the Land and Water Conservation Fund).

On November 7, 2006, voters passed the “Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006” (Safe Drinking Water Bond) by 53.9 percent. The 5.4 billion dollar Safe Drinking Water Bond cannot be implemented until a law is enacted specifying what grant programs the funds should support. In the 2007 legislative session, the Legislature did not send any bills to the Governor that would implement the Safe Drinking Water Bond.

Annual grant programs administered by the California Department of Parks and Recreation include the Habitat Conservation Fund, Land and Water Conservation Fund and the Recreational Trails Program.

#### **d. Off-Highway Motor Vehicle Recreation Division**

[www.ohv.parks.ca.gov](http://www.ohv.parks.ca.gov)

Since the Off-Highway Vehicle (OHV) program began in 1971, the Off-Highway Motor Vehicle Recreation (OHMVR) Division of the California Department of Parks and Recreation has maintained and managed designated off-highway recreation areas. The OHV program directly or indirectly manages millions of acres across the state, with 90% of the off-highway vehicle recreation opportunities located on federal lands. All told, an estimated 100,000 miles of roads and trails are currently open to the off-road enthusiast, including the popular Sno Park areas. The largest source of OHV program funding comes from motor fuel taxes on those individuals who may also be driving off-road for recreation.

The State directly administers six State Vehicular Recreation Areas (SVRAs) covering 87,892 acres. In FY2007/08, almost 5 million people visited SVRAs.

The state provides grants and cooperative agreements through an OHV grant program for conservation, law enforcement, land acquisition, development, and operation of local and federal OHV areas. There are 11 locally operated OHV parks, 60 U.S. Forest Service sites, and 26 Bureau of Land Management facilities. The OHV grant program has awarded \$194 million since 1986.

The Off-Highway Motor Vehicle Recreation Division released a report in 2002, "Taking the High Road: The Future of California's Off-Highway Recreation Program. This report details recent OHV program reform efforts to benefit the public and the environment. Among the topics were:

- ❖ Encouraging and expanding participation in setting policies and procedures
- ❖ Reforming the OHV grant program
- ❖ Commissioning an updated and comprehensive fuel tax study
- ❖ Instituting strategic planning
- ❖ Strengthening public safety, education and outreach

#### **2. Department of Fish and Game**

[www.dfg.ca.gov](http://www.dfg.ca.gov)

##### **Mission**



"To manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public."

The Department of Fish and Game (DFG) currently owns or administers 716 properties statewide, totaling 1,082,641 acres (606,306 owned and 476,335 administered). These 716 properties include 110 wildlife areas, 123 ecological reserves, 11 marine reserves, 233 undesignated lands, 180 public access areas, 21 fish hatcheries, and 38 miscellaneous lands.

The various land and water resources are classified as wildlife areas, ecological reserves, public access, fish hatcheries or are undesignated. The state acquired these lands to provide public outdoor recreational use opportunities and to protect and enhance habitat for a wide array of plant and wildlife species, including many threatened or endangered species. Outdoor recreation opportunities include hunting and fishing and places for hiking, camping, boating, wildlife viewing and nature study.

DFG also enforces the state's Fish and Game Code, wetlands regulation, permitting and mitigation, streambed alteration permitting, statewide oversight for conservation planning, as well as overseeing partnerships and related programs and administration of the California Endangered Species Act, including plant and animal species listing.

The DFG receives funding through several federal grant-in-aid programs that benefit fish and wildlife through habitat acquisition and restoration, research, environmental protection and public access. The DFG also provides outdoor recreational opportunities including hunting, fishing, boating, education, safety programs and wildlife viewing. Federal aid comes from a variety of sources including the well-known Dingell-Johnson, Wallop-Breaux, and Pittman-Robertson Acts, as well as several others. Federal aid programs are primarily administered through the U.S. Fish and Wildlife Service. Other state agencies, local governments, nonprofit organizations and, in some cases, individual landowners, can benefit from these funds through partnerships with the DFG.

#### **a. Wildlife Conservation Board**

<http://www.wcb.ca.gov/>

##### Mission



“The mission of the Wildlife Conservation Board is to select, authorize, and allocate funds for the purchase of land and waters suitable for the preservation, protection, and restoration of wildlife habitat.”

The Wildlife Conservation Board (WCB) was created by 1947 legislation to administer a capital outlay program for wildlife conservation and related public recreation. Although falling within the Department of Fish and Game, the WCB is a separate and independent board with the authority and funding to carry out acquisition and development programs for wildlife conservation.

WCB financial assistance is available to cities, counties and public districts or corporations for development projects and facility construction. Facilities may include fishing piers and floats, boat ramps, jetty access walkways, lake or reservoir improvements, boardwalks, nature trails and interpretive areas. Projects



are generally completed in coordination with local agencies, which then operate and maintain them for public use.

The primary responsibilities of the Board are to select, authorize and allocate funds for land and water resource acquisitions suitable for recreation purposes and the preservation, protection and restoration of wildlife habitat. The Board can also authorize recreational facility construction on property in which they have a proprietary interest.

### **3. Department of Water Resources**

<http://www.water.ca.gov/>

#### Mission



“The mission of the Department of Water Resources is to manage the water resources of California in cooperation with other agencies, to benefit the State’s people, and to protect, restore, and enhance the natural and human environments.”

The Department of Water Resources (DWR) develops and manages the state’s water resources to supply quality water for municipal, industrial, agricultural, and recreational uses. The DWR is also responsible for maintaining adequate water to sustain fish populations and for the protection and enhancement of habitat and wildlife.

DWR also plans, designs, constructs, operates and maintains the State Water Resources Development System. The DWR is additionally responsible for protecting and restoring the Sacramento-San Joaquin Delta, regulating dams, controlling floods, educating the public and serving local water needs.

Water is one of the strongest and most popular attractants for a variety of outdoor recreation activities and experiences. Water-based outdoor recreation such as swimming, beach activities, boating, fishing and water skiing are very important on the state’s rivers and reservoirs. Water features enhance picnicking, camping, hiking and driving for pleasure. Managed water resources also provide wildlife habitat, promote or enhance nature study, photography as well as fish and wildlife production. Managed water resources also help maintain environmental quality.

### **4. Department of Forestry and Fire Protection**

[www.fire.ca.gov](http://www.fire.ca.gov)

#### Mission



“The Department of Forestry and Fire Prevention protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens.”



The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of privately owned wildlands. CAL FIRE responds to an average of more than 5,600 wildland fires each year. In 2007, CAL FIRE responded to 3,610 fires that burned 434,667 acres. CAL FIRE also responds to an average of more than 350,000 non-wildfire emergencies each year. For many outdoor recreation users, CAL FIRE is often the first responder during medical emergencies, auto accidents, search and rescues, and civil disturbances. Fire prevention and fire safety programs remain a high statewide CAL FIRE priority.

CAL FIRE also has a role in managing and protecting California's natural resources through their Resource Management Program. CAL FIRE foresters review between 500 and 1,000 Timber Harvest Plans and conduct over 7,500 site inspections annually to ensure protection of watersheds, wildlife, tree renewal and cultural resources and to ensure compliance with California's forest practices regulations.

CAL FIRE operates eight Demonstration State Forests covering 71,000 acres. The demonstration forests contain 50 million board feet of growing trees and an average of 30 million board feet is harvested there annually, enough for 3,000 single-family homes. The demonstration forests also support research, demonstration projects, public recreation, fish and wildlife habitat, and watershed protection.

## **5. Department of Boating and Waterways**

[www.dbw.ca.gov](http://www.dbw.ca.gov)

### Mission



“To provide safe and convenient public access to California's waterways and leadership in promoting the public's right to safe, enjoyable and environmentally sound recreational boating.”

The Department of Boating and Waterways (DBW) is the state's recreational boating agency. For the past 50 years, it has been a leader in developing safe and convenient access to California's waterways in state parks, inland lakes, reservoirs, rivers and along the scenic coastline. There are about 2.7 million boats in California, which include 1 million motorized boats and 1.7 million non-motorized boats. DBW services include loans for the construction of marinas, funding for the construction of boating instruction and safety centers, and grants for motorized and non-motorized boat launching facilities, removal of abandoned watercraft, vessel sewage pumpouts, floating restrooms and boating law enforcement support. Other services include boating safety and clean green boating education, aquatic weed control and law enforcement training.

Since 1957, the Department of Boating and Waterways has provided over \$800 million in program funds supporting recreational boating. Recreational boating contributes over \$20 billion annually to the State's economy.

## 6. Department of Conservation

[www.consrv.ca.gov](http://www.consrv.ca.gov)

### Mission



“The Department of Conservation was created in 1961 to administer activities and programs for the purpose of conserving California’s soil resources.”

The Department of Conservation (DOC) administers a variety of programs to ensure the wise use and conservation of the state’s land, energy and mineral resources.

The DOC works with landowners, local governments, and researchers to conserve farmland and open space through conservation easements, tax incentives, and mapping and monitoring farmland. As California’s population grows, DOC land conservation programs promote smart growth to protect farmlands and related open space, important backdrops for enhancing outdoor recreation experiences. The California Land Conservation Act of 1965 (Williamson Act) for example, encourages local governments to contract with private landowners, restricting land use to agriculture or open space in return for lower tax assessments. DOC programs help preserve and enhance the rural agricultural lifestyle, character and landscape. Rural landscapes are important to the sightseeing and traveling public and help maintain the quality of life in California.

## 7. California Conservation Corps (CCC)

[www.ccc.ca.gov](http://www.ccc.ca.gov)

### Mission



“Protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.”

The California Conservation Corps (CCC) is the oldest, largest and longest-running youth conservation corps in the world.

Federal, state, county, and city agencies as well as school districts, nonprofit and private organizations can partner with the CCC. The CCC works on reimbursable projects such as trail construction, erosion control, irrigation system installation, tree planting and park maintenance and restoration.

## 8. State Conservancies

<http://www.resources.ca.gov/conservancies.html>

The nine conservancies below are independent agencies under the California Resources Agency umbrella. Each has a different mission in specific geographic areas around the state. While their missions vary, their primary objectives include protecting the natural environment, increasing public access and recreation opportunities and preserving and enhancing the broad diversity of wildlife habitat.

### a. Coastal Conservancy

[www.coastalconservancy.ca.gov](http://www.coastalconservancy.ca.gov)



The California Coastal Conservancy is an independent state agency that uses non-regulatory means to purchase, protect, restore, and enhance coastal resources and wetlands, and provide public access to the shore. The Coastal Conservancy works in partnership with local governments, other public agencies, nonprofit organizations, and private landowners to resolve land use conflicts and develop restoration plans. To date, the Conservancy has undertaken more than 1,200 projects along the California coastline and around San Francisco Bay and has provided more than \$1.5 billion to complete these projects.

Conservancy projects can include trail construction, public access facilities, wetland restoration and enhancement, public pier restoration, and preservation of agricultural lands.

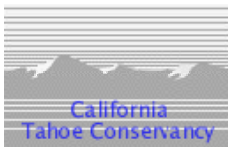
### b. Santa Monica Mountains Conservancy

<http://smmc.ca.gov/>

The Santa Monica Mountains in Los Angeles and Ventura counties is one of the great urban wilderness areas in the country. The Conservancy's mission is to strategically buy, preserve, protect, restore, and enhance treasured pieces of Southern California, forming an interlinking system of urban, rural, and river parks, open space, trails and wildlife habitats easily accessible to the general public.

### c. California Tahoe Conservancy

[www.tahoecons.ca.gov](http://www.tahoecons.ca.gov)



The California Tahoe Conservancy's mission is to preserve, protect, restore, enhance and sustain the unique and significant natural resources and recreational opportunities on the California side of the Lake Tahoe Basin. It was established to develop and implement programs of land acquisitions and site

improvements to improve water quality, preserve the scenic quality and recreation opportunities in the region, provide public access, preserve wildlife habitat, and manage and restore lands to protect the natural environment. The Conservancy is not a regulatory agency.

#### **d. Baldwin Hills Conservancy**

[www.bhc.ca.gov](http://www.bhc.ca.gov)

The Baldwin Hills Conservancy is the primary state agency responsible for acquiring and developing open space in the Baldwin Hills to expand the Kenneth Hahn State Recreation Area, located in the northwestern area of the Los Angeles Basin.

The Baldwin Hills Conservancy develops and coordinates an integrated program of resource stewardship to optimize recreational and natural resource values consistent with community needs and the region's long-term recreation and habitat conservation goals. The Conservancy's goal is a two square mile world-class natural park and recreation area for the Los Angeles Basin.

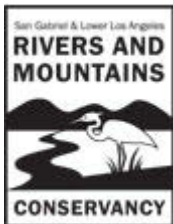
#### **e. Coachella Valley Mountains Conservancy**

[www.cvmc.ca.gov](http://www.cvmc.ca.gov)

The Coachella Valley Mountains Conservancy was established by the California Legislature in 1990 to protect the Coachella Valley mountains from Palm Springs to the Salton Sea. The Conservancy grew out of a community-based conservation group creating a partnership between local, state, and federal agencies, and the public as the most effective way to protect the splendid natural and cultural resources of the area. The Conservancy's mission and territory were broadened in 2000 to include natural community conservation land acquisitions following guidelines in the DFG's Natural Community Conservation Plan.

#### **f. San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy**

[www.rmc.ca.gov](http://www.rmc.ca.gov)



Legislation created the Conservancy in 1999 and a year later, it created a Parkways and Open Space Plan to preserve urban open space and habitat for the enjoyment and appreciation of present and future generations. The Conservancy sponsors projects providing low-impact recreation, education, wildlife and habitat restoration, and watershed improvements that prioritize river-related recreation, re-vegetation, aesthetic improvements, and wildlife habitat.

The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy planning area includes 58 cities in eastern Los Angeles County and 10 cities in western Orange County. The Conservancy works collaboratively with the 68

cities and two counties, other local, state and federal agencies as well as non-governmental organizations and citizens. The Conservancy has adopted a parkway and open space plan for the San Gabriel River watershed, the lower Los Angeles River watershed, and the San Gabriel Mountains.

#### **g. San Joaquin River Conservancy**

<http://sjrc.ca.gov/>



The San Joaquin River Conservancy develops, operates and maintains the San Joaquin River Parkway, situated along both sides of the San Joaquin River from Friant Dam to Highway 99 in Madera and Fresno Counties. The Conservancy preserves and enhances the River's extraordinary biological diversity, protects its valued cultural and natural resources and provides educational and recreational opportunities to the local communities.

#### **h. San Diego River Conservancy**

<http://sdrc.ca.gov/>

Governor Gray Davis signed legislation creating the San Diego River Conservancy in September of 2002. The Conservancy fulfills its mission of the restoration and conservation of the San Diego River Area through acquiring, managing and conserving land and by protecting or providing recreational opportunities, open space, wildlife species and habitat, wetlands, water quality, natural flood conveyance, historical / cultural resources, and educational opportunities. One of the Conservancy's goals is to build a River-long park and hiking trail stretching fifty-two miles from the River's headwaters near Julian to the Pacific Ocean.

#### **i. Sierra Nevada Conservancy**

<http://sierranevada.ca.gov/>

The Sierra Nevada Conservancy (SNC) initiates, encourages and supports efforts that improve the environmental, economic and social well-being of the Sierra Nevada Region, its communities and the citizens of California. The SNC Region is comprised of all or part of 22 counties and over 25 million acres. The Region is California's principal watershed; supplying 65% of the developed water supply.

The Region is divided into six Sub-Regions. SNC was created to work collaboratively and in coordination with local governments and interested parties to carry out the seven program goals. The Governing Board is made up of 13 voting and 3 non-voting members as outlined in Public Resources Code Section 33321.

## 9. California Coastal Commission

[www.coastal.ca.gov](http://www.coastal.ca.gov)



The California Coastal Commission was made permanent by the Legislature through the 1976 California Coastal Act as an independent, quasi-judicial state agency. The Coastal Commission regulates coastal land use and issues development permits.

The Coastal Act contains policy on shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works.

California's coastal management program involves a partnership between state and local governments. The Coastal Act requires that each local government in the coastal zone prepare a Local Coastal Program (LCP), meeting the Act's provisions and policies. Coastal zone development is restricted unless a coastal zone development permit is issued by the Commission or by a local government with an approved LCP. In past years, the Coastal Commission provided substantial grants for coastal communities to complete or update their LCP. However, no funding for local planning grants has been included in the Commission's budget since FY 2000/01.

Whale Tail Competitive Grants, Environmental Enhancement and Mitigation Grants, Regional Wetlands Grants, the Coastal Resources Grant Program and the Coastal Assistance Impact Program are additional sources of coastal community assistance through the Coastal Commission.

The Coastal Commission manages a public access program for the length of California's coastline and maintains an inventory of all the offers-to-dedicate (OTD) public access easements. Once all the OTDs are identified, local governments and the Commission work to fund the construction and opening of these coastal easements.

The California Coastal Trail will span the 1,200-mile length of the state's shoreline when completed, providing access opportunities for a variety of users. The trail has been designated a National Millennium Legacy Trail and the Commission and the State Coastal Conservancy are working towards completing it.



## **10. California Wilderness Preservation System**

<http://www.leginfo.ca.gov/cgi-bin/waisgate?WAISdocID=15498928687+1+0+0&WAIAction=retrieve>

The California legislature established the California Wilderness Preservation System (CWPS) in 1974. Three basic criteria govern admission to the system: 1) the land must be state owned; 2) the area must remain in, or have been returned to, or have substantially reestablished its principal, natural character, and influence; and 3) the area must be of sufficient size to make its preservation practicable. The 1974 legislation created two wilderness areas: the Santa Rosa Mountains Wilderness Area of 87,000 acres and the 12,465-acre Mount San Jacinto Wilderness Area abutting the federally designated San Jacinto Wilderness. Much of the land in the state system is in Anza-Borrego Desert State Park (297,400 acres); other areas are along the coastline and in mountain ranges along the coast. California State Parks includes the following designated State Wilderness (SW) areas in addition to those mentioned above: Boney Mountain SW (6,190 acres), Bull Creek SW (10,450 acres), Cuyamaca Mountain SW (13,210 acres), Henry W. Coe SW (23,300 acres), Murrelet SW (6,600 acres), Redwood Heritage SW (5,500 acres), West Waddell Creek SW (5,810 acres) and most recently Sinkyone SW (7,100 acres). In California, the State Legislature can designate wilderness, or proposals can be brought before the California Park and Recreation Commission.

## **11. California Wild and Scenic River System**

<http://www.leginfo.ca.gov/cgi-bin/waisgate?WAISdocID=155451738+0+0+0&WAIAction=retrieve>

The State of California designates that certain rivers that possess extraordinary scenic, recreational, fishery, or wildlife values and states that they shall be preserved in their free-flowing state, together with their immediate environments, for the benefit and enjoyment of the people of the state.

The Public Resources Code (PRC) defines “wild rivers” as being “those rivers or segments of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted.” [PRC 5093.53(a)]

There are 16 rivers within the California Wild and Scenic River System.

## **III. Local Government Providers**

Counties, cities and special districts manage significantly less acreage when compared to the area managed by federal and state providers. Despite their smaller land base, local park and recreation agencies provide more outdoor recreation opportunities. There are many more local parks and recreation areas and they are more convenient for frequent use. Much of California’s outdoor recreation occurs at these local community sites, from neighborhood tot-lots,

playgrounds and swimming pools to green belts for walking and bicycling, regional sports complexes, turf fields and natural areas. The California State Parks' Office of Grants and Local Services reports there are 836 agencies in the state that administer park and recreation services. A 1987 DPR survey identified 7,738 parks and recreation areas being administered by local governments.

Most city or county governments provide park and recreation services through specific park and recreation departments. In some areas, special park and recreation districts have been created to offer recreation services otherwise unavailable in the area.

State law empowers local governments to establish, maintain, and operate park and recreation systems. Most local governments can issue bonds to finance capital improvements, while funding for operations and maintenance comes from local taxes, grants, donations, land leases, user fees, and concessionaire fees.

Counties generally operate larger parks and recreation areas located on the edges of population centers and serving several communities although they also operate smaller neighborhood parks in unincorporated areas as well. County park and recreation systems account for nearly half of all local government parklands. County agencies generally place more emphasis on open space and a lower priority on recreation programming. County park rangers or county sheriffs provide law enforcement services.

City parks are typically smaller than county parks, though some older parks are quite large. City parks include developed facilities designed to meet immediate community needs. Most visitors can walk, ride a bicycle, or drive a short distance to a city park. Community proximity makes recreation programming a high priority and city police usually provide law enforcement.

City park and recreation facilities typically include community teen and senior centers, play fields, green belts, fields for turf sports, swimming pools, picnic and barbecue areas, activity centers, skateboard parks, playground equipment, surfaced sport courts, tot-lots, and exercise facilities. Many of these parks are lighted, allowing use during evening hours. These facilities are used by children after school and by adults on evenings, after work or on weekends for league sports like baseball, softball or soccer. Many local schools allow joint use of their lands and buildings for neighborhood and community recreation.

There are approximately 50 principal law statutes used to create special districts in California. The size and function of a special district depends on its location and service provided. There are approximately 4,000 special districts in California providing over 50 types of services, including parks and recreation. Special districts have the same governing powers as other local governments, allowing them to execute contracts, employ workers, and acquire real property.



These districts have defined geographical areas, resident populations, a governing body, and revenue-raising powers.

Governance and authority of special districts vary depending on district type. Enterprise Districts provide services received and paid for by a specific beneficiary. Non-Enterprise Districts provide services without charging fees, with property taxes covering the costs. Independent Districts are governed by a separate elected board of directors. Dependent Districts are governed by existing legislative bodies, either the County Board of Supervisors or a City Council. Each district must adhere to rules, regulations and restrictions according to state laws. Dependent districts have no taxing authority and cannot set service levels. Some special sanitation, water or open space districts may offer recreation services to supplement their primary services.

#### **IV. Non-Profit Providers**

Non-profit providers are extremely important to federal, state and local park and recreation providers. Non-profit foundations can raise funds and educate the public, media and elected officials on the enhanced quality of life associated with quality park and recreation areas. Funds provided by members, corporations and foundations can improve and expand park and recreation programs, services, and facilities. Non-profits also serve a vital role in educational programs, volunteerism and park and recreation stewardship.

##### **A. California State Parks Foundation**

<http://www.calparks.org>



The California State Park Foundation has raised over \$127 million for State Parks program support since it was founded in 1969. The Foundation has financially supported various park projects by adding land, constructing visitor centers and interpretive displays,

building trails, restoring wildlife habitat and supporting family camping programs for youth.

FamCamp is a family camping program administered by the Foundation and operated through member support. The FamCamp program encourages participation from low-income families, families with developmentally disabled children, and youth of various backgrounds. Over the last two years, FamCamp has provided 1,600 youth and their families with their first camping experience.

##### **B. Save America's Treasures**

<http://www.saveamericastreasures.org/>



Save America’s Treasures is a public-private partnership between the National Park Service and the National Trust for Historic Preservation.

Save America’s Treasures is a national effort to protect “America’s threatened cultural treasures, including historic structures, collections, works of art, maps and journals that document and illuminate the history and culture of the United States.” Established by Executive Order in February 1998, Save America’s Treasures was originally founded as the centerpiece of the White House National Millennium Commemoration and as a public-private partnership that included the White House, the National Park Service and the National Trust for Historic Preservation. Dedicated to the preservation and celebration of America’s priceless historic legacy, Save Americas Treasures works to recognize and rescue the enduring symbols of American tradition that define us as a nation.

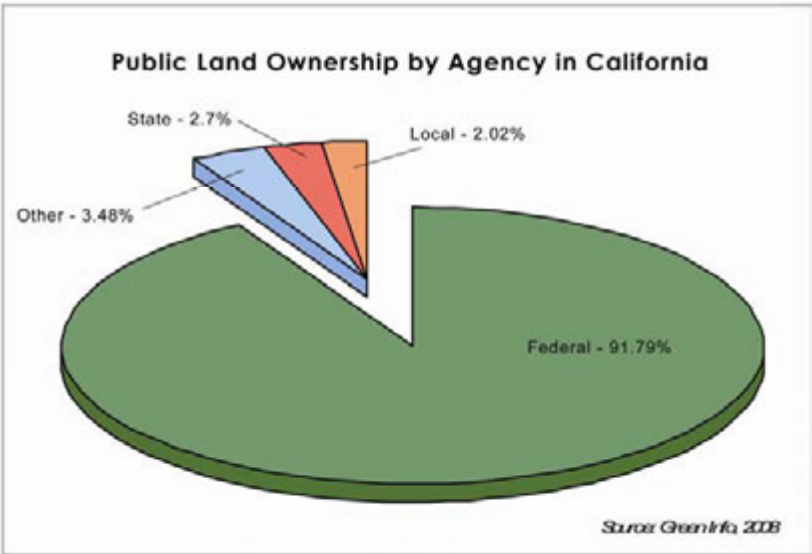
As of January 2007 26 projects were awarded funding in California including the Angel Island Immigration Station and the Dr. John Marsh Stone House.

Non-profit land trusts at local, regional, state and national levels have been increasing in the last decade. These organizations purchase land, hold options to purchase or acquire conservation easements. They can move fairly quickly to acquire land from willing sellers and often partner with public agencies who move more slowly. The non-profit land trusts typically purchase and hold the property until public agencies can complete environmental review and secure funding.

Non-profit organizations come in many forms and address a variety of issues but have the unifying theme of being non-profit businesses providing social benefits.

**V. Private Providers**

Private sector providers play an important role by handling the many forms of profitable outdoor recreation. Private providers offer recreational pursuits on privately owned and controlled lands. Private businesses often operate in concert with public agencies on publicly owned



lands.

Concessionaires are an example of successful private providers operating on public lands. Private concessionaires can provide stores, marinas, restaurants, equipment rentals, and lodging. Innovative public agencies are arranging with private businesses to develop, maintain and operate various public facilities on public lands. The public-private partnerships use the inherent strengths and advantages of both sectors towards mutually beneficial goals. The keys to an effective relationship are the contractual terms and conditions and effective public agency oversight.

The private sector has certain advantages over public providers. The private sector can have better access to capital, particularly the large amounts needed for new venture investments. Private recreation providers generally command a higher price than public providers. Private providers capitalize on rapidly changing public demand and can quickly market new and popular recreation activities, which would be difficult and maybe inappropriate for a public agency. Private providers also have more flexibility in the labor market. They can hire employees in a variety of skill groups to quickly meet changing or special situations, and can quickly reduce or change their staffs when requirements change, a level of flexibility virtually impossible for public agencies.

From amusement parks to family owned petting zoos, from exclusive golf courses to neighborhood health clubs, the private sector provides many types of outdoor recreation on privately owned and controlled lands. Conversely, Big League Dreams' sports parks are a good example of a privately operated franchise on public parklands.

California's theme parks are a good example of private outdoor recreation facilities on private land. Theme parks are some of the most popular outdoor recreation destinations in the State. Although Disneyland's attendance has been declining since the 15 million visitor peak in 1996, in recent years attendance has increased, and in 2006 visitation reached 14.4 million people.

Regardless of an individual's outdoor recreation interest, there are private providers offering a service. From hang gliding to scuba diving, from horse back riding to llama hiking, from whitewater rafting to yacht sailing, all are possible in California.

## **Appendix B: California Outdoor Recreation Plan Public Outreach**

### **Issues and Actions Outreach**

The update process for the 2007 California Outdoor Recreation Plan (CORP) involved a diverse CORP Advisory Committee of federal, state, local, non-profit and private park and recreation providers and stakeholders. Public comment and participation in the update of the Issues and Actions included a survey at the annual conference of the California Park and Recreation Society, a presentation to the California Roundtable on Recreation, Parks and Tourism, and four public workshops held in San Diego, Riverside, Stockton and Oakland, facilitated by staff from the California State University's Center for Collaborative Policy.

#### CORP Advisory Committee

State Parks staff convened the first two meetings of the Advisory Committee in March and April 2007. The Committee reviewed the Issues from 2002, determining which were still current and relevant and deciding which Issues needed to be added to this CORP update. The Committee then reviewed the 2002 Actions addressing each issue, deciding whether the Actions are still relevant and actionable and provided feedback on any progress made since 2002. Several Actions were added that addressed the two new Issues recommended by the Committee. A final Committee meeting in April 2008 involved a review of the public comments received and some action planning to address Actions that could be tackled by the recreation representatives in the meeting.

#### California Park and Recreation Society Conference

State Park staff developed a survey asking for public feedback on whether each of the 2002 Issues and Actions are still relevant to California's park and recreation service providers. The conference attracted 2,000-2,500 conference attendees; survey forms were distributed in three relevant conference sessions and at the California State Parks conference information booth and 27 survey responses were received.

#### California Roundtable on Recreation, Parks and Tourism

The California Roundtable on Recreation, Parks and Tourism was founded in 1998 to encourage cooperation between public and private entities involved and interested in outdoor recreation, public lands and tourism in California. The Roundtable membership includes recreation, parks and tourism leaders from local, state and federal government, private enterprise, user groups, environmental groups, educational institutions and the public. State Parks staff made a presentation to the Roundtable at their June 2007 meeting. Staff provided background on the California Outdoor Recreation Plan, the LWCF requirement, the various elements of the California Outdoor Recreation Planning Program and the update and planning process. The Roundtable was given

examples of State Parks' progress on several of the 2002 Actions and asked for feedback on additional progress on other CORP Actions.

#### Public Outreach Workshops

Four public outreach workshops soliciting feedback on the revised Issues and Actions were held in various parts of the state with assistance from the Center for Collaborative Policy at California State University, Sacramento. The workshop dates and locations were publicized in various ways. Announcements were posted on the California State Parks webpage; an email workshop invitation and an invitation to comment on the Issues and Actions was sent to all 4,000 members of the California Park and Recreation Society; a State Parks press release was issued prior to the workshops; the Advisory Committee was asked to publicize the workshops through their constituent networks and, following low attendance at the first two workshops, an email was sent to all the Southern California State Parks district superintendents with an invitation to the public workshops, invitation to comment, and a request to further publicize the workshops. A total of 19 people attended the workshops and provided comments on the Issues and Actions.

#### **Additional Public Outreach for Other CORP Elements**

##### Surveys of Public Opinions and Attitudes on Outdoor Recreation in California

- 2002 Survey - 2,512 adult Californians responded to the telephone survey, 610 completed the adult mail-back survey, 144 youth filled out their mail-back survey
- 2007 Survey - Eight youth focus groups were held to refine the youth survey
- 2007 Survey - The 2007 survey generated 2,780 telephone respondents, 1,222 adult mail-back respondents and 397 youth mail-back respondents

##### Central Valley Vision

The Department sought public input through town-hall style meetings held from Redding to Bakersfield, asking residents for recommendations on what kinds of special places they wanted to preserve, protect, and interpret as future parks, recreation areas, historic and cultural sites.

##### Local Needs Assessment

State Parks sought input from community agencies and from public and nonprofit park and recreation providers statewide; surveyed local public and nonprofit recreation service providers, conducted regional focus group meetings; established an advisory committee of the state's recreational leadership, including representatives from legislative staff, local service providers and community-based organizations.

### State Water Plan

State Parks staff participated in a resource management strategy public workshop, focusing on water-dependent recreation.

### Recreation Policy

State Parks staff established a Policy Oversight Committee made up of public, private and non-profit groups. Policy drafts were shared at meetings and venues; written comments were solicited; the policy was posted on the State Parks website; the Policy was included as a topic on the California Park and Recreation Commission's April 2005 meeting agenda; comments were received from over 100 organizations and individuals.

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## **Appendix C: California Outdoor Recreation Plan Advisory Committee**

The California Outdoor Recreation Plan Advisory Committee was appointed to assist the Department of Parks and Recreation with the identification of the issues affecting parks and recreation in California and in the development of meaningful actions that would address them. The issues and actions section serves as the core element of the California Outdoor Recreation Plan.

Jane H. Adams, Executive Director  
California Park and Recreation Society

Michael Ayers, Outdoor Recreation Program Lead  
Bureau of Land Management

John Baas, Senior Environmental Planner  
Michael Brandman Associates

Kelly Bricker, Ph.D.  
Devine, Tarbell and Associates  
Recreation and Parks, & Tourism Administration, Natural Resources  
Management  
California Polytechnic University, San Luis Obispo

Jim Hagen-Smit, California IMBA State Representative - North  
International Mountain Bicycling Association

Cecily Harris, Financial Services Manager  
San Mateo County, Department of Parks

Jim Hasenauer  
International Mountain Bicycling Association

William Hendricks, Ph.D.,  
Recreation, Parks, & Tourism Administration, Natural Resources Management,  
California Polytechnic University, San Luis Obispo

Larry Hensley, Chief of Planning  
County of Los Angeles, Department of Parks and Recreation

Trinidad H. Juarez, ASLA, Landscape Architect/Recreation Planner  
USDA Forest Service, Pacific Southwest Region

Alisha Keller, Grants Manager  
California State Parks Foundation



Eric R. Mart, President  
California Land Management Services Corporation

Sedrick Mitchell, Deputy Director, External Affairs  
California State Parks

Ray Murray, Partnerships Program Chief, Pacific West Region  
National Park Service

Jonelle Norton-Tannahill, Rural Tourism Manager & California Welcome Center  
Liaison  
California Travel and Tourism Commission

Bob Overstreet, Strategic Projects Executive  
City of Sacramento

John Poimiroo, President  
Poimiroo and Partners

David Rolloff, Ph.D.  
California State University, Sacramento

Emilyn Sheffield, Ph.D.  
California State University, Chico

Debbie Sipe, Executive Director  
California Travel Parks Association

## Appendix D: Open Project Selection Process

### Introduction

Since the passage of the Federal Land and Water Conservation Fund Act of 1965, the State's annual Land and Water Conservation Fund (LWCF) apportionments have been allocated among state agencies and shared with local units of government. Distribution of funds has been on the basis of the formula contained in Section 5099.12 of the Public Resources Code. Selection of LWCF assisted projects is made in accordance with the criteria developed based on the priorities and needs identified in the California Outdoor Recreation Plan. The criteria are adopted subsequent to public hearings and approval by the California Office of Administrative Law.

Guidelines for determining priority statewide outdoor recreation needs through the Open Project Selection Process (OPSP) are derived from the current California Outdoor Recreation Plan (CORP) and Public Opinions and Attitudes Survey on Outdoor Recreation. The first of these planning documents identifies a variety of issues and priorities through various research and information gathering methods and offers actions and solutions. In the second document, outdoor recreation needs are identified through a statewide, statistically valid random sample survey of Californians. Both documents use public participation processes to gather important data sets to gain a better understanding of actual outdoor recreation needs. The CORP lays the foundation by addressing issues and identifying actions that may be implemented using LWCF assistance. The process of developing the CORP is detailed in Appendix D: California Outdoor Recreation Plan Public Outreach of the current CORP document. Individual project applications for Land and Water Conservation Fund grants are evaluated based on how effectively the proposed projects will address these issues, priorities and outdoor recreation needs identified in the CORP.

The criteria and the scoring system used to select projects are clearly detailed in the procedural guide for the LWCF program, available online at <http://www.parks.ca.gov/grants>. The scoring criteria in the LWCF Procedure Guide are part of the OPSP. The LWCF Procedure Guide is submitted to the Office of Administrative Law (OAL). OAL ensures that regulations in the procedure guide are clear, necessary, legally valid, and available to the public. OAL reviews the Procedure Guide to ensure compliance with the standards set forth in California's Administrative Procedure Act.

The current OPSP consists of the following six components required by the National Park Service (NPS). These components are identified and explained in the following sections:

- Priority Rating Systems
- Project Selection Process

- Recurring Funding Cycle and Public Notification
- Program Technical Assistance for State and Local Projects
- Advisory Boards
- Public Participation

Because of state agency allocations required by California legislation, the priority rating system and project selection process is handled differently for local and state projects.

## **Priority Rating Systems**

### Local Projects

A priority rating system is established through analysis of the SCORP and supporting documents. Additionally, discussions with NPS, the California State Parks Planning Office, and other key stakeholders are held to ensure that the selection from among competing projects is fair and equitable, that projects are funded on their relative merits, and that the projects selected are those that most closely meet priority needs for parkland acquisition and outdoor recreation development as identified in the CORP.

The priority rating system is published in the procedural guide for the LWCF program. The rating system, which relies on a series of criteria, was developed by the Office of Grants and Local Services with extensive input from key stakeholders. The entire procedure guide including the criteria goes through an extensive public input process including focus groups and public hearings. Public input and comment is encouraged through the internet, in writing and in person. Finally, the criteria are adopted by the State Liaison Officer (SLO), who is the Director of the State Department of Parks and Recreation, or their designee.

The priorities and project criteria in the rating system reflect the extent to which project proposals conform to eligibility criteria outlined in the NPS Grants Manual, the need for the project, the recreation issues identified by the CORP Advisory Committee and a survey of local park and recreation officials, and findings of the public opinion survey which determines latent demand.

### State Projects

Each eligible state agency selects projects to receive its share of LWCF money, responding to the same criteria and as local agencies. The criteria are designed to be responsive to the major issues identified in the current CORP. In this way, the State is able to implement a consistent policy for expenditure of these funds. At the same time, fund managers can be assured that there is a clear-cut connection between the criteria used to select LWCF projects and the issues identified in CORP.

## **Project Selection Process**

### Local Projects

This process, used by the State Department of Parks and Recreation to rank local project applications, establishes a priority for proposals to be funded under the LWCF program.

The selection process for local projects begins with receipt of an application, which is acknowledged by a letter from the Office of Grants and Local Services. The application is assigned to a project officer, who determines basic eligibility by checking the proposal against the screening criteria. If ineligible, the applicant is notified by a letter, and the project is not considered.

Applications are reviewed, and the applicant is informed of any incomplete items in the application. If necessary, an on-site inspection is arranged. Following the on-site inspection, the application is evaluated by the project officer, who assigns a numerical score using the priorities and criteria in the Priority Rating System.

All eligible projects are scored by individual project officers, reviewed by small teams and as a large team. Projects are listed in priority order and presented to the LWCF Program Supervisor, Manager, and the Chief of the Office of Grants and Local Services. These managers check to assure that the criteria and rating factors have been applied fairly, consistently, and objectively.

The final step in project selection is a detailed briefing to the SLO or designee, who makes the final recommendation of projects to NPS. The SLO or designee sends a letter to both the successful and unsuccessful applicants, informing them of the outcome.

Projects recommended by the State are forwarded to the Western Regional Office of NPS for its approval and subsequent obligation of funds. NPS notifies members of Congress when projects are approved for LWCF assistance.

If the project is selected for funding, there are additional requirements, including a grant contract and compliance with federal and state laws. These requirements are outlined in the LWCF procedure guide.

### State Projects

State agency projects are selected by participating agencies and submitted to the SLO for their share of allocated funds. The Office of Grants and Local Services reviews each project to assure that it conforms to the eligibility criteria and priorities in CORP.

Each of four agencies receives a legislatively determined portion of the state share of the LWCF funds. These agencies have distinct mandates and programs set forth by the State Legislature. As a result, these agencies have a

responsibility to select projects that meet their mandates. Such projects must meet priority needs for parkland acquisition and outdoor recreation development as identified in the CORP. The mandates of each of the four state agencies are as follows:

1. The Department of Parks and Recreation is the largest state agency recipient of LWCF money. A small amount, typically five percent, is allocated for statewide planning, with the bulk being spent on the State Park System. The criteria used to select projects for the State Park System are designed to facilitate acquisition projects for new park units near urban centers, critical additions to existing parks, or in-holdings in established parks. These criteria also encourage rehabilitation of deteriorating and outmoded facilities and development of campsites, picnic sites, and other popular facilities in areas where demand is demonstrably high.
2. The Wildlife Conservation Board (WCB) focuses its criteria on acquiring wildlife habitat—lands suitable for recreation and developing public access. Specifically, WCB stresses projects where local operations and maintenance funds are available or involve rehabilitation of existing structures, development near urban areas, and design for users with disabilities.
3. The Department of Boating and Waterways (DBW) uses economics as a dominant factor in consideration of its LWCF projects. A high benefit-to-cost ratio is a prominent criterion—buttressed by low-maintenance design and an expectation of high use. DBW focuses on developing facilities that are vandal proof, offer new or retrofitted access for individuals with disabilities, and provide better security for all users.
4. The Department of Water Resources uses its LWCF money for recreation components of the State Water Project. Generally, these facilities are extremely popular water-orientated attractions, and some are units of the State Park System. In general, LWCF money is used to provide better access and to protect existing areas and facilities.

Eligible projects are recommended and forwarded by the SLO or designee to NPS for approval.

### **Recurring Funding Cycle And Public Notification Process**

California's local LWCF Grants Program is administered on an annual cycle subject to federal fund availability. It begins with notification on the Office of Grants and Local Services website and letters that are sent to all eligible applicants announcing the application deadline. The Secretary of the Interior issues the apportionment letter notifying the State of the amount of LWCF assistance available to California.

### Local Projects

Letters are sent to eligible applicants announcing the deadline for receipt of LWCF project applications in anticipation of the State receiving the annual apportionment for NPS. The schedule for the local program is:

- October - A public notice is sent to over 800 local jurisdictions in California, informing them that applications for the current fiscal year will be accepted until the deadline – the following March.
- March - Deadline for applications for that fiscal year.
- March/July - Applications are reviewed, analyzed, inspected, evaluated, and ranked by staff.
- July - After briefing by staff, the SLO or designee selects a list of successful projects for the available funds. All applicants are notified of these decisions.
- August/Sept. - Selected projects are forwarded to the Western Regional Office of NPS for approval and fund obligation.

This schedule gives local applicants at least six months, October to March, to prepare a complete application. This extended period is necessary to allow enough time to go through the public review process of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and to comply with the National Historical Preservation Act.

Also, the schedule allows the State to submit its selected projects to NPS in time for federal approval and obligation of funds prior to the end of the federal fiscal year, September 30.

### State Projects

The SLO or designee notifies eligible state agencies of their share of the annual allocation of the LWCF monies as soon as the apportionment letter to the governor is received. Applications are then accepted by the Department for review and transmittal to NPS.

### State and Local Projects

Each year since the start of the LWCF Program in 1965, California has notified potential applicants of the program, and has encouraged applications to be submitted for available funds.

More than 800 letters are mailed annually to all potentially eligible state agencies, cities, counties, and park and recreation districts that have the authority and responsibility for acquiring and developing park and recreation areas and facilities. These letters announce the application deadline, and any changes in

the grant program. The Office of Grants and Local Services also sends out periodic reminders of the program and continually has information on the program posted on the Department website.

### **Program Technical Assistance For State And Local Projects**

The following program assistance is available to all potential applicants as needed, both before and after submission of applications:

- Project officers from the Office of Grants and Local Services will answer questions, provide instructions, and offer guidance for obtaining LWCF assistance.
- Technical Assistance Workshops are offered throughout the state as needed to assist grant seekers in filing applications and interpreting program requirements.
- The Department publishes a procedural guide for the LWCF Program that provide potential applicants with all the procedures and forms required to successfully submit, administer, and complete LWCF assisted project proposals.
- Since 1965, California has developed over 40 state-funded park and recreation grant programs of its own. The grants from these programs are disseminated to virtually every city, county, and recreation district in the State and to many non profit organizations. Project officers are in frequent contact with every eligible applicant in California, and frequently identify the program as a potential matching source for state and local projects throughout California.
- The Department's comprehensive mailing list of all eligible applicants is used to distribute brochures, procedural guides, application information, notices of criteria hearings, and other items of interest. Lists are also maintained of special interest groups, professional and community organizations, and others who have expressed an interest in the Department's grant programs. These individuals and groups are contacted and invited to participate in the review of any changes in the LWCF Program. The staff of the Office of Grants and Local Services is active in the annual California Park and Recreation Conference as well as other prominent Federal and State association forums.

### **Advisory Boards**

While use of advisory boards to assist the State on LWCF proposal selection is not required, it is encouraged by NPS. During preparation of the current CORP update, a 23-member advisory committee was composed of representatives from city, county, state, and federal government agencies; the California Park and

Recreation Society, educators, private consultants, and recreation user groups played an important role.

## **Public Participation**

The process for developing the 2007 California Outdoor Recreation Plan started with establishment of an Advisory Committee. Along the way input was received through a number of public workshops and presentations. Feedback on the Issues and Actions was solicited from the California Park and Recreation Society Conference and the California Roundtable on Recreation, Parks, and Tourism. A more detailed description of the public participation process for the CORP elements is included within the Appendix B: California Outdoor Recreation Plan Public Outreach.

### Local Projects

Federal guidelines require that the State's OPSP be subject to public review and comment prior to implementation. This is to assure that preparation and revision of the project selection processes and priority rating systems are equitable and based on citizen involvement and public participation. In California, public involvement in preparation of the CORP and formulation of criteria used in evaluating grant projects is achieved through several methods. California law requires the State Department of Parks and Recreation to hold public hearings when adopting or revising project selection criteria. The Department conducted focus group meetings throughout the state, while developing the draft procedural guide. Focus group meetings were attended by potential applicants and interested parties. After the focus groups meetings, the draft guidelines were revised and posted on the Department's website and notice was given by mail of the 30 day public comment period and of public hearings in the north and south state. These hearings are open to the public, and are generally attended by officials of cities, counties, and districts who represent the public.

Public involvement in selection of local projects is also attained at the local level. As a minimum, the State requires each application for funds to be accompanied by a resolution from the governing body sponsoring the project. The resolutions are adopted at public meetings where the opportunity for involvement is offered. A project application will receive higher priority for a greater degree of substantiated public participation in development and approval of the proposal.

Additionally, local projects must conform to distribution and filing of public notices required under the California Environmental Quality Act (CEQA). Filing of these notices triggers a public review period, which must occur before the application can be processed.

### State Projects

The Department of Parks and Recreation submits projects for the State Park System. The projects must comply with the general plan for the park unit. These



plans are developed with extensive public involvement, including hearings, survey questionnaires, and public workshops. In addition, each general plan must be approved by the State Park and Recreation Commission, which holds public meetings that must conform to the State's "Open Meeting Act." All notices of commission meetings are announced in advance through news media, and are sent to those on a mailing list that includes anyone interested in commission activities. Commission meetings agendas and minutes are also distributed to those on the list.

Any Department acquisitions exceeding \$5,000,000 require a public hearing. The Department must report the findings of the hearings to the State Legislature, and must receive approval from the Public Works Board.

Projects of the Department of Water Resources and Department of Boating and Waterways must be approved by the State Legislature and the Public Works Board, which review and approve projects at open meetings. In addition, Water Resources projects are reviewed and discussed at State Water Commission meetings, which are also open to the public. Boating and Waterways projects developed in units of the State Park System are subject to review by the State Park and Recreation Commission.

The legislature gives the Wildlife Conservation Board (WCB) more autonomy than other Departments in the Resources Agency. WCB does not need to seek legislative or Public Works Board approval for its projects. The Board consists of three members -- the Chairman of the State Fish and Game Commission (a private citizen) and two State Departmental directors (Fish and Game and Finance) -- who decide on approval of projects. In addition, three members of each house of the State Legislature meet with the Wildlife Conservation Board to ensure legislative awareness and input.

Finally, as with local projects, all state projects must conform to the public notice distribution and filing requirements of the CEQA and National Environmental Protection Act (NEPA).

#### Performance Measures

The Department uses the LWCF Procedural Guide with its eligibility and ranking criteria to assure that projects selected meet the requirements of the Land and Water Conservation program and the goals of the CORP. The Department also assures through frequent contact with applicant agencies that the projects are completed on a timely basis and remain open to the public upon completion.

The following persons were instrumental in preparing this report:

Barbara Baker, Staff Park and Recreation Specialist  
Jeanne Ekstrom, Associate Park and Recreation Specialist  
Betty Ettinger, Senior Park and Recreation Specialist  
Stuart Hong, Senior Park and Recreation Specialist  
Patti Keating, Chief, Office of Grants and Local Services  
Dan Ray, Chief, Planning Division  
Rick Rayburn, Chief, Natural Resources Division  
Philomene Smith, Staff Park and Recreation Specialist  
Alexandra Stehl, Associate Park and Recreation Specialist  
Barry Trute, Associate Park and Recreation Specialist



**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#)  
**Subject:** CSVRA SCOPING and Climate Change  
**Date:** Monday, June 04, 2012 11:34:01 AM

---

From: Sierra Club,  
Peter Rauch, representative

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

Sierra Club recognizes the importance of learning about and of acting in anticipation of imminent climate change, as those changes will affect many important biotic, societal, economic, and other strategic elements of the San Francisco East Bay Area.

The Club is aware that the Alameda-Tesla area of eastern Contra Costa County has geographic, orographic, and biotic features which endow the 3,400-acre Alameda-Tesla site as an especially sensitive "barometer" for identifying early-on the impacts of climate change coming to the SF Bay Area.

Sierra Club believes that Alameda-Tesla thus has strategic value to the General Public of the Bay Area, California, and beyond, and should not become sacrificed to a new and frivolous use, **OHV travel**, which is already known and demonstrated to be even more rapidly and extensively impactful on the biotic profile available for monitoring and discovery of climate change trends and intensities.

***Sierra Club requests that California State Parks abandon its current plan to expand OHV use into Alameda-Tesla, and instead to dedicate that parcel to passive, gentle uses which will not conflict with the opportunity to also "exploit" Alameda-Tesla as a critical monitoring site for studying the progression of climate change impacts in the San Francisco Bay Area.***

Sierra Club has numerous additional concerns with the proposal to expand OHV use at CSVRA, and will be making those concerns known to SP/OHMVR, seriatim, in separate Public Comment letters both during and after the June 11 deadline for the NoP/Scoping period.

Peter Rauch for Sierra Club  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [dalestocking@gmail.com](mailto:dalestocking@gmail.com)  
**Subject:** CSVRA SCOPING and NOISE  
**Date:** Monday, June 04, 2012 7:58:26 PM

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From: Sierra Club,  
Peter Rauch, representative

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

### **About scoping potentially significant impacts of Noise:**

There is a large gap between the technical SAE standards established, the Calif PRC legislation enacted/enforced, and the **ecological** impacts of OHV-activity sounds in the landscape.

The State Parks OHMVR Division appears to nominally operate at the SAE/PRC level of noise management.

OHMVR does not appear to concern itself with the potentially significant **ecological impacts** of OHV noise emissions. It did not appear to even raise the question in its 2005 Noise Study.

An examination of the SAE standards, of the California PRC related to OHV use, and of the 2005 **California Off-Highway Vehicle Noise Study** reported to the Calif Legislature by the OHMVR Division, leads the reader to identify many issues that would be of concern related to ecologically-meaningful noise emissions from OHVs, but which are not considered by the State Parks / OHMVR Division.

The range of sound frequencies used by wildlife, the wide range of wildlife communications systems based on the sound spectrum, and the potential disruptions that OHV-produced sounds might have on wildlife are not even elements of the SAE standards, nor of the PRC and its underlying legislation, nor of the Noise Study.

The consequence of this limited scope of concern about Noise by OHMVR is that the Division's (and State Park's) responsibility to properly manage the natural resources wrt the **ecological** soundscape in an OHV recreational site is impaired, deficient, and in fact **simply not addressed**.

**Sierra Club requests that SP/OHMVR extend its SCOPING to include the potentially significant impacts to the ECOLOGICAL SOUNDSCAPE in its assessment of "NOISE" issues, as it relates to impacts on wildlife communications and to proper management of the (wildlife) natural resources of the Alameda-Tesla site.**

Sierra Club has numerous additional concerns with the proposal to expand OHV use at CSVRA, and will be making those concerns known to SP/OHMVR, seriatim, in separate Public Comment letters both during and after the June 11 deadline for the NoP/Scoping period.

Peter Rauch for Sierra Club  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** CSVRA SCOPING: Impacts from Air Pollution and Related Issues  
**Date:** Wednesday, June 06, 2012 5:01:21 AM

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From: Sierra Club,  
Peter Rauch, representative

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[Email: chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About scoping potentially significant impacts of Air Pollution and other related Issues:**

Sierra Club requests that SP/OHMVR Division address the following "Project Issue" in its General Plan, under Air Pollution, Biological Resources, Cumulative Effects, and/or Other issues, according to the scope and relevancy of the issue

OHVs produce gaseous emissions from the combustion of fuel, and from leakage of fuels and petroleum-based lubricants. These gaseous emissions spread throughout the SVRA landscape according to the volumes and rates of production, and various meteorological conditions prevailing at the time of the emissions activity.

The animal and plant **biota in this landscape are highly mediated by a multitude of odor-producing and olfactory-sensing functions**. Their reproductive, feeding, defensive, communications, and other **ecologically critical systems** are highly adapted and tuned to the olfactory landscape in which they are embedded.

It appears that SP/OHMVR only addresses that narrow portion of gaseous emissions (from OHVs) for which regulatory requirements exist to monitor/mediate emission effects on humans and/or economic values.

***Potential impacts on the olfactory sensory modality of the natural biotic community of the Carnegie SVRA remain unaddressed (even unrecognized) by SP/OHMVR.***

***Sierra Club requests that SP/OHMVR must account for potential disruptions by OHV gaseous emissions to the ecologic olfactory-mediated natural biotic systems. Potential impacts to the biota must be understood***

**as to whether and how they affect the densities and population numbers of organisms over time.**

**This accounting must address the density-related cumulative production and presence of OHV gaseous emissions during the various levels of visitations by OHV to the SVRA (i.e., this is not simply a concern about gaseous emissions from single OHV devices).**

**The accounting, to determine the incidence of potentially significant impacts, must also address the situation- and site-specific local impacts for situations such as hill-climbing (during which greater amounts of gaseous emissions per unit-area may be expected --and this is a potential concern whether the hills being climbed are off-trail, or on-trail).**

Sierra Club has numerous additional concerns with the proposal to expand OHV use at CSVRA, and will be making those concerns known to SP/OHMVR, seriatim, in separate Public Comment letters both during and after the June 11 deadline for the NoP/Scoping period.

Peter Rauch for Sierra Club  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee



**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** Re: CSVRA SCOPING: OHV USE NOT AN ALTERNATIVE  
**Date:** Thursday, June 07, 2012 8:17:36 PM

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From: Sierra Club,  
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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About scoping potentially significant impacts of Expansion of OHV Use into Alameda-Tesla Site:**

Sierra Club requests that SP/OHMVR Division address --extensively, as a most serious and profound change of direction, this **PREFERRED** "Project Alternative" in its General Plan for the Alameda-Tesla site, namely:

**NO OHV USE/TRAVEL IN ALAMEDA-TESLA, and CESSATION of OHV USE/TRAVEL IN CARNEGIE SVRA UNTIL THAT PARK IS PROPERLY REMEDIATED AND PROTECTED FROM FURTHER IMPACTS.**

There is no avoiding the fact that climate change is a, if not the, major concern of humanity today. Every indication is that our natural world is undergoing an accelerated pace of change --from impacts many scientists believe are largely resulting from human-induced conditions.

The environmentally ruinous activity of OHV and ORV uses in Carnegie SVRA both exemplify and set a terrible example of the kinds of behavior which generates land use patterns that lead to loss of environmental services which sustain humanity.

Sierra Club can not condone, support, nor even attempt to rationalize, the behavior of California State Parks which seeks to promote the further destruction of our State's natural world, actively ignoring the irretractable and serious consequences that OHV recreation delivers not only to the landscape itself, but also to the participants and advocates of OHV recreation on State lands --especially in how this State Parks OHV program attempts to legitimize and instill in the State's youth such misguided, land-destroying, behavior.

SP/OHMVR has demonstrated throughout its thirty-year operation of Carnegie SVRA that this natural resource can not be adequately protected from destruction, managed with affordable yet appropriate and effective natural resources plans and programs, nor designed --under any OHV-driven use pattern-- to provide an environmental consciousness to its citizen users.

**Therefore, Sierra Club requests that State Parks desist from its proposal to expand OHV use into the Alameda-Tesla site, and that SP/OHMVR reinvent itself such that it heretofore creates no more sites of environmental / habitat destruction.**

**Furthermore, Sierra Club requests that SP/OHMVR immediately cease off-road / off-trail uses across the entire Carnegie SVRA (original site), until such time as SP/OHMVR can demonstrate that it has successfully remediated all of the significantly impacted habitats on that original site.**

Sierra Club has numerous additional, specific concerns with the proposal to expand OHV use at CSVRA, and will be making those concerns known to SP/OHMVR, seriatim, in separate Public Comment letters both during and after the June 11 deadline for the NoP/Scoping period.

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** STATUS??: CSVRA GP DOCUMENT LIBRARY  
**Date:** Friday, June 08, 2012 10:51:29 AM

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From: Sierra Club,  
Peter Rauch, representative

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About scoping potentially significant impacts and the documented record available in the Document Library:**

**Sierra Club is most disappointed that only one\*\* of the documents requested below, on May 30th, has been made accessible on the CSVRA carnegiegeneralplan Document Library web page, thus far.**

**We were relying upon timely access to these documents, in particular to be useful to us for the June 11th deadline for Scoping Comments.**

In any case, please install these documents as soon as possible, even if they are not to be available for the June 11th deadline; they will also be useful for subsequent Sierra Club analysis and comment.

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

Date: Wed, 30 May 2012 08:58:38 -0700  
To: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)  
From: Peter Rauch <[peterar@berkeley.edu](mailto:peterar@berkeley.edu)>  
Subject: CSVRA GP DOCUMENT LIBRARY

Hello,

The existing documents, which bear directly on the historical aspects of resources management/planning/reports of the Carnegie SVRA/expansion

and on the planning for the new GP/EIR, are of great importance and value to us (Public) who will be commenting on the **Scoping**, and on the draft GP/EIR documents. All of these documents are cited as source authorities for reports and discussions presented in other, later documents on the CSVRA program of planning and work accomplishments --they provide valuable context and insight into the later reports.

Please install these titles on the CSVRA Document Library web page, <http://www.carnegiegeneralplan.com/document-library> .

**Mynk, Justin. 2009. Carnegie soil conservation plan. California State Parks, Carnegie SVRA.**  
**Mynk, Justin. 2009. Trail maintenance plan. California State Parks, Carnegie SVRA.**

Carnegie State Vehicular Recreation Area  
**\*\*Wildlife Habitat Protection Plan**  
Prepared by:  
Rebecca Cull  
Associate Resource Ecologist  
California Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division  
**January 2001**

**WILD FIRE MANAGEMENT Plan** (*whatever the latest update may be*)  
Wildfire management within Carnegie SVRA has been addressed in a **Wild fire Management Plan**.  
This plan is updated as needed (the most recent update in **2001**).

In addition, is the **2011 season's Habitat Monitoring Report** available yet ? If so, please install that document to the Document Library also. If not, when will it be produced ?

Sincerely,

Peter Rauch  
peterar@berkeley.edu  
Kensington, CA

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** CSVRA UN-STATESMAN-LIKE CONDUCT  
**Date:** Friday, June 08, 2012 6:06:02 PM

---

From: Sierra Club,  
Peter Rauch, representative

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About *scoping* potentially significant impacts as it relates to Program / Project EIRs, and the State's Responsibility as a Role Model:**

Here enclosed is just one of many examples of how the State Parks and Recreation Department exercises its "letter of the law" style of dismissing potentially significant environmental impacts, rather than establishing what should be role-model behavior in conducting any EIR, any Initial Study, and especially Project EIRs.

The following excerpt is copied from [http://ohv.parks.ca.gov/pages/25010/files/Carnegie-SVRA-Roads-and-Basins-Project-IS\\_MND-September-13\\_2011.pdf](http://ohv.parks.ca.gov/pages/25010/files/Carnegie-SVRA-Roads-and-Basins-Project-IS_MND-September-13_2011.pdf) , page 37 of the document (page 48 of the pdf file):

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**No Impact.** The *closest sensitive receptors* to the project area are a few residences along Tesla Road. There are *no other sensitive receptors within one-quarter mile* of the project sites. Only temporary emissions from construction equipment and dust would occur during the project implementation period, and none of the sensitive receptors will be subjected to substantial concentrations of air pollutants. The road repair and sediment basin rehabilitation work would be limited to a 3-6 month period and will not result in substantial concentrations of air pollutants. Off-highway vehicle riders in the SVRA are not sensitive

receptors because they  
are not expected to remain stationary in the work areas.

Sierra Club should not have to point out that the "closest sensitive receptors" were/are within feet, yards, and at all near distances from not only the emission products of the remediation work, but also from the emission products of the OHV/ORVs whose future operation will be facilitated by the remediation work.

Those closest sensitive receptors are the multitude of species of which reside in the "work areas" and in the "OHV/ORV domain of operation" --species which rely upon highly-tuned olfactory systems of odor production and sensing to survive.

The dismissal of "closest sensitive receptors" as of "No Impact", discussed under the "Air Quality" issue, literally reeks of irresponsible State Parks behavior towards its mandate to protect our State's environmental resources. The mechanics of limiting discussion of Air Quality issues of construction "projects" which facilitate OHV travel across the landscape, while ignoring that "project's" very real consequences in the larger context of the landscape and services which the "project" intends to accomodate, is an abuse of the EIR intent, spirit, and of the State's responsibility to manage the resource in the holistic context in which that landscape evolved.

***Sierra Club requests that the EIR and General Plan for the expansion of Carnegie SVRA re-invent State Parks and Recreation as a model agency of environmental protection, by fully addressing the biotic (ecologically impactful) consequences of OHV travel in as-yet healthy native habitat landscapes.***

***And, in particular, Sierra Club requests that SP/OHMVR to not use the "Program" EIR as a device to defer (until supposed Project EIR-level moments) the detailed analysis of potentially significant impacts which it (and we) already understand will be in play if OHV use is expanded into the Alameda-Tesla property.***

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** CSVRA NoP/Scoping: Documents Request  
**Date:** Wednesday, June 13, 2012 11:58:40 AM

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About scoping potentially significant impacts as it relates to information contained in documented studies/reports on CSVRA/Alameda-Tesla:**

EcoSystems West, <http://www.ecosystemswest.com/Projects.htm>, states that it produced a "technical report" and an "aerial photo-map of habitat types" of the CSVRA.

## **Carnegie State Vehicular Recreation Area Botany**

EcoSystems West conducted a botanical survey of approximately 4,900 acres on the Carnegie State Vehicular Recreation Area, west of Tracy in the inner south coast ranges of Alameda and San Joaquin counties, California, including an existing off-road vehicle riding area and recently acquired lands. EcoSystems West botanists surveyed the study area for special-status plants and characterized all habitat types occurring within the area. Special-status plant species occurrences were mapped using differentially corrected GPS, and habitat types were mapped onto aerial photographs. Floristic lists of all species observed within the existing riding area and the recently acquired lands were generated. Occurrences of seven special-status plant species were located and mapped. In addition, EcoSystems West botanists observed a fritillary (*Fritillaria* sp.) at two locations that could not be satisfactorily identified, and which may be an undescribed taxon. EcoSystems West botanists recognized and mapped 15 native habitat types in the survey area, including four habitat types recognized as sensitive by the CDFG. Products of the survey included a technical report, GIS shapefiles of special-status plant locations generated from the GPS data, and an aerial photo-map of habitat types within the survey area.

It is possible that this report was produced under subcontract to HDR, which was contracted by OHMVR to produce the 2004 dEIR, we believe.

**Sierra Club requests that OHMVR promptly post these documents (technical report, habitat types map) to the Document Library, <http://www.carnegiegeneralplan.com/document-library>.**

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee



**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** CSVRA NoP/Scoping Deadline Change  
**Date:** Thursday, July 05, 2012 10:28:00 AM

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From: Sierra Club,  
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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About **scoping** potentially significant impacts as it relates to "restoring habitat":**

Sierra Club observes, at <http://ohv.parks.ca.gov/pages/1140/files/ohmvr%202011%20report%20-%20final-web.pdf> pg. 157 (see excerpt below), and in many other OHMVR Division documents, that the concept of "restoration" is used when discussing plant habitats (and their soils) that have been seriously impacted by OHV travel.

Yet, little to no information is reported, nor are detailed accounts of *what existed prior to the impacts* and *whether those are the characteristics of the habitats which were attempted to be restored, and/or were indeed restored.*

In fact, the Sierra Club finds that the use of the terminology --"restore"-- is rather intended to mislead the reader by consistently omitting these crucial elements of analysis, leading instead to the most loose conclusions (of landscape features being "restoration") which have no basis for measure or evaluation.

The example below is neither the only one --there are literally hundreds of similar statements, nor is this example even the most egregious use of ill- or un-defined terminology. And, what is even more important to anyone concerned with the *impacts of OHV use on original habitats (often, if not usually, of significant native habitat values), the use of the notion (term), "restore", by OHMVR is turned on its head and appears to represent not restoration but simply a wholesale replacement of the original habitat values with nothing like those original habitat characteristics and values.*

"In 2008, park staff developed a plan to *restore* Rocky Knob. This plan

included replacing soil to cover the bedrock, repairing the access road, constructing a sustainable OHV trail, and *restoring* the gully below. The project was able to utilize soil deposits already on site, found within the sediment basins, to both replace soil and fill the gully. Fencing restricts recreational use and allows for *vegetation recovery*, which was encouraged by *hydro-seeding*. The new trail connects to other trails and once again allows access to one of the most popular areas in the park.

"The results of these efforts have been very positive by greatly reducing erosion, *increasing vegetative cover to improve overall habitat* throughout the park, and providing sustainable high quality recreational opportunities for our visitors."

**Sierra Club requests that OHMVR Division address the issue --the concept and the application-- of "Restoration", through its Scoping, and in its General Plan and EIR, as that concept is generally understood in the ecological sciences and also seems to be implied for how "Restoration" (and related notions) is used in the legislative and policy intents which give meaning to the SVRA program.**

**Further, whatever meaning (detailed, measurable) OHMVR chooses to give to the term "restoration", Sierra Club requests that this (these) meaning(s) be made fully and operationally explicit in all planning documents, all analyses reports, such that anyone can determine whether "restoration" is being planned and/or accomplished, according to objective measures.**

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** CSVRA and Eastern Alameda County habitat connectivity and conservation initiatives  
**Date:** Wednesday, July 11, 2012 8:15:49 AM

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From: Sierra Club,  
Peter Rauch, representative

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Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted on July 11, 2012 via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About scoping potentially significant impacts as it relates to *various Eastern Alameda County habitat connectivity and conservation initiatives*:**

Sierra Club observes that the following initiatives embrace the area of the Carnegie State Vehicle Recreation Area, the Alameda-Tesla proposed expansion area, and the surrounding landscape:

Upland Habitat Goals Project (Conservation Lands Network) <http://www.bayarealands.org/reports/>

Critical Linkages: Bay Area And Beyond Project, <http://www.bayarealands.org/next-steps/linkages.php>,  
[http://www.bayarealands.org/upload/files/20120621122537\\_BACL\\_Implementation%20Opportunities%20S%20Bay%20DRAFT.pdf](http://www.bayarealands.org/upload/files/20120621122537_BACL_Implementation%20Opportunities%20S%20Bay%20DRAFT.pdf)  
, [http://www.bayarealands.org/upload/files/20120620113531\\_BACL%20Approach%20DRAFT.doc](http://www.bayarealands.org/upload/files/20120620113531_BACL%20Approach%20DRAFT.doc)

EAST [Alameda] COUNTY AREA PLAN  
<http://www.acgov.org/cda/planning/generalplans/documents/EastCountyAreaPlancombined.pdf> (E.g., Program 21, 23, 24 on pg. 21 of document).

Guide to the Botanical Priority Protection Areas of the East Bay, <http://ebcnps.org/index.php/guide-to-the-botanical-priority-protection-areas-of-the-east-bay/> ,  
<https://docs.google.com/file/d/0BwHSiWmohXPqZjNIODg3ZTItZDQ5ZC00YjkwLTlmMzItOTBmYWNmY2NhODA4/edit?pli=1>

These programs indicate that this entire landscape is of great strategic importance to their respective objectives. Those objectives require preserving, protecting, and conserving the natural resource values inherent in an intact landscape.

The State Parks / OHMVR Division's already-present destruction of those values in the existing CSVRA, and its proposal to extend habitat-destructive activities onto the Alameda-Tesla property, **must be addressed and evaluated by the General Plan and EIR for CSVRA in the context of these several critical habitat protection programs.**

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Norman La Force for East Bay Public Lands Comm](#); [Janis Turner Sierra Club SFBay Chap/Tri-Valley Group](#); [Dale Stocking, Mother Lode Chapter Chair and Sierra Club Delta-Sierra Group Conservation Chair](#)  
**Subject:** SCOPING/NoP: Alameda-Tesla Purchase Criteria  
**Date:** Wednesday, July 11, 2012 1:40:59 PM

---

From: Sierra Club,  
Peter Rauch, representative

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
[Email: chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Comment on Notice of Preparation of and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area (CSVRA)

This Public Comment on the NoP/Scoping is submitted on July 11, 2012 via email by Sierra Club, through its San Francisco Bay Chapter representative.

**About *scoping* potentially significant impacts as it relates to *the criteria and decisions upon which the Alameda-Tesla land purchase(s) were based:***

Sierra Club observes that the Alameda-Tesla properties did not have a history of on- or off-trail motorized recreational uses.

On what set of criteria, opportunities, and requirements did the State decide to purchase the Alameda-Tesla properties, including its consideration of alternative sites ?

The State Parks / OHMVR Division proposes to extend motorized recreational travel activities onto the Alameda-Tesla property

**Sierra Club requests that the choice for acquisition of that particular property --as well as other properties which were considered in lieu of the Alameda-Tesla site-- be addressed and evaluated by the General Plan and EIR for CSVRA in the context of this anticipated use.** The how and why Alameda-Tesla was selected for dedication to this use is critical to an understanding of the trade-offs, alternative values, complementary values, and any other considerations regarding the State's anticipated use of Alameda-Tesla.

Peter Rauch **for Sierra Club**  
SF Bay Chapter  
East Bay Public Lands, Conservation Committee

**From:** [Janis Turner](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP Carnegie SRVP General Plan  
**Date:** Sunday, July 08, 2012 10:52:16 PM  
**Attachments:** [Sierra Club letter re Tesla Park 01.docx](#)

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Please see attached Sierra Club comments on Carnegie SRVP General Plan.



Attn: Chris Mundhenk, CEQA Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811

.re: Scoping comments on Carnegie SVRA General Plan Environmental Impact Report

As chair of the Tri-Valley Group of the Bay Chapter Sierra Club I submit these comments about the proposed plan to extend Carnegie SVRA into the adjacent 3,400 acre Alameda-Tesla property (Which I will subsequently refer to as Tesla Park). Since Tesla Park is located in eastern Alameda County, Tri-Valley Group has been authorized by Sierra Club to add these comments to those already submitted by Sierra Club.

The official position of the Sierra Club states “opposition to the expansion of Carnegie SVRA into Tesla Park “. Sierra Club Supports that Tesla Park be protected as a biotic, cultural, historical preserve. Irreversible environmental damage will result if off-road motorized vehicles are allowed access to Tesla Park. The most egregious damage will be to biological resources, hydrology/water quality, geology/soils, air quality, & noise level.

#### Biological Resources:

Off-road motorized vehicles (ORMV) will have a **SUBSTANTIALLY ADVERSE** effect on **ALL** of the plants & wildlife that inhabit the hillsides & valleys of Tesla Park, some of which are listed as “endangered” or “special status”. The vehicles will trample the vegetation (note the currently denuded slopes of CSVRA) & will kill and drive away the wildlife. Vapor & liquid emissions from ORMV and from the vehicles used to transport them will **ADVERSELY** affect all biota as well as the quality of water resident biota relies upon for survival. Proof of this scenario can be witnessed at CSVRA, where a section of Corral Hollow Creek requires restoration due to erosion & sedimentation.

#### Hydrology/Water Quality:

ORMV traffic will produce a **SUBSTANTIALLY ADVERSE** effect on hydrology & water quality at Tesla Park; it will trample & destroy vegetation, causing an increase in the rate of surface water run-off. This, in turn, will result in soil erosion and increased sedimentation in Corral Hollow Creek. The run-off will be polluted by vehicle vapors & fuel, consequently affecting the health of any plant, animal, bird, insect, or reptile which is exposed to this polluted water.

#### Geology & Soils:

Viewing the current condition of the hillsides of CSVRA, it is clear that ORMV use has produced a **SIGNIFICANT IMPACT** on soil erosion loss of topsoil. Eroded soil has caused excess sedimentation in Corral Hollow Creek to the extent that “CSVRA Roads & Sediment Basin Rehabilitation Project “has been mandated for completion in 2012. [Reference report prepared by TRA Environmental Services, Inc, Sept., 2011]. If ORMV are allowed to ride in Tesla Park, a

similar erosion & sedimentation scenario will occur. Hillside erosion could result in landslides which would further denude the landscape and deposit sediments in the creek bed. Soil impaction will also be a damaging result of ORMV traffic and must be addressed in the Tesla Park EIR.

**Air Quality:**

Vapor emissions from ORMV and from the larger vehicles used to transport them will **SIGNIFICANTLY INCREASE** concentrations of air pollutants thereby exposing sensitive receptors, i.e., plants & wildlife living within the 3,400 acre Tesla Park site (or wildlife on their migratory path through the site) to substantial pollutant concentrations. These added emissions must also be assessed for their contribution to climate change.

**Noise:**

If ORMV are allowed to use Tesla Park there will be a **SUBSTANTIAL INCREASE** in ambient noise levels, above levels existing currently. This will **SIGNIFICANTLY IMPACT** habitat patterns of resident wildlife and will affect the routes of the many species of wildlife which use Tesla Park as a migratory corridor.

Based on the preceding evidence & concerns, Sierra Club strongly supports a finding of **POTENTIALLY SIGNIFICANT IMPACT** on the environment if off road motorized vehicles are allowed access to any portion of Tesla Park. The cumulative impacts of ORMV use in Tesla Park will be considerable, and will **SUBSTANTIALLY DEGRADE** its existing visual quality. Sierra Club proposes that the best use of the property comprising Tesla Park is as a low-impact, non-motorized, multiple use park. We request that this alternative to the proposed expansion of Carnegie SVRA be fully considered as the Preferred Alternative.

Respectfully Submitted,  
Janis Kate Turner  
Tri-Valley Sierra Club, Chair  
749 Hazel St. Livermore, CA 94550  
jktturner2001@yahoo.com

SPRAWLDEF  
(Sustainability, Parks, Recycling and Wildlife Legal Defense Fund)  
802 Balra Drive  
El Cerrito, CA 94530

Telephone: (w) 415-932-7465  
Cell: 510-295-7657

Email: n.laforce@comcast.net

June 18, 2012

AECOM

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Email: chris.mundhenk@aecom.com

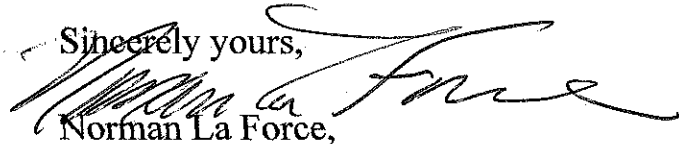
Re: Comments on Notice of Preparation and Initial Study for  
Carnegie State Vehicular Recreation Area General Plan

Dear Mr.Mundhenk:

SPRAWLDEF joins in the comments of Sierra Club, Mark Connolly, and the Center for Biological Diversity, along others in regard to the Notice Of Preparation and Initial Study for Carnegie State Park and Tesla Valley. We will not repeat those comments here.

SPRALWDEF was formed to protect public open space, habitat and wildlands from environmental destruction and degradation. Its board is deeply concerned about the proposed general plan for the Carnegie park. It opposes the attempt to include Tesla valley in the park and to allow it to be destroyed. Please make sure I get notices of all further proceedings regarding this EIR. You can send them by papermail or by email at the addresses on this letterhead.

Sincerely yours,



Norman La Force,

President and General Counsel

SPRAWLDEF to AECOM  
Re: Carnegie NOP for General Plan  
6/18/2012





Mr. Norman Laforce  
802 Balra Dr.  
El Cerrito, CA 94530-3002

OAKLAND, CA 94612  
18 JUN 2012 PM 7:1

RECEIVED

JUN 19 2012

AECOM  
Chris Mandhenk, Project Mgr  
2020 L Street, # 400  
Sylmar, CA 95811

# TRI-VALLEY TRAILBLAZERS

Livermore, CA

An Equestrian Club

Riding and Protecting Trails of the East Bay Since 1968

AECOM

Thursday, July 05, 2012

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

RE: Tesla Park NOP Comment

Dear Mr. Mundhenk:

Tri-Valley Trailblazers (aka TVT) is an equestrian trail riding club that was formed in 1968 for the enjoyment of riding the trails of the East Bay and other California locales. We are current members of the California State Horsemen's Association. TVT has recently become a California Public Benefit Corporation (501C3) with the mission of promoting multi-use of the trail systems, as well as, protecting our geologically and biologically diverse parks, wilderness areas, and historical sites.

TVT has bylaws and guidelines for club trail riding events that are strictly adhered to and overseen by a trail boss and member-signed rules of trail etiquette. We believe in the value of a natural experience while on our public lands and actively maintain the trail system with the least impact on the environment possible. A natural experience does not include the effect of noise, air, and water pollution from two stroke engines, or the very real and documented environmental and ecosystem destruction (Carnegie Park) that is inherent to the sport of OHV driving.

At your Public Workshop/Scoping Meeting held at The Doubletree Hotel in Livermore, CA, on May 21, 2012, one of our members, as well as everyone in attendance had the opportunity to speak directly with employees at Carnegie Park. When asked how the designated trails at Carnegie are currently protected, one of the rangers told our member that the park personnel cannot prevent riders from going off trail, riding too fast, and ultimately destroying the hillsides and habitats. They can only impose penalties after the damage is done. The ranger stated that OHV users "love to ride straight up the hills regardless of the trail markings," and "the environmental damage to Tesla will just have to be accepted because it is impossible to prevent."

Multi-use is incompatible with motorized vehicles on trails and unimproved roads not only because of the impact upon a natural experience, but because of OHVs' speed, noise, dust, and pollutants that are inherent to the activity and are they difficult to police by the ranger's own admission. The safety of all other users besides the OHV riders would be constantly in jeopardy.

Therefore, Tri-Valley Trailblazers respectfully request the Tesla property be opened to *multi-use without motorized vehicles*.

Sincerely,



Sue Plotkin, President 2012

TRAVELLEY TRAILBIZERS  
2600 NICKERLINE LANE  
LIVERMORE, CA 94550

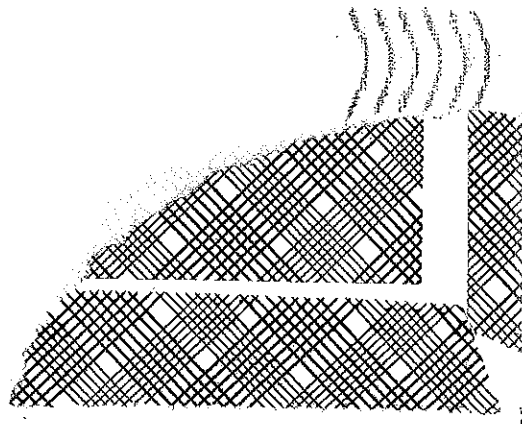
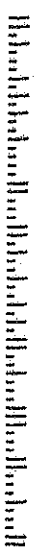
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JUL 11 2012

AECOM  
2020 L Street Suite 400  
Sacramento, CA 95811

ATT: Chris Munkler

35841425700



**From:** [Ward Alexandro](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion and the General Plan  
**Date:** Tuesday, July 10, 2012 12:32:51 PM

---

Dear Chris,

As an ohv enthusiast, taxpayer, and voter, I would like to see Carnegie be expanded into the green area for OHV use. Currently Carnegie can become very crowded on some weekends and having the park size doubled would be a great thing. This land was purchased with the intention of OHV use (specifically dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Best Regards

Ward Alexandro  
Rocklin, Ca.

**From:** [Anderson, Gregory \[LAXFO\]](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** CARNEGIE  
**Date:** Wednesday, July 04, 2012 2:01:01 PM

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I would like to go on record with the following positions regarding Carnegie OHV park:

The additional acreage which has been purchased with OHV funds needs to be opened to users. People who pay for something have a right to use it.

There are adequate riding areas close to my home but I chose to drive a long, long way to get to Carnegie because I find the terrain and available riding areas superior to any other off road facility anywhere.

Many misinformed individuals continue to post negative comments regarding Carnegie and OHV use in general. These people are simply malcontents with no knowledge of Public land use laws, and are in reality only interested in stopping off road riding altogether. Most probably have no idea where Carnegie is located in the first place.

I feel very strongly that the park needs to be not only protected but expanded as well, and it needs to happen right away.

respectfully,  
Greg Anderson  
Auburn, CA  
(916) 952-1795

Sent from my iPad

**From:** [martin.arbanasin](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie OHV Park new land development  
**Date:** Monday, July 09, 2012 11:59:33 AM

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To whom it may concern. I would like the new park property developed and opened to riders as soon as possible. I would like to see some single track trails & some really steep challenging trails with some roads for access as well. I would also like you to put my email on a list that you need to respond to [martinarbanasin@yahoo.com](mailto:martinarbanasin@yahoo.com) . Thank you sincerely Martin Arbanasin.

**From:** [steven aubrey](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Monday, July 16, 2012 5:25:14 AM

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Hello ! My name is Steve and thank you for your time. I would just like to say that i have been riding at carnegie for many years and it is a place where myself and many friends and family like to get together and ride together. I understand that there is some more property going to be added to carnegie and would like to see it opened as soon as possible.

I like to watch and ride all kinds of riding and racing at carnegie.

Have a great day and please add me to your email list for further communication and updates about carnegie events.

Steve Aubrey

Sent from Yahoo! Mail on Android

**From:** [Randy Autrand](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 8:13:22 AM

---

I have been riding Carnegie since 1970. I really enjoy the trails and the hill climbs. I wish they would open up the new area soon.  
fishninja@ymail.com  
Randy Autrand



**From:** [Doc Bailey](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Land use for our dirt bikes  
**Date:** Tuesday, July 03, 2012 9:49:54 PM

---

I am a business owner and property owner. I have lived in Alameda County for 35 years. I have riding and raced at Carnagie for all of those years. I would like to see the land opened up so that we can ride in all those areas that our green sticker funds have purchased.

I am so amazed by the fact that so many people will spend so much money to stop something that is completely supported by special funding and those who use it.

Please use this property to the best of its ability with proper management for use dirt bike riders.

Doc Bailey - C.E.O

**Doc Bailey Cranes & Equipment inc.**

California: 510-638-6243  
9131 San Leandro St. #110  
Oakland, CA 94603

Hawaii: 808-545-4884  
91-1085 Enterprise Ave. Lot #3  
Kapolei, HI 96707

[www.888docbailey.com](http://www.888docbailey.com)

**From:** [Andy Bajka](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion and the General Plan  
**Date:** Wednesday, July 04, 2012 6:30:59 AM

---

Dear Chris,

I would like to see Carnegie be expanded into the green area for OHV use. Currently Carnegie can become very crowded on some weekends and having the park size doubled would be a great thing. This land was purchased with the intention of OHV use (specifically dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Please ignore the environmentalists as they will only be happy when all humans are eradicated from the planet.

Thank you,

Andy Bajka  
Los Altos CA

**From:** [Scott Baldwin](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Looking Forward to Carnegie Expansion  
**Date:** Wednesday, July 04, 2012 9:59:16 AM

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My family and I are looking forward to the opening of the new expanded riding area at Carnegie.

My sons like riding dirt bikes instead of having crazy teenagers purposely try to injure them so they are out of the stick-and-ball "game". We really like riding on trails and seeing all the ridge top vistas.

Please add my name, [scottbaldwin47@gmail.com](mailto:scottbaldwin47@gmail.com), to all Carnegie-related email lists.

Thank you,  
Scott Baldwin  
[scottbaldwin47@gmail.com](mailto:scottbaldwin47@gmail.com)

---

Many things are tried, most of them fail  
Every thing which succeeded was tried  
Therefore we must keep trying in order to have any success

**From:** [WiBolt@aol.com](mailto:WiBolt@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [nancyrodrique@sbcglobal.net](mailto:nancyrodrique@sbcglobal.net)  
**Subject:** Comments on Carnegie Park NOP  
**Date:** Sunday, June 10, 2012 5:48:53 PM  
**Attachments:** [BoltonTeslaComments061012.doc](#)

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Mr. Mundhenk -

I have attached comments on the Carnegie Park NOP. I will also mail a printed copy of these comments to follow by US Mail.

If you have any difficulty with the attachment or need any clarification of these comments, please contact me.

Thank you for the opportunity to comment on this NOP.

Will Bolton  
Friends of Tesla Park Steering Committee  
Life Member, Livermore Heritage Guild

760 Wimbledon Lane  
Livermore, CA 94551  
June 10, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**RE: Carnegie SVRA General Plan Update/Tesla Expansion Project NOP Comments**

Dear Mr. Mundhenk:

I am writing this letter is to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/Tesla Expansion **Project**. I emphasize the word "project" because the extension of the existing off-road vehicle activity at Carnegie into the relatively pristine Alameda-Tesla property will expand this environmentally destructive activity into an area about 3 times the size the currently affected area. Clearly, this isn't a minor amendment to an on-going activity or an undertaking that could be handled by a programmatic EIR followed by a succession of "no significant impact" statements; rather, it is a major project with large-scale impacts on the natural landscape and water resources, biological resources, cultural and historical sites and resources, and educational and recreational resources that should be used for the benefit of a much larger portion of the regional population than just the off-road vehicle community.

I request that alternatives to the proposed off-road vehicle park expansion be considered for the Alameda-Tesla property. I believe that the best use of the area would be as low-impact recreation park (not including motorized activities), preserving critical habitats, protecting threatened plants and animals, minimizing the impact of human use on the environment, and preserving historical places and artifacts. All of these considerations are important but, as a Life Member of the Livermore Heritage Guild, I will concentrate my comments on the historical aspects of the proposed expansion of the Carnegie off-road vehicle park.

The Historic Significance of the areas surrounding Tesla and Carnegie town sites

Before European settlers arrived, the Corral Hollow area was frequented by Native Americans for thousands of years. Artifacts of their use of the area have been identified, including petroglyphs dating back 5,000 to 10,000 years and bedrock grinding stones. There are Native American artifacts known to the State whose location is undisclosed to minimize the risk of damage or destruction and, undoubtedly, other Native American artifacts yet to be discovered. These artifacts and sites are of deep cultural significance to Native Americans. It is important to preserve not only individual artifacts but also the setting and context that are inherently part of the significance of the place. For example, a carved petroglyph pointing toward Mt. Diablo, itself considered sacred, cannot be preserved and appreciated with the distraction, noise, and visual damage to the landscape that accompany nearby off-road vehicle activity. We should preserve these artifacts and places in respect for the traditions of the Native Americans and with respect for the land.

From the mid-1770s, the canyon pass, then called El Camino Viejo, from the Livermore Valley to the San Joaquin Valley the route was used by the Spanish to travel from the East Bay to the Central Valley and then down the western edge of the valley to the Tehachapi's and Southern California. During the Mexican period and Gold Rush it was a key route from the Bay Area to the Central Valley and then to the southern gold fields in Tuolumne and Mariposa counties. This canyon pass is in Alameda-Tesla property. Grizzly Adams was known to have hunted grizzly bear in the Mitchell Ravine in the Tesla Park area.

From the mid-1800s to the early 1900s, the towns of Tesla and Carnegie were the site of major mining and industrial activity. In the 1890s a large scale commercial mining operation was built and the company town of Tesla flourished for over two decades. Tesla and Carnegie town sites are located relatively close to Livermore and they shared historical economic and cultural ties to Livermore. The book by Dan Mosier, "History of Tesla, A California Coal Mining Town" documents the history of the area and includes detailed descriptions of the sites and activities in the area, and contains many pages of maps, drawings, and photographs showing the original structures (the locations of which are still visible at the Tesla town site). This book also describes the historical significance of Tesla, including the following points:

- The Tesla mine was the first documented commercial coal mine in the State of California
- Tesla was the largest coal producer in California between the years 1898 to 1905
- The California Coast Range Coal Mining Company of Tesla built the first successful briquette plant - located in Stockton - in the United States, producing charcoal briquettes from Tesla mine coal
- The rail line from Tesla to Stockton, built to transport coal, was intended to be the first leg of a new transcontinental railroad which was to be built by the Western Pacific Railroad Company in 1903
- The high quality quartz sand from the Tesla mine led to the construction, in Stockton, of the first glass plant in the Western US - and the only glass plant in California - in 1902
- Tesla mine clay was used in the Carnegie plant to make bricks and clay pipe and in the pottery plant to make glazed figurines
- The products produced by the Tesla-Carnegie industries are in evidence in the Bay Area and throughout California

Many physical artifacts from the community of Tesla and the mining and industrial activities on the site still exist in the area proposed for expansion of off-road vehicle activities, including building foundations, clearly visible building sites, small objects from the habitation of the town site, physical evidence of mining and railroad activities, and portions of the original wagon and stage road between Livermore and Tesla. Most of these artifacts are fragile and would be threatened by destruction by the proposed off-road use of the area. For example, much of the physical evidence of the historical use of the Carnegie town and industrial site existed, as they currently exist at the Tesla site at the middle of the 20th century. However, the cumulative impact of off-road use of the area for several decades has destroyed many of these historical artifacts at the Carnegie site.

This concentration of historical activity in one location is rare and creates a large important and unique historical regional for the region and the State. The historical resources located on the Tesla property are fragile and subject to damage and destruction by the proposed expansion of the Carnegie off-road activity. They should be preserved for study, education, and enjoyment of future generations. Therefore, we request that the historical locations and artifacts across the entire area proposed for the Carnegie off-road vehicle Park expansion be located, identified, cataloged, and preserved for the benefit of all Californians in the future.

#### Current and ongoing damage of historic resources at Carnegie SVRA

The damage caused to the terrain by the intense OHV use in and around the historic Carnegie town site is quite evident to the public from Corral Hollow road and is clearly documented in Google Maps satellite views of the area. Curiously, this environmental damage is not evident in the photographs of off-road vehicle use of Carnegie displayed on the Carnegie General Plan website (<http://carnegiegeneralplan.com/>). These OHV use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption with listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, speeding vehicles, and the associated physical disruption when interpreting the historic sites.

Evidently in an attempt to mitigate damage by OHV use, important historic resources are buried and hidden from public view, but this also prevents other potential park users who are not intent on destruction from experiencing the historic resource. While the narrow footprint of some historic resources may be fenced to protect them from OHV users, this also fenced out other park visitors who want to experience and interpret the historic features. Such resources have no interpretive elements nearby let alone a physical environment that is conducive to historical interpretation. The information within the Carnegie main office while nice, is not sufficient to present what should be a living vibrant historical site. It is obvious by seeing artifacts on the ground being run over by OHV users (i.e., pieces of Carnegie bricks), that the narrow definition of the historic footprint limits the protection of the historic resources that should exist within a State Park.

All of these factors combine to damage the preservation, presentation and interpretive experience of the significant historic resources within Carnegie SVRA. These negative impacts are ongoing in perpetuity. These impacts are a significant impact on historic resources and aesthetic resources and demonstrate that OHV use is not compatible with non-OHV, low impact recreation uses, including historical interpretation.

The EIR must evaluate past and ongoing damage caused by the continued fragmentation of what should be a protected historic zone of the entire town site and associated businesses (i.e., kiln and pottery plant) and the damage to the interpretive environment by the intense surrounding OHV use.

The General Plan must address 1) excluding OHV riders from the historic area to protect the full scope of the resources and 2) developing appropriate interpretive elements at the resource itself for the public to experience. If this is not done, then the State must fully mitigate for the significant past and ongoing damage to the entire historic town site area, and the interpretation experience of the historic town site by the intense OHV use within the town site boundaries.

## Protection of Tesla Valley and other historic and cultural view and sound shed resources

As stated above, for historic areas the setting within which the resource exists is essential to the protection and interpretive value of the resource itself. This is especially true of historic rural landscapes, such as Carnegie and Tesla. One of the unique and essential aspects of Tesla is its quiet solitude that allows the visitor the opportunity to contemplate its historic events and natural environment. The solitude which enhances the historic experience of Tesla includes the entire view and sound shed of the historic town and mine site referred to here as the Tesla valley. This sound shed allows personal communication, contemplation and enjoyment of the sounds of nature. The view shed incorporates the beauty and biologic and geologic diversity of the surrounding hillsides and ridges. This interpretive zone is an essential part of the historic Tesla town site and is part of the observation, interpretation and experience of the historic site. Off-road vehicle use within the surrounding valley would intrude on, disrupt and destroy these essential qualities.

The Tesla valley from the town and mine site to the surrounding ridge tops is separated visually, and in terms of sound, from outside impacts of the highway and the existing off-road use at Carnegie SVRA. The historic interpretive experience within the Tesla valley is entirely inconsistent with the use of Carnegie SVRA. The damage to the continuity of the historic Carnegie town site by off-road vehicle use can be seen, heard, and smelled. These ongoing impacts and damage at the existing Carnegie SVRA must be prevented at Tesla.

The negative impacts of off-road use on historic resources at Tesla would include the damage to the surrounding landscape within which the historic features are located in addition to the restriction of the historic zone as experienced by visitors. These off-road vehicle use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption of listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, the distraction of speeding vehicles, and the associated physical disruption when interpreting the historic sites.

Off-road vehicle use is not compatible with historic resource preservation and low impact recreation uses that would be appropriate in an historic area. It is critical that not only the footprint of the historic town site and mine areas be protected intact from the broad impacts of OHV use, but also the surrounding landscape should be protected. This protection zone must include the full view shed across and up and down all ridge lines as far as can be seen, and the noise shed as far as off-road vehicle use can be heard.

The EIR must evaluate these broad negative impacts of off-road vehicle use on the historic resources and landscape around the historic Tesla town site and mine areas within the Tesla valley as a whole, not just the narrowly defined historic zone footprint. The EIR must consider the impacts of Carnegie SVRA and Tesla separately and the cumulative impacts from the existing Carnegie SVRA on any proposed expansion of off-road use into the Tesla area. The EIR must consider a non-off-road use, low impact recreation alternative in the analysis in addition to the "No Project" alternative. The EIR must evaluate the past and ongoing damage at Carnegie SVRA from off-road vehicle use and how Tesla and other historic and cultural sites in the Alameda-Tesla area should be set aside as mitigation for those ongoing impacts.

The General Plan must address this broad required interpretation protection zone for the entire Tesla



valley from any impacts from off-road use. The General Plan must provide for non-motorized vehicle low impact recreation uses and interpretation services such as hiking, interpretive hiking trails and appropriate horseback riding trails within the entire view and noise/sound shed of the Tesla town and mine sites that protect the interpretive zone and is designed for maximum resource protection.

The same principals of historic protection apply to all other historic and cultural resources in the Alameda-Tesla area, including but not limited to, the following resources located around the Tesla valley: Harriettville; Pen Daren Mine; the bed rock mortars in Corral Hollow Creek; petroglyphs including the PCN rock; Hetch Hetchy historic features; and historic locations from the times of Edward Carrell and Grizzly Adams in multiple locations. The resource footprint and the interpretive zone must be protected.

#### Project Level EIR Review for Tesla Park Area

As mentioned at the start of this document, the nature of the proposed expansion of off-road vehicle use into a nearly pristine natural and historic area should be the subject of a project EIR, not just a program EIR. A thorough project level EIR that evaluates all impacts must be completed before any program decision can be made to open Tesla Park to off-road vehicle use at any level. The application of a program approval to expand into the Tesla Park land with the subsequent use of negative declarations or other limited reviews is a misuse of the EIR process, particularly in light of the failure of the State to adequately provide for interpretation and enjoyment of the historic resources at Carnegie SVRA. A thorough and comprehensive EIR review of all impacts – historic, cultural, biological, and aesthetic – is required prior to any determination to open the Alameda-Tesla area to off-road vehicle use, even if in an initially limited manner. There can be no risk of any damage to the irreplaceable resources at the historic Tesla town and mine sites and the surrounding Alameda-Tesla areas.

#### Non-off road alternatives should be evaluated in the project EIR

Because the need to protect and preserve the irreplaceable resources in the Alameda-Tesla area, the EIR must include evaluation of a non-motorized vehicle, low impact, sustainable recreation use alternative in the EIR. Appropriate uses include such hiking, interpretive walking trails, wildlife and nature viewing, bicycling, and equestrian riding. Low impact recreation uses such as these are compatible with the highest level of resource protection that is required in Tesla Park given its rare array of resources and in light of the ongoing damage at Carnegie SVRA. Off-road vehicle use at any level, as demonstrated at Carnegie SVRA, is not compatible with historic, cultural, and natural resource protection and interpretation.

#### Personal comment

A final personal comment on the expansion of off-road vehicle use to the Alameda-Tesla property: I am not opposed to motor sports in principle. In fact, I am something of a "motor head" and have been a long-term participant and enthusiast for historical automobile racing at venues such as Thunder Hill, Laguna Seca, and Sears Point. These facilities provide a site for these motor sports that are constrained to a relatively small area, compared to the existing Carnegie SVRA, that responsibly manage environmental impact, noise, air emissions, water contamination, and participant and spectator safety. In comparison, the off-road vehicles have a disproportionate negative impact given the number of participants. I feel that it is appropriate for the Off-Highway Motor Vehicle Recreation Division of

California State Parks to use its financial and human resources to responsibly operate the existing Carnegie SVRA within the laws, regulations, and enforcement orders that apply to its operations rather than to seek to expand its operations into the relatively pristine Alameda-Tesla area, for which there are much more appropriate alternative uses that would serve the interests of a larger of portion of the regional residents. There is a place for off-road vehicle recreation but these valleys and ridge tops are not the appropriate place.

I request that these comments be made a part of the permanent public record of this process. I will mail a printed copy of these comments to your office.

I have registered for informational notifications on your website, but please ensure that all EIR notices are sent to me at the following address.

Thank you for the opportunity to comment on this EIR process and the underlying project.

Will Bolton  
Friends of Tesla Park Steering Committee  
Life Member, Livermore Heritage Guild  
wibolt@aol.com

**From:** [Rich Bonderson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Riding Opportunities  
**Date:** Tuesday, July 03, 2012 10:12:52 PM

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Hi,

I am writing to say that I love and would like to maintain access to the Carnegie off-road experience.

It's great to have a local place where you can be outdoors and enjoy a great recreational experience without having to drive hours away. The opportunities for riders are few and far between, and constantly dwindling.

Being able to cruise the leisurely trails or experience a tough hill-climb or narrow rut are incredibly fun.

We don't need to shut down more opportunities like this.

Let me point out a simple comparison:

The following link is just to google maps. You can see a label for the carnegie area. That is all the opportunity, basically, we have in the bay besides hollister. Look at how minimal the size is compared to the total surrounding area.

<https://maps.google.com/maps?q=silicon+valley&hl=en&ll=37.419254,-121.720276&spn=0.715486,1.674042&sll=37.0625,-95.677068&sspn=42.901912,93.076172&hnear=Silicon+Valley&t=h&z=10>

Then, consider zooming out 2 or three levels. The opportunities you can see now are still minimal, but the amount of landmass is huge! What benefit does it have to shut out a group of people from one of their few last remaining bastions of enjoyment? Who's it really hurting?

I'd contend it's simply people that don't want to see a group enjoy recreation that they don't agree with.

Please consider expanding the area as well. It takes hardly 15-30 minutes to see nearly the whole place, but it's better than nothing!

Thanks,

Please add me to any correspondence regarding Carnegie SVRA.

-Rich Bonderson

**From:** [Michael Brewer](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Forever  
**Date:** Tuesday, July 03, 2012 9:31:22 PM

---

Chris,

Please see below

1. I want the new property opened as soon as possible.
2. I would like to see more one way marked trails that are of the black diamond difficulty
3. I want my email address put on a list that youHAVE to reply to.

Michael

**From:** [Wes Brewer](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 6:16:12 AM

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Chris, I'm writing to voice my desire to see Carnegie cycle park remain open as it has since I was a kid - over 35 years ago. I would like to see everything possible done to open the new property at the park so that my son and I can enjoy the trail riding and hill climbs that Carnegie offers - near to the Bay Area.

Please keep me posted on the progress of this park.

[wbrewski@gmail.com](mailto:wbrewski@gmail.com)

Thank you.

--

Wes Brewer  
Tech Ventures Consulting, LLC  
1795 Bay Laurel Drive  
Menlo Park, CA 94025  
(650) 283-9559

**From:** [Ben Brookens](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Tuesday, July 03, 2012 10:19:41 PM

---

I am a rider at Carnegie. I am a teacher, father of 3 boys (2 of whom are now adults and grew up riding at Carnegie), husband, and off road enthusiast. I have enjoyed many recreational pursuits throughout my life, but riding my dirt bike is the most thrilling, and challenging activity I have ever done. I love it! I have been riding at Carnegie for almost a decade now and it is time for the expansion to begin. OHV funds paid for the expansion. We need the additional space that was promised us when the new property was purchased. Forcing more riders onto less space is dangerous, and crowding makes trail maintenance far more difficult.

Sincerely,  
Ben Brookens

**From:** [Nancy and Roger Brown](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Marilyn Russell](#); [Bobbie Meyer](#)  
**Subject:** NOP for Carnegie SVRA General Plan Environmental Impact  
**Date:** Thursday, June 07, 2012 1:28:20 PM

---

Dear Chris Mundhenk,

I am writing in support of preserving Tesla Park as a low impact, open space area for future generations to use as a park that preserves the historical, scenic and archaeological aspects. It is sad, in my opinion, that land along Corral Hollow was ever developed as a SVRA park. In these times, we need to preserve whatever we can that is unspoiled and allow it to be used for more peaceful and less destructive purposes such as hiking, equestrian use, birding and connection to nature in any way. Two recent books I have read (Last Child in the Woods: Saving our Children from Nature Deficit Disorder and The Nature Principle both by Richard Louv) state this case much better than I, that we are losing places and the opportunities for ourselves and younger generations to have connection with the natural world. I do not find the ORV use to be, in any way, compatible with what we should be passing on to future generations. Let them stay where they are, give them a new area over the old garbage dump, but do not expand this problem into the Tesla area.

I live on Tesla Rd. and am very tired of speeding pickups, RVs and related vehicles traveling over our road without regard to our rural setting. I am both a hiker and an equestrian and would like to see Tesla Park saved as an undamaged, yet accessible area for the many people who value undeveloped and quiet open space.

Sincerely,

Nancy Brown  
11450 Tesla Rd.  
Livermore, Ca. 94550

**From:** [Chuck Brown](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV Park  
**Date:** Thursday, July 05, 2012 3:38:45 PM

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Hello,

I understand you are interested in how people want to use Carnegie.

I have ridden there since the 1980's. Primarily trials motorcycles, then dual sport bikes. Never did the motocross stuff so much but did enjoy a lap or two around the tracks.

My kids grew up riding there. We would camp as a family and have a ball. Easy trails for the young ones and challenging trails for me and my buddies. Loads of fun! I have ridden most all the trails several times and unfortunately, many of the really good ones need some care.

Soon, my grandkids will be riding and Carnegie is the best place any where near them and me.

I have heard, for maybe the last 10 years, of new property, not far away. Several hundred acres, I believe. This needs to be opened to the riders. Spread out the use.

I would also like to be included on your e-mail list to follow the progress of plans and changes to Carnegie.

Thank you for your time,

Chuck Brown  
San Leandro, CA



**From:** [Rob Browning](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnagie  
**Date:** Wednesday, July 04, 2012 4:05:22 PM

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Please open the extend backside of Carnagie. Riders will take pride in helping managing the trails and educating younger riders on the importance of trail etiquette and safety.

Thank you...and have a wonderfull 4th

Sent from Yahoo! Mail on Android

**From:** [Jeff Burrows](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA  
**Date:** Sunday, July 08, 2012 10:29:48 AM

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Please open the new property that the public has paid for so we can ride.....  
I have been riding at Carnegie for a long time.  
**My kids have grown up riding there and now they take my grandkids there.**  
Please put me on your email list that you have to reply to.

Thanks in advance  
Let's get this done.....  
Jeff Burrows

**From:** [gmeyner@gmail.com](mailto:gmeyner@gmail.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Another website  
**Date:** Saturday, July 07, 2012 7:36:55 PM

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barf, bayarearidersforum.com is also pretty big here. We just started a "Rider's Rights" forum. Your posts there would be appreciated.

Butch (on both barf and SBR)

Sent from my iPad

**From:** [Cheryl Butterton](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie and ORV parks in California  
**Date:** Wednesday, July 04, 2012 7:35:07 AM

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Hi, Just a quick note to request the new property be opened as soon as possible. We ride ATV's and love Carnegie. Please reply to me at [butterton@sbcglobal.net](mailto:butterton@sbcglobal.net)  
Thanks,  
Cheryl Butterton

**From:** [Jen Byous](#)  
**To:** [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov); [Mundhenk, Chris](#); [Marilyn Russell](#)  
**Subject:** Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area  
General Plan  
**Date:** Monday, June 11, 2012 5:10:05 PM  
**Attachments:** [NOP letter.pdf](#)

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See attached letter.

Jennifer Byous

Mrs. Jennifer Byous  
10651 Brower Drive  
Rough and Ready CA 95975  
jendzak@wildblue.net

June 11, 2012

California Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division  
Twin Cities District, Carnegie Sector  
15751 Tesla Road, Livermore, CA 94550  
Contact: Joe Ramos, Sector Superintendent  
Project Manager  
Phone: (925) 455-7875  
[joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)

AECOM  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Contact: Chris Mundhenk, Project Manager  
Phone: (916) 414-5858  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**Subject: Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan**

Thank you for the opportunity to review the Notice of Preparation for the Carnegie State Vehicular Recreation Area General Plan. My family lived in the Tesla Valley for over 20 years and the Alameda-Tesla Expansion Area property and surrounding hillsides, valleys, and ravines was my childhood playground. In the three decades I have lived and ventured back to my childhood home, much as changed. Tesla's landscape, like most of California, has a unique and rich history shaped first by the Native Americans, then the Spanish and now us. We, the People of California, have a great opportunity with the Alameda-Tesla Expansion Area to balance both the needs for recreational opportunities in California and the obligation to be resource stewards and public land managers.

As part of this General Plan update, a thorough review with a detailed report on the existing General Plan polices, which is the primary management document for a park unit, and previous mitigation obligations should be provided to the public for review. This type of report will help provide an understanding of the State Park's ability to operate and maintain public land in accordance with the management plan for each unit. In addition, the Park's performance on implementing the policies from the 1981 General Plan on the existing Carnegie SVRA will help predict all of the environmental

effects of the proposed Alameda-Tesla Expansion Area. For example, in the past 30-year life of the General Plan, how successful has park management been with watershed management and properly rehabilitating closed areas?

#### General Plan Update Process Comments

The planning process exists to serve the public interest. While the public interest is a question of continuous debate, both in its general principles and in its case-by-case applications, it requires a conscientiously held view of the policies and actions that best serve the entire community. This General Plan update should include a non-motorized vehicles user outreach strategy. A survey that only focuses on the existing Carnegie SVRA users would not provide accurate data to analysis of public recreational needs for the region.

Planning issues commonly involve a conflict of values and, often, there are large special interest groups that influence the process. These accentuate the necessity for the highest standards of fairness and honesty among all participants and ask that the General Plan Process for both the existing and future park areas to include both recreational vehicle and non-recreational vehicle users in the planning process, so a balance of all interest can be achieved. I would like to request that if there is a stakeholder group formed to discuss park planning that I be considered to be part of that process.

Due to the proposed Parks close proximity to urban populations, the planning process must be inclusive of the local communities, and take measures to inform these communities of their right to partake in the public process and of the project's potentially adverse impacts. Special attention should be given to low-income and non-english speaking populations as they are often left out of the planning process entirely.

#### NOP and Project Area

The USGS Vicinity Map included in the NOP does not provide adequate disclosure of the existing and proposed land uses and infrastructure. A detailed map that provides the location of Corral Hollow and Tesla Road, existing park facilities and housing, private housing and other natural features such are creeks should be provided with the NOP. In addition, the proposed Alameda-Tesla Expansion Area should include all the properties the State owns and operators in the Tesla Valley area, even if public access is not proposed, policies for the land management on those properties should be provided and disclosed in this document. My childhood home located at 16900 Tesla Road was purchased by the State early 2000 and is currently being used as park housing. The surrounding 140-acres of grassland are currently being grazed with cattle, but it is unclear if there is a management plan for this property.


The policy document and EIR should address impacts to watersheds, floodways, water quality, traffic and roadway safety, increased demand on public safety and emergency response, fire dangers, biological and culture resources, air quality and carbon emissions.

Request For a Full Range of Reasonable Project Alternatives

To address environmental impacts associated with the development of the management policy document, a full range of recreational use areas should be considered in the document and as an alternative in the EIR. The site has abundant wildlife, unique plants, the historic Tesla townsite, Native American rock art and bedrock mortars, vistas of Mt. Diablo to the Sierra, and great potential for other low-impact uses including birding, biking, hiking, photography, cattle grazing, educational tours and field trips, to name a few. The Alameda-Tesla Expansion Area has some unique archeological, historical (site of coal mining town of Tesla), cultural, and natural history features that must be preserved for all future generations. This site has potential for wonderful horseback riding trails which are within seven miles of Livermore and a great potential for residents of Livermore, Tracy, the Central Valley and the greater Bay Area as part of a Regional Preservation Corridor of parks and trails.

Thank you for your consideration of these comments.

Sincerely



Jennifer J. Byous



**From:** [Andres Caicedo](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie comment from the Caicedo Family of Lafayette, CA  
**Date:** Tuesday, July 03, 2012 10:44:25 AM

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### **Background**

I've been going to Carnegie since I was a little kid, it was a very important part of my life and though I did know at the time. It was important for me to have a place like that to go. Where I could be outside, have fun, make choices, experience consequences, spend time with my dad and friends, work together. I try very hard and go to great lengths to make sure my now 3 little boys have those experiences as they are fun but its more than that. Its important to their growth. I teach them to be good stewards of all things Carnegie is one of those things. One of the most amazing things about Carnegie outside of its fantastic locality. (Which by the way I make sure I buy my gas and food local to Carnegie to support the local economy.) The fantastic thing is the diversity not just in the people, but in its terrain there is something for everyone.

### **Expansion Plan**

Now having said all that, the expansion plan, what I would loove to see is more single track. I would love to see directional single track or track and half. Its a great deal of fun and adventure, I think it has a low foot print and impact on the terrain. Its easy and cheaper to maintain and generally a safe way to enjoy the park.

With respect and humility,

The Caicedo Family  
Lafayette,CA

**From:** [Chris Cameron](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Re: general plan...  
**Date:** Friday, June 29, 2012 6:55:24 AM

---

My vote is to keep Carnegie a OHV only park. This solely supported by red and green sticker money and should be used for this purpose. It's absolutely ridiculous to think that folks would want to hike out here especially during the peak of summer. My father and my family were the one of the original private owners of Carnegie before the state bought us out. My years of youth and now bringing my own children out here are a valued experience that I hope to pass on to future generations!

Regards,  
Chris Cameron

**From:** [Chigh](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP extension  
**Date:** Sunday, June 10, 2012 11:49:14 AM

---

Dear Mr. Mundhenk - I am writing to confirm the comment period has been extended to July 11, 2012 and to inquire whether an environmental checklist was prepared with the NOP. Very little information was provided in the NOP.

Regards,  
Carin High  
CCCR

Sent from my iPad

**From:** [Tony Carreon](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** RE: Carnegie  
**Date:** Wednesday, July 04, 2012 12:10:53 PM

---

Hi,

I am a father of 2 girls(ages 7 and 11) and 1 boy. We love to ride our dirtbikes. We use this a family time together. We are excited to hear about the new land that will be made available for riding. I am hoping that Carnegie will add a few new trails for small kids to be able to ride up in the hills. The problem now is that the trails have too many big rocks for the little bikes to manage the trails. I am hoping that they will cut some nice smooth and easy fire trails for my kids to ride up to the top of the hills. We look forward to the improvements.

Please let me know more information about this project as it becomes available. Here is my email address and contact info:

[Tony\\_Carreon@hotmail.com](mailto:Tony_Carreon@hotmail.com)  
5570 Starboard Drive  
Discovery Bay, CA 94505  
(925) 513-1592

**From:** [Gregg Castro](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Scoping Comments  
**Date:** Monday, June 11, 2012 4:57:59 PM  
**Attachments:** [Carnegie.docx](#)  
[Carnegie.doc](#)

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*Mishish Tuux* - Greetings Mr. Mundhenk, here are my Scoping comments on the Notice of Preparation for the Carnegie SVRA General Plan Environmental Impact Report. Thank you for allowing me to be part of this vitally important process.

*Xayatspanee* - thank you,

Gregg

Gregg Castro, *t'rowt'raahl* Salinan / *rumsien* Ohlone  
Board member, Salinan *Layehm* - a Salinan non-profit  
Society for CA Archaeology -NAPC Co-chair  
State Historical Resources Commission – Archaeology Resources Committee member  
California Indian Storytelling Association - Advisor

-----  
Gregg Castro - for the Salinan people  
" *pkotse tok'a:wten tsep* " - "act with good hearts"  
-----

Chris Mundhenk, Project Manager for  
Carnegie SVRA General Plan EIR  
Scoping Comments re: Notice of Preparation for General Plan EIR

*Mishish Tuux* – Greetings, Mr. Mundhenk,

My specific recommendations for a detailed examination of all future proposals for the Tesla Ranch incorporation into the Carnegie SVRA Park are as follows:

- That a comprehensive impact study be done on the entire complex of cultural resources on both properties be done, that includes all known and potentially yet-to-be discovered sites and places;
- That this study must include as an extensive a ethno historic examination as is possible to fully access the importance of this significant assemblage of ancient cultural sites;
- That an exhaustive examination be done of all visual, audible and religious impacts to these sites – individually and collectively – for all proposed actions;
- That consideration be given to designation these collection of sites as a integrated whole, as in a ‘Traditional Cultural Property’ (TCP);
- That they be considered and documented as part of a larger cultural landscape that encompasses related spiritual sites that extend northward to Mt. Diablo
- That consultation be initiated that complies with both State Parks and Department of Natural Resources Policies for Native American Consultation
- That the alternative of ‘no activity’ be seriously examined and considered as to avoid **inevitable** negative impacts and the physical, visual, audible and spiritual site values;
- That any existing roads, trails and other marked access paths be removed and prevented from being established within at least 450 yards from any known site;
- That regardless of the alternative that is implemented, that comprehensive safeguards be a part of any plan so as to prevent and/or minimize further deterioration of these sites, especially the sensitive petroglyphs:
  - o Physical barriers to both any vehicle as well as human be implemented around the immediate vicinity of each site that will prevent/control access
  - o Comprehensive processes be put in place for regular review of the condition and status of each site;
  - o That these activities include properly trained local indigenous descendants of the original people of this area, as well as other qualified Native American site stewards;
  - o That any protection plans include the understanding that GPS technology allows pinpointing of any location, and that this methodology is in extensive use in the general public to identify Native American cultural sites for the intention of visitation (including unauthorized access) as well as for looting of lucrative artifacts;
  - o That confidentiality of data, reports, history, ethnographic material and any other information be maintained, as required by state law, to the highest standards.
- That there be recognition that these sites have significant spiritual meaning to the local indigenous communities and that, having been excluded access for spiritual use for a very long

time, that such utilization be a part of any plans in the future, that local native people be allowed and accommodated access to the sites for religious ceremony purposes upon request.

I look forward to working with the park staff involved, whom seem to be dedicated to their roles and understanding of their crucial position in protecting these invaluable resources that they are now the stewards of. I would be honored and humbled to offer my efforts in facilitating the process to begin working and consulting with the local indigenous communities to help preserve their invaluable and fragile cultural heritage. Thank you for your consideration and acceptance of comments.

*Xayatspanee* – thank you,

*Gregg Castro*

Qualifying information:

I am *t'rowtraahl* Salinan and *rumsien* Ohlone, both California indigenous people. I have been involved with my Salinan tribal community and my Ohlone family group in cultural heritage and resource preservation work for over 20 years. I am a member of the Society for California Archaeology (SCA), the primary organization of cultural resources professionals in the state, having been actively involved in the SCA's Native American Programs Committee (NAPC) for over 17 years. I was recently named as Co-chair of the NAPC. I am also the most recent recipient of the SCA California Indian Heritage Preservation Award for my work in protecting indigenous culture in California.

I am a member of the Archaeological Resources Committee (ARC) of the California State Historic Resources Commission (CA SHRC), serving as one of four statewide Native American representatives. I am also a past Board of Directors member and current advisor to the California Indian Storytelling Association (CISA).

**From:** [Carla Cecchetto](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion and the General Plan  
**Date:** Wednesday, July 04, 2012 8:33:06 AM

---

Dear Chris,

I would like to see Carnegie be expanded into the green area for OHV use. Currently Carnegie can become very crowded on some weekends and having the park size doubled would be a great thing. This land was purchased with the intention of OHV use (specifically dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Please ignore the environmentalists as they will only be happy when all humans are eradicated from the planet.

Thanks so kindly in advance for all your efforts,

Carla Cecchetto  
Redwood City, CA



**From:** [Mike Cheney](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Thursday, July 05, 2012 7:26:52 PM

---

I want to make sure I am on the email list for info related to Carnegie OHV.  
What is needed and when is the new property slated to open?

I really enjoy ridding tight difficult trails and have enjoyed Carnegie for over 30yrs. I hope that we can continue to work with surrounding property owners and find a good balance for using the new property area that can make this possible.

Please keep me informed.

*Mike Cheney*

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**925-462-1639**

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**From:** [Vince Chow](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion, General Plan  
**Date:** Thursday, July 05, 2012 3:16:21 PM

---

Mr. Mundhenk,

I would like to see Carnegie expanded into the green area for OHV use. Currently Carnegie can become very crowded on some weekends and having the park size doubled would be a great thing. This land was purchased with the intention of OHV use (specifically dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Respectfully,

Vince Chow  
P.O. Box 395  
Diablo, CA 94528  
(925) 837-3124

**From:** [Joe Clappis](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Riding Survey  
**Date:** Thursday, July 05, 2012 5:36:13 PM

---

Hello,

I ride Carnegie very regularly with my godson and his friend and his friend's father. We want to see the new property opened as soon as possible; it's been too long.

Next, we ride dirt bikes, and want to see more single-track trails with one-way riding for the safety of everyone. (This is quite common at the Hollister SRV park.)

Further, please add my email address to the list of people being notified about the survey, it's results, and the plans for Carnegie now and going forward.

Thanks,

Joe Clappis  
Pleasant Hill, CA

**From:** [Keith CoBen](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Tuesday, July 03, 2012 10:54:05 PM

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Hello Chris:

At Carnegie OHV I as an off-road motorcycle rider and California tax payer expect the following to take place ASAP.

- Open the new property for OHV use.
- Open all currently closed trails.
- Respond to this email to verify receipt and include my email in your database for future correspondence.

Thank you,

Keith CoBen  
5124 Valmar Court  
Elk Grove, CA 95758  
phone: (916)684-7356

**From:** [Connollylaw Assistant](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP Comments for the Carnegie SVRA General Plan update and EIR and expansion into the Alameda-Tesla Purchase  
**Date:** Monday, June 11, 2012 5:11:46 PM  
**Attachments:** [M.Connolly Letter Re NOP June 11, 2012.pdf](#)

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The following comments regarding the NOP for the Carnegie SVRA General Plan update and EIR and expansion into the Alameda-Tesla Purchase are submitted by Mr. Mark Connolly on behalf of Connolly Ranch, Inc. Please let us know if you have any questions. Thank you.

Assistant to Mark V. Connolly  
Attorney at Law  
121 E. 11th Street  
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# MARK V. CONNOLLY

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June 11, 2012

AECOM

Attn: Chris Mundhenk, Project Manager  
2020 L. Street, Suite 400  
Sacramento, CA 95811  
E-mail chris.mundhenk@aecom.com

**Re: Project Title: Carnegie State Vehicular Recreation Area General Plan  
Comments to NOP and Initial Study**

Dear Mr. Mundhenk:

I represent Connolly Ranch, Inc which is submitting these comments to the Notice of Preparation and Initial Study. The Connolly Ranch has run a livestock operation adjacent to the Carnegie property since the 1870's before there were the historic towns of Tesla or Carnegie and approximately 100 years before the State acquired the Carnegie property. Connolly Ranch borders on the existing Carnegie Park for at least a mile and for several miles on the Tesla property. The Connolly Ranch owns several recorded easements through both the Tesla and Carnegie properties. I personally have worked on the Connolly Ranch my entire adult life. I have personal knowledge of the facts included in this comment letter.

## **The OHMVR Commission lacks authority to Certify an EIR or Approve the General Plan:**

It has been incorrectly stated that the OHMVR Commission will be the Commission certifying the EIR and approving the project. The flow chart description of the process and the written text on the Carnegie General Plan web site shows the final approval as being by the OHMVR Commission. At the Scoping Meeting/Planning Workshop of May 21, 2012 a representative of AECOM, the EIR consultant, and Superintendent Ramos were asked and specifically identified the OHMVR Commission as the commission which would certify the EIR and approve the Project. The OHMVR Commission is without legal authority to certify the EIR or approve the Project. That authority is vested solely in the Park and Recreation Commission.

“The general plan constitutes a report on a project for the purposes of Section 21100. The general plan of a unit shall be submitted by the department to **the State Park and Recreation Commission** for approval.”

PRC Section 5002(a)

PRC Section 5002(a) requires the Carnegie State Vehicular Recreation Area (SVRA) General Plan to be submitted to the State Park and Recreation Commission NOT the OHMVR Commission for approval. PRC Section 5002.3 describes the procedures, including the notices, publication, and location, of the meeting “of approval of the department’s general plan for a unit”.

By contrast, PRC Section 5090.24 describes the duties and responsibilities of the OHMVR Commission. Section 5090.24 is very specific in describing in sub-sections (a) through (H) the duties and authority of the OHMVR Commission. The OHMVR Commission IS NOT provided authority to certify an EIR, approve a general plan, or even conduct hearings on either.

If the OHMVR Commission were to certify an EIR or approve a General Plan, such action would be completely null and void as the OHMVR Commission is without statutory authority to take such action. Such authority is vested ONLY in the State Park and Recreation Commission.

This error needs to be corrected by amending the flow chart, schedules and associated documents. Further, the NOP and NOC do not properly designate the commission that will be certifying and approving or denying the project, and, therefore, need to be corrected and recirculated.

**Requirement in any General Plan of Compliance with the Public Resources Code**

**(1) Failure to Comply with conservation, restoration, maintenance, erosion and closure requirements at Carnegie requires immediate closure.**

Carnegie is being operated in violation of the Public Resources Code. The Department has documented that the majority of the park is operated with trails and uncontrolled riding areas that are losing massive amounts of soil, eroding, and depositing solids and soils directly into Corral Hollow Creek. Entire hillsides and ridge tops are totally denuded and eroding directly into tributaries of or directly into Corral Hollow Creek. Ruts, gullies and canyons have been created frequently 2 to 6 feet deep or more, and often 20 or more feet wide. Uncontrolled hill climbs are allowed throughout Carnegie SVRA in supposed trails only areas and in free ride areas. These hill climbs are often now gullies several feet deep. As stated in the PEER comment letter of June 11, 2012: “The 1997 Environmental Audit of the OHMVR Division finds, “*Hill climbs, by nature, are erosion facilities. A hill climb will never be in compliance with the soil standard since an integral part of a hill climb is extreme acceleration which creates huge ruts and gullies.*” (Environmental Audit, 1997, P.9)” There has been a complete failure to comply not only with the expressed legislative intent, but with the requirements of the Public Resources Code. Photographs submitted with comment letters as well as any inspection of Carnegie SVRA demonstrate the vast majority of the park is covered with vertical/diagonal heavily eroded hill climbs or denuded ridge tops neither of which is consistent with sustained long term use.

The intent of the Legislature in establishing the OHMVR Division is described in Public Resources Code (“Ca. Pub. Res. Code”) Section 5090.02:

(c) Accordingly, it is the intent of the Legislature that:

“(1) Existing off-highway motor vehicle recreational areas, facilities, and opportunities should be expanded and managed in a manner consistent with this chapter, **in particular to maintain sustained long-term use.**

**(4) When areas or trails or portions thereof cannot be maintained to appropriate established standards for sustained long-term use, they should be closed to use and repaired, to prevent accelerated erosion. Those areas should remain closed until they can be managed within the soil conservation standard or should be closed and restored.”**

Ca. Pub. Res. Code §5090.02

Carnegie SVRA is documented by the Department’s own soil and trail monitoring to have trails and portions of the park that cannot be maintained to established standards of sustained long-term use, yet these areas are not closed to use and repaired to prevent documented accelerated erosion that continues. This current management practice at Carnegie is in violation not just the expressed intent of the Legislature, but of direct mandates as will be described.

“Conservation” as used in the phrase “soil conservation” is defined in Ca. Pub. Res. Code §5090.10 as “...activities, practices, and programs that sustain soils, plants, wildlife, and their habitat in accordance with the standards adopted pursuant to Section 5090.35.”

"Restoration" means, upon closure of the unit or any portion thereof, the restoration of land to the contours, the plant communities, and the plant covers comparable to those on surrounding lands or at least those that existed prior to off-highway motor vehicle use. Ca. Pub. Res. Code §5090.11

Section 5090.35 describes the practices that have been ignored at Carnegie SVRA since its opening as a State OHV park. The most relevant portions of this section are highlighted:

(a) The protection of public safety, **the appropriate utilization of lands, and the conservation of land resources are of the highest priority in the management of the state vehicular recreation areas; and, accordingly, the division shall promptly repair and continuously maintain areas and trails, anticipate and prevent accelerated and unnatural erosion, and restore lands damaged by erosion to the extent possible.**

(b) (1) The division, in consultation with the United States Natural Resource Conservation Service, the United States Geological Survey, the United States Forest Service, the United States Bureau of Land Management, and the California Department of Conservation shall update the 1991 Soil Conservation Guidelines and Standards to **establish a generic and measurable soil conservation standard by March 1, 2006, at least sufficient to allow restoration of off-highway motor vehicle areas and trails.** The 1991 Soil Conservation Guidelines and Standards shall remain in effect until they are updated pursuant to this subdivision.

*(2) Upon a determination that the soil conservation standards and habitat protection plans are not being met in any portion of any state vehicular recreation area the division shall temporarily close the noncompliant portion to repair and prevent accelerated erosion, until the soil conservation standards are met.*



***(3) Upon a determination that the soil conservation standards cannot be met in any portion of any state vehicular recreation area the division shall close and restore the noncompliant portion pursuant to Section 5090.11.***

(c) (1) The division shall make an inventory of wildlife populations and their habitats in each state vehicular recreation area and shall prepare a wildlife habitat protection program to sustain a viable species composition specific to each state vehicular recreation area by July 1, 1989.

(2) If the division determines that the habitat protection program is not being met in any portion of any state vehicular recreation area, the division shall close the noncompliant portion temporarily until the habitat protection program is met.

(3) If the division determines that the habitat protection program cannot be met in any portion of any state vehicular recreation area, the division shall close and restore that noncompliant portion pursuant to Section 5090.11.

***(d) The division shall monitor the condition of soils and wildlife habitat in each state vehicular recreation area each year in order to determine whether the soil conservation standards and habitat protection programs are being met.***

(e) The division shall not fund trail construction unless the trail is capable of complying with the conservation specifications prescribed in subdivisions (b) and (c). **The division shall not fund trail construction where conservation is not feasible.**

(f) The division shall monitor and protect cultural and archaeological resources within the state vehicular recreation areas.

Ca. Pub. Res. Code §5090.35

The above PRC citations require that Carnegie SVRA be immediately closed. Only very recently has there been any attempt to apply soil conservation standards at Carnegie SVRA. Where any measurable standard has been applied to Carnegie SVRA, it is clear that the soil conservation standards are not being met. The OHMVR Division is required to temporarily close all noncompliant portions of Carnegie SVRA to repair and prevent accelerated erosion until the soil conservation standards are met. On a recent tour with the OHMVR Commission of Carnegie SVRA, the Commission was shown areas where staff admitted that long term sustained use was not occurring, erosion was not presently controlled and yet OHMVR use was continuing. OHV users indicated the area as a "historic" vertical hill climb and should not be closed to allow restoration. This area and many others remain open to riding today in clear violation of the provisions of the Public Resources Code. The park is not being operated under the conservation principles as defined by Public Resources Code Section 5090.35

In those areas of Carnegie that the soil conservation standards cannot be met the division is required to close and restore the noncompliant portion. "When areas or trails or portions thereof cannot be maintained to appropriate established standards for sustained long-term use, they should be

closed to use and repaired, to prevent accelerated erosion. Those areas should remain closed until they can be managed within the soil conservation standard or should be closed and restored.” (Ca. Pub. Res. Code §5090.02) This has not happened at Carnegie SVRA where almost all the park is being used today even though it cannot be operated for sustained long term use and accelerated erosion is occurring in areas some of which were shown to the OHMVR Commission in the recent tour.

In the small percentage of Carnegie SVRA where restoration has occurred, the restoration has not restored the “... land to the contours, the plant communities, and the plant covers comparable to those on surrounding lands or at least those that existed prior to off-highway motor vehicle use.” (Ca. Pub. Res. Code §5090.11) In the areas that the division claims are restored, ruts, gullies and washes often over a foot and sometimes several feet deep are still visible. The contours of the restored areas are not comparable to those of surrounding lands and certainly not as existed prior to OHV use. Restoration now, after over 30 years of uncontrolled use with no efforts to operate as required by the Public Resources Code, will require vast expenditures of funds and immediate closure of the entire park, but past failure to operate as required by law cannot be used as an excuse to continue to operate in violation of the law.

Any General Plan that does not include immediate compliance with the above PRC Sections, which require the immediate conservation and closure of Carnegie SVRA until it is restored is in violation of law and contrary to law. Any plan that provides for some phased compliance, such as a 10 year plan to restore non-compliant areas or allow the continued use of such areas, rather than immediate conservation and closure is contrary to law.

**(2) Failure to comply with the Public Resources Code as to Carnegie prohibits expansion of Carnegie under the program EIR.**

The division has chosen to proceed with a Program EIR for the expansion of Carnegie SVRA into the Tesla/Alameda acquisition, referred to here as Tesla. New trails have been opened and funded at Carnegie SVRA where conservation, as defined in the Public Resources Code, is not possible and has not occurred. Construction of any trails at Tesla would not be in compliance with the Public Resources Code for the same reason.

The previous sections dealing with the operation of Carnegie SVRA prohibit expansion of Carnegie SVRA while it is not being operated in compliance with the Public Resources Code. This legislative intent was expressly stated in Section 5090.02:

“(c) Accordingly, it is the intent of the Legislature that:

(1) Existing off-highway motor vehicle recreational areas, facilities, and opportunities **should be expanded and managed in a manner consistent with this chapter, in particular to maintain sustained long-term use.”**

The division is seeking to expand an existing off-highway motor vehicle recreation which is being operated in a manner **inconsistent** with the Public Resources Code. The division is not only managing Carnegie SVRA in manner which will not sustain long term use, yet it seeks expand the area

which operating in this way. The Legislative intent is clear: expansion of any facility not maintained to sustain long term use is contrary to the legislative intent.

Ironically, the use of Carnegie SVRA beyond its capacity (see the following section) of the very few closures of areas that have occurred, are often cited as reasons by the users to expand the facility. These failure are not reasons to expand Carnegie, they are reasons it cannot be expanded.

Any General Plan that proposes any expansion of Carnegie SVRA which Carnegie SVRA is being operated in a manner that will not sustain long term use is an abuse of discretion and contrary to law.

**(3) Failure to Comply with Public Resources Requirements as to Carnegie Capacity.**

The complaint is frequently made at public hearings by OHV staff and users that Carnegie SVRA is too crowded. Aside from the fact that use is dramatically decreasing, this is due to the failure to establish and implement a capacity at Carnegie SVRA. The failure to comply with establishment and implementation of a capacity policy at Carnegie is not a reason to expand the park. The division was required to both establish and implement a carrying capacity for Carnegie and has never done so.

**“Attendance at state park system units shall be held within limits established by carrying capacity determined in accordance with Section 5019.5.”**

Ca. Pub. Res. Code §5001.96

Before any park or recreational area developmental plan is made, **the department shall cause to be made a land carrying capacity survey of the proposed park or recreational area**, including in such survey such factors as soil, moisture, and natural cover.

Ca. Pub. Res. Code §5019.5

The above requirements apply to Carnegie and its proposed expansion:

Whenever any reference is made to the state park system with respect to a duty, power, purpose, responsibility, or jurisdiction that can be exercised or carried out within the state vehicular recreation areas, **it shall be deemed to be also a reference to, and to mean, the state vehicular recreation areas.**

Ca. Pub. Res. Code §5001.5

No carrying capacity has been established for Carnegie SVRA. The absence of any such capacity has allowed unregulated use of the park limited only by situations where safety hazards are perceived. This has resulted in excessive erosion, uncontrolled trail expansion and vertical hill climbs with no ability to control erosion or maintain long term sustained use. Capacity is a quantifiable calculation based on factors such as the total impact the park can absorb based on the number of OHV users, the type of OHV use and the amount of OHV use in given conditions at different times. Capacity will be different in dry conditions than it will in wet conditions. It will be different when closures

required as described in previous sections are implemented. Capacity will also need to be measured not just on the total number of visitors or amount of use per year, but the number of visitors and amount of use on any given day, week or month. Carnegie has needed limitations on its use by limiting the number of OHV users in the park at any given time for many years, but such limitations have not been determined or implemented. Operation of the park without compliance with these limitations is in violation of law. Not only must any General Plan comply with these sections, Carnegie needs to be closed until a capacity is established under all conditions and that capacity limitation is implemented.

**The Project Descriptions in the NOP and NOC are inadequate:**

There is no information on the proposed project other than it is a Program EIR. It cannot be determined from the documents whether OHV use is even proposed for the Tesla/Alameda property, or whether OHV use is proposed to continue or be terminated at Carnegie SVRA. The "Project Description" does not even mention OHV use. It merely describes the General Plan process. The "General Plan Topics" section likewise does not even mention OHV other than in the name of the agency involved. A reader of either the description or topics section would have no idea whether OHV use is proposed for either location. There is a mention of expansion of Carnegie into the Tesla area, but whether this expansion will be for employee housing, parking, mitigation for existing Carnegie operations or buffers is a mystery.

The notice of preparation must provide the responsible and trustee agencies with sufficient information concerning the project and its potential environmental effects to enable them to make a "meaningful response." 14 Cal Code Regs §15082(a)(1). At a minimum, the notice must contain (14 Cal Code Regs §15082(a)(1))

- A description of the project;
- The location of the project by street address and cross street (for a project in an urban area) or by attaching a specific map; and
- The project's probable environmental effects.

Here the NOP fails on two of three categories. It does not provide a description of the project and it does not describe the project's probable environmental effects. Here the NOP just lists the general categories of impacts. An adequate EIR must be "prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences." *Dry Creek Citizens Coalition v County of Tulare* (1999) 70 CA4th 20, 26, 82 CR2d 398

**(1) The Project Description fails to include all phases of the Project and include foreseeable future activities that are a consequence of Project Approval.**

The Project description through the CEQA process, from the NOP to the EIR, must be clear, unchanging and accurate. Here it cannot be determined from the project description whether OHV use is planned for the Tesla/Alameda acquisition. Such information cannot be determined from any part of the NOP or NOC. From past EIRs, staff comments, user comments, signs and postings at the Carnegie

Park, written documents and the Carnegie SVRA web site, the division intends to expand OHV use in Tesla/Alameda, but no hint of this foreseeable future activity that may be a consequence of the project is even mentioned in the NOP or NOC. Both seem to conceal this plan.

This failure to describe future phases of the project, particularly in a program EIR and its NOP and NOC are error:

### “3. Description Must Include Future Phases of Project That Are Consequence of Project Approval

#### §12.9 a. Description Must Include Foreseeable Future Activities That Are Consequence of Project Approval

A project description must include all relevant parts of a project, including reasonably foreseeable future expansion or other activities that are part of the project. *Laurel Heights Improvement Ass'n v Regents of Univ. of Cal.* (1988) 47 C3d 376, 253 CR 426. See §12.10. See also 14 Cal Code Regs §15126 (EIR's impact analysis must consider all phases of project). In *Laurel Heights*, the court set forth the standards for determining whether reasonably foreseeable future activities must be included in an EIR project description and for determining whether the impacts of those activities must be analyzed in the EIR. The court established a two-pronged test (47 C3d at 396, 253 CR at 433): We hold that an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.

In *Laurel Heights*, the University of California planned to transfer medical laboratories to an office building in a residential neighborhood. Initially, the laboratories were to occupy 100,000 square feet of a 354,000-square-foot building. The University claimed that it had not formally decided to occupy the entire building, but the court noted that statements by the chancellor in the final EIR, public releases in newsletters, public meeting minutes, and private correspondence all indicated the University's intent to occupy the entire building when another agency's lease expired in several years. Accordingly, there was "credible and substantial evidence" that the University's occupancy of the entire building was a reasonably foreseeable consequence of the decision to move into the building. 47 C3d at 398, 253 CR at 434.

In *City of Santee v County of San Diego* (1989) 214 CA3d 1438, 1450, 263 CR 340, the county declared an overcrowding emergency at the jail and decided to build an interim jail to house inmates while new permanent facilities were under construction. The draft EIR for the interim facility contained several conflicting statements about the length of time the interim facility would remain in existence and described it as "temporary," without further elaboration. In the final EIR, a traffic analysis assumed a 3-year life span, but the board of supervisors adopted a finding that the project's lifetime was 7 years. In addition, the record indicated a reasonable probability that the interim facility would not

be closed within 7 years. Based on this record, the court held that the EIR was deficient because it assumed that the facility would be in existence for less than 7 years.

Consideration of a development proposal in a planning study or other document that does not commit the agency to proceed will not trigger review under CEQA. An agency need not treat contemplated future action as a component of a project reviewed in an EIR unless the action is "linked" to the project and is a reasonably foreseeable consequence of the project. *Berkeley Keep Jets Over the Bay Comm. v Board of Port Comm'rs* (2001) 91 CA4th 1344, 1362, 111 CR2d 598. The court in *Berkeley Jets* upheld an EIR for an airport expansion plan against arguments that it should have included other anticipated projects at the airport. The court held that the other projects did not have to be included in the EIR because they were not shown to be a foreseeable consequence of the project under review. See also *Prime Healthcare Mgmt. v Valley Health Sys. (In re Valley Health Sys.)* (Bankr CD Cal 2010) 429 BR 692, 747 (asset sale agreement did not trigger CEQA review because sale would not potentially cause either direct physical change in environment or reasonably foreseeable indirect physical change in environment).”

Practice under the CEQA, CEB, 2<sup>nd</sup> Edition, Section 12.9a

Although not mentioned in the NOP or NOC, a foreseeable future activity that may be a consequence of Project Approval could be OHV use at Tesla/Alameda. Amazingly this is not mentioned in the project description. This failure to even mention a foreseeable future activity renders the description defective.

(2) **The objectives of the Program are not stated.**

It is impossible to determine the objectives of this project and program. Preparation of a General Plan is not an objective. The General Plan itself is a tool to obtain an objective. What is the objective? Is it the destruction of Tesla as has occurred at Carnegie? Is it to allow the greatest public use of Tesla even if that is not OHV use? Again the NOP provides almost no useful information.

“§12.13 2. Statement of Objectives

A project description must state the objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project, and it should be clearly written to guide the selection of alternatives to be evaluated in the EIR. 14 Cal Code Regs §15124(b). The objectives can be broadly stated, however. *California Oak Found. v Regents of Univ. of Cal.* (2010) 188 CA4th 227, 272, 115 CR3d 631. In *California Oak*, the court rejected a claim that the stated project objectives for a multi-component campus improvement project were too vague and amorphous. The stated objectives included such goals as providing seismically safe facilities for students, staff, and visitors; promoting relationships between athletics and academics; enhancing historic spaces and creating remarkable new spaces in part of the campus; increasing the

functionality of campus spaces; and consolidating parking and reducing the prevalence of surface parking.

Practice under the CEQA, CEB, 2<sup>nd</sup> Edition, Section 12.13.2

**(3) The Project Description fails to provide the technical, economic and environmental characteristics necessary to allow comment on the NOP.**

Again there is insufficient information in the NOP to allow comment.

“§12.14 3. Description of Project's Technical, Economic, and Environmental Characteristics

An EIR's project description must contain a general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals, if any, and supporting public service facilities. 14 Cal Code Regs §15124(c). The project description must contain sufficient specific information about the project to allow an evaluation and review of its environmental impacts. An EIR need not contain a design-level description of the project; a conceptual description of project components is sufficient as long as the description contains sufficient detail to enable decision-makers and the public to understand the environmental impacts of the proposed project. *Dry Creek Citizens Coalition v County of Tulare* (1999) 70 CA4th 20, 82 CR2d 398.

The project description typically need not identify the tenant or end user for the project because CEQA is concerned with the project's environmental impacts, not who uses it. *Maintain Our Desert Env't v Town of Apple Valley* (2004) 124 CA4th 430, 15 CR3d 322. However, one court found that when the tenant, or type of business, is known and there is evidence that an impact unique to that tenant or type of business will result, an EIR must disclose that information. As the court explained in a case involving two retail projects anchored by Wal-Mart "supercenters" (*Bakersfield Citizens for Local Control v City of Bakersfield* (2004) 124 CA4th 1184, 1213, 22 CR3d 203)”

Practice under the CEQA, CEB, 2<sup>nd</sup> Edition, Section 12.14 3

Here the description appears to conceal information rather than disclose.

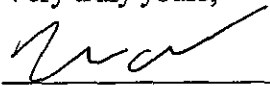
**Conclusion:**

Carnegie SVRA has been operated in violation of the Public Resources Code for approximately 30 years. The Public Resources Code requires it be closed today for conservation and restoration. Based on the extensive damage caused over many years, it is unlikely it can be reopened for many years. This action must be taken notwithstanding this CEQA process. This cannot be delayed during the CEQA process for a General Plan. Any General Plan that did not require immediate closure would be contrary to law.

The NOP and NOC are defective in multiple respects most related to the failure to describe the project and program sufficiently to allow a reader to determine the intent as to Tesla. The representation that the OHMVR Commission is the approving Commission of the Lead Agency is legally incorrect.

At this point, the process needs to be restarted to correct the above problems. In the meantime, Carnegie SVRA needs to be closed for conservation and restoration.

Very truly yours,



---

MARK V. CONNOLLY  
Attorney at Law



**From:** [Dennie Conrad](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie General Plan EIR  
**Date:** Monday, June 04, 2012 3:20:52 PM

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Chris

I had several comments on the EIR materials listed on the web page:

1. "Education and interpretation opportunities" are listed as a part of the EIR, would it be possible to include "Training" as well. This may seem like a nuance, but training is a more frequent and practical activity. This also includes safety, etiquette, skill, etc.
2. Will an economic assessments be done to set the context of the park? Total local and overall spend by users?
3. I would like to see a long-term and scientific approach to measuring sedimentation, etc. in the creek area. Both up stream and down stream of the park.
4. A little more detailed history of the area and it's uses would be helpful.
5. Opportunities to privatize the property/park (although this may beyond the scope of the study).
6. And finally, alternate uses for the land as well as alternate points of access for users - where their second alternative would be.

Regards

Dennie Conrad  
2041 Laneworth Lane  
Roseville, CA 95747

**From:** [Alison Crooks](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Tuesday, July 03, 2012 10:39:06 PM

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Please open the new portion of Carnegie OHV as soon as possible. My family would like to see more tracks for children and for quads.

Thank you,  
Alison and Michael Crooks

**From:** [Justin Czujko](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Keep up the good work!  
**Date:** Thursday, July 05, 2012 11:17:04 AM

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It's too bad that a few have to ruin it for the rest of us.

Keep up the good fight to save our right to recreate!

Justin Czujko  
Admin Support Specialist & Database Development Coordinator  
Direct: (650) 618-3326  
Email: [Justin@abilitiesunited.org](mailto:Justin@abilitiesunited.org)

Abilities United (formerly CAR)  
525 E. Charleston Rd.  
Palo Alto, CA 94306  
Main: (650) 494-0550  
[www.AbilitiesUnited.org](http://www.AbilitiesUnited.org)  
Fax: (650) 855-9710

**From:** [Justin Czujko](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Please save our park!  
**Date:** Thursday, July 05, 2012 1:19:04 PM

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Carnegie has been a favorite riding spot for generations. Please don't let a group with a personal and selfish agenda take away something that isn't really bothering anyone.

I would like the new property opened as soon as possible.  
I responsibly ride my dirt bike at Carnegie since my father used to take me as a young boy.  
Please put my email address on a list you have to reply to.

Thank you,

Justin Czujko  
Admin Support Specialist & Database Development Coordinator  
Direct: (650) 618-3326  
Email: [Justin@abilitiesunited.org](mailto:Justin@abilitiesunited.org)

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525 E. Charleston Rd.  
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Fax: (650) 855-9710

**From:** [David](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Thursday, July 05, 2012 2:36:24 AM

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The bay area is a huge place and Carnegie is a very small fraction of land set aside for off road use. This land should not be nit picked and shut down for environmental reasons. It is such a small piece of so much Land around the bay area. Especially in the same area where bombs are set off and tested. There are only 3 parks the bay area. Riding dirt bikes Is something I and many others have a passion and love for. It is devastating that Carnegie was almost shut down. I would love if Carnegie got more land. I spend lots of time with family here. These environmentalist need to see that people love coming to Carnegie regardless of how the small piece of land is treated. There are many riders in the bay and they should be accommodated!!!!!!

Sent from m

**From:** [Pattie Davis](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Marilyn Russell](#)  
**Subject:** Carnegie SVRA General Plan Revision, May 21 Public Workshop  
**Date:** Monday, June 11, 2012 9:45:46 AM

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Hi Chris,  
Thank you for providing the Public Workshop/EIR Scoping Meeting, on May 21, for the Carnegie SVRA General Plan.

Here is my "**Comment Card**".

Thank you,

Pattie Davis  
209-835-9116  
209-482-5204  
[photosynthesispd@sbcglobal.net](mailto:photosynthesispd@sbcglobal.net)

#### Tesla-Alameda Park

Awesome!!! The prospect of a multi-use park at the Tesla-Alameda land adjacent to Caragie SVRA Park is too good to be true! As an Equestrian and a San Joaquin Valley resident, it is a dream for a multi-use park to be nearby. In contemplating the prospect of this new park, there are some obvious benefits and potential problems that exist. In order for this new Park Land to exist to its maximum long, term potential, it needs to adequately serve the needs of the communities. Steps must be taken to properly address the following needs.

1. This site Tesla-Alameda Site has Historical significance to a multi-cultural audience. This land should NOT be accessible only to an elite group of people who own and operate OHV.

1. 1.1. Dutiful preservation measures need to be taken to preserve the scared features of the early peoples.
2. 1.2. Historical town sites, railroad, mining and other remains of this regions industrial era need to be accessible to students and people of all ages and physical abilities.
3. 1.3. The more recent historical significance is that educators have treasured this site for its class room example of biological diversity. This land's riparian system supports a highly diversified population of amphibians, and reptiles due in part by the convergence of unique ecosystems.

2. Proper stewardship of the current plants, animals and historically significant sites on the Tesla-Alameda Land.

1. 2.1. The Off Highway Vehicles should be limited to "trail only" and 'closed course/ completion tracks' to minimize the soil erosion on the steep slopes and to facilitate a multi-use park.
2. 2.2. The hiking, biking and equestrian trails need to be situated in strategic locations/zones throughout the park to provide protection for the Federal and State 'threatened' and 'species of interest' and for necessary erosion control measures.

3. Measures to protect and potentially improve the property investments of the existing communities to the west in the nearby Tesla Road & Livermore regions. Don't drive out the neighbors who have sought to live in a ranching and equestrian atmosphere.

1. 3.1. Prevent potential **noise pollution** and unsightly **OHV tread trail scars** from view by providing a buffer zone. To do this OHV use needs to be restricted from the potentially visible points which face the Tesla Rd/Livermore Ranch Communities. Allow Hiking, Biking, and Equestrian use in this buffer zone.

2. 3.2. Provide an adequate Hiking, Biking and Equestrian entry gate/kiosks or proper staging area at the west (north-west) boundary for the people of Tesla Road to access the park.
3. 3.3. Provide shared trails for Hikers, Bicyclists and Horses. Keep OHV trails separate!!!! Sycamore Park in Livermore is an ideal role model for shared and specific discipline trails.
4. 3.4. Equestrian Trails need to be engineered with special consideration for the welfare of horse and rider. Consult the advice and counsel of experienced equestrians as to trail locations in affiliation to OHV trails.

Thank you,

Pattie Davis [photosynthesispd@sbcglobal.net](mailto:photosynthesispd@sbcglobal.net)

**From:** [Gregg de Haan](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** EIR  
**Date:** Monday, June 25, 2012 2:35:29 PM

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Please get the Tesla property open to ride in my lifetime.. This has gone on way too long. Mr. Connolly and Mr. Garamendi need to stay out of our park if they do not like it. They also need to stop the frivolous lawsuits. We should counter-sue them for the legal fees. We won the suit and any of the terms from the suit were already in compliance prior to judgment. This was all rigged from the beginning. Why was the suit brought forth in Alameda county when 7/8 of the park reside in Tracy? It is political and we the people of the state should counter sue to ensure this does not happen again. Connolly will use our tax dollars to sue again if we do not stop him now. Big money cannot over-run the people. It is time we stand up for our trust fund our parks and the people that fund the system and say no to this political strangle hold. This is all a money power mover. We need more rider representation and need an oversight board per each park much like a city council that oversees the park.. Thank you for listening. Gregg de Haan and family



**From:** [Alex De Ocampo](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV - Our second home  
**Date:** Tuesday, July 03, 2012 11:16:41 PM

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Hi Chris,

As a hard working parent of two children, I would like to express my concerns and feelings about Carnegie. Carnegie to our family is like a second home and is our favorite riding spot within California. It's local and easy to get to, and has riding levels for the entire family. My favorite part about Carnegie is the "open" riding it has where it challenges the most expert rider. With this being said, please open the new property ASAP and please place my email on a list where YOU have to reply to. :)

Sincerely,

Alex de Ocampo

**From:** [Zach DePratti](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnige  
**Date:** Wednesday, July 04, 2012 12:37:09 AM

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Hello

My name is Zachary DePratti. I would like to ask of you to keep Carnige open because that is how I relax. I am 19 years old and live in Fremont, CA. I would like to have the new property open as soon as possible but I think you are probably tiring as hard as you can. The OHV take their job serious because I forgot my sticker for my bike twice and I had to pay a \$25 Dollar fine but it was alright. Thank you for taking the time to keep Carnige open and reading my email.

Best Regards  
Zachary DePratti

**From:** [Drake](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie forever  
**Date:** Tuesday, July 03, 2012 9:34:03 PM

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I want the new property open as soon as possible, Carnegie is my favorite riding. I want my email address to be put on the list they have to reply to.

Sent from my iPhone

**From:** [Michele Dyer](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** riding a Carnegie  
**Date:** Wednesday, July 04, 2012 5:06:19 PM

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My two boys and I (8 and 12) have been riding at Carnegie from 2005, we love it! More riding area would be great! We love trail riding and camping, through the tracks are fun too.

Your support in our hobby, paid for by ohv funds, would be appreciated.  
Paul Dyer, Modesto Ca

**From:** [basalt7@comcast.net](mailto:basalt7@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla comment  
**Date:** Monday, May 28, 2012 1:53:53 PM

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Hi Chris, The comment form on the Carnegie expansion website does not work for me. I type in my comment and hit submit, and the form then goes blank and I get no message that the comment was sent or received. Dan Mosier told me as an alternative I can send a comment to you, and get it into the mix that way. So, here's my comment:

The essence of the valley of Tesla is its tranquility. Please do not ruin this. Don't allow OHVs into the valley, or anywhere near enough so that they can be heard from the valley. Tesla is sacred to the families whose ancestors lived at Tesla. There are many, many descendents. We will rise up, be assured, to prevent abuse and perversion of the place that is sacred to us. Stephen W. Edwards

Thank you! And, could you please let me know if my comment will be incorporated this way, and also let me know if there is a way to get the Carnegie website comment form working properly. Thanks, Steve

**From:** [Scott Elston](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion  
**Date:** Wednesday, July 04, 2012 11:02:20 PM

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Dear Chris,

I wanted to express my support for expanding the OHV riding area at Carnegie SVRA. This is a valuable resource for recreation and the close proximity to a large metropolitan area makes it popular for many people. By expanding into the green portion on the map a greater number of riders would be able to enjoy the park, and in a safer manner.

People that participate in OHV recreation tend to care deeply about the areas that they ride and often volunteer their time to maintain those areas. We appreciate nature and value the opportunity it provides for family and friends to gather. This builds a respect for the environment and encourages us to be good stewards of our natural resources. I'm sure you will receive emails about how allowing OHV activity will decimate the environment and wipe species from the face of the earth but that is not true. Dirt bikes have been present in the Carnegie area for over 50 years and yet plants still grow and wild life still thrives. We have proven that recreation and nature can coexist at this particular geographic location as well as numerous other sites throughout the state and nation. We don't wish to raze the area, we want to enjoy its wonder.

Finally, the area was purchased with money from the OHV Trust Fund for the express, stated purpose providing for OHV activity. A proper environmental study will be done and sustainable trails laid out; just has been done at other State, Federal and County parks everywhere. I believe this is a proper and responsible method to allow for recreation on public lands.

Thank you for your time and consideration.

Scott Elston

**From:** [Rhys Fernandez](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie should remain open and expand  
**Date:** Thursday, July 05, 2012 10:03:18 AM

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The riding, the environment, and the necessity of having a place to gather for family fun, events are all the things that happen at Carnegie. The recent developments in favor of keeping this park open is a huge success, but more importantly, it is the RIGHT THING TO DO!

The funds collected at OHV parks in general should be a telling sign of success. Avid participants never stop going riding and the ability to expand the reaches of such a beautiful property would be even better. There is a lot of land that could be used to expand the adventure beyond the existing trails and it is pretty evident that the riders are making it known that we do indeed take care of the land.

Keep it open and expand the boundaries!

CRF250X  
Green Sticker rider (YEAR Round!)

Regards,

Rhys Fernandez

**From:** [Gerald Fogel](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Comments  
**Date:** Wednesday, July 04, 2012 11:36:33 AM

---

HI,  
Are the comments being submitted being posted anywhere to read?  
Thank you,  
G



**From:** [Jerry Fouts](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie general plan comment page?  
**Date:** Tuesday, May 22, 2012 10:27:35 AM

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Hi Chris

Thanks for taking the lead on comments for the General plan. I am getting phone calls about the "contact us" banner at the top of the home page. Is this the place to leave formal comments that directly go to the plan and you, (like the forms handed out last night) or is this a place for us to be able to leave general questions. If this is a place to leave a comment to be added to the Carnegie general plan I would suggest it say just that. I would appreciate your swift response and maybe making this portion of the site less confusing.

Thank you. Jerry Fouts AMA District 36  
209-681-5613  
Sent from my iPad

**From:** [Jerry Fouts](#)  
**To:** [Boyd, Elizabeth](#)  
**Cc:** [Mundhenk, Chris](#)  
**Subject:** Web help  
**Date:** Thursday, May 24, 2012 11:31:26 AM

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Hi all

Here is Wendy,s written comments, and ideas on getting the word out. She is open to phone calls and working with you to make the Carnegiegeneralplan website friendly and easy to assure the maximum comments on the plan. Thanks and have a good holiday.

Sent from my iPad

Begin forwarded message:

**From:** wendy <[wendyskii@aol.com](mailto:wendyskii@aol.com)>  
**Date:** May 24, 2012 11:07:36 AM PDT  
**To:** [jerryfouts@gmail.com](mailto:jerryfouts@gmail.com)

Wendy  
[wendyskii@aol.com](mailto:wendyskii@aol.com)

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

From: wendy <[wendyskii@aol.com](mailto:wendyskii@aol.com)>  
To: Foutshouse <[Foutshouse@aol.com](mailto:Foutshouse@aol.com)>  
Sent: Thu, May 24, 2012 11:04 am

My name is Wendy Fouts-Mullings I have worked in the motorcycle industry since I was sixteen. I currently work for Mitchell Motorsports who owns two Harley Davidson dealerships and two Honda/Yamaha dealers as well. I have been employed here for nine years. I currently work in sales, and I am in charge of the marketing for the Harley Davidson shops. This includes all our website designs, updates, and social media advertisement. These are the three most important keys in proper advertisement. My Dad asked me to do him a favor and go to the website and simply leave a comment in the comment section. I attempted to do so and found myself in a circle trying to find what he wanted me to do.

We brainstormed together for a minute and I explained to him what I would do if I were the web administrator for this particular website.

FYI Statistics show if you can't get your point across in 5 seconds or less you will loose your audience. Therefore simplicity is key.

In my opinion:

A. The General Plan Comment Card should be replaced with the smaller picture of the home page. Possibly make it a little bigger. On the top write Click Here! with this box being a click through to enlarge the form to fill out. Under the General Plan Comment Card picture write Your opinion Counts! Deadline June 11, 2012. So when people are

directed to a website to do such a thing its right there. if they have to go hunting for it thats not going to work.

B. This form should also be found under the contact us tab.... You have to have things like this in more than one place.

There are other small suggestions that I could share with you also.

My Dad was telling me that when people click "contact us" it goes to the web administrator. I feel this is completely wrong. It should be directed to whom you have decided these emails to go to. Possibly show a directory of board members. Therefore, the person sending the message can choose whom they want to email. This will be much more appropriate. Right now it could be conflicting as to what is passed on and what isn't. OR have the emails BCC to multiple people. The web administrator shouldn't have sole access to messages being received.

C. The rotating banner is to confussing.... it should be simple and only list two or three things... When you have a sentence and a "Click here" before you see if that's what your looking for it rotated again and now you have to wait until it comes back around..... its not simplified.... Rotating things should be pictures not sentences on how to be directed towards something that may be significant to some.

Social Media.....

Right now I personally do not think that you are grabbing the attention and results that are desired with The General Plan Comment Card. The simplest thing and can instantly reach more people is Facebook. Recently I wrote a essay on both pro and con sides in reference to Social Media. I am currently working on a degree and I felt this was a great topic being this is a huge part of the marketing we use at the shops. Not only have I seen personal results, but the statistics are absolutely amazing as well. It can either work extremely well or it can also sink someone or a company.

Facebook is FREE!! No paper for printing flyers wasting of ink almost everyone has a smart phone and for those who don't they can still use the computer. Find out whom the administrators are of D36 and local Motorcycle Clubs. Once the form is in place for the web site have the person with admin rights post someone with the link to The General Plan Comment Card. Simply write.... Keep Your Rights to Ride! Fill this out by July 11, 2012 YOU CAN HELP MAKE A DIFFERENCE. People that have "liked" these pages for a reason. They want to get information about what that organization or store has to offer. Let people know they can be a part! Now people can simply re share.... so each club that has FB or just a regular person can re share on their site..... Imagine re sharing this and having it go from person, to person, all those people's friend see this. Especially when D36 posts this and other enthusiasts repost this. You are hitting so many people its amazing!! Post this two times a week for two weeks.....

Tell people repost this! We need more suggestions! Web sites are amazing things, but your limiting your viewers..... People don't visit web sites on their breaks at work or lunches. They use their smart phones. Let them see this now!! Too..... you will get people that are a different demographic verses the web site only users....

QR CODES..... they are free!! Make a QR CODE for the form or the web site for people to go to. How many people do you see at the events board at Carnegie with a pen and paper writing down information they may be interested in when they are riding by on their bike? Or even driving in or out anxiously? Not many. But I can promise you they have their phone in their fanny pack or in their cargo style riding pants. Or laying in the dash of their vehicle. Let the take interest into something. Scan the QR code and they can read up on it later when its convenient for them. How cool is that?? If Motorcross Action magazine does it, Harley Davidson, and many retail companies I think they know they are on to something. There is so much more than just these simple solutions. I could go on and

on.

The main thing to remember with all this. You have to keep things updated. You will lose the audience and it will be extremely hard to ever get them back. DON'T ruin it! Update information and pictures on web sites and FB. Post fun things different things..... offer something.... FREE admission for a day to the 1,000 person that likes a page? For all the state parks I watch all their FB pages trying to get new ideas and stay on top of what's going on in the industry it's what I have grown up loving and have a passion for. Prairie City does a really good job at keeping their FB current and updated. Carnegie doesn't even list the hours of operation or is using the current timeline format for FB. If you're not going to keep it updated delete the FB account it just looks bad. It's better not to have one than look completely outdated and not care. For the type of FB account SVRA is using I suggest list one thing a week. Whether it's a cool picture a new trail, an event that's happening that weekend. One a week. All the layouts should be the same too. If the hills are closed post it.... if the park is closed post it. Once people get used to having updates they will start to go back more to the page and rely on it for information. So again going back if you're not going to give it 100% delete the accounts.

Please feel free to contact me with any questions!

Thank you,  
Wendy Fouts-Mullings  
Mitchell's Modesto Harley-Davidson  
209.614.7384  
[wendyskii@aol.com](mailto:wendyskii@aol.com)

**From:** [darkestboard@comcast.net](mailto:darkestboard@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie forever  
**Date:** Wednesday, July 04, 2012 9:17:11 AM

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Hello just wanted to give a little input for you guys. Im a 45 year old tax paying home owner who votes and also rides motorcycles. I have ben riding my motorcycles at Carnagie since the early 80's and have enjoyed every mile I've put in at the park. Currently I know bring nieces and nephews out to the park to share and educate them on responsible riding. We would like to see trails opened up in the new property as soon as possible of course mostly one way trails are on my mind seems to be easier to maintain with safety in mind but also some open riding as this type is hard to beat with the fun actor. Thanks.

Sincerely, Sidney French and Family

**From:** [ken.gallaghan](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie is very important to our family  
**Date:** Wednesday, July 04, 2012 8:53:23 AM

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Just a short note regarding Carnegie.  
Please open the back ASAP we need more terrain. I would also like to be put on a email list for up to date info. Thanks for your time addressing this issue that is important to our growing family .

Ken Gallagher

**From:** [Celeste Garamendi](#)  
**To:** [joramos@parks.ca.gov](mailto:joramos@parks.ca.gov); [Mundhenk, Chris](#)  
**Subject:** Scoping Comments on Carnegie SVRA General Plan Update/EIR NOP, including Expansion into Alameda-Tesla Park  
**Date:** Monday, June 11, 2012 2:30:10 PM  
**Attachments:** [Celeste Garamendi NOP comments 6.11.12.pdf](#)

---

Dear Mr. Ramos and Mr. Mundhenk,

Attached please find my Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Alameda-Tesla expansion. Please ensure that these comments are included in the scoping evaluation. If you have any questions I can be reached at 209-914-0792. Thank you.

Celeste Garamendi

*Celeste M. Garamendi*  
[cmg@inreach.com](mailto:cmg@inreach.com)  
209-914-0792 (cell and message)  
121 E 11th Street, Tracy, CA 95376 (mailing)

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## **CELESTE M. GARAMENDI**

121 E. 11<sup>th</sup> Street  
Tracy, CA 95376  
209-914-0792

email: [cmg@inreach.com](mailto:cmg@inreach.com)

June 11, 2012

### **SUBMITTED VIA EMAIL**

Joe Ramos  
Sector Superintendent  
Twin Cities District, Carnegie Sector  
15751 Tesla Road  
Livermore, CA 94550  
[joramos@parks.ca.gov](mailto:joramos@parks.ca.gov)

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

### **RE: Scoping Comments on Carnegie SVRA General Plan Update and EIR, including the Alameda-Tesla expansion**

Dear Mr. Ramos and Mr. Mundhenk:

This letter is to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/EIR and Tesla Expansion Project. I am personally knowledgeable about the current Carnegie SVRA, Tesla Expansion area and the surrounding Corral Hollow Canyon having lived and/or worked in the area for over 20 years on the neighboring Connolly Ranch. I have toured both sites. I am a member of the West Side Pioneer Association, the local historical society in Tracy and Friends of Tesla Park. It is from my direct first-hand experience and knowledge that I provide comments. I incorporate by reference the comments submitted by John Icanberry, Nancy Rodrigue, Will Bolten, Marilyn Russell, Dick Ryon, Janice Turner and David Lunn.

In these comments I will refer to "Tesla Park", by which I mean the separate adjacent 3,400 acre Alameda-Tesla area purchased for the purpose of expanding Carnegie SVRA and identified in the NOP Project Description. The State OHMVR Division of the California State Parks Department is referred to herein as "OHMVR". The existing approximate 1600 Carnegie State Vehicular Recreation Area is referred to herein as "Carnegie SVRA."

Tesla Park should be dedicated as a NON-OHV, low impact recreation historic and natural resource park and preserve because of its inherent historic, cultural, biologic and scenic resource values that must be fully protected from the damaging impacts of OHV use and because of the requirement that the current existing Carnegie SVRA fully mitigate for its past and ongoing OHV use impacts.

The current and foreseeable significant environmental impacts at Carnegie SVRA and any OHV use on Tesla Park are irrefutable and cannot be minimized by OHMVR. OHMVR should require that all efforts and funds be



spent to immediately and fully correct the extensive violations of State law that exist at Carnegie SVRA, rather than pursue any attempt to expand OHV use into the pristine Tesla Park land.

Following a few current pictures from Google Earth and that I took that document the current violations of the State Public Resources code at Carnegie SVRA:

Carnegie SVRA 2/6/12



Carnegie SVRA 10/29/11



Carnegie Free Ride Zone Google Earth 10/29/11



West Boarder of Carnegie SVRA Google Earth 10/29/2011



Carnegie SVRA 2/6/12



Carnegie SVRA 2/5/12



Carnegie SVRA 2/6/12





Carnegie SVRA 2/6/12



OHV use and Non-OHV use are incompatible and a mixed use model is not sufficient to either protect the resources in Tesla Park or ensure the appropriate experience for NON-OHV low impact recreation users. Further, the State 2008 Outdoor Recreation Plan showed that low impact recreation, not OHV use, was the priority need.

The best model given all of the environmental issues involved with OHV use is for Tesla Park to be established as a NON-OHV low impact recreation historic and natural resources park and preserve and for Carnegie SVRA to be an OHV park that operates in full compliance with the law.

The OHMVR Division should drop its plans to expand Carnegie SVRA into the Tesla Park land.

The Resources Agency and State Parks Department should work with State Parks and EBRPD to transfer Tesla Park to another appropriate park unit to be protected and managed as a Non-OHV low impact recreation historic and natural resource park and preserve

Tesla Park should be established as a Non-OHV, low impact recreation historic and natural resource park and preserve as mitigation for past and ongoing environmental impacts at Carnegie SVRA.

## **COMMENTS ON NOTICE OF PREPARATION**

Following are specific comments on the NOP.

### **1. Project Description Inadequate**

The Project Description in the NOP is inadequate and must be revised and recirculated. The Project Description provides no description of the types of planned recreational activities or uses in the Tesla Park expansion area or the existing Carnegie SVRA. The NOP fails to describe any of the important historic, cultural, biologic and scenic resources within the Tesla Park area that would be relevant to scoping comments. These flaws prevent meaningful scoping comments and input by the public or agencies on the NOP.

For example the NOP on page 4 states “A study has been made of the resource characteristics and generally anticipated recreational uses of the project area.” This study must be disclosed and made part of the NOP. The NOP on page 4 further states the planning team has identified “environmental impacts that may result from implementation of the General Plan and from continued recreational use of the property”. There is no current recreational use in the Tesla Park expansion area, so what does this statement mean?

The Project Description with regard to the Alameda-Tesla expansion area also directly conflicts with the OHMVR Division’s other documents. For example, the large **Carnegie Geared for the Future** sign in the current Carnegie SVRA broadcasts the planned OHV expansion into Tesla Park. The OHMVR brochure states that the Division plans to expand OHV use into Tesla Park. The State Park Carnegie SVRA web site states the plans to expand OHV use into Tesla Park. The Visitors Survey at [www.carnegiegeneralplan.com](http://www.carnegiegeneralplan.com) web site is designed to obtain feedback only from OHV users and provides essentially no opportunity for Non-OHV users to provide any meaningful input. OHMVR unquestionably already has a plan to expand OHV use into Tesla Park, but is not disclosing it to the public or agencies in the NOP or identifying the evaluation scope for the EIR. It is an obvious tactic to try to trivialize the EIR evaluation of a major SVRA expansion Project.

This failure to present an accurate Project Description is a fatal flaw in the EIR process. If OHMVR is not willing to actually describe the General Plan at this time, then the EIR process should be started after the General Plan has been defined so that an accurate Project Description can be defined and presented in the NOP for the associated EIR. Given these flaws in the Project Description for both Carnegie SVRA and Tesla Park, the NOP must be revised to accurately describe the Project, which includes opening up Tesla Park to OHV, and then recirculated.

### **2. Program EIR Not Sufficient for Alameda-Tesla Expansion Project**

The NOP states the OHMVR Division intends to complete a Program EIR on the General Plan update that includes expansion into Tesla Park. While a General Plan update for the current Carnegie SVRA is needed

since OHMVR has not done one for over 30 years, a Program EIR is not sufficient for the definable Project to open up the 3,400 acre Alameda-Tesla expansion area to OHV use. Based on the approximate 15 years of documentation for this expansion Project, it is indisputable that OHMVR purchased the Alameda-Tesla parcels for OHV use as expansion of Carnegie SVRA. The Alameda-Tesla expansion area is double the size of the existing Carnegie SVRA. OHMVR has attempted 2 EIRs to gain environmental approval to expand OHV use into Tesla Park; both EIR attempts failed in part because of the significant environmental impacts that could not be mitigated. The 2000 DEIR, 2004 REIR and associated comment letters plus OHMVR's current documents, including those noted above, state the clear intent to open Tesla Park for OHV use. Because of this, a Project level EIR must specifically be completed with regard to opening up Tesla Park to OHV use.

The OHMVR plan to expand OHV use into Tesla Park is well beyond the initial concept stages and the past planning and analysis cannot be undone or ignored. Attempting to add some non-OHV uses into the plan does not substantively change the Project to open Tesla Park to OHV use or the foreseeable impacts of such use.

A Program level EIR is not sufficient for this definable Project open Tesla Park to OHV use and to triple the size of the SVRA. Use of a Program EIR is an obvious attempt to defer required studies, trying to get around the clear intent and requirements of CEQA. Many foreseeable impacts of OHV use on Tesla are known based on the impacts of OHV use in general and at the neighboring Carnegie SVRA specifically. These impacts must be thoroughly and completely studied now as part of this EIR. The specific studies cannot be deferred, tiered or fragmented.

Evidence of the OHMVR intent to open the Alameda-Tesla parcels to OHV use are the 2000 DEIR and comment letters and the 2004 REIR and comment letters. This prior EIR evidence and the OHMVR signs, brochures, web site and other documents noted above, demonstrates unequivocally OHMVR's plans to open Tesla Park to OHV use. Given this, the EIR must evaluate the Tesla Park expansion Project at the Program EIR level with no tiering, deferred studies or fragmentation of the EIR analysis.

### **3. Map and Parcels included in the Project Description are Inaccurate:**

The topographical map and description of the Project area attached to the NOP is not accurate. It does not include the multiple small ranches and ranchettes along Tesla/Corral Hollow Road that were purchased by OHMVR as part of the Alameda-Tesla Expansion Project. These additional parcels encompass at least 500 acres. This additional State Park land must be included in the General Plan Update and EIR analysis. The failure to accurately describe the Project area is another fatal defect of the NOP that requires revision and recirculation.

### **4. Notice System to Interested Parties Defective**

I signed up for the email notification on the [www.carenegiegeneralplan.com](http://www.carenegiegeneralplan.com) web site as instructed by OHMVR staff. I have also submitted a separate written request to receive all notices regarding any Carnegie SVRA project, including this General Plan and EIR process.

On May 11, 2012 I receive email notice about the NOP and June 11 scoping comment deadline. On June 9, 2012 I happened to be looking at the web site and saw that the NOP comment deadline was extended to July 11, 2012. I do not know when this update was posted as I received no notice of the extended comment deadline.. As of today, I have received no email or other notice of this important comment deadline change of which I

should have been directly notified. OHMVR must have a reliable and accurate method in place to notice all people who have requested notification of all critical General Plan and EIR process dates, deadlines, meetings and hearings. Failure to properly notify people who have requested to be in the notice list for this process is a violation of CEQA procedures. The failure to properly provide notice to those who have requested and to Responsible Agencies is another reason why the NOP should be corrected and reissued.

## **5. NOP EIR Study Scope Inadequate**

In an attempt to support the use of a Program EIR for the expansion Project to open Tesla Park to OHV use, and prevent using the Initial Study form which provides a logical structure for the EIR analysis and notice of the Project to the public and agencies, OHMVR has irreparably confused what should be a straight forward statement of the Project, thus creating a fatal flaw in the EIR process.

The EIR must address EVERY FACTOR in the standard Initial Study form as they all have **Potentially Significant Impacts**. The following factors have **Potentially Significant Impacts** that must be studied in the EIR.

1. **Aesthetics** –The EIR must evaluate impacts of OHV use on aesthetic qualities for ongoing Carnegie SVRA activity and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHC activities. Additionally:
  - Aesthetics analysis must consider impacts of OHV use on Non-OHV low impact recreation park users in terms of the activity and interpretive zone for Non-OHV users which includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see below); impacts of fast moving vehicles that disrupt the environment for non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing.
  - The EIR must evaluate OHV use and Non-OHV, low impact recreation use as incompatible uses, because OHV use damages and intrudes on the activity and interpretive zone which is the very essence of the Non-OHV low impact recreation activity.
2. **Agricultural Resources** – see below
3. **Air Quality** - The EIR must evaluate impacts on air quality in the park, Corral Hollow Canyon and region from OHV user vehicles and vehicular highway travel to/from the park from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities. Additionally:
  - The EIR must evaluate air quality impacts from greenhouse gases generated by OHV use, as well as particulate matter and dust generated by OHV use.
  - The EIR must evaluate air quality impacts on No Burn Days and Smog Alert Days and the closure of Carnegie SVRA on those days.
  - The EIR must evaluate the impacts on air quality for the region
4. **Biological Resources** – The EIR must evaluate impacts on all plants, wildlife, habitat corridors, nesting or breeding grounds, ecological zones, and the entirety of the native habitat values from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased

impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities.

- Given the unique biological diversity of the Carnegie SVRA, Tesla Park and the combined project area, the EIR must thoroughly evaluate the Tesla Park expansion area as a North-South and East-West habitat corridor and the Altamont Pass Wind Energy Resource Area. There are about 50 LISTED species identified on Tesla Park and about 80 more that are expected based on habitat present in Tesla Park and sightings on neighboring parcels. Of these, two are Threatened and Endangered, including the California Red Legged Frog and California Tiger Salamander.
- EIR must evaluate the Tesla Park area as a suitable breeding and nesting ground for all wildlife, including but not limited to Tule elk and eagles and other raptors.
- EIR must evaluate the impacts on the native values of Tesla Park as a large intact native habitat landscape
- EIR must evaluate fragmentation of habitats for plants and wildlife, including sensitive species
- EIR must evaluate impacts from road-kill, damage to burrows and dens, damage to vegetation and spread of invasive species
- The EIR must calculate the total vegetation loss since the last General Plan in 1981 and evaluate vegetation loss from pioneer or volunteer trails and the large Free Ride zone of Carnegie SVRA and unenforced “Trails Only” area.
- The EIR must calculate the total vegetation loss in the Corral Hollow Creek flood plain area by allowing OHV use in all of the creek area since the last general plan in 1981 until recently and the sedimentation and soil compaction damage to trees and vegetation from this OHV use.
- Based on the trail plan or the maximum OHV use, the EIR must evaluate all the impacts and OHV impact zones that extend in a radius beyond and around any specific trail. The EIR must map these overlapping protection zones by resource to be protected.
- The EIR must evaluate the introduction of non-native species by OHV use
- The EIR must evaluate the State and Federal threatened and endangered species protection efforts required under CEQA and NEPA for sensitive species in both Carnegie SVRA and Tesla Park. We are not aware that Carnegie SVRA has an Endangered/Threatened Species Take Permit from State or Federal agencies for OHV use.

**5. Cultural Resources** - The EIR must evaluate impacts on all cultural (Native American) resources and historic resources from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV related activities. Additionally:

- Historic resources that must be thoroughly surveyed and protected as part of the EIR include, but are not limited to the historic Carnegie town site and environs, historic Tesla town and mine site and environs, Pen Daren Mine, Harrietville, Jimtown, Frytown, locations from Edward Carrell and Grizzly Adams writings that document homesteads and camp sites, the 1863 geologic survey of the Canyon area, the A&SJ railroad grade, Hetch Hetchy construction, stage coach/wagon road from Livermore to Central Valley, El Camino Viejo route, Native American sites including the bedrock mortars in Corral Hollow Creek and the PCN rock.
- The EIR must evaluate the protection of the activity and interpretive zone of these cultural/historic resources used by non-OHV, low impact recreation park users as described under Aesthetics above and which includes the view shed and noise/sound shed of the Non-OHV, low impact recreation user.



- 6. Geology/Soils** – The EIR must evaluate impacts on soil, soil compaction, soil contamination from gas and oil spills, soil erosion and increased sedimentation from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV activities. Additionally:
- The EIR soil analysis must document the amount of soil loss due to erosion that has occurred at Carnegie SVRA since the last General Plan in 1981, the amount that is occurring each year, the amount that is captured into current sediment basins.
  - The EIR must document and evaluate how many times the sediment basins have been dredged and where the sediment has been taken
  - The EIR must evaluate the amount the erosion that will occur until full implementation of the new sediment basin plan, the amount of soil erosion that will not be captured in the basins during that construction project implementation period that will flow into Corral Hollow Creek and the amount of sediment that will not be captured by the sediment ponds in high rain years.
  - The EIR must evaluate the endangered/threatened and listed species impacts of the sediment pond and dredging activity including what Take Permits were in place during the dredging and currently exist.
  - The EIR must evaluate the return of soil to degraded areas as part of the restoration program
  - The EIR must evaluate soil loss and sediment impacts in the Arroyo Seco watershed from expansion of Carnegie SVRA into Tesla Park.
  - The EIR must evaluate impact of soil and dust disturbance on incidents of Valley Fever since the Tracy area has the highest incidence of Valley Fever in San Joaquin County
  - The EIR must evaluate dust control activities, including materials used for dust control on road and trails on air quality, soils, vegetation, wild life and water quality in the park and downstream.
  - The EIR must evaluate soil types and the impact soil and dust disturbance in serpentine soils which contain naturally occurring asbestos
  - The EIR must evaluate soil conditions and monitoring plans during wet weather and required park closures as the current 24 hour park closure policy is inadequate to prevent soil damage and erosion
  - The EIR must evaluate the past and ongoing vegetation loss and soil compaction and erosion impacts in the Free Ride Zone and the unenforced so called “Trails Only” zone and the requirement to close the Free Ride Zone and fully enforce the Trails Only zone
  - The EIR must evaluate the damage from soil compaction and other impacts caused by OHV users parking under the few trees that are in the fold plain influence area
  - The EIR must evaluate the SRI loop Trails Only test area including map, total acreage, total rehabilitation project cost including planning and studies, ongoing annual project cost that includes maintenance and enforcement, project construction duration, miles of trails, number and schedule of law enforcement patrols, number of closures by date/time and durations, number of citations by date and time, required remediation projects, number of pioneer or volunteer trails and miles of such trails and damage to vegetation caused by pioneer or volunteer trails.

**7. Hazards & Hazardous Materials** – see below

- 8. Hydrology/Water Quality** – The EIR must evaluate impacts on the water table, runoff and water quality of the Corral Hollow Canyon area from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA. Additionally:

- The EIR must evaluate the past on ongoing impacts of OHV use in Corral Hollow Creek and the removal of all OHV use from the Corral Hollow Creek and flood plain. The creek is a natural occurring flood plain and it cannot be channelized or allowed to have OHV use within its flood plain boundaries.
  - The EIR must evaluate the impacts of OHV use not only on Corral Hollow Creek, but also on the drainage into Alameda County and the Arroyo Seco Creek.
  - The EIR must evaluate the water requirements for dust control on motocross tracks, roads and tracks, the source of that water and the impacts of that water on naturally occurring springs in and around Carnegie SVRA, the water table and water quality.
9. **Land Use/Planning** – Because Tesla Park is a large intact native habitat it currently serves as a resource conservation zone for the region. The Corral Hollow Canyon and surrounding areas have several conservation easements or HCPs plus the surrounding ranch land. Land use plans for the area identify the Tesla Park area for conservation. The direction of land use in the Corral Hollow Canyon is toward preservation not development as would be the case with the Project to open Tesla Park to OHV use.
- The EIR must evaluate not only the direct impact of OHV use on Tesla Park, but the impact on conservation orientated land use plans and activities for the area and the impacts on habitat and scenic corridors objectives for the area that Tesla Park now serves.
10. **Mineral Resources** – See Cultural/Historic preservation for protection of historic Tesla site and mine site and Soils and Hazards.
11. **Noise** – The EIR must evaluate noise impacts for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all proposed OHV activity. Additionally:
- Noise must be evaluated in the context of impacts on non-OHV users of the park and all forms of wildlife and interference with animal behavior
  - The EIR must evaluate the noise shed or noise contours of planned OHV uses based on the current planned expansion based on maximum park use days
  - The EIR must evaluate the sound shed or sound contours required by Non-OHV users for the quiet enjoyment of nature (birds, insects, animals, water, wind) that currently exist in Tesla Park and which would be damaged by OHV use.
12. **Population/Housing** – see below
13. **Public Services** – The EIR must evaluate impacts on park law enforcement and off- site law enforcement, emergency services, and park maintenance staff and support for ongoing Carnegie SVRA activity and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA. Additionally:
- The EIR must specifically evaluate large events that draw thousands of users multiple times during the year and the environmental damage from those events across all environmental factors plus water, waste water/sewage, law enforcement.
  - The EIR must evaluate all impacts from the expanded camping area that is greater than that evaluated in the 1981 General Plan and camping allowed in non-camping areas, including during

events across all environmental factors and required services. There should be no overnight camping in non-designated areas at any time.

- The EIR must evaluate the current levels enforcement in Carnegie SVRA in terms of staffing levels, staffing schedules, assigned patrol routes and locations, number of citations issued by locations, type and time periods
- The EIR must evaluate the level of law enforcement required to fully enforce all State Laws and Park regulations that will require shutting down the Free Ride Zone and enforcing the Trails Only zone to formal authorized trails.
- The EIR must evaluate the budget required to fully rehabilitate and remediate the massive destruction at Carnegie SVRA, the time frame and the budget requirements for ongoing impacts.
- The EIR must evaluate and establish a park carrying capacity and the plan to limit park use to that capacity
- The EIR must evaluate the park entrance fees that are less than most other non-SVRA state parks and the use fees required to pay for the full cost of the direct environmental impacts from OHV users that should be borne by the users.

14. **Recreation** – see below

15. **Transportation/Traffic** – The EIR must evaluate impacts traffic on Corral Hollow - Tesla Road and the feeder roads to Corral Hollow-Tesla Road in both San Joaquin and Alameda Counties for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV activity. Additionally:

- Since the time of the last General Plan in 1981, Corral Hollow – Tesla Road has become a major commute route. The cumulative traffic from all uses on Corral Hollow - Tesla Road and all feeder roadways must be considered in the EIR.

16. **Utilities/Systems** – The EIR must evaluate impacts on water, wastewater, power, telephone systems for ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV use.

Several environmental factors were NOT specified in the narrative NOP. These additional factors must also be studied in the EIR:

1. **Hazards and Hazardous Materials** – The EIR must evaluate the impacts on plants, wildlife and park users from pollution and contamination of soil, water and air from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and the cumulative impacts of all OHV activities. Additionally:
  - The EIR must evaluate the impacts of hydrocarbons, metals and greenhouse gases in the soil, water, vegetation and wild life in the park and adjacent to and downstream.
  - The EIR must evaluate impact of soil and dust disturbance on incidents of Valley Fever since the Tracy area has the highest incidence of Valley Fever in San Joaquin County
  - The EIR must evaluate dust control activities, including materials used for dust control on roads and trails on air quality, soils, vegetation, wild life and water quality in the park and downstream.

- The EIR must evaluate soil types and the impact soil and dust disturbance in serpentine soils which contain naturally occurring asbestos
2. **Population and Housing** – There are approximately 10 small ranches or ranchettes along Corral Hollow - Tesla Road that were purchased as part of the Alameda Tesla expansion Project and that cover at least 500 acres. Single Family residences on these parcels were subsequently converted to employee housing. OHMVR funds have been used to pave roads and maintain the properties. These parcels have never been the subject of an EIR and yet they contain historic, cultural, biologic and scenic resources. Additionally:
- The EIR must evaluate this land, its current use, any proposed uses and the impacts, including cumulative impacts across all EIR factors.
  - The EIR must evaluate and detail by parcel the purchase cost of the parcel, improvement and maintenance funds, use and rent.
3. **Agriculture Resources** – OHMVR currently leases the entire 3,400 plus acre Alameda-Tesla purchase for cattle grazing.
- The EIR must consider the loss of agricultural land
  - The EIR must consider these agricultural resources and uses in the EIR and the disruption or cessation of this agricultural activity given the plan to open Tesla Park to OHV use.
4. **Recreation** – The EIR must evaluate the impact of OHV use on other forms of Non-OHV, low impact recreation uses and users from ongoing Carnegie SVRA activities and major events that draw thousands of people, in addition to the increased impacts from a tripling of the size of the SVRA and cumulative impacts of all proposed OHV activity. Additionally:
- For the EIR, such Non-OHV low impact recreation uses must include at a minimum hiking, interpretive historic, cultural and nature trails, wildlife and nature viewing, bird watching, horseback riding, scenic viewing, nature photography/painting, educational research for university level study and educational tours for k-12.
  - The EIR must evaluate impacts of OHV use on Non-OHV low impact recreation park users in terms of the activity and interpretive zone for such activities which includes: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see Noise comments); impacts of fast moving vehicles that disrupt the non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing. The EIR must evaluate the disruption for both people and horses in the case of horseback riding as the impacts can be different.
  - Because of these impacts, OHV use is not compatible with other forms of Non-OHV, low impact recreation. Therefore, a Non-OHV, low impact recreation use alternative must be studied in the Alternatives Analysis of the EIR.
  - The EIR must evaluate all environmental impacts of hill climbs by individual OHV users and as large events.
  - The EIR must evaluate all environmental impacts from the new and expanding motocross areas, including damage to historic and natural features by increasing the size of the motocross areas including allowing hill climbing. The moto-cross areas cannot be expanded into mini-hill climb areas as is currently occurring.
  - The EIR must evaluate all environmental impacts of the 4WD area and the addition of 4WD vehicles that were not allowed as part of the 1981 General Plan.

- The EIR must evaluate all environmental impacts from the addition of ATV 4 wheelers vehicles and associated trails that were not part of the 1981 General Plan.

## **6. Notice of Completion Defective**

In addition to the inadequate and defective Project Description and EIR Study Scope, the Notice of Completion also demonstrates significant errors.

First, the Notice of Completion parallels the Project Description errors by failing to identify as Issues items that should also be discussed in the NOP. The following Issues are not identified in the Notice of Completion, but should be and are Issues for this Project:

1. **Agricultural Land** – See Section 4. above
2. **Fiscal** – A major aspect of this project is going to be remediation of past and ongoing damage at Carnegie SVRA and any expansion in Tesla Park. Given the state budget crisis the fiscal aspects of this project must be considered, including the funds required and available for required remediation of Carnegie SVRA in addition to mitigation for ongoing impacts of Carnegie SVRA and any expansion into Tesla Park.
  - The EIR must document the amount spent to date on restoration at Carnegie SVRA, the additional planned restoration by year at Carnegie SVRA, the additional required restoration that is not yet budgeted at Carnegie SVRA, in addition to the mitigation required for ongoing impacts at Carnegie SVRA and Tesla Park so that the financial feasibility of the remediation and mitigation plan can be evaluated.
3. **Flood Plain and Flooding** – Corral Hollow Creek is a natural flood plain for high rain seasons. Carnegie SVRA is still allowing OHV activity in the clear flood plain zone, particularly west of the Park Entrance/Visitor Center. Carnegie SVRA cannot channelize the natural flow and flood plain of Corral Hollow Creek. Carnegie SVRA must remove all OHV activity from the clear flood plain of the creek.
  - The EIR must evaluate the impact of OHV use in the Corral Hollow Creek Flood plain zone and the required removal of all OHV use from the full zone of the flood plain of Corral Hollow Creek
  - The EIR must evaluate the impacts on 5th Arroyo Seco Creek area.
4. **Forest land and Fire Hazard** – Carnegie SVRA and the Tesla Park both contain coastal upland forest land and grass land that is subject to wild land fire. There have been fires in recent years on both Tesla Park and Carnegie SVRA. OHV activity presents a fire risk.
  - The EIR must consider the impact of the planned elimination of grazing in Tesla Park when Tesla Park is opened for OHV use and other aspects of fire hazard.
5. **Minerals** – see comments on **Cultural (Historic), Hazards and Hazardous Materials, and Soils** in Section 4. above.
6. **Population and Housing Balance** – see Section 4. above for issues related to housing that must be considered in the EIR.

7. **Schools/Universities** – The Tesla Park area has been a vertebrate research location for universities since the 1940s. The Tesla Park site should be a location for local k-12 schools to tour as a historical, cultural and nature park for the contiguous Central Valley and tri-Valley area. In the Central Valley there are no other equivalent parks that provide the potential range of educational opportunity. Such evaluation of the educational use is as a NON-OHV, low impact recreation activity and must be evaluate the Activity and Protection zone required for the activity.
  - The EIR must evaluate the impact of additional OHV use that will damage the research and education values of the area.
8. **Septic System** – see Section 4. above
9. **Sewer Capacity** – see Section 4. above
10. **Solid Waste** - see Section 4. above
11. **Toxic/Hazardous contamination** – see Section 4. above
12. **Water supply/Groundwater** – see Section 4. above
13. **Growth Inducement (Land Use)** - see Section 4. above

## 7. Reviewing Agencies Check list

Given the need to review Agricultural Resources, the Food and Agriculture Department should have been listed for distribution. Also, given the incredible Native American features on the Tesla Park land the Native American Heritage Commission should have been notified. All of Tesla Park and approximately one third of the existing Carnegie SVRA is located within Alameda County. Therefore, Alameda County agencies should be notified, including, but not limited to Planning, Agriculture and Public Works. Failure to notify these agencies requires correction and redistribution of the NOP to all parties.

## 8. Specific Project Level EIR Studies

In addition to current monitoring or EIR studies identified under Section 5., NOP Study Scope above, there are several specific studies that are required in the Project Level EIR to thoroughly and completely evaluate the ongoing impacts of OHV use on Carnegie SVRA, the impacts of the new Project to open Tesla Park to OHV use, and the cumulative impacts of both across all environmental factors and on protected or Special Status Species and resources, including:

1. Detailed current and proposed Trail Map of all OHV trails, including ALL formal roads and trails, pioneer and volunteer trails and the a determination of the trail equivalents within the Free Ride zone at Carnegie SVRA to accurately measure and document the trail impact at Carnegie SVRA and the trail impact of OHV use in Tesla Park and the cumulative trail impacts at Carnegie SVRA and Tesla Park combined across all environmental factors. The planned trail system within the Tesla expansion area must be measured and documented so that all impacts of planned OHV use can be thoroughly evaluated. In the absence of a trail plan for the Tesla Park Project, the maximum OHV use as seen in Carnegie SVRA must be considered in the EIR based on foreseeable impacts from OHV use in general and the specific impacts at Carnegie SVRA. This map is required to evaluate in part the soil, vegetation and

wildlife impacts and other environmental impacts of Carnegie SVRA, the tripling of the Carnegie SVRA and the cumulative impacts of Carnegie SVRA and Tesla Park.

2. A multi-year comprehensive plant and wildlife survey that includes all seasons, all rain seasons types/years, and nighttime surveying. Based on the known biological diversity, the spot surveys that have been conducted are not adequate to document the species present on the site or expected to be present based on the known habitats and sightings on adjacent properties. Friends of Tesla Park has compiled a list of the results of several spot surveys on Tesla Park and surveys on neighboring properties shows that there are over 50 LISTED species found on Tesla Park and at least 80 more LISTED species that would be expected to be found based on habitats in Tesla Park and sightings on neighboring property.
3. Detailed mapping of the entire Carnegie SVRA and Tesla Park by all soils, geologic and rock types, vegetation, Special Status Species, water sources including seasonal streams, cultural resources, fence lines, structures and current roads.
4. Evaluation of the North-South and East-West habitat corridors that are part of the Tesla Park land which are critical to the protection of wildlife along the Diablo Range, including for vertebrates, birds and plants.
5. Evaluation of the Altamont Pass Wind Energy Resource Area on raptors and suitable breeding/nesting because Carnegie SVRA and Tesla Park are the closest upland forest areas available for breeding and nesting for raptors south of the APWERA.
6. Evaluation of the impact of damage to the regional habitat preservation efforts given the number of preservation areas that exist around the Tesla Park land. The direction for land use in the Corral Hollow Canyon environs is toward preservation and the impacts of OHV use in Carnegie and in the Tesla Park land on these regional preservation efforts must be examined.
7. Evaluation of the biotic importance of Tesla Park as an intersection of multiple biotic/ecological zone for unique combinations of flora and fauna for example containing the northern most locations of certain flora and fauna.
8. Evaluation of how Tesla Park serves other natural resource protection objectives of the State Natural Resources Agency and State Parks Department including but not limited to protection of blue oak woodlands and provision of nature park opportunities for the Central Valley.
9. The examination of the impact on the large intact native habitat that Tesla Park represents. The Tesla Park land is a pristine landscape than has been softly touched for most of time, and even given the historic town site, for nearly 100 years. The EIR evaluation must consider all potential and foreseeable impacts of OHV use on this unique and irreplaceable native landscape and th native values that it encompasses.

## **9. Non-OHV Use Alternative Studied in EIR**

Tesla Park has such a wide array of rare irreplaceable historic, cultural, biologic and scenic resources with a native intact habitat that it deserves to be protected in its own right. This array and concentration of rare resources do not exist in any other location in the region. Given the past and ongoing damage to many of the same resources at Carnegie SVRA and the important role that Tesla Park plays in the regional biology, ecology

and history of the region, Tesla Park becomes even more important to protect from the damaging impacts of OHV use as a large intact native landscape. Because of the abundance of rare and listed species; the unique biologic diversity of plants and wildlife, vegetation types, geographic/landscape features; intersection of ecological zones, important historic and cultural sites; scenic beauty; potential links to other low impact recreation in the region; the inability in the first 2 EIR attempts to mitigate the significant unavoidable impacts from OHV use; and budget cuts backs that will limit the funds required for restoration and ongoing operations at Carnegie SVRA in addition to Tesla Park - a NON-OHV low impact recreation use alternative must be studied in the EIR. The need to include a NON-OHV low impact recreation alternative is further required because OHV use and NON-OHV, low impact recreation uses are incompatible.

Non-OHV, low impact recreation park users require protection from damaging OHV use impacts. This activity and interpretive protection zone for Non-OHV, low impact recreation users must consider the following physical and aesthetic qualities such as: visual destruction of the natural landscape and damage to the view shed (immediate view, scenic vista); impacts of dust, mud, exhaust fumes, smoke, noise (see Noise comments); impacts of fast moving vehicles that disrupt the non-OHV park users and the nature or historic/cultural interpretation experience by interruption with listening, talking, reading, thinking, concentration and observing, and potentially safety. OHV use should not be within eye sight or ear shot of Non-OHV use. Such impacts are also factors for horseback riders who travel at approximately the same rate as hikers and who also require a similar activity/interpretive protection zone from them the pacts of OHV use. Because of factors such as these, OHV use and NON-OHV use are not compatible uses.

Therefore, the EIR should examine the viable alternative of establishing Tesla Park as a NON-OHV, low impact recreation use historic and natural resource park and preserve. This NON-OHV low impact recreation use alternative is also required to provide an adequate alternatives analysis in the EIR based on the foreseeable impacts and the mitigation required for both ongoing Carnegie SVRA impacts and the direct impacts on Tesla Park. Given the failure of the prior 2 EIR attempts, it is possible, if not likely, that with a proper and thorough EIR that it will be determine that is not feasible to mitigate the impacts of any OHV use in Tesla Park. It is further possible, if not likely, that Tesla Park should serve as mitigation for the ongoing impacts of OHV use at Carnegie SVRA. A NON-OHV, low impact recreation use alternative is also consistent with the project objectives as identified in the NOP. The NON-OHV, low impact recreation use alternative should be analyzed separate from the required NO PROJECT alternative and any mixed-use OHV Use/non-OHV use alternative.

## **10. Cumulative Impacts**

When evaluating the Project to open Tesla Park to OHV use, the EIR must consider past or to date impacts at Carnegie SVRA. Further the EIR must evaluate the ongoing impacts of OHV use at Carnegie SVRA that continue to generate significant environmental impacts in perpetuity. Currently Carnegie SVRA is not operating in compliance with the Public Resources Code for protection natural resources and restoration of damaged areas. Some remediation efforts may be planned and less implemented, but they represent a fraction of the remediation required, and even by OHMVR's own statement is it years before all plans will be implemented, even if those plans are successful, which is highly doubtful based on performance to date. Given the extensive ongoing damage from OHV use at Carnegie SVRA past and ongoing impacts at Carnegie SVRA must be evaluated, in addition to impacts from proposed OHV use at Tesla Park. Additional impacts for regional factors, such as traffic, air quality, biological habitat corridors and preservation plans in the region must also be added into the cumulative analysis. The CEQA requirements or a thorough cumulative impacts analysis cannot



be side-stepped by reliance on future plans to mitigate impacts as the current and foreseeable impacts are well established and immediately demonstrable.

### **11. Baseline Conditions**

OHMVR has not completed a General Plan/EIR update for Carnegie SVRA for over 30 years. OHMVR does meet the requirements from the 1981 General Plan for Carnegie SVRA. OHMVR does not meet the requirements of the Public Resources Code for Carnegie SVRA. Irreparable environmental and cultural damage has occurred and continues to occur at the current Carnegie SVRA site that OHMVR has not mitigated for and cannot fully mitigate for, in spite of some recent efforts to better control destructive practices. Although the State bought Carnegie SVRA as an existing privately owned OHV site, the use of the site and the destructive impacts have dramatically increased since the site has come under OHMVR management. This destruction at the hands of the OHMV Division is documented by use of aerial photographs and Google Earth time lapsed images. The EIR cannot use the failure to comply with its own General Plan and the law to escape responsibility for the current degraded conditions at Carnegie SVRA due to off-road vehicle use. The EIR must fully evaluate and document the impacts across all environmental factors from OHV use from the last General Plan in 1981 to the present.

### **12. Habitat Conservation Plan**

In past EIR attempts, the OHMVR assumed a variety of impacts from the Project to expand OHV use into Tesla Park could be mitigated through a future Habitat Conservation Plan (HCP). The EIR should disclose whether an HCP is being pursued, and if so, the proposed HCP should be completed and available concurrent with the draft EIR for the project, as the EIR cannot rely on speculative future mitigations (such as a planned HCP) to compensate for severe unavoidable adverse impacts. CEQA requires that clear, practical and mandated mitigations be identified during the CEQA process, not deferred to future speculative processes.

### **13. Mitigation**

Given the significant unavoidable impacts that any OHV use at Tesla Park would cause together with the past and ongoing damage from OHV use at the existing Carnegie SVRA, Carnegie SVRA must mitigate for the environmental destruction it continues to cause as well as past damage. Mitigation that includes plans for long term and unproven remediation at Carnegie SVRA is not sufficient for the extensive current and ongoing impacts at Carnegie SVRA and the impacts that would result from the Project to open Tesla Park to OHV use. The entire Tesla Park land should be set aside as mitigation for OHV use at Carnegie SVRA.

Please send all notices regarding Carnegie SVRA, including but not limited to all projects and activities, General Plan, EIR, Negative Declarations, limited environmental reviews, Tesla Park, Tesla Park expansion, to me at the following address. Also please add me to the distribution for all notices regarding the OHMVR Commission.

Celeste Garamendi  
121 E. 11<sup>th</sup> Street  
Tracy CA 95376  
[cmg@inreach.com](mailto:cmg@inreach.com)

Thank you for your careful review and consideration of these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Celeste Garamendi".

Celeste Garamendi

**From:** [Bryan Gay](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie  
**Date:** Wednesday, July 04, 2012 5:18:26 AM

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I would like my email listed , . I want Carnegie opened up We want to ride on new property as soon as possible. Carnegie has been a part of our life for over thirty years.

**From:** [Dorothy Gillick](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla  
**Date:** Sunday, June 03, 2012 3:24:23 PM

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I have been made aware of plans for OHV in the area of the Tesla mines. I understand that certain areas will be protected for historical reasons. My maternal grandmother was born at the mines and while I do not know alot about the area, I have learned of some of my heritage through the hard work of the people trying to preserve the land and history. I sincerely hope that you leave a large enough area around the historical sites to preserve and protect them. It would be a shame to destroy the surroundings in the name of "recreation".

Thank you,

Dorothy Gillick  
Bakersfield, California

**From:** [John Girardi](#)  
**To:** [Mundhenk, Chris](#)  
**Date:** Thursday, July 05, 2012 7:41:03 AM

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Theres been talk for twenty five years to increase carnigie with nothing but road blocks and obstructionist. This land that we ride on is being well preserved. A lot of people enjoy riding there me included. Trails are at times closed and restored to where you can't even tell there's been a trail there. This park is well managed. I don't want a bunch of people that don't ride Demonizing The park. Id like the park to finally increase the number of acres.  
Ad my email to your list. Johnagirardi@gmail.com thank you john  
Sent from my iPhone

**From:** [motoxfam@comcast.net](mailto:motoxfam@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie  
**Date:** Monday, July 09, 2012 11:08:44 PM

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Chris , I am an avid trail and motocross rider from the bay area and would like to see the expansion of Carnegie O.H.V opened as soon as it can. After all its what it was purchased for, primarily with registration money. My family,along with many others, have so many fond memories out there and would only like to see them continue. Please put my name and email on your list to keep me informed of whats happening with our park, Dave Goddard, [motoxfam@comcast.net](mailto:motoxfam@comcast.net). Thank you

**From:** [Laurie Gordon](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Extended NOP Comment Deadline -- Protect Tesla  
**Date:** Wednesday, July 11, 2012 12:45:29 PM

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AECOM

Attn: Chris Mundhenk, Project Manager

2020 L Street, Ste. 400

Sacramento, CA 95811

**Re: Notice of Preparation (NOP) for the Carnegie SVRA General Plan and Tesla Expansion Environmental Impact Report (EIR)**

Dear Mr. Mundhenk,

I was born and raised in Livermore and lived here my whole life. My father was W. Gatzmer Wagoner, a Livermore-born rancher who owned the Tesla site for many years. I used to ride horseback and help him gather cattle in this steep, rugged canyon when I was a young woman. I grew up hearing tales of the old coal mining towns in the hills east of Livermore. When I heard that this beautiful land might be destroyed by off-road vehicle use I was appalled. After 80 years of living in Livermore, I would like nothing more than to see this property preserved for the use of future generations of Californians who will cherish its rich and unique beauty.

My family and I urge a strong, fully comprehensive environmental impact report that protects wildlife habitat (year-round and seasonal surveys evaluating the entire site for rare plants and animals), comprehensively evaluates this property for the damage that would be caused by off-road vehicles (including monitoring GHG emissions per AB32), and considers alternative low-impact uses (such as hiking and trail riding, photography, ecological research, environmental and historical education). The EIR should also consider access parity; off-road vehicle users are already serviced in this canyon by the current Carnegie Park, whereas there is NO current access for low-impact users from Alameda and San Joaquin Counties.

I was also an elementary school teacher in Livermore for many years, as well as an avid hiker. I know how important it is for young people to have access to beautiful wild places and open space. Our children and youth need to be able to experience nature directly. They need beautiful places to learn how to care for their environment, appreciate California history, and honor ancient native cultures. Protecting this fragile environment from destructive practices, serving a wider range of potential users, and preserving it for future generations with low-impact use would create a wonderful legacy for this property.

Sincerely,

Carolyn W. Gordon  
850 E. Stanley Blvd. #16

Livermore, CA 94550



**From:** [Dave Gordon](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA  
**Date:** Tuesday, July 10, 2012 9:01:58 PM  
**Attachments:** [Carnegie letter.pdf](#)

---

Attached is a letter supporting a comprehensive EIR to support low impact use of the Tesla / Carnegie property.

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

**Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

Dear Mr. Mundhenk,

I write in support of a comprehensive EIR for the Tesla area property east of Livermore and urge long-term protection and low-impact use of this land. The *entire* site should be surveyed for rare state-listed plants and animals, including *both* year-round and seasonal baseline assessments. It should also be evaluated for potential biological and historical research and educational opportunities. Potential damage from ORV use, including GHG emissions (per AB32), should be fully assessed. Finally, the EIR must take into consideration the issue of access parity; the ORV community is already served by Carnegie Park in this canyon, while low-impact users from both Alameda and San Joaquin counties are not yet served in this region.

I grew up in Livermore, and my grandfather owned the Tesla site for many years. I know from first hand experience that this area is worth protecting. It is rich in environmental resources, wildlife habitat, native artifacts, and California history. A wide-ranging, comprehensive EIR is needed to assure long-term low impact use for hiking, trail riding, biological and historical research, and hands-on educational opportunities. Please act to preserve the unique beauty and rich resources of the Tesla properties.

Sincerely,



David A. Gordon  
dave@karangordon.com

May 17, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

**Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

Dear Mr. Mundhenk,

I write to urge a full, wide-ranging and comprehensive EIR assessment of the Tesla properties that would proactively consider low-impact uses of these lands as a more environmentally sound and culturally sensitive alternative to the currently proposed development of this site for off-road vehicle use.

I am a life-long resident of Livermore, California, a retired biologist, and the granddaughter of W. G. Wagoner who for decades owned the part of this site that includes the historic remains of the town of Tesla and its nearby coal mines. I know first hand that this area is a rugged, remote, beautiful, and irreplaceable piece of wild land. It is filled with evidence of ancient Native American habitation, significant California state historical sites, rare botanical and wildlife resources, and expansive vistas.

I have wonderful memories of exploring this property with my granddad. I know first hand that "the Tesla" is a sacred place of silence and solitude, a place with the potential to restore and refresh those who would walk its roads gently. I write to urge EIR requirements that fully evaluate the potential of redirecting the use of this property to a park open for low-impact users, e.g., hikers, horseback riders, photographers, wildlife researchers and environmental educators.

To this end I urge that:

- the EIR fully analyze BOTH year-round AND seasonal baseline conditions of habitat and wildlife use on the Tesla properties.
- the EIR require that the ENTIRE site be surveyed for rare state-listed plants and wildlife. (Spot surveys are not sufficient).
- GHG emissions generated by the proposed expansion for ORV use be comprehensively evaluated, per AB32 (e.g., survey all riders at the current facility for at least a year to determine where they drive from).
- the EIR carefully and fully evaluate alternative recreational use for low-impact users, including the issue of access parity for Alameda and San Joaquin residents.
- the EIR consider the wide-ranging, invaluable research and educational opportunities this site could provide to nurture future generations of Californians.

To this issue of parity, I would point out that while the ORV community is already served in this canyon by Carnegie Park, there are currently *no accessible park facilities for low-impact users*. Not only would it serve Livermore and East Bay residents, it is even more the case that there are NO nearby parks for residents of nearby Central Valley towns. I know young people who live in places like Modesto and Tracy who long for a "sanctuary" (their word, not mine) where they can go to engage wild beauty and restore their souls. I urge PARITY for all, following state guidelines that require accessible park facilities for users who are not currently being served.

These lands are too precious to be destroyed. I hope the EIR will carry deep, broad requirements that fully evaluate all its resource potentials. If it does, I am confident that this land with its rich wildlife and historic resources will be preserved for future generations of Californians.

Sincerely,

A handwritten signature in cursive script that reads "Laurie Gordon".

Laurie Gordon  
632 Loyola Way  
Livermore, CA 94550  
lagordon2@att.net

**From:** [Rueben Gutierrez](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Thursday, July 05, 2012 10:40:55 AM

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Hello Sir,

I'm sure you are familiar with Carnegie at least by name. I am familiar with the park by experience because I have been riding there for at least 36 years. That plot of land is so remote and next to the Lab property that there shouldn't even be a problem but because of the people that don't understand the love we have for our sport they figure it doesn't matter to us if they take the land we have paid for through Lic. Fees & gate fees.

It has come to my attention that there is new property available for our use. Please open this land to us as soon as possible.

Thank you for your time,

Rueben Gutierrez

**From:** [Joe Hackman](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Tuesday, July 03, 2012 9:56:06 PM

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Hi Chris,

As a long time off road enthusiast I was shocked to learn that the new area was still not open at Carnegie. Carnegie has always been one of the most convenient places to ride legally with some amazing trails and out of the way enough so you don't feel like you're in someone's back yard.

Please keep me posted of any developments with the park via Email.

Thank you,

Joe Hackman

**From:** [Jim & Bobbie Hadley](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Art Hull](#)  
**Subject:** Tesla environmental study  
**Date:** Saturday, June 09, 2012 6:03:11 PM

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Dear Sir:

We urge that you ensure open and complete public presentation of proposed park use of the existing and future Tesla area lands. This is a very large area with serious possibilities of negative impact on plant and animal populations as well as a large population of present and future devoted non-vehicle users within regular access distance of the park. We will be watching closely. Sincerely, Jim and Bobbie Hadley, Livermore

**From:** [David](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Bay area off road motorcycling  
**Date:** Wednesday, July 04, 2012 10:25:18 AM

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Hi Chris,

I was born in Oakland lived in the Bay Area a long time. I loved riding at Carnegie, even broke my collar bone there, ouch! I live way up near Eureka now, but wanted to say that it's a shame things are getting shut down. We historically have had plenty of money in our OHV fund, to see it siphoned off for use in other areas is not fair. It's good clean fun, I have a 4 and 1 1/2 year old now, both boys and we look forward to coming down from time to time to ride when they get bigger. I personally like hill climbs and trails, and of course riding in the mud is always great, a little slick out at Carnegie but great fun. I spent time racing mx too. I am opposed to all the extreme "war" (for lack of a better word) on OHV riding. After moving from the bay area my parents went to Yosemite National Park to work, and I used to ride my Yamaha 60 inside the park! Things have changed for sure, but we need places to ride and it doesn't hurt anything. I myself have worked for a cooperating association with the national parks and forest service and love the places set aside as much if not more than others, but I feel a balance is needed and motorcycle riding in the dirt is good and healthy if properly managed in the right areas.

Thanks for your ear. Sincerely,

David Haley



**From:** [Heather Halsey](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA  
**Date:** Thursday, July 05, 2012 8:50:58 AM

---

Please open the riding area as soon as possible! We enjoy taking our family to the state off-road parks throughout the year. It is unfortunate that it seems like we are always being threatened with closures! Please add me to any email list you have that will keep me and my family informed with any new information.

Heather Halsey

**From:** [Don Hankins](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA  
**Date:** Tuesday, June 12, 2012 12:42:22 AM

---

Hi Chris,

I just learned of the scoping for the Carnegie SVRA. I am writing to express concerns within two primary areas: 1) cultural resources, and 2) biological resources.

As a Plains Miwok descendant I am aware of culturally significant sites, which can and have been impacted by management and use at Carnegie. One site in particular is located along a ridgetop not more than 15 feet from a main access road. I can't go into the details of the significance of the site, but it's proximity to the road is of concern due to the potential damage that existing uses poses to the site. In the development of this plan I would recommend relocation of roads, trails and other infrastructure away from cultural sites. Given the significance of this site within the cultural landscape I would strongly encourage the SRVA to work closely with the NAHC to identify most likely descendants for the area, and work to cooperatively with such individuals to be a model for cooperation and management of such sites.

On the biological side I am aware that Carnegie is rich in biodiversity, and is home to many rare and also culturally significant species including red-legged frogs, California tiger salamanders, coast horned lizards, Alameda whipsnake, and large-flowered fiddleneck among others. The plan should strive to minimize impacts to these species and their habitats by limiting the extent to trails, roads and infrastructure. Furthermore, restoration of degraded sites should be a priority. This includes the need to reintroduce appropriate fire regimes for habitat management and minimizing runoff and sedimentation due to existing uses.

I'll look forward to seeing the draft EIR when it is available.

Sincerely,

Don Hankins  
PO Box 627  
Forest Ranch, CA 95942

**From:** [Pam Hanna](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnigie  
**Date:** Thursday, June 07, 2012 7:28:06 PM

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Please keep Carnigie expansion available for use. We all need this area for our youth to have a bigger safer place to ride. On weekends it gets really crowded. Also more folks would ride more if ca. didn't have this Red sticker program. My 2012 KTM runs cleaner than any of my old green sticker bikes. Charge a little more and get rid of some of the Rangers driving V8 trucks by themselves all day long.

Sent from Yahoo! Mail on Android

**From:** [Dr. Steve Hansen](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Save Tesla  
**Date:** Friday, June 29, 2012 3:50:21 PM

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We don't want more Valley-fever-laden dust, and environmental destruction--please

**From:** [Tim Harsch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Forever  
**Date:** Tuesday, July 03, 2012 11:55:31 PM

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Dear Mr. Mundhenk,  
Please open the additonal property at Carnegie. I have been dirt biking there for years and hope to continue taking my family there for years to come. Please also add me to your email reply list.

Thanks,  
Tim Harsch

**From:** [Jane Hart](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla Park Project  
**Date:** Thursday, May 10, 2012 4:51:25 PM

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Dear Chris,

Please convey my thoughts to those making the decisions about the future use of Tesla Park.

I believe that the state OHMV Division must be required to fully evaluate the current operations and cumulative impacts of Carnegie SVRA and any proposed expansion into the Tesla Park. The EIR must be done thoroughly.

I strongly am against motorcycles, ATVs or any recreational vehicles being allowed to tear up the Tesla Park. I believe that use should be restricted to hikers, bicycles and horseback riders and potentially allowing cattle to graze for fire control purposes. The motorized vehicles that carry the hikers, bicycles, horses and riders of course would need a staging area to park in.

Please preserve this beautiful park and don't allow it to be torn to shreds and made barren and ugly like Carnegie Park.

I hope to be able to enjoy this park as a hiker, horseback rider and bicyclist sometime in the future and would like for the wildlife to be able to continue to benefit from it, too. I would like to see it taken care of so that future generations can enjoy it's beauty as well.

Thank you,  
Jane Hart  
5883 Felicia Avenue  
Livermore, CA 94550  
925-373-7050

**From:** [Frank Havlik](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** SUPPORT CARNEGIE PARK EXPANSION  
**Date:** Wednesday, July 04, 2012 8:10:32 AM

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Chris,

As someone who enjoys riding his off road motorcycle at Carnegie, I look forward to the planned expansion of the park. There is an acute need for more riding opportunities in the Bay area, due to the increase in participation in the sport over the last decade.

While any expansion is a plus, I would certainly enjoy seeing additional single track trails that can be ridden separately, or looped together to form a longer ride.

I am very interested in being kept abreast of develops in the new property, and have included my contact information below.

Sincerely,

Frank Havlik  
[fhavlik@comcast.net](mailto:fhavlik@comcast.net)  
510.912.6869

**From:** [Ken Hayes](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 8:22:31 AM

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Mr. Mundhenk

I am 57 years old and have been riding at Carnegie since I was a teenager. I am now a retired firefighter and I still enjoy my favorite past time sport with my family. I would like to know when the park will re open? Will I still be able to ride all the trails? I'm not much of a track rider as I just enjoy the intense exercise I get from riding the challenging trails. I don't understand why we would want to take a healthy form of outdoor exercise away from our children with the obesity and diabetes rates climbing every year.

I am requesting a reply to my e-mail at your earliest convenience.

Ken Hayes

Sent from my iPhone



**From:** [tsheath@comcast.net](mailto:tsheath@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Reference Carnegie SVRA  
**Date:** Tuesday, July 03, 2012 9:44:59 PM

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Dear Chris,

Thank you for taking the time to read this email. I'll keep it short.

- Please open all the property that has been purchased for off highway motorized usage, as soon as possible
- Please open this property for trail riding, and 4 wheel drive vehicles (like jeeps)
- Please stop closing areas of the park, as it increases traffic damage in other areas, and increases accidents

Thanks again for listening. Carnegie is an amazing place to ride when the riders lay out the trail network, as has been done since before Carnegie became a State Park. Kindest regards,

Scott Heath  
1441 Coolidge Ave  
Tracy, CA 95376

**From:** [Kristin Henderson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Where is the EIR for the Alameda OHV site?  
**Date:** Wednesday, June 06, 2012 8:10:53 AM

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I cannot find it on your website, although I see the scoping session occurred.

Thank you.

Kristin Henderson  
925-219-5756

**From:** [Sal Hernandez](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** New Trails for Carnegie.  
**Date:** Wednesday, July 04, 2012 7:46:57 AM

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Hi, my Name is Sal Hernandez. My wife Colleen two step kids R.J., Trevor, and two grandsons all ride dirt bikes as a family at Carnegie. We would like tough single track. "one way" trails. Bank corners, Shaded trails, and Green trails that over see all the other trails. Thank for taking the time to read this e-mail.

Sal Hernandez  
915 Broadway  
Alameda CA 94501

**From:** [Christian Holman](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Rob Wirt](#)  
**Subject:** Carnegie OHV  
**Date:** Tuesday, July 03, 2012 9:38:21 PM

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My family and I ride at Carnegie state park I've been waiting like 10yrs for you guys to open the area purchase 10 yrs ago can you please let me know the status on this!?! All so I have a red sticker bike and can only ride 5 months of the year and have to pay for a whole year of registration can you please explain this?

Thanks  
Christian Holman

**From:** [Dirk Vickie Hooser](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Wednesday, July 04, 2012 8:19:50 AM

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Concerning Carnegie OHV Area,

**\*I want the new area open A.S.A.P.,** this need to happen to relieve congestion.

**\*My favorite riding is trail riding,** Carnegie OHV offers excellent opportunities for this.

**\*I would like my name put on a list you will respond to.**

Thankyou, Dirk Hooser

ridetahoe@sbcglobal.net

**From:** [SweetLMc@aol.com](mailto:SweetLMc@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Property  
**Date:** Friday, July 06, 2012 1:36:48 PM

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Dear Chris Mundhenk:

We would like to express our thanks in advance for opening the new Carnegie property as soon as possible. We need a good place to ride our off road motorcycles, and have paid for the right to do so. Thank you for remembering this, and protecting the rights of Californians who ride off road. Carnegie is a unique and necessary outlet for hillclimbers, and dirt motorcycle riders. Thank you for keeping us on your email must reply list.

Sincerely,

Joseph Huff

**From:** [Arthur Hull](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Comments on the Preparation of the EIR  
**Date:** Monday, June 04, 2012 1:27:13 PM

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Carnegie SVRA  
NOP/NOC Public Scoping Period

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858

**I am a life-long resident of the Livermore Valley and a member of the Friends of Tesla Park. As a temporal custodian of the Tri-valley's natural resources, I strongly object to the destruction of the natural habitats, environment and scenic quality as well as the deleterious effects on the cultural and historical features of the Alameda Tesla Property that would be inflicted by the operation of off-highway motor vehicles there. One has only to look at the sterile OHV Carnegie site to see that OHV operation is incompatible with preservation of these features at Tesla. These impacts must be evaluated in a separate project EIR and cannot be deferred to some future date.**

**The rolling hills, riparian habitats, and ridge top grasslands of the Tesla property are surrounded on three sides by similar canyons and quiet ranch lands all of which are utterly incompatible with high speed motorized vehicular traffic careening through defined and undefined trails and gullies. Research shows that such motorized activity negatively impacts the wildlife that is living near the trails and this impact extends thousands of yards beyond the eroding trails and into adjoining properties. Your expansion proposal is inconsistent with the protection and maintenance of the existing environment on the Tesla land and the surrounding properties. The EIR study to support any proposal must include non-OHV alternatives.**

**Ruth Coleman, the head of the California Department of Parks and Recreation, said that by law the highest priorities for this area are the protection of public safety, appropriate utilization of the lands and the**

**conservation of land resources. You are clearly violating that law at the Carnegie SVRA and should not perpetuate that violation into the Tesla property. These cumulative environmental impacts inflicted on the Carnegie site must be considered in any new expansion project. An appropriate response would be to allow the Tesla Alameda property be operated as a non-OHV park to serve as mitigation for the violations at the Carnegie SVRA.**

**In summary:**

- 1) Aesthetics will be unquestionably destroyed by OHV use on the Tesla Property, both through sight, sound and smell.**
- 2) Impact of OHV trails use extends up to 2000 yards on either side of the trail as many mammal species no longer inhabit that zone.**
- 3) OHV use of the Tesla property is inconsistent with the surrounding ranchland properties.**
- 4) It is against California Law to destroy the natural habitat of an area without adequate mitigation. Carnegie SVRA operation is currently breaking the law. It is absurd to consider expansion into the Tesla Property.**
- 5) The Tesla property incorporates a rare combination of historical, cultural, biological and aesthetic resources which is utterly incompatible with OHV use.**
- 6) The EIR study must include a non-OHV option.**
- 7) These issues must be considered now and cannot be deferred to a future date.**

**Arthur L. Hull**

"We are temporal custodians of the valley and its resources, with a responsibility to value and build upon the legacy of those before us who lived in concert with the environment, balancing human progress with the understanding that we are but one part of the web of life in the valley." --quote by David Hartman



**From:** [Mark C. Hunter](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Wednesday, July 04, 2012 8:34:45 AM

---

Hello,

I would like to add my name to your mailing list in the interest of OHV in California. I live in the Bay Area and I enjoy all types of motorcycle riding. I really like to ride at Carnegie and other OHV locations in Northern Ca. Please open the new riding area at Carnegie as soon as possible, to allow myself and others to enjoy more of the fun of motorcycle riding.

Thank you,

Mark Hunter  
4982 Mildred Rd.  
Martinez, Ca. 94553  
925 957-0546  
[mhunter1@pacbell.net](mailto:mhunter1@pacbell.net)

**From:** [John Icanberry](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Art Hull](#); [Janis Turner](#); [Celeste Garamendi](#); [dickryon@comcast.net](mailto:dickryon@comcast.net); [Will Bolton](#); [David Lunn](#); [Nancy Rodrigue](#); [Marilyn Russell](#)  
**Subject:** NOP Comments  
**Date:** Friday, June 08, 2012 8:12:59 PM  
**Attachments:** [John's FoTP State NOI Input, May 21, 2012.docx](#)

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From: John Icanberry  
Member, Friends of Tesla Park  
Steering Committee

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858  
[Email: chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

Attached are my comments to the NOP. I have sent a hard copy of my listed plant and animal species compilation spreadsheet that includes listed species observed and found on Tesla Park and adjacent properties to Tesla Park, Carnegie SVRA and LLNL Site 300. I expect to see all my environmental impacts and environmental issues addressed in your EIR, not in general summary statements on the Carnegie SVRA General Plan website.

Please keep me informed of your progress and anticipated completion date.

June 8, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

Re: NOP for Carnegie SVRA General Plan Environmental Impact Report

Dear Mr. Mundhenk,

Enclosed is a comprehensive description of the foreseeable environmental impacts that can grip the entire Alameda/Tesla landscape if the OHMVR Division's General Plan, that proposes motorized OHV use in conjunction with protecting and preserving natural and cultural resources is imposed on this property.

I am a retired USFWS biologist and a 40-year resident of Livermore. I have hiked the Corral Hollow lands for many years for solitude and wilderness experiences during my youth before taking residence in Livermore. Allowing motorized off-road vehicle use and associated impacts onto to this wild land would be akin to a crime against nature and our future generations.

OHV environmental impacts and scarring of the landscape on the Carnegie SVRA Park are so severe that environmental values are permanently lost. The concept of managing OHV impacts that are classified as continuous, in perpetuity-type activities, is incompatible with reality. We intend questioning California State legislators on why the State is spending scarce public funds on this destructive activity when today's trend in the Corral Hollow area, Alameda County and Statewide is resource preservation and global emissions abatement and when the State is also closing public State Parks, cutting back on education, welfare and health? We need answers to these questions beyond providing recreation to motorized OHV users who make up a small percentage of land users but who contribute a disproportionate impact to the landscape, and before the State wastes more money in trying to develop a larger OHV park in Alameda County's sphere of influence.

The OHMVR Division's General Plan to combine motorized OHV use with low impact uses such as hiking, education, bird watching, equestrian activities, cattle grazing for fire protection, as well as protecting and preserving natural and cultural resources on the Alameda/Tesla property is illogical and unworkable. These uses are not compatible with each other.

The State has failed on two earlier EIR attempts to allow OHV use on the Alameda/Tesla property and this time they are developing a Programmatic EIR instead of a Project EIR. The OHMVR Division is proposing a Programmatic EIR that will include expansion of Carnegie SVRA Park operations into the Tesla Park

land (Tesla-Alameda Purchase). While Carnegie SVRA certainly requires a General Plan update since there has not been one since it was opened in 1981 and the division has since destroyed the existing park in the intervening 30 plus years, the use of a Program EIR for the Tesla Park land expansion is an attempt at an end-run around critical review of this expansion that will circumvent key elements of the environmental review process. A Programmatic EIR will also allow the OHMVR Division to more generally describe the overall plan and associated impacts. I anticipate that the impacts will not be adequately addressed in the Programmatic EIR version, which, if the EIR is accepted by the Lead Agency, OHMVR Commission, could allow the implementation of subsequent projects, such as expanding OHV usage onto the Alameda/Tesla property using Negative Declarations without regulatory constraints. The expansion of Carnegie Park into the Alameda/Tesla property is still a large definable project. In fairness to the public and the resources at stake, the OHMVR Division must develop a Project EIR to address the environmental impacts associated with the Carnegie Park expansion into the Alameda/Tesla property.

**CEQA requires that the EIR must identify and analyze Significant Environmental Effects of the proposed project. The following environmental impacts are highly significant to the environmentally pristine Alameda/Tesla property and must be addressed in the General Plan and the EIR. The following OHV impacts are considered continuous in nature:**

1. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by splintering and fragmenting the landscape and species' critical habitats into a disorganized and destructive web of trails and roads, in perpetuity, as evidenced by current Carnegie SVRA off highway vehicle (OHV) activities. e.g., Alameda whipsnake- habitat fragmentation has led to isolated populations and threatens survival Coast horned lizards are active during the day; San Joaquin coachwhip (snake) is active during the day and susceptible to being killed (run over) and sensitive to fragmentation and destruction of habitat; San Joaquin pocket mouse inhabits grasslands that could be destroyed by OHVs destroying grassland habitat; Horned lark nest on the ground near shrubs so fragmentation, habitat loss and destruction contribute to their decline<sup>1</sup>.
2. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by killing animals and plants by running over them, in perpetuity, e.g., In desert ecosystems, ATVs can collapse lizard's burrows and, specifically, fringe-toed lizard burrows, causing direct mortality and loss of habitat. Coast horned lizards are active during the day; Alameda whipsnake, habitat fragmentation has led to isolated populations and threatens survival; San Joaquin coachwhip (snake) and coast horned lizards are active during the day and susceptible to being killed (run over) and sensitive to fragmentation and destruction of habitat; OHVs can run over and

collapse dens, killing kit foxes, American badgers and burrowing owls; diamond-petaled poppy is extremely rare with only one population existing away from LLNL Site 300 and is found on dry clay soils which make it very vulnerable to being destroyed by OHV activity<sup>1</sup>. Male flat-tailed horned lizards in CA seem to move slower after disturbances from off-road vehicles, and they are also very susceptible to being run over by the vehicles as they often walk on the OHV trails<sup>2</sup>.

3. Increased OHV usage will threaten the existence of listed species by creating noise that disturbs wildlife and impacts their life activities, in perpetuity, e.g., Western spadefoot toad is very sensitive to and negatively impacted by low frequency noise and vibration; Coopers hawk uses dense stands of trees located in riparian areas, and OHV disturbance near or in riparian zones is a primary threat; cliff swallows are colonial nesting birds and are very susceptible to disturbances such as created by OHVs<sup>1</sup>. Elk tend to run from ATVs but walk away from hikers unless startled at close range<sup>2</sup>. ORV noise can cause significant adverse impacts to wildlife. Exposure to ORV noise can result in hearing impairment or even loss, with severe consequences for animals dependent on their sense of hearing for finding prey, avoiding predators, and interacting with other individuals of the same species. Over time, such impacts can lead to altered movement patterns, behavioral changes, and long-term stress impacts, all with potentially significant adverse results (Brattstrom, B.H. and M.C. Bondello. 1983)<sup>10</sup>. In R.H. Webb and H.G Wilshire<sup>11</sup>, reported that amphibians, reptiles, and mammals suffered deleterious effects from moderate exposure to OHV noise. These effects included physiological and behavioral hearing loss and the misinterpretation of important environmental acoustical signals. Animals exposed to OHV noise often suffer from impaired hearing. Studies have documented hearing loss caused by the noise of dune buggies, dirt bikes, and other OHVs that is inflicted on a wide range of species, including Mojave fringe-toed lizard (Bondello, M. C., A. C. Huntley, H. B. Cohen, and B. H. Brattstrom. 1979)<sup>12</sup>, (Brattstrom and Bondello 1983)<sup>10</sup>, kangaroo rat (Luckenbach, R.A. 1978)<sup>13</sup>, (Marler, P., M. Konishi, A. Lutjen, and M.S. Waser. 1973)<sup>14</sup>. Hearing impairment and loss is a very serious concern for most wildlife species. Loss of hearing sensitivity can lead to increased exposure to predation, increased difficulty killing prey, and otherwise significant disruptions in predator-prey relationships (Bondello, M. C., A. C. Huntley, H. B. Cohen, and B. H. Brattstrom. 1979)<sup>12</sup>. (Memphis State University. 1971)<sup>15</sup> The impairment of intraspecific communication is another serious concern (Luckenbach, R.A. 1975)<sup>16</sup>, (Luckenbach, R.A. 1978)<sup>12</sup>. Specific problems can include the inability to recognize mating signals, warning calls, and calls by juveniles (Memphis State University. 1971<sup>15</sup>; D. J. Schubert and Jacob Smith. 1999<sup>17</sup>).

4. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by destroying and altering habitat in which animals live, in perpetuity, e.g., San Joaquin coachwhip (snake) is active during the day and susceptible to being killed (run over) and sensitive to fragmentation and

destruction of habitat; Alameda whipsnake- habitat fragmentation has led to isolated populations and threatens survival; San Joaquin pocket mouse inhabits grasslands that could be destroyed by OHVs destroying grassland habitat; habitat loss is a primary threat American badgers; Coopers hawk uses dense stands of trees located in riparian areas and OHV disturbance near or in riparian zones is primary threat; northern harrier is threatened by habitat (grasslands) destruction; California thrasher nesting can be disturbed by shrub removal or destruction; grasshopper sparrow is declining because of habitat loss and fragmentation of grassland habitat as evidenced by OHV usage on Carnegie SVRA site; big tarplant is prevalent on LLNL Site 300 and present on Tesla/Alameda site, but is susceptible to loss of habitat; diamond-petaled poppy is extremely rare with only one population existing away from Site 300<sup>1</sup> and is found on dry clay soils which make it very vulnerable to being destroyed by OHV activity.

5. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by damaging vegetation by trampling and crushing vegetation, killing seedlings and uprooting plants, in perpetuity, e.g., Bell's sage sparrows are threatened by loss of sage scrub via OHV random usage over the landscape as evidenced at Carnegie SVRA; tricolored blackbirds nesting is threatened by destruction of grasslands, vegetation in wetlands and rangelands commonly destroyed on Carnegie SVRA site by ORV usage; threats to California thrasher include habitat loss (shrub removal or destruction) as evidenced on Carnegie SVRA site due to indiscriminant OHV usage; diamond-petaled poppy is extremely rare with only one population existing away from LLNL Site 300 and is found on dry clay soils which make it very vulnerable to being destroyed by OHV activity; destruction of riparian forests and elderberry bushes threaten valley elderberry longhorn beetles<sup>1</sup>.
6. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by spreading invasive weeds, non-native plants and seeds, in perpetuity (produces fewer native plants, reduces native plant cover and plant diversity and disrupts plant health, in perpetuity, e.g., vehicles traveling on roads and routes spread weed seeds. Off-road vehicles are cited as the key source of the spread of invasive and noxious plants in the western United States, affecting an estimated 4,600 acres of public land daily (U.S. Department of Interior, undated)<sup>29</sup>. Large-flowered fiddleneck maintain only two existing populations, one on Site 300 and threats to this plant are invasion of exotic grasses, loss of perennial bunch grass communities and invasive plant species: round-leaved filaree survival is threatened by invasion of non-native plants<sup>1</sup>.
7. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by destroying soil composition and compacting soils, in perpetuity; e.g., compacted soils limits ability to transfer water and nutrients through it; off-road vehicles destroy the living soil crust upon which plants depend for stability and fertility, making growth virtually impossible. The crust can take several hundred years to recover. The US Geological Survey found that virtually all types of soils are vulnerable to off-road vehicle damage after

examining more than 500 soils at more than 200 sites (Schubert and Associates, 1999)<sup>18</sup>. Some soils damaged by off-road vehicles require decades or centuries to recover (Belnap, J. 2003)<sup>19</sup>. Motorized vehicles decrease soil fertility by harming the microscopic organisms that otherwise would break down the soil and produce nutrients (Wilshire, H.G., G.B. Bodman, D. Broberg, W.J. Kockelman, J. Major, H.E. Malde, C.T. Snyder, and R.C. Stebbins. 1977)<sup>20</sup>. California legless lizard is sensitive to soil compaction and use of OHVs on soil; diamond-petaled poppy is extremely rare with only one population existing away from Site 300 and is found on dry clay soils which make it very vulnerable to being destroyed by OHV activity<sup>1</sup>. Studies conducted in the Algodones Dunes, in CA, showed that there were 4-5 times more plants in areas not subjected to the presence of OHVs, and it has also been found that uninhabited areas were refuges for native species, as exotic species are spread easily into areas with previously only native plants through OHVs. And studies in Idaho have found that native plants were less prevalent closer to vehicle trails, and that non-native species congregated in larger numbers near trails used by vehicles<sup>2</sup>.

8. Increased OHV usage will eliminate listed plant and animal species by constructing OHV trails which are a chronic source of sediment and oil pollution in the watershed and into first and second order streams, e.g., A motorcycle driven 20 miles on a flat desert surface impacts one acre of land and commonly displaces from 15 to 66 tons of soil in those 20 miles. An average four-wheel drive vehicle disturbs an acre of land in just six miles of travel, and in that distance moves up to 300 tons of soil on steep slopes in just one pass. On hillsides, soils and rocks are ripped up by vehicles and sent hurtling downhill. This type of wasting leads to notches or grooves in the surface as deep as six feet in soft soils and loose rock and even down to three feet deep in hard rock. In some heavily used off road vehicle areas of California, erosion has occurred at rates 86 times higher than federal standards (Teri Shore, 2001)<sup>21</sup>. The two-stroke engines of most off-road vehicles pollute the air, water, and ground with several known human carcinogens (U.S. Environmental Protection Agency. 1994)<sup>22</sup>. Pollution from off-road vehicles can poison the plants and impede photosynthesis, weakening plants to disease and inviting invasion by exotic species (Shaver, C., D. Morse, and D. O'Leary. 1988)<sup>23</sup>. California fairy shrimp are found in temporary pools of water and are susceptible to water contamination of petroleum products and siltation<sup>1</sup>. Studies in the Denver, CO region have shown that OHV trails are a large chronic source of sediment in the watershed, and that OHV trails produce five times the mean sediment that other unpaved roads do<sup>2</sup>. Carnegie was sued in the recent past for discharging sediments and heavy metals into Corral Hollow Creek and threatening the San Joaquin River aquatic environment. They were then ordered by the California Regional Water Quality Control Board Central Valley Region Cleanup and Abatement Order to stop discharges and establish a monitoring program for future potential discharges of sediment and heavy metal discharges from the Carnegie SVRA site<sup>8</sup>.

9. Growth-Inducing Impact of the Proposed Project. The State should study and define the safety related impacts of increased exhaust emissions and speeding traffic on Tesla Road from anticipated increased usage of the Carnegie expansion by OHV enthusiasts. Increased OHV usage and OHV transport traffic to and from the Carnegie SVRA facility will contribute increased amounts of Greenhouse gases to the environment and traversed counties, a violation of California Assembly Bill 32 (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative).
10. Increased OHV usage and OHV transport traffic to and from the Carnegie SVRA facility will contribute increased amounts of Greenhouse gases to the environment and traversed counties, a violation of California Assembly Bill 32. In addition, the State is proposing to reduce OHV emissions by 25% by year 2020 using 2009 and 2010 as baselines, a different approach than mandated by AB 32. Is the OHMVR Division above the law also? You would think the State would be reducing GHG emissions, not proposing CO<sub>2</sub> attenuation of AB 32 for their own purposes, and not increasing and approving emissions, e.g., ATVs that are equipped with two-stroke engines release up to 30% of their fuel unburned into the air, or about 118 times as much smog-forming pollutants than modern cars (Karen Leigh)<sup>24</sup>. In 2006, the Off-Highway Motor Vehicle Recreation Division of California's Department of Parks and Recreation commissioned a survey to estimate fuel usage by off-road recreation in California. OHV's consume more than 26 million gallons of gasoline each year in California. This equates to more than 500,000 barrels of oil. The gasoline consumption from off-road vehicle use in California is equivalent to the gasoline consumed by more than 1.5 million passenger vehicles driving from San Francisco to Los Angeles (Chris Kassar, 2008)<sup>25</sup>. Emissions from current off-road vehicle use statewide are equivalent to the carbon dioxide emissions from 42,000 passenger vehicles driven for an entire year or the electricity used to power 30,500 homes for one year. Despite these serious climate and health implications, the State of California has failed to seriously address the greenhouse gas emissions and pollution associated with off-road vehicle recreation. The California Air Resources Board currently allows the continued sale and use of polluting off-road vehicles that do not meet state emissions standards. And the Department of Parks and Recreation spends tens of millions of dollars each year promoting and supporting off-road vehicle use on state and federal public lands. (U.S. Environmental Protection Agency (EPA))<sup>26</sup>. The California Air Resources Board currently allows the continued sale and use of polluting off-road vehicles that do not meet state emissions standards. And the Department of Parks and Recreation spends tens of millions of dollars each year promoting and supporting off-road vehicle use on state and federal public lands (U.S. Environmental Protection Agency (EPA))<sup>26</sup>. Additional OHV use and increased OHV transport traffic will contribute significantly increased amounts of Greenhouse gases to the environment in general and to Corral Hollow Canyon in particular, a violation of California Assembly Bill 32. The EIR needs to quantify the production of greenhouse gases by OHV's to our atmosphere



over the life of the project (+100 years). The OHMVR Division must certify that proposed land use of expanding Carnegie SVRA to include Tesla/Alameda property conform with the state's enforcement of the Clean Air Act AB 32 and the governors executive order, a reduction to 1990 levels by 2020.

11. Increased OHV usage will create impacts to wildlife migration routes, e.g., wildlife corridor or green corridor is an area of habitat connecting wildlife populations separated by human activities (such as roads, development, or logging). This allows an exchange of individuals between populations, which may help prevent the negative effects of inbreeding and reduced genetic diversity (via genetic drift) that often occur within isolated populations. Corridors may also help facilitate the re-establishment of populations that have been reduced or eliminated due to random events (such as fires or disease). This may potentially moderate some of the worst effects of habitat fragmentation. Wildlife corridors are important for large species requiring significant sized ranges; however, they are also vital as connection corridors for smaller to provide a rescue effect<sup>7</sup>.
12. Oak Woodland and Vegetation Removal for OHV roads and pathways: Construction of OHV pathways may remove native oak trees. The California Global Warming Solutions Act (AB 32) defined thresholds are to reduce carbon dioxide emissions by 2020 to 1990 levels, with a further 80 percent CO2 reduction by 2050. That means every ton of CO2 emitted back into the atmosphere by project oak woodlands conversion, plus the loss of future increases in tree carbon sequestration, represents a measurable potential adverse environmental effect. In terms of its global warming impact, one unit of CO2 released from dead oak biomass has the same ecological effect as one unit of CO2 released from a car tailpipe<sup>9</sup>.

**The following are Significant Environmental Effects, which cannot be avoided if the proposed project is implemented:**

1. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by splintering and fragmenting the landscape and species' critical habitats into a disorganized and destructive web of trails and roads, in perpetuity, as evidenced by current Carnegie SVRA off highway vehicle (OHV) activities (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).
2. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by killing animals and plants by running over them, in perpetuity (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).
3. Increased OHV usage will threaten the existence of listed species by creating noise that disturbs animals, in perpetuity, (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).
4. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by destroying and altering habitat in which animals live, in

perpetuity (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

5. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by damaging vegetation by trampling and crushing vegetation, killing seedlings and uprooting plants, in perpetuity (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

6. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by spreading invasive weeds, non-native plants and seeds, in perpetuity (produces fewer native plants, reduces native plant cover and plant diversity and disrupts plant health, (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

7. Increased OHV usage will eliminate or threaten the existence of listed plant and animal species by destroying soil composition and compacting soils, in perpetuity (compacted soils limits ability to transfer water and nutrients through it (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

8. Increased OHV usage will eliminate listed plant and animal species by constructing OHV trails which are a chronic source of sediment and oil pollution in the watershed and into first and second order streams (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

9. Growth-Inducing Impact of the Proposed Project. The State should study and define the safety related impacts of increased exhaust emissions and speeding traffic on Tesla Road from anticipated increased usage of the Carnegie expansion by OHV enthusiasts. Increased OHV usage and OHV transport traffic to and from the Carnegie SVRA facility will contribute increased amounts of Greenhouse gases to the environment and traversed counties, a violation of California Assembly Bill 32.

10. Increased OHV usage will create impacts to wildlife migration routes (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

11. Oak Woodland and Vegetation Removal for OHV roads and pathways:

Construction of OHV pathways may remove native oak trees.

The California Global Warming Solutions Act (AB 32) defined thresholds are to reduce carbon dioxide emissions by 2020 to 1990 levels, with a further 80 percent CO<sub>2</sub> reduction by 2050 (compare this impact as it is specified in the General Plan with the Non OHV Low Impact Alternative for the Alameda/Tesla property).

**The following are mitigation measures proposed to minimize the significant effects of the State's proposed General Plan that includes the Alameda/Tesla property and exposes the property to OHV usage:**

1. Alternatives to the Proposed Project: Under CEQA, the State is required to discuss the alternative of best use of the Alameda/Tesla property. Under the

Non OHV Low Impact Alternative, no development of OHV facilities would occur on the Alameda/Tesla Property, and the proposed General Plan would only be adopted if it were confined solely to the Carnegie SVRA Park. The Non OHV Low Impact Alternative would leave the Alameda/Tesla property as a low-impact, non-motorized park that would protect and preserve its natural and cultural resources. This alternative use of the Tesla property to the proposed expansion of Carnegie should be considered as the highest priority for inclusion in the EIR.

2. Mitigation for the environmental impacts listed 1 through 10 above: The evident destruction of critical habitats on Carnegie SVRA and the continued in perpetuity nature of these impacts require dramatic mitigation of these environmental impacts by the State. I recommend that the Alameda/Tesla property be set-aside a non-motorized vehicle use public park dedicated to the preservation of its existing natural and cultural resources. The State should immediately transfer the ownership to a conservation entity capable of managing these resources in perpetuity.
3. Mitigation of listed plant and animal species: There are two documented federal and state threatened and endangered animal species on the Tesla Park property and six documented federal and state threatened and endangered plant and animal species on adjacent properties, LLNL Site 300) and Carnegie SVRA. There are about 53 plant and animal species of various federal and state listings observed and documented on the Alameda/Tesla Park site, and there are about 132 federal and state listed species observed and documented on two adjacent properties, Site 300 and Carnegie SVRA<sup>1, 3, 4, 5, 6, 27, 28</sup>.

Since six federal and state endangered and threatened or endangered plant and animal species and 126 federal and state listed plant and animal species have been observed and documented on adjacent LLNL Site 300 and Carnegie SVRA properties, it is scientifically possible that with enough State sponsored monitoring time and effort, similar numbers of listed species could be observed and recorded on the Tesla Park property.

I recommend developing a combined listed and non-listed plant and animal species list based on direct observation by conducting, as a minimum, a five-year monthly species monitoring and assessment study. It is important to study the area over at least five annual seasonal cycles in order to observe the full range of plant and animal species present in the study area. Spot surveys in areas judged to be most likely or most representative should be avoided and the entire site should be surveyed for potential listed state-and federally protected plants and animals. The entire property should have full botanical surveys. It is important to study the area over at least five annual seasonal cycles to observe the full range of plant and animal species that are present in the study area; e.g., migratory species that use the Alameda/Tesla property as a part of their migration patterns, identify plant species that may only be evident at certain stages of their life cycles and at certain times of the year. Use the FoTP Listed, Observed Plant and

Animal Species, Alameda/Tesla, Carnegie SVRA and LLNL Site 300 Properties species list, along with all other footnoted data sources <sup>1, 2, 3, 4, 5, 6, 27, 28</sup>, as one of the basic data sources for developing a study plan that incorporates the highest potential for identifying all listed species present on the Alameda/Tesla property. As a minimum, the State must develop a 30:1 mitigation ratio for the “in perpetuity” take of six federal and state threatened or endangered plant and animal species and the federal and state protection listings of 126+ plants and animals and critical habitats that are present on LLNL Site 300 and probably present on the Alameda/Tesla Park property (Listed, Observed Plant and Animal Species, Alameda/Tesla, Carnegie SVRA and LLNL Site 300 properties, compiled by Friends of Tesla Park, 2012)<sup>3</sup>.

4. Mitigation for Increased production of Greenhouse gases: Carbon storage occurs in forests and soils primarily through the natural process of photosynthesis. Atmospheric CO<sub>2</sub> is taken up through leaves and becomes carbon in the woody biomass of trees and is released back into the atmosphere when the tree dies, decomposes or is combusted. Approximately half of vegetation mass is sequestered carbon. In terms of its global warming impact, one unit of CO<sub>2</sub> released from dead oak biomass has the same ecological effect as one unit of CO<sub>2</sub> released from a car tailpipe. CEQA requires that the Lead Agency evaluate potential environmental effects based to the fullest extent possible on scientific and factual data. In the absence of defined thresholds, significance conclusions must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines § 15064). Based on science, fact, expert opinion and the AB 32 defined thresholds, project removal of X thousands of oaks on X acres is indisputably a potentially significant carbon biological emissions effect<sup>9</sup>. The fact is CEQA review doesn't require specific carbon emission regulations issued by any government agency. CEQA review only requires substantial evidence of a significant effect and a fact-based methodology to measure that impact. Scientific studies, passage of Assembly Bill 32 (2006) and adoption by the California Air Resources Board (2007) of the California Climate Action Registry Forest Protocol (2005) are all the CO<sub>2</sub> science, fact and law necessary for CEQA review. On January 8, 2009 the Governor's Office of Planning and Research released a draft regulatory guidance with respect to the analysis and mitigation of the potential effects of greenhouse gas emissions. OPR corroborates that analysis-mitigation of carbon biological emissions due to oak woodlands conversion to non-forest use and the CARB Forest Protocol are integral to CEQA review<sup>9</sup>.

Because of AB 32 calls for a huge reduction of greenhouse gas (GHG) emissions, reducing GHG emissions to 1990 levels by 2020, and then an 80 percent reduction below 1990 levels by 2050, the State is supposed to be reducing GHG emissions, not approving them. In contradiction, the State is proposing to reduce OHV emission by 25% by year 2020 using 2009 and 2010 as baselines, a different approach than mandated by AB 32. You would think the

State would be reducing GHG emissions, not proposing CO<sub>2</sub> attenuation of AB 32, and not increasing and approving emissions or attenuating AB 32 to meet their needs. How can the State OHMV Division now be promoting a significant expansion of OHV use and expansion of GHG emissions accordingly? Unless the State OHMV Division is prepared to pay the extremely high costs of reducing CO<sub>2</sub> elsewhere (offsite), the full equivalent amount of GHG emissions that this project will generate, then this project will make it that much less likely that the impacted location and local counties will be able to meet the AB 32 mandates. That will be a significant impact.

Quantification of greenhouse gases released to the atmosphere over the life of the project (+100 years) must be calculated, and mitigations must be developed for sequestering equivalent tons of carbon through annual mitigation banking payments of the cost equivalent of tons of carbon via total annual CO<sub>2</sub> emissions. These annual payments must be paid to a CO<sub>2</sub> sequestration mitigation bank, in perpetuity, or the life of the project.

As a minimum, I recommend that the State quantifies foreseeable increased production of greenhouse gases from oak trees and vegetation take in Carnegie SVRA and increased OHV usage and increased use of on-road vehicle traffic in the counties OHV vehicles are transported through, to and from the Carnegie SVRA, resulting from the State's proposed project and additional usage attributed to inclusion of the Alameda/Tesla property.

5. Alternatives to the Proposed Project: Under CEQA, the State is required to discuss the alternative or best use of the Alameda/Tesla property. Under the Non OHV Low Impact Alternative, no development of OHV facilities would be allowed on the Alameda/Tesla Property, and the proposed General Plan would not be adopted unless it was confined to the Carnegie SVRA property only. The Non OHV Low Impact Alternative would leave the Alameda/Tesla property as a low-impact, non-motorized park and would preserve its natural and cultural resources.

The Non OHV Low Impact Alternative use of the Tesla property to the proposed expansion of Carnegie should be considered as the highest priority for inclusion in the EIR and a feasible supporting solution for this alternative would be for the State to better manage the existing Carnegie SVRA property to provide different opportunities, but not to expand onto the new property.

6. Project Description: Under CEQA, the State is required to provide a complete project description. Without an accurate description of the project or its environmental setting, an EIR cannot achieve the foremost objective of CEQA, that is, the disclosure and analysis of project related impacts on the environment. To enable presence verification of all potentially existing federal and state listed plants and animals and critical habitats on the Alameda/Tesla property, it is necessary for the State to conduct a five year monthly monitoring and

assessment study of the Alameda/Tesla property.

Much larger combined numbers of listed species and critical habitats currently exist on adjacent properties (LLNL Site 300 and Carnegie SVRA) than observed to date on the Alameda/Tesla property. Thus, spot surveys in areas judged to be most representative of the entire property, if proposed by the State for the Programmatic EIR, should be avoided and the entire site should be surveyed for potential rare state and federally listed plants and animals. The entire property should have full botanical surveys spread over a five-year period.

7. Cumulative Impacts: A fundamental requirement of CEQA is that an analysis of the cumulative impacts of a proposed activity together with other past and reasonably foreseeable activities be included in an environmental assessment. Under CEQA, the State is required to discuss the total “to-date”, “in perpetuity nature” of impacts of the operation of motorized OHVs on Carnegie SVRA property’s plant and animal populations and their critical habitats and conduct an analysis of those foreseeable cumulative impacts to the Alameda/Tesla property. Restarting the impact clock from today and on is not appropriate or legal under CEQA.

To understand the cumulative impacts from OHV usage on Carnegie Park since the State’s 2001 EIR and earlier OHV operations, the State must carry out five-year monthly interval plant and animal and critical habitat surveys and compare these future data with past data from the 2000 and 2001 EIRs and any earlier available data records. And, the State must describe all previous pollution events from damage caused by the operation of OHVs in Carnegie SVRA Park. These pollutants are sediments, heavy metals and petroleum products discharged into Corral Hollow Creek, the San Joaquin River and in standing water (vernal pools). The State must use these data comparisons to develop an analysis of foreseeable cumulative impacts to the Alameda/Tesla property.

**Since it will be impossible to mitigate the existing damage already accrued on the Carnegie SVRA landscape, it would be appropriate for the State to offer the Alameda/Tesla property as natural and cultural preserve dedicated to the existing and future generations of Californians.**

I attended the first public meeting for the Carnegie Park General Plan Revision and Expansion project, May 21, at the Hilton, Doubletree Inn in Livermore. It turned out to be an orchestrated performance by a corporate contractor, AECOM and Carnegie SVRA Park leadership cast led by Mr.’s Ramos and Williamson. When I arrived at 5:45pm, that cast was huddled in a secretive circle in the middle of the meeting room, behind closed doors. When I peeked inside, all eyes turned to me and the room became silent. I knew we (public) were in trouble at that point and the rest unfolded. The fact that the heads of the Carnegie Park ordered me out of the room with my picture board that only had photographs of both Carnegie SVRA and Alameda/Tesla properties (no verbal nonsense was on those boards nor did I disrupt their meeting). Shortly

thereafter, they apparently called in a huge heavily armed local Sheriff to join their orchestration. That they had no pictures showing the Carnegie SVRA disrupted landscape, that they allowed no public statements other than questions from an audience, that no one could hear very well because of their dysfunctional microphone and the fact that they did not offer their microphone to questioners, that they had very poor public notification (nothing in local newspapers before the meeting that anyone saw), that they created a separate website for the EIR process that was not linked from their Carnegie SVRA website, that they in no way gave advance notice that they were only accepting written comments which did not allow attendees time to prepare their comments, that they gave no forewarning of the meeting's format, that they kept audience standing to tire and dissuade comments and did not allow full discussion from attendees, it was an orchestrated travesty of the worst kind, none of which I have ever witnessed in my 35 year conservation career as a Professional Marine/Fishery Biologist. The State Parks and Recreation Department should be incredibly embarrassed with their OHVMR Division's performance and should not only offer apologies to the public but should re-hold this first public meeting in the proper manner and give the public enough time to offer both verbal and written comments. The public should expect to receive replies addressing their comments, not what the staff stated: "summarized comments with replies posted on their website".

Sincerely,

John W. Icanberry  
2455 Regent Rd.  
Livermore, CA 94550

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<sup>1</sup> Site 300 Field Guide, Working with LLNL Natural Resources, LLNL, Livermore, CA

<sup>2</sup>Wreckreation: Off Road/All-Terrain Vehicles and Their Impact on the Environment, Contributed by kirstena on Tue, 2008/04/22 - 7:07am, In sections: United States Environment Transportation by Kirsten Anderberg, <http://kirstenanderberg.com>

<sup>3</sup> Listed, observed plant and animal species, Alameda-Tesla, Carnegie SVRA and LLNL Site 300 properties, compiled by Friends of Tesla Park, 2012

<sup>4</sup>Data also derived from a series of LLNL's wild side articles published in LLNL's NEWSLINE, <https://newsline.llnl.gov/archives/index.php>

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<sup>5</sup>Carnegie SVRA proposed expansion into the Alameda/Tesla properties, 2000

<sup>6</sup>Carnegie SVRA roads and sediment basin rehabilitation projects initial study/mitigated negative declaration, 2011

<sup>7</sup>Wikipedia (2012),

<sup>8</sup>California Regional Water Quality Control Board Central Valley Region, Cleanup and Abatement Order No. R5-2012-0700 for California Department of Parks and Recreation Carnegie State Vehicle Recreation Area Alameda and San Joaquin (2012).

<sup>9</sup>California Oak Foundation, Oaks, CEQA, Carbon Dioxide and Climate Change, <http://www.californiaoaks.org/> (2012).

<sup>10</sup> Brattstrom, B.H. and M.C. Bondello. 1983. Effects of off-road vehicle noise on desert vertebrates.

<sup>11</sup> In R.H. Webb and H.G Wilshire, editors. Environmental effects of Off- Road Vehicles: Impacts and Management in Arid Regions. Springer-Verlag. New York, New York, USA.

<sup>12</sup> Bondello, M. C., A. C. Huntley, H. B. Cohen, and B. H. Brattstrom. 1979. The Effects of Dune Buggy Sounds on the Telencephalic Auditory Evoked Response in the Mojave Fringe-Toed Lizard, *Uma scoparia*. Riverside, California, U.S. Bureau of Land Management, California Desert Program. Contract CA-060-CT7-2737.

<sup>13</sup> Luckenbach, R.A. 1978. An analysis of off-road vehicle use on desert avifaunas. In Transactions of the 43rd North American Wildlife and Natural Resources Conference. Wildlife Management Institute, Washington, DC.

<sup>14</sup> Marler, P., M. Konishi, A. Lutjen, and M.S. Waser. 1973. Effects of continuous noise on avian hearing and vocal development. Proceedings of the National Academy of Science, 70:1393-1396.

<sup>15</sup> Memphis State University. 1971. Effects of Noise on Wildlife and Other Animals. Washington, D.C. U.S. Government Printing Office. NTID300.5).

<sup>16</sup> Luckenbach, R.A. 1975. What the ORVs are doing to the desert. *Fremontia* 2(4):3-11.

<sup>17</sup> D. J. Schubert and Jacob Smith (1999) Wildlands CPR (<http://www.wildlandscpr.org/road-riporter/impacts-road-vehicle-noise-wildlife>)

<sup>18</sup> Schubert and Associates. 1999. Petition to enhance and expand regulations



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governing the administration of recreational off-road vehicle use on National Forests. Published by Wildlands CPR, Missoula, MT 188p.  
<http://www.wildlandscpr.org/orvs/ORVpetition.doc>

<sup>19</sup> Belnap, J. 2003. The world at your feet: desert biological soil crusts. *Frontiers in Ecology and the Environment*. 1(5): 181-89).

<sup>20</sup> Wilshire, H.G., G.B. Bodman, D. Broberg, W.J. Kockelman, J. Major, H.E. Malde, C.T. Snyder, and R.C. Stebbins. 1977. Impacts and management of off-road vehicles. The Geological Society of America. Report of the Committee on Environment and Public Policy

<sup>21</sup> Shore, Teri, 2001. How Motorized Recreation is Unraveling California's Landscapes . California Wilderness Coalition 2655 Portage Bay East, Suite 5 Davis, CA 95616. [http://www.calwild.org/pdfs/ORV\\_report.pdf](http://www.calwild.org/pdfs/ORV_report.pdf)

<sup>22</sup> U.S. Environmental Protection Agency. 1994. Measuring air quality: The pollutant standards index. Office of Air Quality Planning & Standards. EPA 451/K-94-001

<sup>23</sup> Shaver, C., D. Morse, and D. O'Leary. 1988. Air quality in the National Parks. U.S. Department of the Interior, National Park Service, Air Quality Division. Report prepared by Energy and Resource Consultants, Inc., NPS Contract No. CX-0001-4-0054

<sup>24</sup> Karen Leigh, West Springfield Conservation Officer ([http://www.west-springfield.ma.us/public\\_documents/fov1-000100fe/fov1-0001d418/ATV\\_damage.pdf](http://www.west-springfield.ma.us/public_documents/fov1-000100fe/fov1-0001d418/ATV_damage.pdf))

<sup>25</sup> Chris Kassar. 2008. New Report Documents the Greenhouse Gas Emissions and Public Health Impacts of Off -Road Vehicle Use in California. Center for Biological Diversity.  
([http://www.biologicaldiversity.org/news/press\\_releases/2008/orvs-05-06-2008.html](http://www.biologicaldiversity.org/news/press_releases/2008/orvs-05-06-2008.html))

<sup>26</sup> U.S. Environmental Protection Agency (EPA), Greenhouse Gas Equivalencies Calculator, <http://www.epa.gov/solar/energy-resources/calculator.html>

<sup>27</sup> Elsholz, Clint, Justin Mynk (2010) 2010 Habitat Monitoring Systems Report: Carnegie State Vehicular Recreation Area. Carnegie SVRA California State Parks. OHVMR Division, California Department of Parks and Recreation.

<sup>28</sup> National Nuclear Security Administration (2005) Final Site-wide Environmental Impact Statement for Continued Operation of Lawrence Livermore National Laboratory and Supplemental Stockpile Stewardship and Management

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Programmatic Environmental Impact Statement. DOE/EIS-0348, DOE/EIS-0236-S3. Thomas Grim, Livermore Site Office Document Manager, NNSA 7000 East Avenue MS L-293 Livermore, CA 94550-9234

<sup>29</sup> U.S. Department of the Interior. Undated. "Partners Against Weeds, An Action Plan for the Bureau of Land Management"

**Listed, Observed Plant and Animal Species, Alameda-Tesla, Carnegie SVRA and LLNL Site 300 Properties**

Updated: 6/8/12 in Progress

Common Name	Scientific Name	Listing Status	Potential to occur on or near Tesla Park		
			Alameda-Tesla Expansion	Carnegie SVRA <sup>2</sup>	LLNL Site 300
<b>Amphibians</b>					
California red-legged frog	<i>Rana aurora draytonii</i>	FT, CSSC	Found on site <sup>1</sup>		Found in many of the wetlands on Site 300 <sup>4</sup>
California newt	<i>Taricha torosa</i>	CSSC	Found on site <sup>5</sup>		
California tiger salamander	<i>Ambystoma californiense</i>	FT, SE, CSSC	Found on site <sup>1</sup>	Moderate, not now present due to lack of habitat, reported in the past	They occur at Site 300 in or near wetlands <sup>4</sup>
Foothill yellow-legged frog	<i>Rana boylei</i>	CSSC	Found on site <sup>1</sup>		
Wester spadefoot toad	<i>Spea hammondi</i>	FSC, CSSC	Found on site <sup>1</sup>		Have been found in pools adjacent to tile Corral Hollow creek <sup>1</sup>
<b>Reptiles</b>					
Alameda whipsnake	<i>Masticophis lateralis euryxanthus</i>	FT, ST	not found, suitable habitat present <sup>1</sup>		Observed at Site 300 <sup>11</sup>
California (silvery) legless lizard	<i>Anniella pulchra</i>	FSC, CSSC			Observed at Site 300 2/1/1980 <sup>3</sup> and in 2002 <sup>4</sup>
California horned lizard	<i>Phrynosoma coronatum frontale</i>	CSSC	Possibly observed on site <sup>6</sup>		
Coast horned lizard	<i>Phrynosoma blainvillii</i>	FSC, CSSC	Possibly observed on site <sup>6</sup>		Often seen at Site 300 along fire trails <sup>4</sup>
San Joaquin whipsnake	<i>Masticophis flagellum ruddockii</i>	FSC, CSSC	not found, suitable habitat present <sup>1</sup>		Present throughout Site 300 <sup>4</sup>
Western pond turtle	<i>Clemmys marmorata</i>	CSSC	Found on site <sup>1</sup>		
<b>Birds</b>					
Acorn woodpecker	<i>Melanerpes formicivorus</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Allen's hummingbird	<i>Selasphorus sasin</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
American kestrel	<i>Falco sparverius</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
American pipit	<i>Anthus rubescens</i>	MBTA			Observed at Site 300 <sup>11</sup>
American robin	<i>Turdus migratorius</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Anna's hummingbird	<i>Calypte anna</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Ash-throated flycatcher	<i>Myiarchus cinerascens</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Bald eagle	<i>Haliaeetus leucocephalus</i>	CSSC, MBTA	Found on site <sup>10</sup>		
Barn owl	<i>Tyto alba</i>	MBTA			Observed at Site 300 <sup>11</sup>
Barn swallow	<i>Hirundo rustica</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>

Bell's sage sparrow	<i>Amphispiza belli</i>	MBTA, FSC			Observed at Site 300 11; At Site 300, this sparrow uses Coastal Sage scrub habitat west of Building 8544.
Bewick's wren	<i>Thryothorus ludovicianus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Black phoebe	<i>Sayornis nigricans</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Black-crowned night-heron	<i>Nycticorax nycticorax</i>	MBTA			Observed at Site 300 11
Black-throated gray warbler	<i>Dendroica nigrescens</i>	MBTA			Observed at Site 300 11
Black-throated sparrow	<i>Amphispiza bilineata</i>	MBTA			Observed at Site 300 11
Brewer's blackbird	<i>Euphagus cyanocephalus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Brown-headed cowbird	<i>Molothrus ater</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Bufflehead	<i>Bucephala albeola</i>	MBTA			Observed at Site 300 11
Bullock's oriole	<i>Icterus bullockii</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Burrowing owl	<i>Speotyto cunicularia</i>	FSC, CSSC, BCC, MBTA			
California quail	<i>Callipepla californica</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
California thrasher	<i>Toxostoma redivivum</i>	FSC for Alameda and San Joaquin Counties, MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11; They occur in large, mature sage brush habitat patches west of Building 8584.
California towhee	<i>Carpodacus mexicanus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Cassin's kingbird	<i>Tyrannus vociferans</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11
Cinnamon teal	<i>Anas cyaoptera</i>	MBTA			Observed at Site 300 11
Cliff swallow	<i>Petrochelidon pyrrhonota</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 11; Common in spring and summer <sup>4</sup>
Common goldeneye	<i>Bucephala clangula</i>	MBTA			Observed at Site 300 11
Common nighthawk	<i>Chordeiles minor</i>	MBTA			Observed at Site 300 11
Common snipe	<i>Gallinago gallinago</i>	MBTA			Observed at Site 300 11
Common yellowthroat	<i>Geothlypis trichas</i>	MBTA, CSSC			Observed at Site 300 11
Cooper's Hawk	<i>Accipiter cooperii</i>	CSSC, Migratory Bird Treaty Act (MBTA)			Relatively common in riparian areas at Site 300 and is a year-round resident <sup>4</sup>
Costa's hummingbird	<i>Calypte costae</i>	FSC, MBTA			Observed at Site 300 11
Double-crested cormorant	<i>Phalacrocorax auritus</i>	MBTA, CSSC			Observed at Site 300 11
Ferruginous hawk	<i>Buteo regalis</i>	FSC for Alameda and San Joaquin Counties, CSSC, WL, BCC, MBTA	not found, suitable habitat present		It is a common winter migrant, arriving in September and leaving in April <sup>4</sup> .
Fox sparrow	<i>Passerella iliaca</i>	MBTA			Observed at Site 300 11
Golden eagle	<i>Aquila chrysaetos</i>	SFP, BCC, MBTA, CSSC	Found on site <sup>1,8</sup>		Common in northwest portion of Site 300 <sup>4</sup> .

Golden-crowned sparrow	<i>Zonotrichia atricapilla</i>	MBTA	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Grasshopper sparrow	<i>Ammodramus savannarum</i>	Audubon Watch List; Twenty Most Declining Common Birds in North America; CSSC, MBTA		Observed once at LLNL Site 300 (6/6/80); and during the 2000's, seen using the open, rolling grasslands at Site 300 and is typically observed in the northern third of Site 300 <sup>4</sup> ; Observed at Site 300 <sup>11</sup>
Great egret	<i>Ardea alba a</i>	MBTA		Observed at Site 300 <sup>11</sup>
Great horned owl	<i>Bubo virginianus</i>	MBTA		Observed at Site 300 <sup>11</sup>
Greater roadrunner	<i>Geococcyx californianus</i>	MBTA		Observed at Site 300 <sup>11</sup>
Greater yellowlegs	<i>Tringa melanoleuca</i>	MBTA		Observed at Site 300 <sup>11</sup>
Green-backed heron	<i>Butorides striatib</i>	MBTA		Observed at Site 300 <sup>11</sup>
Hermik thrush	<i>Catharus guttatus</i>	MBTA		Observed at Site 300 <sup>11</sup>
Horned lark	<i>Eremophila alpestris</i>	Audubon Watch List; Twenty Most Declining Common birds in North America; MBTA, CSSC		Observed once at LLNL Site 300 (6/6/80) <sup>3</sup> ; horned larks are most abundant at Site 300 during the winter and spring but may be found throughout the year <sup>4</sup> .
House finch	<i>Carpodacus mexicanus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
House wren	<i>Troglodytes aedon</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Hutton's vireo	<i>Vireo huttoni</i>	MBTA		Observed at Site 300 <sup>11</sup>
Lark sparrow	<i>Chondestes grammacus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Lesser goldfinch	<i>Carduelis psaltria</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Lincoln's sparrow	<i>Melospiza lincolni</i>	MBTA		Observed at Site 300 <sup>11</sup>
Loggerhead shrike	<i>Lanius ludovicianus</i>	FSC for Alameda and San Joaquin Counties, MBTA, CSSC, BCC	Observed at Carnegie SVRA <sup>12</sup>	This a common year-round Site 300 resident and breeds onsite <sup>4</sup> .
MacGillivray's warbler	<i>Oporornis tolmiei</i>	MBTA		Observed at Site 300 <sup>11</sup>
Mountain bluebird	<i>Sialia currucoides</i>	MBTA		Observed at Site 300 <sup>11</sup>
Northern flicker	<i>Colaptes auratus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Northern harrier	<i>Circus cyaneus</i>	CSSC, MBTA		It is abundant at Site 300 and is associated with open grasslands <sup>4</sup>
Northern mockingbird	<i>Mimus polyglottos</i>	MBTA		Observed at Site 300 <sup>11</sup>
Northern rough winged swallow	<i>Stelgidopteryx serripennis</i>	MBTA		Observed at Site 300 <sup>11</sup>
Northern shoveller	<i>Anas clypeata</i>	MBTA		Observed at Site 300 <sup>11</sup>
Nuttall's woodpecker	<i>Picoides nuttalli</i>	MBTA, FSC	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Oak titmouse	<i>Baeolophus inornatus</i>	FSC, MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Site 300 <sup>11</sup>

Orange-crowned warbler	<i>Vermivora bachmanii</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Oregon Junco	<i>Junco hyemalis</i>	MBTA			Observed at Site 300 <sup>11</sup>
Osprey	<i>Pandion minimus</i>	MBTA, CSSC			Observed at Site 300 <sup>11</sup>
Pacific-slope flycatcher	<i>Empidonax difficilis</i>	MBTA			Observed at Site 300 <sup>11</sup>
Phainopepla	<i>Phainopepla nitens</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Pied-billed grebe	<i>Podilymbus podiceps</i>	MBTA			Observed at Site 300 <sup>11</sup>
Plain titmouse	<i>Parus inornatus</i>	MBTA			Observed at Site 300 <sup>11</sup>
Prairie falcon	<i>Falco mexicanus</i>	WL, BCC, MBTA, CSSC	Found on site <sup>1</sup> Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Red-shouldered hawk	<i>Buteo lineatus</i>	MBTA			Observed at Site 300 <sup>11</sup>
Red-tailed hawk	<i>Buteo jamaicensis</i>	LC, MBPA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed once at LLNL Site 300 (4/4/80) <sup>3</sup> Also found on Site 300 <sup>4</sup>
Red-winged blackbird	<i>Agelaius phoeniceus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Rock dove	<i>Columba livia</i>	MBTA			Observed at Site 300 <sup>11</sup>
Rock wren	<i>Salpinctes obsoletus</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Rough-legged hawk	<i>Buteo lagopus</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Ruby-crowned kinglet	<i>Regulus calendula</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Rufous crowned sparrow	<i>Aimophila ruficeps</i>	MBTA			Observed at Site 300 <sup>11</sup>
Rufous hummingbird	<i>Selasphorus rufus</i>	FSC, MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Savannah sparrow	<i>Passerculus sandwichensis</i>	MBTA	Observed at Tesla Park <sup>12</sup>		Observed at Site 300 <sup>11</sup>
Say's phoebe	<i>Sayornis saya</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Sharp-shinned hawk	<i>Accipiter striatus</i>	MBTA, CSSC	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Short-eared owl	<i>Asio flammeus</i>	FSC, MBTA, CSSC			Observed at Site 300 <sup>11</sup> Observed once at LLNL Site 300 (6/6/80) <sup>3</sup>
Song sparrow	<i>Melospiza melodia</i>	MBTA			Observed at Site 300 <sup>11</sup>
Swainson's hawk	<i>Buteo swainsoni</i>	MBTA, ST			Observed at Site 300 <sup>11</sup>
Swainson's thrush	<i>Catharus ustulatus</i>	MBTA			Observed at Site 300 <sup>11</sup>
Tree swallow	<i>Iachycineta bicolora</i>	MBTA			Observed at Site 300 <sup>11</sup>
Tri-colored blackbird	<i>Agelaius tricolor</i>	FSC for Alameda and San Joaquin Counties, CSSC, BCC, MBTA	Known to occur on site <sup>1</sup>		Observed at Site 300 in mid Elk Ravine <sup>4</sup>
Varied thrush	<i>Ixoreus naevius</i>	MBTA			Observed at Site 300 <sup>11</sup>
Virginia rail	<i>Rallus limicolab</i>	MBTA			Observed at Site 300 <sup>11</sup>
Western bluebird	<i>Sialia mexicana</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Western burrowing owl	<i>Athene cunicularia hypuga</i>	FSC for Alameda and San Joaquin Counties, CSSC, MBTA	Known to occur on site <sup>1</sup>	Found on site <sup>9</sup>	It is a year-round resident <sup>4</sup>

Western kingbird	<i>Tyrannus verticalis</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Western meadowlark	<i>Sturnella magna</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Western screech owl	<i>Otus kennicottii</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Western tanager	<i>Piranga ludoviciana</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Western wood-pewee	<i>Contopus sordidulus</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
White-crowned sparrow	<i>Zonotrichia leucophrys</i>	MBTA	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
White-tailed kite	<i>Elanus leucurus</i>	MBTA, CSSC			Observed at Site 300 <sup>11</sup>
White-throated swift	<i>Aeronautes saxatalis</i>	MBTA			Observed at Site 300 <sup>11</sup>
Willow flycatcher	<i>Empidonax traillii</i>	MBTA, SE	Observed at Tesla Park <sup>12</sup>	Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Wilson's warbler	<i>Wilsonia pusilla</i>	MBTA		No suitable habitat <sup>9</sup>	Observed at Site 300 <sup>11</sup>
Yellow warbler	<i>Dendroica petechia</i>	MBPA, CSSC		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
Yellow-rumped warbler	<i>Dendroica coronata</i>	MBTA		Observed at Carnegie SVRA <sup>12</sup>	Observed at Site 300 <sup>11</sup>
<b>Mammals</b>					
American badger	<i>Taxidea taxus</i>	CSSC			Observed once at LLNL Site 300 (5/2/80) <sup>3</sup> ; fairly common throughout Site 300 <sup>4</sup>
Long-legged myotis	<i>Myotis volans</i>	FSC			Observed at Site 300 <sup>11</sup>
Mountain lion	<i>Felis concolor</i>	State Special Protected Mammal			It is an occasional visitor to Site 300 <sup>4</sup> .
Pallid bat	<i>Antrozous pallidus</i>	CSSC			Observed at Site 300 <sup>11</sup>
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE, ST	not found, suitable habitat present <sup>1</sup>		Observed at Site 300 <sup>11</sup> . Not common on Site 300 but inhabits dry, open grasslands, oak woodland, savanna and desert scrub areas with sandy washed, fine soils and scattered vegetation <sup>4</sup> .
San Joaquin pocket mouse	<i>Perognathus inornatus</i>	FSC			Observed at Site 300 <sup>11</sup>
Townsend's big-eared bat	<i>Plecotus townsendii</i>	CSSC	Found on site <sup>1</sup>		
Yuma myotis	<i>Myotis yumanensis</i>	FSC			Observed at Site 300 <sup>11</sup>
<b>Insects</b>					
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	FT			Known to occur in elderberry trees in and adjacent to Elk Ravine and Corral Hollow <sup>4</sup> .
<b>Fairy Shrimp (Branchiopoda)</b>					
California fairy shrimp	<i>Linderiella occidentalis</i>	FSC for Alameda and San Joaquin Counties			Found in temporary pools of water (vernal pools) and drainages, especially in grasslands <sup>4</sup> .
<b>Plants</b>					
Big tarplant	<i>Blepharizonia plumosa</i>	CNPS 1B	Found on site <sup>1</sup>		A large population resides on Site 300 <sup>4</sup>
Big-scale balsamroot	<i>Balsamorhiza macrolepis</i>	CNPS 1B.2	not found, suitable habitat present		

Blue Oak woodlands	<i>Quercus douglasii</i>	Covered under the Oak Woodlands Conservation Act was enacted (Chapter 588, Statutes of 2001)	Found on site	Found on site	Found on site <sup>5</sup>
California androsace	<i>Androsace elongata</i> L. ssp. <i>acuta</i> (Greene) Robbins	CNPS 4.2			Observed at LLNL Site 300 <sup>4</sup>
Diamond-petaled California poppy	<i>Eschscholzia rhombipetala</i>	CNPS 1B.1	not found, suitable habitat present		
Diamond-petaled poppy	<i>Eschscholzia rhombipetala</i> E. Greene	CNPS 1B.1			Three populations exist at LLNL Site 300 <sup>4</sup>
Eastwood's larkspur	<i>Delphinium parryi</i>	CNPS 1B.2	Found on site <sup>7</sup>		
Elderberry shrub			Found on site	Found on site	Found on site
Gypsum rock jasmine	<i>Androsace elongata</i> ssp. <i>acuta</i>	CNPS 2.3			Observed at Site 300 <sup>11</sup>
Gypsum-loving larkspur	<i>Delphinium gypsophilum</i> ssp. <i>Gypsophilum</i>	CNPS 4.2			Observed at LLNL Site 300 <sup>4</sup>
Hogwallow starfish	<i>Hesperis matronalis</i> (Benth.) Gray	CNPS 4.2			Observed at LLNL Site 300 <sup>4</sup>
Hospital canyon larkspur	<i>Delphinium californicum</i> ssp. <i>interius</i>	CNPS 1B.2	not found, suitable habitat present		
Large-flowered fiddleneck	<i>Amsinckia grandiflora</i>	FE, SE, CNPS, 1B.1	not found, suitable habitat present		Two natural populations occur at Site 300, known as the Drop Tower and Draney Canyon populations <sup>4</sup>
Mt. Diablo buckwheat	<i>Eriogonum truncatum</i>	CNPS 1B.1	historically present, suitable habitat present <sup>1</sup>		
Rayless ragwort	<i>Senecio aphanactis</i>	CNPS 2.2	Found on site <sup>1</sup>		
Round-leaved filaree	<i>Erodium macrophyllum</i>	CNPS 1B.1			Several populations reside on Site 300 <sup>4</sup>
Santa Clara red ribbons	<i>Clarkia concinna</i>	CNPS 4.3	not found, suitable habitat present		
Showy golden madia	<i>Madia radiata</i>	CNPS 1B.1	not found, suitable habitat present		
Small-flowered gypsum loving larkspur	<i>Delphinium gypsophilum</i> ssp. <i>parviflorum</i> Lewis & Epl.	CNPS 4.3			Observed at LLNL Site 300 <sup>4</sup>
Stinkbells	<i>Fritillaria agrestis</i>	CNPS 4.2	Observed on site <sup>7</sup>		Observed at LLNL Site 300 <sup>4</sup>
<b>References:</b>					



1 Species information derived from Carnegie SVRA Proposed Expansion into the Alameda/Tesla Properties (2000). 2 Carnegie SVRA Roads and Sediment Basin Rehabilitation Projects Initial Study/Mitigated Negative Declaration (2011). 3 Data was derived from a series of LNL's wild side articles published in LNL's NEWSLINE (<https://newsline.lnl.gov/archives/index.php>). The dates beside the data entries indicate date of NEWSLINE publications. 4 Site 300 Field Guide, Working with LNL Natural Resources, LNL, Livermore, CA. 5 Preston, R.E. 2006. Special-Status Plant Species Surveys and Vegetation Mapping at Lawrence Livermore National Laboratory. UCRL-TR-224972. U.S. Department of Energy by University of California, Lawrence Livermore National Laboratory under Contract W-7405-Eng-48. 6 Dan Mosler (2012) personal communication. Sighted on main coal shaft pilings in 1971 what was thought to be a horned lizard but species unverified; again another horned lizard was sighted approximately 50 SW of Tesla main coal shaft tailings, Tesla 2003. 7 Stephen W. Edwards (2012) personal communication, Regional Parks Botanic Garden, Tilden Regional Park, Berkeley, CA. 8 Dan Mosler (2012) personal communication. A California newt was sighted in Mitchel Ravine, just north of Alameda/Tesla boundary in 2003 and three golden eagles were sighted soaring over Pen Daren Coal Mine, Harrisville, Tesla, 2001. 9 Cull, Rebecca (2001) Carnegie SVRA, Wildlife habitat protection plan. California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division. 10 Celeste Garamendi (2012) personal communication. A bald eagle was observed soaring above the Alameda/Tesla property on May 23, 2012. 11 National Nuclear Security Administration (2005) Final Site-wide Environmental Impact Statement for Continued Operation of Lawrence Livermore National Laboratory and Supplemental Stockpile Stewardship and Management Programmatic Environmental Impact Statement. DOE/EIS-0348, DOE/EIS-0236-53. Thomas Grim, Livermore Site Office Document Manager, NNSA 7000 East Avenue MS L-293 Livermore, CA 94550-9234. 12 Elisholtz, Clint, Justin Mynk (2010) 2010 Habitat Monitoring Systems Report: Carnegie State Vehicular Recreation Area. Carnegie SVRA California State Parks. OHV/MR Division, California Department of Parks and Recreation.

**Listing Status**

FE - Federal endangered; FT - Federal threatened; FSC - FSC Federal Species of Special Concern; SE - State endangered; ST - State threatened; FSC - Federal species of concern for Alameda and San Joaquin Counties. May be endangered or threatened. Not enough biological information has been gathered to support listing at this time (U.S. Fish and Wildlife Service 1-1-03-SP-0162); CSSC - California species of special concern; SFP - State Fully Protected; WL - CDFG Watch List; BCC - USFWS Birds of Conservation Concern; LC - International Union for Conservation of Nature and Natural Resources (IUCN) Conservation Status, Least Concern, population evaluated, Red List; MBPA - Migratory Bird Protection Act - <http://www.fws.gov/migratorybirds/RegulationsPolicies/mbta/mbtandx.html>. CNPS  
 1B - Plants rare, threatened or endangered in California and elsewhere;  
 CNPS 2 - Plants rare, threatened or endangered in California, but more common elsewhere; CNPS 4 - Plants of limited distribution - a watch list.  
 Threat Rank:  
 0.1 - Seriously threatened in California (high degree/immediacy of threat) 0.2 - Fairly threatened in California (moderate degree/immediacy of threat) 0.3 - Not very threatened in California (low degree/immediacy of threats or no current threats known). California approved Proposition 117, the California Wildlife Protection Act. The Act accomplished two things. It prohibited the sport hunting of the California Mountain Lion, and it required that California spend no less than \$30 million a year on wildlife habitat protection and related purposes.

**From:** [Patricia Jacobson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla Park  
**Date:** Saturday, May 19, 2012 7:07:38 PM

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Dear Mr. Mundhenk,

While there is still time to enjoy and appreciate the beautiful, natural area of Tesla Park, I urge you to consider that Tesla Park *not* be used as an OHV park! We in Alameda County are proud of Tesla Park's historical significance, which must be maintained for generations to come. Having taught Natural Science courses for 20 years in Alameda County, I recognize the magnificence of Tesla Park's natural beauty, particularly for bird watching, wildflowering and hiking. If it is turned into an OHV park, the pastoral setting of Tesla Park will quickly become devastation, following in the footsteps of Carnegie Park. The natural beauty of this 3,000 acre site will be lost forever. It can never be replaced.

I urge you to help protect Tesla Park for generations to come by its use, instead, of low-impact activities. We simply cannot sit by and watch OHV devastate such a treasure as Tesla Park.

Most sincerely,

Lois Patricia Jacobson

**From:** [Ladd Johnson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Please help with the Carnegie OHV expansion!  
**Date:** Tuesday, July 10, 2012 6:42:38 PM

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Dear Chris,

A group of radical environmentalists is attempting to steal land purchased for the express purpose of enhancing OHV recreation. They have created a disingenuous web site (<http://www.teslapark.org/>) that tries to create a self-fulfilling prophecy by going so far as to assign a de-facto park name "Tesla Park".

There is frustratingly little land for OHV users, despite the continued increase in OHV participants over the years. On the other hand, there is so much nearby park space in Henry Coe, Joseph Grant, Del Valle and other parks that they remain largely unused. It doesn't make sense to squander the duly acquired and studied, ideal OHV property in order to create more empty space for a small number of users. The Easy Bay Park district alone "operates 65 parks, covering over 112,000 acres in its two-county jurisdiction, with more than 1,200 miles of trails" (<http://www.ebparks.org/parks>).

It's dangerous to force increasing numbers of OHV users into the few local parks available (Carnegie, Hollister, and tiny Metcalf). Moreover, it's harder on the land to force all traffic into a small area, as the non-representative and derogatory pictures on the web site above demonstrates. It's wasteful of time, money and fuel to force users to drive 2 to 3 hours to reach an OHV destination. Proper OHV expansion is desperately needed at Carnegie. With enough space, it will be possible to support the future of OHV: a more organized, cleaner trail system of OHV routes, including one-way trails to increase safety margin, and the forthcoming migration to clean, quiet electric vehicles.

Thank you. You have no idea how much your help would be appreciated by our community which is under constant, unfair attack.

Ladd Johnson  
Scotts Valley, CA.

**From:** [Themistersnoid@aol.com](mailto:Themistersnoid@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Alameda/Tesla Property  
**Date:** Wednesday, July 04, 2012 1:43:51 PM

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Hi, please OPEN this property as soon as possible, its been paid for since the mid 1990s by OHV Funds & is long overdue for opening to OHV use, my favorite type of riding is single track trails, NOT fire roads, please put my email address on a list that you MUST REPLY TO, also this an OHV PARK ONLY & its use will be stritcly for OHV use only, our OHV FUNDS must not be spent on anything not pertaining to OHV, thank you for your consideration, Robert Jump

**From:** [Dan Kaiser](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV State Park  
**Date:** Thursday, July 05, 2012 3:13:51 PM

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I would like the new property opened as soon as possible.  
I love hill climbing and trail riding. Not a big MXer. {54 years old, :-) }  
I think much care has been given to preserving the landscape, by the staff,  
and I am in favor of taking care of the resources at hand too.

Dan Kaiser, Manteca, Calif.

**From:** [Jarrett Kelley](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Thursday, July 05, 2012 8:10:08 AM

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Dear Chris,

We want the new property opened as soon as possible. We need some new riding area's. The old trails are ok but some new property would be a great addition. Please put my email address on your reply list.

Thank you,

Jarrett Kelley | Engineering Services | Simpson Strong-Tie | 209-944-1058 | [www.strongtie.com](http://www.strongtie.com)

**From:** [Rick Kirmil](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Expand Carnegie Please!  
**Date:** Friday, July 06, 2012 4:33:17 PM

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Hi,

Please expand Carnegie Park. My wife and I enjoy riding there on the weekends. It has become very crowded. It seems like it is time to add more land. In all of this, there has to be a place to ride our off road motorcycles and that land was purchased just for that. Let us use it as planned.

Thanks,

Richard Kirmil

**From:** [Bill Klein](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie survey  
**Date:** Thursday, July 05, 2012 8:18:21 AM

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Dear Chris,

I appreciate you requesting input for development plans at Carnegie SRVA.

In short, I would like to see the Hollister SRVA model emulated at Carnegie:

- More one-way trails
- More single-track trails (like the Troll Trail network at Hollister)
- Development of an enduro-cross, and beginner's tracks
- Opening of new property with long one-way black-diamond trails similar to Hollister's Renz trail network
- Retain challenging technical trails (such as "Devil's Butt Crack")
- Temporary and publicized punitive closures of trails where illegal off-trail riding occurs.

Please add my email address to your reply list to inform me about the results of your survey and new development plans for Carnegie.

Best regards,  
Bill

**Bill Klein**

South San Francisco, CA



**From:** [Steve Koretoff](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA NOP comments  
**Date:** Monday, June 11, 2012 4:26:22 PM

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Carnegie SVRA is located in an area that is suitable for motorized recreation.

Carnegie SVRA provides sustainable motorized recreation opportunities that are very popular with the general public.

As a member of a resource advisory council I strongly support highly managed motorized recreation areas. These areas provide an alternative to less suitable or unmanaged areas and thus provide for water and environmental quality. All stakeholder groups that I have worked with over the last several years support highly managed motorized recreation areas such a Carnegie SVRA.

Carnegie SVRA provides for environmental quality by drawing recreation out of less suitable areas and thus minimizing impacts on said lands.

The demand for motorized recreation opportunities continue to grow, Carnegie SVRA provides recreational opportunity for those that utilized OHV's..

Please accept this note as my support for Carnegie SVRA and also as a request for new and additional SVRA's to meet the growing demand for motorized recreation in California.

Steve Koretoff

**From:** [sikvan](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion and the General Plan  
**Date:** Wednesday, July 11, 2012 8:22:24 AM

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Dear Chris,

I am sending you this email in regards to the plan for expansion for OHV use at Carnegie. Please continue the course for expansion as this will greatly enhance the experience at Carnegie SVRA.

On another note, I have heard that the expansion program have come under the attack from environmental groups. As you may already know, the land that will be used for this expansion was purchased using OHV monies and is only fair to keep it in the hands of the OHV community. These attacks from environmental groups lack basis and only serve to spread propaganda, satisfy landowner views surrounding the park, and increase their litigation war chest (legal fees provided by [EAJA](#) to win, lose, or draw). Don't succumb to environmental group pressures. I'm an environmentalist, but I DO NOT force my ideals onto everyone!

Please stay on course with the Carnegie expansion. This benefits the OHV community (a family oriented sport) and my family a great deal!

Sincerely,  
Seek Kwan  
San Francisco, CA  
[415-347-1638](tel:415-347-1638)

**From:** [Donnie Lamb](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expanding.  
**Date:** Tuesday, July 03, 2012 9:39:47 PM

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Dear Chris,

My name is Donnie Lamb and I am a long time rider out at Carnegie. I am 17 years old and a Senior at Livermore High. Carnegie is my second home and would love if the new property was opened as soon as possible. I love the trails out there and cannot wait for the new ones. I love 4 wheeling also and would like to try out the new area.

Any questions

Email [donniel82@yahoo.com](mailto:donniel82@yahoo.com)

Phone 9253519229

Sincerely Donnie Lamb

**From:** [justin.lee](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie....  
**Date:** Friday, July 06, 2012 7:04:04 AM

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Please dont harass my state riding park and take away the only reason i live in california.

Please open up the new trails and let us ride in peace. I tread light everywhere i ride and ride a bike with a quiet exhaust, I even pick up garbage on the side of the road once a month ( during riding season ) to contribute. I have been riding carnegie for over 20 years with my friends and family.

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**From:** [DAVID and JUDY LEE](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** General Plan Update  
**Date:** Saturday, June 09, 2012 7:57:29 PM

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June 8, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811  
[chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**RE: Carnegie SVRA General Plan Update/Tesla Expansion Project NOP Comments**

Dear Mr. Mundhenk:

This letter is to provide comments on the Notice of Preparation (NOP) issued on May 10, 2012 regarding the Carnegie SVRA General Plan Update/Tesla Expansion Project. I have toured historic Tesla town site and mining area and other cultural sites within the Alameda-Tesla Purchase and historic locations in the existing Carnegie SVRA on several occasions. I am personally familiar with the rare historic resources in the project area. We are officers in the local historical society. We have lived most of our lives in Livermore and Tracy and have come to appreciate how important the Carnegie/Tesla sites are to the historic legacy of these two cities. The Tracy Historical Museum has many photos and relics in its archives that we use to explain the historical significance of the Corral Hollow area. Two of our members have done extensive study and have published books about this area. The knowledge we have gained and our visits to the historic sites gives us a very personal interest in the outcome of the general plan update.

### **Historical Background of Carnegie, Tesla and Corral Hollow Canyon**

The Corral Hollow Canyon and historic town sites of Carnegie and Tesla hold a significant place in our region's and State's history. The canyon and ridge tops were seasonal hunting, gathering and trading grounds for Native American Yokuts from the Central Valley and the Ohlone from the East Bay. The Alameda-Tesla area, which I will refer to as Tesla Park, includes several features from indigenous peoples, including a large multi-mortar bedrock site and a pre-Columbian Native American petro glyph carved in a rock that is estimated at 5,000-10,000 years old.

From the mid-1770s, the canyon pass, then called El Camino Viejo, from the Livermore Valley to the San Joaquin Valley was the route used by the Spanish to travel from the East Bay to the Central Valley and then down the western edge of the valley to the Tehachapi's and Southern California. During the Mexican period and Gold Rush it was a key route from the Bay Area to the Central Valley and then to the southern gold fields in Tuolumne and Mariposa counties. This canyon pass is in Tesla Park. Joaquin Murrieta is said to have hold out in the canyon. Grizzly Adams was known to have hunted grizzly bear in the Mitchell Ravine in the Tesla Park area.

In the mid-1800s, the first commercial coal mines in the State were opened at Tesla.

In the 1890s a large scale commercial mining operation was built and the company town of Tesla flourished for over two decades. Clay and sand were also extracted at Tesla. The clay was used at brick and pottery plants located in the nearby town of Carnegie, four miles east down the canyon. The sand was shipped to a glass plant in Stockton. A short line railroad, the Alameda and San Joaquin Railroad, was built to ship the coal and brick products and sand to Stockton and other ports along the San Joaquin River, and then to markets in the Bay Area and Southern California. Carnegie bricks were used in buildings throughout the region, including in San Francisco and many East Bay cities. Tesla and Carnegie, including stores, schools, hotels, and churches, grew to about 2,000 people by the early 1900s. When the mines closed down around 1911, the mines were boarded, brick kilns blown-up, and the towns abandoned for salvage. Tesla had a direct connection to Livermore as its primary source of commerce and society. The old wagon/stage coach road from Livermore is still visible in Tesla Park today.

On the Livermore side of Corral Hollow/Tesla Road, a portion of the de Anza Trail recognizing the 1776 expedition passed nearby to the western edge of Tesla Park and is already designated as a National Historic Trail. State Historic Landmarks have been designated for Carnegie and the Zink House. Unfortunately, the Zinc House marker has been destroyed.

This concentration of historical activity in one location is rare and creates a large important and unique historical regional for the region and the State.

### **Current and Ongoing Damage of Historic Resources at Carnegie SVRA**

Having attended historic tours in the existing Carnegie SVRA, the intense OHV use in and around the historic Carnegie town site severely damages the visit and interpretive experience. These OHV use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption with listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, speeding vehicles, and the associated physical disruption when interpreting the historic sites.

Important historic resources are buried and hidden from public view apparently to prevent damage by OHV use, but this also prevents other potential park users who are not intent on destruction from experiencing the historic resource. While the narrow footprint of some historic resources may be fenced to protect them from OHV users, this also fenced out other park visitors who want to interpret the historic features. Such resources have no interpretive elements nearby let alone a physical environment that is conducive to historical interpretation. The information within the Carnegie main office while nice is not sufficient to present what should be a living vibrant historical site. It is obvious by seeing artifacts on the ground being run over by OHV users (i.e., pieces of Carnegie bricks), that the narrow definition of the historic footprint limits the protection of the historic resources that should exist within a State Park.

All of these factors combine to damage the preservation, presentation and interpretive experience of the significant historic resources within Carnegie SVRA. These negative impacts are ongoing in perpetuity. These impacts are a significant impact on historic resources and aesthetic resources and demonstrate that OHV use is not compatible with non-OHV, low impact recreation uses, including historical interpretation.

The EIR must evaluate past and ongoing damage caused by the continued fragmentation of what should be a protected historic zone of the entire town site and associated businesses (i.e., kiln and pottery plant) and the damage to the interpretive environment by the intense surrounding OHV use.

The General Plan must address 1) excluding OHV riders from the historic area to protect the full scope of the resources and 2) developing appropriate interpretive elements at the resource itself for the public to experience. If this is not done, then the State must fully mitigate for the significant past and ongoing damage to the entire historic town site area, and the interpretation experience of the historic town site by the intense OHV use within the town site boundaries.

### **Future Alameda – Tesla Expansion Area**

All historic and cultural resources within the Alameda-Tesla expansion area, also referred to here as Tesla Park, must be fully protected from any proposed expansion of OHV. The protection zone must include the interpretive zone, not just the narrow footprint of a specific resource. Further, Tesla Park should be used as the mitigation required for the past and ongoing damage to historic resources at the existing Carnegie SVRA.

### **Protection of Tesla Valley View and Sound Shed**

For historic areas, the setting within which the resource exists is essential to the protection and interpretive value of the resource itself. This is especially true of historic rural landscapes, such as Carnegie and Tesla which are essentially ghost towns. One of the unique and essential aspects of Tesla is its quiet solitude that allows the visitor the opportunity to contemplate its' historic events and natural environment. The solitude which enhances the ghost town experience of Tesla includes the entire view and sound shed of the historic town and mine site referred to here as the Tesla valley. This sound shed allows personal communication, contemplation and enjoyment of the sounds of nature. The view shed incorporates the beauty and biologic and geologic diversity of the surrounding hillsides and ridges. This interpretive zone is an essential part of the historic Tesla town site and is part of the observation, interpretation and experience of the historic site. Surrounding OHV use would intrude on, disrupt and destroy these essential qualities.

The Tesla valley from the town and mine site to the surrounding ridge tops is separated visually and in terms of sound from outside impacts of the highway and the existing OHV use at Carnegie SVRA. The historic interpretive experience within the Tesla valley is the exact opposite of Carnegie SVRA. The damage to the continuity of the historic Carnegie town site by OHV use can be seen, heard, smelled, tasted, and touched. These ongoing impacts and damage at the existing Carnegie SVRA must be prevented at Tesla.

The negative impacts of OHV use on historic resources at Tesla would include the damage to the surrounding landscape within which the historic features are located in addition to the restriction of the historic zone as experienced by visitors. These OHV use impacts include aesthetic impacts that damage the interpretive experience, such as the visual destruction of the natural landscape, noise and interruption with listening, talking, reading, thinking, concentration and observing. The damaging impacts also include the physical impacts of dust, mud, noise, exhaust fumes, speeding vehicles, and the associated physical

disruption when interpreting the historic sites.

OHV use is not compatible with historic resource preservation and low impact recreation uses that would be appropriate in an historic area. Having toured the Tesla area, I know it is critical that not only the footprint of any historic town and mine area be protected intact from the broad impacts of OHV use, but also the surrounding landscape must be protected. This protection zone must include the full view shed across and up and down all ridge lines as far as can be seen, and the noise shed as far as OHV use can be heard.

The EIR must evaluate these broad negative impacts of OHV use on the historic resources and landscape around the historic Tesla town site and mine area within the Tesla valley as a whole, not just the narrowly defined historic zone footprint. The EIR must consider the impacts of Carnegie SVRA and Tesla separately and the cumulative impacts from the existing Carnegie SVRA on any proposed expansion of OHV use into Tesla. The EIR must consider a Non-OHV use, low impact recreation alternative in the analysis in addition to the No Project alternative. The EIR must evaluate the past and ongoing damage at Carnegie SVRA from OHV use and how Tesla and other historic and cultural sites in the Alameda Tesla area should be mitigation for those ongoing impacts.

The General Plan must address this broad required interpretation protection zone for the entire Tesla valley from any impacts from OHV use. The General Plan must provide for non-OHV low impact recreation uses and interpretation services such as hiking, interpretive hiking trails and appropriate horseback riding trails within the entire view and noise/sound shed of the Tesla town and mine site that protects the interpretive zone and is designed for maximum resource protection.

### **Protection of All Other Historic and Cultural Resources in Tesla**

The same principals of historic protection apply to all other historic and cultural resources in Tesla Park, including but not limited to the following resources located around the Tesla valley: Harriettville; Pen Daren Mine; the bed rock mortars in Corral Hollow Creek; petro glyphs including the PCN rock; Hetch-Hetchy historic features; and historic locations from the times of Edward Carrell and Grizzly Adams in multiple locations. The resource footprint and the interpretive zone must be protected.

The EIR must evaluate protection of all of these historic and cultural resources from all impacts of OHV use for the full view shed and noise shed for each resource. The EIR must consider the impacts of Carnegie SVRA and Tesla separately and the cumulative impacts from the existing Carnegie SVRA on any proposed expansion of OHV use into the Alameda-Tesla area. The EIR must consider a Non-OHV use, low impact recreation alternative in the analysis in addition to the No Project alternative. The EIR must evaluate the past and ongoing damage at Carnegie SVRA from OHV use and how Tesla and these additional historic and cultural sites should be mitigation for those ongoing impacts.

The General Plan must address this broad required protection for these additional historic and cultural sites from any impacts from OHV use. The General Plan must provide for non-OHV low impact recreation uses and interpretation services such as hiking, interpretive hiking trails and appropriate horseback riding trails within the entire view and noise/sound shed of the Tesla town and mine site that protects the interpretive zone and is designed for maximum resource protection.



## **Corral Hollow/Tesla/Carnegie Rural Historical District**

The Corral Hollow Canyon with the historic town sites of Carnegie and Tesla, offers a unique historical landscape that is worthy to be protected as a national or state rural historic district and roadway.

The General Plan and EIR must evaluate the historic and cultural resources within the canyon as a unit and how to protect them and interpret them. OHV use is incompatible with protection and interpretation of this rare fragile concentrated set of historical and cultural resources, especially given the destruction that has already occurred under State management at Carnegie SVRA. The EIR must evaluate and the General Plan must address non-OHV uses only in the Alameda-Tesla expansion area because the resources warrant protection in their own right, but also because of the required mitigation for past and present damage caused by Carnegie SVRA.

### **Project Level EIR Review for Tesla Park Area**

Because of these irreplaceable historic resources in the Alameda-Tesla park land and the past and ongoing damage at Carnegie SVRA, a thorough project level EIR that evaluates all impacts must be completed before any program decision can be made to open Tesla Park to OHV use of any level. The application of a program approval to expand into the Tesla Park land with the subsequent use of negative declarations or other limited reviews is a misuse of the EIR process, particularly in light of the failure of the State to adequately provide for interpretation and enjoyment of the historic resources at Carnegie SVRA. A thorough and comprehensive EIR review of all impacts – historic, cultural, biological, aesthetic, etc. – is required prior to any determination to open Tesla Park to OHV use, even if in an initially limited manner. There can be no risk of any damage to the irreplaceable resources at the historic Tesla town and mine site and the surrounding Alameda-Tesla park land.

### **NON-OHV Alternatives Evaluated in EIR**

Because the need to protect and preserve the irreplaceable resources in Tesla Park and what should be developed as a rural historic district, the EIR must include evaluation of a NON-OHV, low impact recreation use only alternative in the EIR such as hiking, interpretive walking trails, wildlife and nature viewing and equestrian riding. Low impact recreation uses such as these are compatible with the highest level of resource protection that is required in Tesla Park given its rare array of resources and the ongoing damage at Carnegie SVRA. OHV use at any level as demonstrated at Carnegie SVRA is not compatible with historic and cultural resource protection and interpretation.

Please ensure that all EIR notices are sent to me at the following addresses as we will continue to monitor and be involved in this process.

David and Judy Lee  
125 Edward Court  
Tracy, CA 95376  
[djlee125@sbcglobal.net](mailto:djlee125@sbcglobal.net)

Thank you for your consideration of these important issues.

Sincerely,

David Lee

Judy Lee

David and Judy Lee

**From:** [michael lenoski](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie State Vehicular Recreation Area NOP Comment  
**Date:** Monday, June 11, 2012 8:21:33 AM

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Mr. Mundhenk,

As a resident of California and more specifically Livermore, CA, I would like to add my voice to those who oppose the expansion of the Carnegie SVRA into the area commonly referred to by the state as the Alameda - Tesla Expansion Area. It is my belief that the preservation of the riparian, grassland, and oak woodland habitats in the so-called expansion area are critical for the long-term survival of many reptiles including endangered snakes, amphibians, and lizards, year round and seasonal feeding grounds for bird life, and mammals including the San Joaquin Valley Kit Fox. Also found on the site are known cultural sites from ancient Native Americans that are fragile and irreplaceable. With the generally wetter climate that was widespread in this area in the past there are undoubtedly many other cultural sites that have yet to be discovered within the proposed expansion area.

Preservation of the cultural resources, wildlife, and valuable habitat are clearly incompatible with expansion of high impact off road vehicle use. Despite the best of intentions it is not reasonable to assume that the state will be able to protect these resources if the Carnegie SVRA is expanded, therefore I oppose the expansion of the Carnegie SVRA into the expansion area and respectfully request that the state move the area into a protected status for preservation and permanently abandon plans for any expansion of the Carnegie SVRA into this area.

Thank You.  
Michael Lenoski

**From:** [gene leslie](#)  
**To:** [Mundhenk, Chris](#)  
**Date:** Friday, July 06, 2012 7:39:21 PM

---

Please let me know about Carnegie updates on the new riding area. Respond to [livingincasun@yahoo.com](mailto:livingincasun@yahoo.com)  
Gene

**From:** [Andrew Lesslie](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion  
**Date:** Wednesday, July 04, 2012 4:13:02 PM

---

Dear Chris,

The opening of the land adjacent to the existing Carnegie OHV area really is long overdue.

The land was bought with OHV money, a land exchange was made to settle any suspected environmental concerns and any obstruction to the opening of this land to OHC use is nothing but obstructionism on purely ideological grounds.

Please let's not let a few people with an agenda spoil the land use and recreation of many CA OHV users who have put up their own money for access to this land.

Regarding the kinds of trails that would likely work best, the existing park is a great blend of wide, easy trails that newcomers and quad riders can use, some open climb areas that can test the skills of hill-climbing enthusiasts and a network of challenging singletrack. That's a great format and I'd love to see that recipe repeated in the extension lands.

With kind regards  
Andrew

**From:** [Lorenzo Li Bassi](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion  
**Date:** Thursday, July 05, 2012 6:02:39 PM

---

Mr. Mundhenk,

My name is Lorenzo and I am a Carnegie Enthusiast since years. I used to ride there with my daughter, I did what I could to support the OHV park, I was happy to give my little contribution to expand it.

Now I heard that this so long waited expansion is at stake. I wasn't able to believe my eyes when I read it! This is WRONG. We are not killers, we are not disrespectful of nature, we prove this to all community any time we ride in any OHV park. What this all about? Why our community, so generous in sustaining local economy, good moral values to younger generation, must be treated as evil, non respectful and worse?

Please help our park, allow our right to gently expand to be presented in the proper way, and you can count on our active support and help for any initiative toward this directions.

Thank you very much for thinking about my request a couple of minutes

Best regards!

Lorenzo Li Bassi

**From:** [Jim Lubin](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV Park  
**Date:** Tuesday, July 17, 2012 8:03:46 AM

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Chris

Please consider the recent State grab of OHV funds for the general fund. The OHV community pays its way, yet is still in a very frustrating situation on many fronts. Carnegie has a long history; given to riders as a waste land after the brick kiln closed, now environmentalist are decrying OHV use on "pristine" landscape. With less than 1% of State Land available to OHV use, and having paid regulatory and license fees, it is hard for OHV enthusiast to feel fairly treated.

Issues:

- 1) Open the expansion. This land was purchased with OHV funds more than 10 years ago – get the plan approved and open the area.
- 2) Maintain trails over infrastructure expenditures. We come here for riding, not to have gold plated camping facilities. If the riding sucks, then there is no reason to come camping here anyway.
- 3) Learn to create trails with proper drainage control to minimize erosion. Most of these features (rolling trails, water diversion bars, camber changes) can make the trail more interesting to all levels of riders. Many of Carnegies fire roads are executed in smooth extended grades that are sure to promote uninterrupted water flow, an hence create erosion. These problems are then laid at the feet of the OHV community as evidence of silting; learn how to grade a trail properly for the grade involved!
- 4) The east end of the property that was burned by the SRI group a couple of years ago; The subsequent closure was used to limit riding in this area, producing some of the least interesting trail loop I could have imagined. Some serious fun hill climbs were taken away over in here, and the remaining trail system needs more elevation change and terrain features to slow riders down and make the loop more interesting

Success:

- 1) The MX track has been well groomed an maintained . Large water flows have inundated this area in the past however, that can lead to all that great soil being swept away! Make flood control provisions!
- 2) The trail made on either side of Kiln Canyon made (I believe) by Trails-Unlimited or some such commercial outfit continue to be some of my favorites in the park. Well designed, they sustain use by appropriate use of elevation change, camber, and non-erosive drainage provision. Great fun here!
- 3) Brewers Trail is another with good design – too bad it isn't continued further to the west!

Thanks

Jim Lubin  
510 507 5704

**From:** [Michael Lubin](#)  
**To:** [Mundhenk, Chris](#)  
**Date:** Wednesday, July 04, 2012 10:23:40 AM

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Hi,

I'd like to go on record in favor of opening the available land adjacent to the current Carnegie SVRA riding area, for OHV activity.

In particular, I favor contour trails just wide enough to allow motorcycles to pass when traveling in opposing directions.

I'd like to be added to your e-mail reply list.

Michael Lubin



**From:** [Penny MARRS](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Scoping Comments from an Equestrian RE: Tesla Park  
**Date:** Monday, May 21, 2012 4:00:09 PM  
**Attachments:** [Scoping.pdf](#)

---

Dear Mr. Mundhenk,  
I will be attending the meeting on May 21 in Livermore, but am providing you a copy of my comments regarding the Tesla Park Property.

Sincerely,

Penny A MARRS,  
Past President of Tri-Valley Trailblazers

Monday, May 21, 2012

AECOM

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste 400  
Sacramento, CA 95811  
Email: [chris.mundhenck@aecom.com](mailto:chris.mundhenck@aecom.com)

RE: Scoping comments: Tesla Park

Dear Mr. Mundhenck:

I am an active member of the equestrian community, past president of the *Tri-Valley Trailblazers*, Livermore CA, an avid horse camper, trail rider, bird watcher, fly fisherwoman, and active environmentalist. I count membership in several state and federal park preservation groups. I have lived in Livermore since 1996, only recently moving into Contra Costa County where I ride my horse every week at Round Valley Regional Preserve, and other local parks. I spend hours enjoying and protecting the flora and fauna of what is one of this country's finest treasures: the unique habitat of the East Bay.

I consider Round Valley Regional Preserve my home park, and it could have become a ruined landscape if not for people with the foresight to keep it the precious gem it is. It was slated to first, be submerged by a dam in the watershed, and second, to be turned into garbage dump! Today it is actively used by equestrians, bikers, hikers, runners, birders, environmental groups, boys scout troops, historians, cattlemen, families, and more. **This is what Tesla Park should and could become.** OHV can only do damage to the fragile ecosystem, the air quality, and remove forever the natural beauty this is its legacy to our community and those in the San Joaquin Valley.

I urge you to consider the damage that will be done to this pristine landscape if it remains in the hands of the OHV community, and place its legacy in the hands of those who will respect and preserve its delicate nature and natural beauty. I have lived my entire life to preserve the natural beauty of this country. I have taught my children to respect it, as well.

Sincerely,

Penny A Marrs, Past President, Tri-Valley Trailblazers Trail riding Club, Livermore, CA  
1850 Island Park Place  
Brentwood, CA 94513 email: [pennymarrs@yahoo.com](mailto:pennymarrs@yahoo.com)  
Formerly: 1784 Creek Road, Livermore, CA 94550

**From:** [Martinez, Steve](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Concerns  
**Date:** Thursday, July 05, 2012 8:09:28 AM

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Hi Chris,

I'm writing to ask you to add me to your notification list for issues concerning our continued access to California OHV areas. I'm particularly concerned with Carnegie OHV because it's in my local area. But since I ride all over CA I'd like to stay informed about the continued attacks on our freedom by those who'd like us all to fit in the little box of their choosing.

I'm also concerned about the access to the land that has been purchased but not opened at Carnegie OHV area. I understand that there has to be studies and trail layout consideration BUT it seems that this issue of access has been stalled by those who would like that section to remain closed and that the rest of us are being held captive by the select few who are yelling the loudest. I'm not opposed to appeasing their reasonable concerns but the process has to have limits and it appears that those opposed to opening these lands are taking advantage to the lack of reasonable limits.

I look forward to riding these trails in the not too distant future and I appreciate the efforts of those who are working towards OHV access to these lands.

Thank You,  
Steve

Steven J Martinez  
LLNL Instrument Shop  
Pressure Systems Inspector/Installer  
Martinez11@llnl.gov  
925-422-3614

**From:** [marvin\\_936](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV State Park  
**Date:** Wednesday, July 04, 2012 6:57:26 PM

---

I am very excited about the expanding of Carnegie State park. It has become one of our family vacation spots where the whole family can enjoy the time together riding bikes and being outdoors. The staff are friendly and yet they they are strict and enforce existing laws. Please add my email to any mailing list that you have regarding Carnegie.  
Marvin.

**From:** [Curt McDowell](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV expansion  
**Date:** Sunday, July 08, 2012 2:10:27 PM

---

Dear Chris,

A group of radical environmentalists is attempting to steal land purchased for the express purpose of enhancing OHV recreation. They have created a disingenuous web site (<http://www.teslapark.org/>) that tries to create a self-fulfilling prophecy by going so far as to assign a de-facto park name "Tesla Park".

There is frustratingly little land for OHV users, despite the continued increase in OHV participants over the years. On the other hand, there is so much nearby park space in Henry Coe, Joseph Grant, Del Valle and other parks that they remain largely unused. It doesn't make sense to squander the duly acquired and studied, ideal OHV property in order to create more empty space for a small number of users. The Easy Bay Park district alone "operates 65 parks, covering over 112,000 acres in its two-county jurisdiction, with more than 1,200 miles of trails" (<http://www.ebparks.org/parks>).

It's dangerous to force increasing numbers of OHV users into the few local parks available (Carnegie, Hollister, and tiny Metcalf). Moreover, it's harder on the land to force all traffic into a small area, as the non-representative and derogatory pictures on the web site above demonstrates. It's wasteful of time, money and fuel to force users to drive 2 to 3 hours to reach an OHV destination. Proper OHV expansion is desperately needed at Carnegie. With enough space, it will be possible to support the future of OHV: a more organized, cleaner trail system of OHV routes, including one-way trails to increase safety margin, and the forthcoming migration to clean, quiet electric vehicles.

Thank you. You have no idea how much your help would be appreciated by our community which is under constant, unfair attack.

Regards,  
Curt McDowell  
Mountain View

**From:** [William McGee](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV Park  
**Date:** Thursday, July 05, 2012 5:37:56 AM

---

Please open up to us the new property soon.  
I love the riding at Carnegie and have been using this park for years  
Please add me to you're "reply to" address book and also inform me of future issues  
regarding OHV issues.  
Thank You for your time.  
William A. McGee  
Alameda CA

**From:** [Jim Meilandt](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SRVA  
**Date:** Wednesday, July 04, 2012 7:43:28 AM

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Greetings,

Some of my fondest memories as a 5 year child, were riding with my father at our beautiful Carnegie. Now that I am grown and have introduced my children to the park, it is paramount that we preserve this opportunity for future generations.

Please open the new property that we have paid for with our OHV funds. We all have been waiting for so many years. My family loves to trail ride and hill climb. Carnegie is the best park in the state to do this.

Sincerely

James Meilandt

**From:** [Marty Mikolich](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie  
**Date:** Thursday, July 05, 2012 7:30:53 AM

---

Dear Chris i have been riding carnegie for more than 30 years we really want the new property Tesla / Alameda opened up after all these years of buying the land and getting it ready to go. we like both single track trails and atv trails that vary in riding skills of different levels. This is our families favorite activity for camping and riding.

Marty Mikolich  
2458 College Ave  
Livermore, Ca  
94550  
[mddrifter09@yahoo.com](mailto:mddrifter09@yahoo.com)



**From:** [dee murphy](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion  
**Date:** Sunday, July 08, 2012 12:52:48 PM

---

Dear Chris,

I wanted to send my happiness in to you about the expansion of Carnegie SRVA. My husband owns a motorcycle accessories store and ever since Clear Creek closed the business has LOST over \$450,000 in sales EACH year (\$2 Million now). With the expansion of a SVRA so close to millions of residents we as OHV riders will rejoice in the ability to ride so close to where we all live.

Hollister expanded and the Renz Property is fantastic to ride in and an asset to the local economy. Please see to it that Carnegie does increase in size. Over 14% of all California residents own an OHV vehicle and that is over 1.5 Million residents who ride!!!

We really need more areas to ride in NOT less!

Thank You,

Dee Murphy

**From:** [Matt Musgrove](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 9:04:16 AM

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I've been riding Carnegie for 8 years now, and it is still my favorite place to go. It is one of the most challenging places to ride, and teaching a beginner here usually means they can ride anywhere. I love to ride tight singletrack and make my attempts at the steep technical hills Carnegie has to offer. It's like a big playground for me, that's why when I heard that it might be expanded to over double in size, I got really excited fast. That means that instead of riding the whole park in half a day, it would take two days to ride... oh darn! I would really love to see the new property open, it would disperse riders (making it a safer environment), create great new riding and scenic opportunities, and if controlled correctly would make less of an impact on more land (instead of now making a bigger impact on less land).

Thank you,

Matt M.

Could my email be put on a list? Thank you!

mattjohn2010@comcast.net

**From:** [Jim Musich](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie cycle park  
**Date:** Tuesday, July 03, 2012 11:41:08 PM

---

Hello Chris,  
I am a off road motorcycle rider and have been since I was 12 years old. I will be 60 in September. The sport of off road riding is positive way of recreation for many many hardworking and stable citizens. There are of course the single riders but often families who enjoy off road ridng as a way to spend time together as well. I have been going to Carnegie cycle park since the early 70's and have had many good times there with family and friends. . I'm asking that you keep these facts and other riders input in mind when making decisions on the Carnegie property.

Sincerely,  
Jim Musich.

**From:** [George Myers](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie forever  
**Date:** Wednesday, July 04, 2012 10:50:38 AM

---

My family and I love Carnegie. It is a great family environment. We would be devastated if it closed. The new lands need to be opened to us so that families can enjoy this great park for generations to come. In a time dominated by phones and video games, it is a breath of fresh air to see kids outside having fun.

George Myers

Sent from my iPhone

**From:** [russell nagle](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Just wana have fun  
**Date:** Friday, July 06, 2012 8:07:57 PM

---

Any efforts to open a new and save the old riding areas are great.....Save Clear Creek---

**From:** [paul.narducci@schneider-electric.com](mailto:paul.narducci@schneider-electric.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** CARNEGIE SVRA  
**Date:** Thursday, July 05, 2012 9:16:01 AM

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Looking for more trails Green Dot for Novice Riders as well as another MX/ATV track. The Green Dot Trails should have less elevation changes than what is existing. Flatter, wider and if possible, have them go in one-way direction for added safety.

Thank you for making Carnegie better than ever.

Regards

---

**Paul Narducci** | **Square D by Schneider Electric** | **North America Operating Division** | **Field Sales Engineer**  
**Phone:** +925-463-7126 | **Fax:** +859-817-4628 | **Mobile:** +925-963-0673  
**Email:** [paul.narducci@us.schneider-electric.com](mailto:paul.narducci@us.schneider-electric.com) | **Site:** [www.schneider-electric.com](http://www.schneider-electric.com) | **Address:** 6160 Stoneridge Mall Road Suite 200  
Pleasanton, Ca 94588

\*\*\* Please consider the environment before printing this e-mail

**From:** [Lance](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie,  
**Date:** Tuesday, July 03, 2012 10:28:58 PM

---

Dear Chris,

Thank you for taking the time to read this email. I'll keep it short.

- Please open all the property that has been purchased for off highway motorized usage, as soon as possible
- Please open this property for trail riding, and 4 wheel drive vehicles (like jeeps)
- Please stop closing areas of the park, as it increases traffic damage in other areas, and increases accidents

Thanks again for listening. Carnegie is an amazing place to ride when the riders lay out the trail network, as has been done since before Carnegie became a State Park. Kindest regards,

**Lance Neufeld**  
**945 w beverly pl**  
**tracy, CA 95376**

*If you doubt my commitment to liberty,  
come try and take it from me..!*

**From:** [noonan2@ewnet.net](mailto:noonan2@ewnet.net)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [noonan Kathleen](#)  
**Subject:** TESLA Expansion Environmental Impact Report  
**Date:** Wednesday, July 11, 2012 7:56:22 AM  
**Attachments:** [eir\\_tesla.pdf](#)  
[ATT00001.htm](#)

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Sent from my iPhone

Begin forwarded message:

**From:** "Noonan, Kathleen A." <[noonan2@ltnl.gov](mailto:noonan2@ltnl.gov)>  
**Date:** July 11, 2012 7:43:08 AM PDT  
**To:** "Kathys I phone ([noonan2@ewnet.net](mailto:noonan2@ewnet.net))" <[noonan2@ewnet.net](mailto:noonan2@ewnet.net)>  
**Subject: SPAM-HIGH: Comments on the Notice of Preparation (NOP) for the Carnegie SVRA General Plan and Tesla Expansion Environmental Impact Report**

Kathleen Noonan  
Health Services Department  
7000 East Ave L-723  
Livermore, CA 94550

925 423- 8999 (office)  
925 321-9653 (cell)  
925 422-2234 (fax)



July 11, 2012

Re: Comments on the Notice of Preparation (NOP) for the Carnegie SVRA General Plan and Tesla Expansion Environmental Impact Report

To Whom It May Concern:

I am responding to the request for comment for the General Plan for the Carnegie Site in particular regarding the proposed expansion into the Tesla site. I have resided for the last 20 years approximately 1 mile west of the most western boundary of the Tesla property (section 27). I have also participated since approximately the year 2000 in the Site Steward program for the Tesla and Carnegie areas. As a neighbor I am concerned about the disruption human history of the area as well as the flora and fauna and the personal affects to my family and me. More immediate and most importantly I am concerned as a taxpayer of a state in fiscal crisis. It seems undemocratic that gasoline taxes would be funneled to a very small segment of the population to expand a park when other state parks are closing. My understanding is that more than two thirds of the \$21M has come from gasoline taxes. Certainly that \$14M should be redirected to benefit the gasoline purchasing public as a whole.

As a neighbor and Site Steward I am concerned about the off highway vehicles (OHVs) and the damage can be witnessed any weekend at Carnegie. The denuding and disruption of native flora and fauna, concerns about water and air quality, and noise pollution argue that those activities should remain as it is. Protection of the native flora and fauna, preservation of water and air quality must be considered. In addition, consideration should be made to the preservation of human history, both native American and more contemporary habitation as represented by the historic town sites of Harrisville and Tesla. The level of nuisance noise should be examined for the current residents of Tesla Road, particularly those residing on the west side of the ridge. I am specifically concerned about the impact this might have on property values and would like to see this specifically addressed.

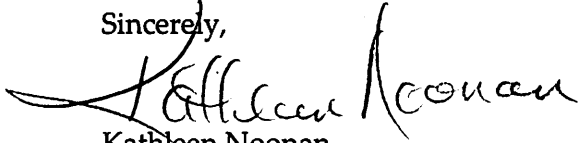
As a taxpaying California resident, I would expect that if this property is to be opened to the public, a broader suite of recreational activities more suited to the general public be allowed. Non-OHV activities will need to be carefully considered to properly manage the health and safety of current species (endangered and not) as well as human visitors. Uncharted human mining activities create a public safety hazard as evidenced by the catastrophic collapse of a portion of a dirt road in the winter of 2010 resulted in a cavity large enough to swallow a pick up truck.

One might imagine a Tesla-Harrisville Park managed as other California historic parks such as Mokolumne. Visitors would leave their vehicles behind and hike through the site to view history, nature and displays of what was once there. Tesla's documented history deserves not to be overrun by destructive OHV recreation as is being done at

Carnegie. Historically sensitive areas include sections (27, 26, 25, 30, 31, 35 and 36) in the Tesla expansion property should be off-limits to OHV activities, or be restricted to the existing fire roads for access only to these areas.

I appreciate the opportunity to provide comments to this public process and look forward to a response to my specific concerns.

Sincerely,

A handwritten signature in black ink that reads "Kathleen Noonan". The signature is fluid and cursive, with a long horizontal flourish extending to the left.

Kathleen Noonan

11689 Tesla Rd.

Livermore, CA 94550

925 200 8377

Distribution:

John Garamendi

Jerry McNerney

**From:** [Jay Novinski](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** future of carnegie  
**Date:** Wednesday, July 04, 2012 9:04:58 AM

---

To whom this may concern,

Since we were alerted to the ownership of additional property at carnegie years ago, I would like to know how soon it will be opening. My family is a huge fan of the sport and enjoys trail riding and as the population grows, we are in need of additional trails to avoid congestion. I would like my email address put on a list for response of anything going on with this matter. Regards, ~JAY~  
NOVINSKI~

**From:** [eric olson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla purchased for OHV, not other recreational uses  
**Date:** Thursday, July 05, 2012 9:34:20 PM

---

To whom it may concern,

As I'm sure you're aware, opportunities for families to enjoy motorized-recreation/OHV are dwindling. The fire-roads and trails are constantly receiving closure notices. Areas where generations of families have responsibly recreated together are disappearing.

Please know how important it is to maintain the plan to open the Tesla property for motorized-recreation/OHV. Enthusiasts need places where they can enjoy their many forms of motorized-recreation in a safe environment, where there are rules and boundaries, rather than being crowded into ever-shrinking over-crowded parks.

As I understand, Tesla property was purchased by OHV parks, paid for by OHV trust fund monies, fully funded by OHV recreationists. Pay to Play. Now the acreage should be opened for OHV use.

Please don't cave in to the pressure of the environmental groups who would have you believe that the earth will never be the same due to a few dirt bikes operating on a few trails. It's like a gnat on a bulls a\$\$--not a big deal. The earth will shake us off just as easily whenever it feels the need.

Sincerely,  
Eric Olson  
Santa Cruz, CA

**From:** [onealent@aol.com](mailto:onealent@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie  
**Date:** Wednesday, July 04, 2012 3:08:12 PM

---

open as soon as possible are registration doubled a few years for this.  
john oneal

**From:** [Renee](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Ruth Orta  
**Date:** Monday, June 11, 2012 4:25:58 PM

---

Sent from my iPad I'm a Jaquin/Saclan (Ohlone /Bay Miwok) elder who is deeply concerned about the protection and preservation of my ancestors' cultural sites at your facility. I'm writing as the designated representative of more than 120 members of my extended family to urge you to consider how you will prevent any damage or destruction of these sites, especially those with religious significance (cupules /petroglyphs) at the proposed expanded SVRA south of Livermore. I urge you to incorporate the following into your Environmental Impact Report for your General Plan:

1. The removal of all roads, trails and tracks within several hundred yards of the religious features, and the assurance that no roads, trails or tracks will ever be built in these places forever.
2. The siting of off-road vehicle activity in places where no engine noise can ever reach these places of prayer.
3. Assurance that no members of the public will ever be shown these places during educational programs. In our experience, once people know where these places are, they are damaged and destroyed.
4. Assurance that local Native people who wish to pray in these places will be able to make their pilgrimage there, and conduct their prayers in private, and that none but recognized spiritual leaders of the local tribes will be able to go there to pray.
5. Assurance as to how you will protect any mortars, middens, burials, or other cultural sites from damage and destruction.

I do not use e-mail. Please put me on your mailing list for notification of any meetings, comment periods or documents pertaining to your EIR and General Plan.

Sincerely

Ruth Orta  
Address: 5816 Thornton Ave. Newark, Ca. 94560  
Phone: Home (510) 794-5462 Cell (510) 552-2130

Sent from my iPad

**From:** [Renee](#)  
**To:** [Mundhenk, Chris](#)  
**Date:** Monday, June 11, 2012 4:22:31 PM

---

I'm a Jaquin/Saclan (Ohlone /Bay Miwok) elder who is deeply concerned about the protection and preservation of my ancestors' cultural sites at your facility. I'm writing as the designated representative of more than 120 members of my extended family to urge you to consider how you will prevent any damage or destruction of these sites, especially those with religious significance (cupules /petroglyphs) at the proposed expanded SVRA south of Livermore. I urge you to incorporate the following into your Environmental Impact Report for your General Plan:

1. The removal of all roads, trails and tracks within several hundred yards of the religious features, and the assurance that no roads, trails or tracks will ever be built in these places forever.
2. The siting of off-road vehicle activity in places where no engine noise can ever reach these places of prayer.
3. Assurance that no members of the public will ever be shown these places during educational programs. In our experience, once people know where these places are, they are damaged and destroyed.
4. Assurance that local Native people who wish to pray in these places will be able to make their pilgrimage there, and conduct their prayers in private, and that none but recognized spiritual leaders of the local tribes will be able to go there to pray.
5. Assurance as to how you will protect any mortars, middens, burials, or other cultural sites from damage and destruction.

I do not use e-mail. Please put me on your mailing list for notification of any meetings, comment periods or documents pertaining to your EIR and General Plan.

Sincerely

Ruth Orta  
Address: 5816 Thornton Ave. Newark, Ca. 94560  
Phone: Home (510) 794-5462 Cell (510) 552-2130

Sent from my iPad

**From:** [Beverly Ortiz](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Scoping Comments Carnegie SVRA Notice of Preparation for EIR for General Plan  
**Date:** Monday, June 11, 2012 7:13:27 AM  
**Attachments:** [Carnegie Scoping Comments.pdf](#)

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Attached is a pdf of a letter I mailed on Saturday with my scoping comments.

I wanted to make sure my comments were received by the deadline; the letter has my original signature.

Beverly Ortiz, Ph.D.  
1778 Sunnyvale Avenue  
Walnut Creek, CA 94597  
(925) 938-6323  
[beverly.ortiz@sbcglobal.net](mailto:beverly.ortiz@sbcglobal.net)



Beverly R. Ortiz, Ph.D.  
1778 Sunnyvale Avenue  
Walnut Creek, CA 94597  
(925) 938-6323  
beverly.ortiz@sbcglobal.net  
June 9, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

Re: Scoping comments on the Notice of Preparation for the Carnegie SVRA General Plan EIR

Mr. Mundhenk:

I'm writing to recommend that:

1. The potential impacts to cultural resources (American Indian and historical) be thoroughly studied as part of this project, including rock art, midden, burials, cupules, and mortars; and the historical coal mines and brickworks;
2. SB-18 level General Plan consultation be conducted about local Native history and cultural sites at Carnegie SVRA; and
3. Comprehensive, enforceable plans be put in place to protect all cultural resources from damage and destruction.

Regarding the rare and notable presence of petroglyphs and cupules at Carnegie SVRA, which are always associated with Native spiritual and religious beliefs and practices, I urge that:

- Special protection zones be established for these and other culturally sensitive areas.
- All roads and trails be removed within at least 500 yards of these features.
- The locations of these and other Native cultural sites be kept confidential and not revealed to the public.
  - In the past five years there has been an alarming trend among private citizens in the East Bay to use GPS technology to pinpoint and reveal on the internet the locations of Native cultural sites.
  - It has been repeatedly shown that the more people who know about the locations of such isolated cultural sites, the more subject they become to vandalism and ultimate destruction.
- Any ORV use be sited in a way that engine noise will not penetrate into these areas, which, as places of prayer, are comparable to churches, synagogues and mosques.
- Local tribal peoples who request to do so be allowed to access these places for private prayer and religious observance.

### Background

I am a cultural anthropologist who has conducted extensive research with hundreds of California Indians across the state, including local Native peoples, for more than 30 years.<sup>1</sup> In the 1990s I was hired by Sonoma State University to study the sacred geography of the East Bay. My research has revealed that Mount Diablo, Brushy Peak, the Caves of Vasco, Byron Hot Springs, *and the cupules and petroglyphs at Carnegie* are all variously associated by local tribal peoples with events of creation, religious observance, and/or prayer by specially initiated religious leaders.

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<sup>1</sup> By "local tribal peoples," I mean individuals whose heritage is Ohlone, Bay Miwok, Northern Valley Yokuts, and/or Plains Miwok.

### Conclusion

Given the extreme rarity, sensitivity, and on-going cultural significance of the cupule and petroglyph sites to the first peoples of the East Bay, it is imperative that their protection and preservation be ensured through the EIR and General Plan process. The other cultural sites are likewise notable and important and merit complete protection and preservation.

If you would like further information about my research, please don't hesitate to contact me.

Sincerely,

Beverly R. Ortiz, Ph.D.  
Ethnographic Consultant  
Lecturer, California State University East Bay

**From:** [Dirk Paulin](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** support ohv  
**Date:** Wednesday, July 04, 2012 9:51:36 PM

---

i support ohv!!!!!!!

**From:** [David and Naomi](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP for Carnegie SVRA General Plan Environmental Impact Report  
**Date:** Friday, June 08, 2012 2:47:24 PM

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Dear Chris;

I have followed with interest the evolving story of future use of the former town site of Tesla and its coal mines since the purchase of the property by the state. Corral Hollow and the Tesla area are very unique and important ecologically and historically. At one time Tesla was the largest coal mine on the west coast. To my knowledge there has never been a formal archaeological investigation of the area. I grew up in Livermore and as a child I often hiked the area and even explored inside of the still open (at that time) mineshafts. There often seemed to be interesting artifacts strewn across the area. A historic park focused on California's early mining history would seem to be a much better use of this land than an extension of the SVRA.

Biological speaking Tesla is a rare gem. It is the furthest north extension of semi-arid grassland in California. Because of this the Corral Hollow canyon including the Tesla area is the northern terminus of several species of reptiles and amphibians. I have personally observed the following within a mile of the town site of Tesla:

Coast Horned Lizard  
Side-blotched lizard  
Western Fence Lizard  
Night Snake  
Black-headed snake  
Long-nosed snake  
California King snake  
Pacific Gopher snake  
Alameda Whip snake  
Western Pacific Rattlesnake  
Glossy snake  
Western Whiptail Lizard  
Common Garter Snake  
Western Spade foot toad  
Red-legged frog  
Pacific tree frog  
Arboreal Salamander  
Western Toad  
Western Newt

Of these the Side blotched lizards, Coast horned lizards, long nosed snake, glossy snake, Coach whip snake, and spade foot toad are not found any further north along the coast range as no other suitable habitat exists north of here for these creatures. The red-legged frog has been reduced throughout most of its range by predatory bullfrogs and fungal parasites. The Alameda Whip snake, Red Legged Frog, and California Tiger Salamander are all threatened species. It is highly possible the Foothill Yellow Legged frog (another threatened species) exists in the upper reaches of the Tesla property.

The area of Corral Hollow canyon above the mines is the location of a large rattlesnake den used during the winter months. Introduction of intensive use of this area would be extremely detrimental to this den and most likely would terminate its existence. Since these rattlesnakes migrate up to a mile (or more) from their winter dens a much larger area would be affected than one would think at first glance. The chief food of rattlesnakes is ground squirrels. Fewer

rattlesnakes equal more ground squirrels and consequentially a reduction in grasses needed by a whole host of species.

By their nature off road vehicle parks are destructive to the natural habitat. As a point of reference the Carnegie SVRA area was once considered a prime collecting area for many of the above-mentioned species. During the 1940's and 50's biologists would visit this area due to the rich fauna they could find. With the opening of the private ORV Park in the 1970's and its subsequent purchase by the state these areas are no longer visited by biologists, as the extensive use of ORV's is incompatible with the survival of the native wildlife. Setting the land aside as a history/nature park would be a much more sound ecological proposal.

It seems to me that environmental impact reports performed on this property have found many of the above listed species. The latest update of the Carnegie SVRA seems to ignore the existence of the above named species, as any development of the property in regards to wildlife will have a negative impact.

In terms of recreation, there is no area in southeast Alameda County for passive recreation such as hiking, picnicking and horseback riding. Converting the Tesla land into low impact use would afford opportunities for recreation not currently offered for those other than ORV enthusiasts. Since the property is geographically close to East Bay Regional's Ohlone Trail it would be possible to extend this trail across Mines road and over into Tesla thus enhancing the hiking and backpacking experience of countless outdoor enthusiasts.

In conclusion, the opportunity exists to protect both the cultural and biological resources of the Tesla area while at the same time offering land use that is not in conflict with the unique environment. It is my hope that this special land parcel is kept as pristine as possible into the future.

Respectfully,

David K. Peterson

Biology Instructor: Granada High School & Las Positas Community College

**From:** [tyler petit](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carneige  
**Date:** Wednesday, July 04, 2012 9:22:02 AM

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**Due to the environmentalists closing our creek bed at Carnegie, my self and tons of riders really are looking forward to the new property opening and expanding our riding experience at Carnegie SVRA. This place is our home, and we will not stop fighting for it. Thanks for all your do.**

**From:** [John Phillips](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Keep carnegie open  
**Date:** Tuesday, July 03, 2012 9:55:39 PM

---

We pay a lot of taxes to use are off road vehicles did you guys Ever think that we have a right to use that land. Families go there to bond and have a good experiences together. Don't let these people take away what we have already paid for. There are far too few places To ride anymore. Please don't take away our last places to ride

Sent from Yahoo! Mail on Android

**From:** [imapiche@comcast.net](mailto:imapiche@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** WE LOVE CARNEGIE!!!!  
**Date:** Thursday, July 05, 2012 1:08:34 PM

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Chris-

On behalf of my daughter, son-in-law, & two grandchildren....PLEASE open the new riding area at Carnegie ASAP!!! They often refer to Carnegie as their 2nd home, and rave about the trail riding there!! Especially the single tracks!!

My granddaughter rides a 50 & LOVES it!! My grandson goes for rides with his parents, and if they're lucky, they can get him off the bike!! Overall, riding dirtbikes is their passion!! Please keep our parks open & give these families a place to ride!!

Thank you,

Phyllis



**From:** [Jim Piatt](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 11:12:06 AM

---

Hello, I'm a 70 year old who likes to take my grandchildren dirt bike riding. Please open the new property in the Carnegie area ASAP. Also, put my name and email address on the list of those who must be notified with any proposed actions and who must be replied to. Lastly, please investigate the real motives of those who would sue to close our recreation areas. How much do their lawyers stand to make even if they lose the lawsuit? Follow the money! Make sure they use real science instead of ambiguous hearsay for the basis for their allegations. Consider countersuing them for frivolous lawsuits to recover our funds lost to their avaricious lawyers.

Thank you,

*Jim and Marcy Piatt*

Jim' phone 916-206-0309  
Marcy's phone 916-206-0514  
[jim@jimpiatt.com](mailto:jim@jimpiatt.com)  
[marcy@jimpiatt.com](mailto:marcy@jimpiatt.com)  
3109 Alder Way  
West Sacramento, CA 95691

*"There are parents who do not love their children (we do!); there is no grandfather that does not love his grandson." Victor Hugo should have said "grandchildren."*

**From:** [asita](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion for OHV is great idea  
**Date:** Wednesday, July 04, 2012 12:59:23 PM

---

Dear Chris,

It's great to hear that Carnegie will expand into the green area for OHV use. Carnegie OHV park is dangerously over crowded. Increasing it's size would be a great way to decrease impact to the environment and for the safety of children and families. This land was purchased with the intention of providing OHV use (dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Thank you,  
Asita Prabhushankar  
San Jose CA, 95124

**From:** [Canfield, Dan](#)  
**To:** [Mundhenk, Chris](#); [Williamson, Bob](#); [Boyd, Elizabeth](#); [Ramos, Joe](#); [McFarland, Elise](#); [LeFlore, Rick](#)  
**Subject:** FW: Comments: Notice of Preparation (NOP) for the Carnegie SVRA General Plan Environmental Impact Report  
**Date:** Wednesday, July 11, 2012 6:11:09 PM

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Hello all, this comment came in through the Carnegiegp. Parks email.

Thank you

Dan Canfield  
California State Parks  
Off-Highway Motor Vehicle Recreation Division  
P.O. Box 942896  
Sacramento, CA 94296-0001  
916-324-1574

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**From:** Carnegiegp  
**Sent:** Wednesday, July 11, 2012 6:05 PM  
**To:** Canfield, Dan  
**Subject:** FW: Comments: Notice of Preparation (NOP) for the Carnegie SVRA General Plan Environmental Impact Report

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**From:** Dick Quigley [mailto:[rlquig1@comcast.net](mailto:rlquig1@comcast.net)]  
**Sent:** Monday, July 09, 2012 10:31 AM  
**To:** Carnegiegp  
**Cc:** [secretary@resources.ca.gov](mailto:secretary@resources.ca.gov)  
**Subject:** Comments: Notice of Preparation (NOP) for the Carnegie SVRA General Plan Environmental Impact Report

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AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

I am a life long resident Alameda County with 5 decades in the Livermore Valley. I am very familiar with the subject property and have visited on tours, and worked in close proximity at LLNL Site 300 and LLNL Livermore.

I am active in the community serving as a board member for Zone 7 Water agency, Assoc of Calif Water agencies, Park Ambassador for EBRPD (East Bay Regional Park District), Rotary member and New Generations Youth Services Director, retired business teacher Chabot College Hayward, and past Chair of the Tri Valley Business Council, and past officer of East Bay Area Trail Council. I am a park and trail user and expert on Tri Valley trails and open space for recreation, tourism, and watershed management.

I am offering my comments for my self and not any group I am attached to.

The Tesla site history is compelling as a economic engine which became a ghost town due to a major flood before flood control.

The town between the late 1800's and about 1905 was a thriving commerce center, mining coal, and making bricks. It was connected to the Central Valley by a Rail line and to the Livermore Valley by a stage road still visible.

The site offers Ag Tourism as it is currently under grazing and viticulture is less than 6 miles away. (The potential staging and parking spot closest to Livermore)

Educational opportunities abound, as the sites intensive Economic history, and geology, resource management, as well as geographic location make it a potential recreational GEM.

It offers exciting multi use opportunities for park enthusiast of many disciplines including, hikers, bikers, equestrians, bird watchers and nature lovers.

I may also serve as a job driver, and a economic stimulator.

Please find a way to offer recreational amenities to the broadest number of recreational interest groups. There is room for all!

Thank You

Dick Quigley

4613 Cope Ct

Pleasanton Ca 94566

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** HELP: NoP Comments: Carnegie SVRA / Alameda-Tesla Gen. Plan  
**Date:** Tuesday, May 22, 2012 7:19:36 AM

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Dear Project Manager for Carnegie SVRA General Plan,

I have started my extensive personal ("Public") commenting on the NoP document (i.e., on the planning process) for the

**Carnegie State Vehicular Recreation Area General Plan  
AND  
Announcement of Public Scoping Meeting  
Date: May 7, 2012**

The "pdf" copy of the NoP made available on the web site,

[http://www.carnegiegeneralplan.com/system/assets/7/original/carnegie\\_nop\\_may\\_2012.pdf?1336669310](http://www.carnegiegeneralplan.com/system/assets/7/original/carnegie_nop_may_2012.pdf?1336669310) ,

is mark-up-able text on pages 1 through 4. But, page 5 seems to be an "image" rather than text, and therefore can not be directly annotated\*\* on that page (5) using Adobe Reader's "Annotations"/"Comments" features. (Perhaps this was done as a quick and dirty way to include the signature of Sector Superintendent into the document; but this inclusion can be accomplished while still retaining the "text" markup capability for that page's text.)

***Can you please produce page 5 of the NoP in the same format (e-commentable) as pages 1 - 4***, asap so that I can complete my Public Comments on the NoP/Scoping in a consistent and convenient manner well before June 11th.

You can notify me by email when the document becomes available.

Peter Rauch

\*\* Yes, I do wish to insert comments on page 5 too. :>)

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** COMMENT: Notice of COMPLETION: Carnegie SVRA NOP Public Scoping  
**Date:** Sunday, May 27, 2012 7:27:06 PM

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Carnegie SVRA  
NOP/NOC Public Scoping Period

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858

The Notice of **Completion** for Carnegie SVRA General Plan is, in my estimation, **deficient** in the following indications.

My comments on the Notice of Completion should be understood as being submitted to you for the Scoping/NoP/NoC process, "...potential environmental impacts of the General Plan", for the record.

I reserve the right to continue submitting additional comments for the record on these same and related topics before the deadline on June 11, 2012, as specified in <http://www.carnegiegeneralplan.com/events/8>

***Development Type:***

**"Educational"** type is not checked, yet the Notice of Preparation is **explicit** in identifying topics to be considered in the General Plan, such as "Physical, biological, aesthetic, and cultural resources", such as "Visitor use", such as --and especially-- "Educational and interpretation opportunities".

One of the dominant themes of the OHV user community, in justifying its pursuit of motorized recreation, is the educational values which get imparted to the many youths who participate in the activity. The SVRA General Plan can not fail to recognize that it is producing an Educational Development Type in concert with a Recreational Development Type; to do so would be to abrogate the State's responsibility to bring environment-impacting OHV activity fully into the realm of responsible citizenship.

Each of these topical areas implicate DEVELOPMENT of "Education"al type services and facilities; such anticipated services should be discussed as a key element of the General Plan; the scope of "Education"al possibilities (types of development) MUST be examined, discussed, and the possibilities, needs, issues and concerns, regarding Educational services should be elaborated.

***Project Issues Discussed in Document:***

**Agricultural Land** issue is not checked. Why ? Until presently, Alameda-Tesla has been contributing to the agricultural productivity of Alameda County and the State and Nation as a grazing service to the cattle industry; Alameda-Tesla's immediate and more distant Alameda, Contra Costa, and San Joaquin County neighbor properties are also dedicated agricultural --cattle grazing/raising land, whose

businesses may be impacted by the (cumulative effects of) removal of grazing services in this region.

In addition to the agricultural impacts (on businesses) which changes --esp. reduction or removal-- of grazing, its removal will have specific and dramatic impacts on the natural habitat structure and ecosystem services of the Alameda-Tesla grasslands. Converting these Agricultural Lands to non-agricultural uses, or even if grazing is retained as a resource management tool, this Project Issue MUST be checked and discussed in the Document.

Anticipated changes in grazing services, provided historically and recently on the Alameda-Tesla property, can not be ignored in the EIR and General Plan.

**Fiscal** issue is not checked. Why ? It is abundantly clear that the State of California, and the State Parks most pertinently, has been under tremendous financial (fiscal, economic, tax-related) stresses. The **proper, responsible** level of operation of a State Vehicular Recreation Area demands a significant outlay (and input) of resources of exactly the kinds which the State and the general public are unable to meet. In fact, even in "good fiscal / economic times", the State has failed to invest the high level of resources required to properly operate its SVRA, as evidenced in the State's own publications and peer reviews on subject of its SVRA program.

Operating the Carnegie SVRA, must less proposing to expand it into a much larger site, demands consideration of the real costs of operations --those costs which must be dedicated to protecting the natural resources which the State Parks, OHV, and SVRA program themselves state are part and parcel of the responsibility of the program.

**Flood Plain/Flooding** is not checked. Why ? The Carnegie SVRA contains a naturally-flooded plain; argue terminology if you wish, but the fact is that the natural "design" of the lower drainage courses of CSVRA are relatively flat, broad (a "plain"), and they fill with water seasonally ("flood"). These two phenomena are in fact so dramatic and important events in CSVRA that the State Parks / OHMVR has taken significant measures to "manage" the inflows, storage, and releases of area-wide rainfall in CSVRA. These measures have impacted the very dynamics and values of the natural system's environmental services themselves, and has incurred great expenses (fiscal impacts).

Flood Plain/Flooding MUST be a Project Issue discussed in the Document.

**Forest Land/Fire Hazard** issue is not checked. Why ? Habitat / vegetation management in Alameda-Tesla requires consideration and planning for the management of fuels (the natural vegetation which accumulates when grazing is removed, when controlled/prescribed burns are not exercised). Alameda-Tesla fuels accumulations and its risk of supporting wildfires impacts not only the quality of the Alameda-Tesla natural habitats, but becomes a serious danger to neighboring private property owner's lands.

"Fire hazard" management is a clear and compelling Project Issue which MUST be

discussed in the Document.

**Septic Systems** issue is not checked. Why ? Do the present and anticipated visitors/users of the Carnegie SVRA not defecate there ? Where ? Whether the system of capture, treatment, removal, is a vault/pumping/trucking away, or in-ground local processing, the topic is a primary Project Issue --lots of people, lots of poop.

Sewage management, and the failure to manage it properly, are Project Issues which MUST be addressed in this Document.

**Water Supply/Groundwater** issue is not checked. Why ? Yes, Water Quality is checked, but that Project Issue is not the same issue as Water Supply nor Groundwater.

Water supply to service the needs of the users, including the conspicuous use of pumped trucked water to abate dust which otherwise is produced by the OHV use, is ALWAYS an issue of environmental concern in California, and no less so when water is needed by visitors to hot, arid climates, and/or when consumed for such extravagant applications as dust abatement. Water supply to Carnegie SVRA MUST be discussed in the Document.

Groundwater reduction due to pumping and to soil disturbance relates to the biotic health of the natural habitats, including the intermittent stream drainages. I am unaware of any biological surveys of the Carnegie SVRA soil **invertebrate** fauna which is intimately tied to the presence, abundance, distribution (both spatially and temporally, at various scales of consideration). That these invertebrates are themselves a legitimate part of the biotic community at CSVRA, but that they also provide the base of the food chain for many of the CSVRA vertebrate fauna not only at and near stream beds but also at significant distances from those water courses, is a Project Issue which MUST be discussed in the Document.

### **REVIEWING AGENCIES CHECKLIST:**

I question the lack of distribution to the following agencies:

California Highway Patrol  
Caltrans Planning  
Native American Heritage Commission

These agencies MUST be checklisted/invited to review the Scope of the Document and EIR.

The roadways/highway between Livermore and Carnegie SVRA include dangerous (blind) curves, narrow lanes, and steep inclines --all combined into a single system of travel.

Motorized vehicles and bicycles are both used as modes of transportation on these roads.

The suggestion that CSVRA must be expanded by 200% in area implies that there is an expectation of more CSVRA visitors in the future.



Consideration of increased impacts to highway traffic and personal safety must be given in this General Plan and EIR. If the California Highway Patrol is not the (only?) agency who should be invited to weigh in on this topic, then whichever other traffic/safety agencies are pertinent MUST be checklisted/invited to review the Scope of the Document and EIR.

Thus, as well as the California Highway Patrol, at least the Caltrans Planning agency (or whichever other agencies who have similar responsibilities along this travel corridor) MUST be checklisted/invited to review the Scope of the Document and EIR.

It should go without saying that the Native American Heritage Commission MUST be invited to review the Scope of the Document and EIR, as well as to be engaged in whatever other required tribe/nation relationship agreements exist with the US/State. This agency must be checklisted.

Respectfully,

[signed]  
Peter Rauch  
peterar@berkeley.edu  
510-526-8155

27 May 2012

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** CSVRA GP DOCUMENT LIBRARY  
**Date:** Wednesday, May 30, 2012 8:59:10 AM

---

Hello,

The existing documents, which bear directly on the historical aspects of resources management/planning/reports of the Carnegie SVRA/expansion and on the planning for the new GP/EIR, are of great importance and value to us (Public) who will be commenting on the **Scoping**, and on the draft GP/EIR documents. All of these documents are cited as source authorities for reports and discussions presented in other, later documents on the CSVRA program of planning and work accomplishments --they provide valuable context and insight into the later reports.

Please install these titles on the CSVRA Document Library web page, <http://www.carnegiegeneralplan.com/document-library> .

**Myнк, Justin. 2009. Carnegie soil conservation plan. California State Parks, Carnegie SVRA.**

**Myнк, Justin. 2009. Trail maintenance plan. California State Parks, Carnegie SVRA.**

Carnegie State Vehicular Recreation Area  
**Wildlife Habitat Protection Plan**  
Prepared by:  
Rebecca Cull  
Associate Resource Ecologist  
California Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division  
**January 2001**

**WILDFIRE MANAGEMENT Plan** (*whatever the latest update may be*)  
Wildfire management within Carnegie SVRA has been addressed in a **Wildfire Management Plan**.

This plan is updated as needed (the most recent update in **2001**).

In addition, is the **2011 season's Habitat Monitoring Report** available yet ? If so, please install that document to the Document Library also. If not, when will it be produced ?

Sincerely,

Peter Rauch  
peterar@berkeley.edu  
Kensington, CA

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Fwd: CSVRA GP DOCUMENT LIBRARY  
**Date:** Thursday, May 31, 2012 12:26:15 PM

---

M. Mundhenk,

Can you please have this additional document installed in the CSVRA Document Library:

Kutilek, M. H. Shellhammer, and W. Bros. **1990. Inventory, Wildlife Habitat Protection Program, and Monitoring Program for Carnegie State Vehicular Recreation Area**, Tracy, CA. Prepared for CA Dept of Parks and Recreation Off-Highway Motor Vehicle Division, Contract No. 4-550-9035. San Jose State University, Biology Department. San Jose, CA.

It provides the foundation for the initial WHPP and the earlier annual reports that ensued from that work.

Peter

Date: Wed, 30 May 2012 08:58:38 -0700  
To: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)  
From: Peter Rauch <[peterar@berkeley.edu](mailto:peterar@berkeley.edu)>  
Subject: CSVRA GP DOCUMENT LIBRARY

Hello,

The existing documents, which bear directly on the historical aspects of resources management/planning/reports of the Carnegie SVRA/expansion and on the planning for the new GP/EIR, are of great importance and value to us (Public) who will be commenting on the **Scoping**, and on the draft GP/EIR documents. All of these documents are cited as source authorities for reports and discussions presented in other, later documents on the CSVRA program of planning and work accomplishments --they provide valuable context and insight into the later reports.

Please install these titles on the CSVRA Document Library web page, <http://www.carnegiegeneralplan.com/document-library> .

**Mynk, Justin. 2009. Carnegie soil conservation plan. California State Parks, Carnegie SVRA.**  
**Mynk, Justin. 2009. Trail maintenance plan. California State Parks, Carnegie SVRA.**

Carnegie State Vehicular Recreation Area  
**Wildlife Habitat Protection Plan**

Prepared by:  
Rebecca Cull  
Associate Resource Ecologist  
California Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division  
**January 2001**

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In addition, is the **2011 season's Habitat Monitoring Report**  
available yet ? If so, please install that document to the Document  
Library also. If not, when will it be produced ?

Sincerely,

Peter Rauch  
peterar@berkeley.edu  
Kensington, CA

**From:** [Peter Rauch](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** CSVRA Initial Study: Det. of Potential Env. Factors Impacts ?  
**Date:** Thursday, May 31, 2012 10:46:13 PM  
**Attachments:** [CSVRA Initial Study 2004.doc](#)

---

Dear Project Manager Mundhenk for Carnegie SVRA General Plan and EIR,

Regarding the CSVRA GP/EIR Scoping process, and later, ...

Can you tell me what role, if any, this 2004 document (attached) plays in the current CSVRA GP/EIR project, please.

## **INITIAL STUDY**

### **CARNEGIE STATE VEHICULAR RECREATION AREA (SVRA)**

#### **GENERAL PLAN AMENDMENT AND MULTI-SPECIES HABITAT CONSERVATION PLAN (HCP)**

Prepared by:  
California Department of Parks and Recreation  
Off-highway Motor Vehicles Recreation Division, Twin Cities District 1725 23rd Seet  
Suite 220  
Sacramento, California 92496

**June 21, 2004**

Specifically, will this particular 2004 Initial Study be identified as the documentation used for SP/OHV's evaluation and explanation of determinations of potential environmental impacts resulting from implementation of the proposed (**NEW 2012**) project, Carnegie State Vehicle Recreation Area (SVRA) General Plan / EIR ?

Or, ***will a new Initial Study be made and circulated***, to describe and detail and explain the answers regarding those potential impacts, as was done in sections III-E and IV of the 2004 IS ?

If neither alternative is the case, then at what point --surely not at the moment of circulation of the draft EIR?-- with the Public have an opportunity to learn what environmental factors potentially affected, or not, are being considered for evaluation, along with the Lead Agency's "explanations" for each of those factors

that rise to a level above "No Impact" (as was done in the IS cited above) ?

Also, can you please install a copy of this document on the [carnegiegeneralplan.com](http://carnegiegeneralplan.com) Document Library web page.

Peter Rauch  
510-526-8155  
[peterar@berkeley.edu](mailto:peterar@berkeley.edu)

# **INITIAL STUDY**

## **CARNEGIE STATE VEHICULAR RECREATION AREA (SVRA)**

### **GENERAL PLAN AMENDMENT AND MULTI-SPECIES HABITAT CONSERVATION PLAN (HCP)**

Prepared by:  
California Department of Parks and Recreation  
Off-highway Motor Vehicles Recreation Division, Twin Cities District 1725 23rd Street  
Suite 220  
Sacramento, California 92496

**June 21, 2004**

**From:** [Amanda Ray](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Tuesday, July 03, 2012 9:43:21 PM

---

Hi Chris,  
My family and I ride our dirt bikes at Carnegie all the time. We would like to know when the new riding area will be open. Please open as soon as possible, and add me to the e-mail group about this.

Thanks,  
Amanda Ray

Sent from my iPhone



**From:** [D.R](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Survey  
**Date:** Monday, July 09, 2012 9:29:04 AM

---

Thank you for the survey. Please know that I expect the new area to be open to riding as soon as possible. Please include me on the email list and keep me updated of any issues coming up at Carnegie.

Regards,

Dennis Reilley

**From:** [Sean](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Friday, July 06, 2012 5:38:08 PM

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Hi Chris,

This email is in regards to Carnegie OHV park. I support the continued use of Carnegie OHV and other California OHV parks and land. I would like to see the new area opened and keep other good riding locations open.

Please let me know any thoughts and please add me to email correspondence.

Thank You,

Sean D Riley  
925-699-1955

Sent from my iPhone

**From:** [Darrell Rippy at Baldor-Hayward](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnige  
**Date:** Wednesday, July 04, 2012 12:07:34 PM

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Chris

I want the property paid for either OHV funds opened now

I favor riding that is what paid for this park and what it was set as side for

I want to be on an email list that you reply to.

I want to know where this decision goes

Darrell Rippy

Sent from my iPhone

**From:** [Darrell Rippy at Baldor-Hayward](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Monday, July 09, 2012 9:15:30 AM

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Chris Mundhenk

I have not heard back from you

What is the planned date for the acreage that was bought with OHV funds to open. This has been held up for years and need to be opened now.

The park keeps losing ground due to closures like the river bed area and no new area is opened this is bad management and needs to cease. I personally enjoy riding the single track and steep hills that only this park has. I also enjoy taking my 4 year old granddaughter ridding the lower sections where it is flat.

As I requested in my first email I need a response to this email and I need to be updated regularly.

Thank you for taking the time to read this and respond.

Regards

Darrell Rippy

**From:** [M. Rivas](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** NOP Tesla Park  
**Date:** Friday, June 01, 2012 4:05:20 PM

---

9 Carroll Place

Staten Island, NY  
10301

June 1, 2012

AECOM  
Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811

RE: Notice of Preparation Comment, Tesla Park

Dear Mr. Mundhenk:

In the 1908 city directory for Stockton, Lodi City, and San Joaquin County there is a listing for Tesla. The names and professions of the eighteen men recorded attest to their diverse skills as well as to the cultural diversity of its inhabitants.

Scanning the directory you will find John Barnes, a teamster, Jacob Creamer, a brickmaker, Henry D. Fredericks a terra cotta worker, Lawrence McDermott, a lab worker, William May, a barber, and William Reed, a hod carrier. Though they raised terra cotta brickmaking to an art, these workers, unskilled and skilled laborers, scientists, and artisans did not just make bricks. They made important works of sculpture and architectural terra cotta adorning some of the most historically significant buildings in California, including buildings now listed on the National Historic Register. One of these artisans is simply listed as "Sculptor." He is my great grandfather, Emanuel Rivas, a native of Peru and a naturalized citizen of the State of California.

As a child, the idea that my family members followed the clay beds to California to work as sculptors and artisans both intrigued me and instilled in me a sense of history. I am sure other descendants of Carnegie-Tesla people feel the same. It would be a shame if that history were forgotten amid the din of off-highway vehicles and the scarification of the

landscape upon which these workers gazed. These men labored to create such historic and nationally-landmarked buildings as The Los Angeles Museum of Natural History, The Hotel Carnegie, The Palace Hotel, The Stockton Bank, and others. Imagine looking at those magnificent buildings and knowing that your immigrant forebears made them. There are many of us who can attest to the fact that we are the descendants of the men who built California's cities. Tesla is a historically important place, as is Carnegie. Though Carnegie cannot, let Tesla speak for these men.

Let me be clear here. When we speak of Carnegie-Tesla, we are not just speaking of bricks, though some may make it seem that way. My great-grandfather, Emanuel Rivas, was a sculptor, or modeler, for Tesla as were a number of other highly-skilled, well-trained artists and artisans. Laborers without these skills were just as essential to the building of California's great cities. Are we to relegate these diverse workers, black, Anglo, and Hispanic, to obscurity? Is that the thanks that they get for their immense contribution to the splendor of such cities as Los Angeles and San Francisco? No, I ask you in their name, no. Let Tesla speak for them and keep it a natural area in its entirety. Let the history of the building of California's most significant buildings be made public through programs, through a museum, through scholarship.

The remarkable *fact* of Tesla needs to be known, honored, and memorialized. It is an important part of California's past. Imagine young people, in an age where bricks-and-mortar industry is dwindling, learning of a whole town built around a company! It probably would be inconceivable to them. Let Tesla speak to them of a community that produced some of California's most magnificently adorned buildings, *not* just the bricks that comprise them. I am proud to say I am a descendent of Carnegie-Tesla. There are others like me who do not know of their rich family and cultural history, and it would be a shame if that opportunity were lost to them in the racket of off-highway vehicles. Certainly there are many Californians who do not know this part of their history, either. Don't let this opportunity be destroyed. It is an opportunity that will not come again.

I imagine my forebears watching the destruction of the giant smokestack at Carnegie-Tesla. I imagine the dispersal of the workers and the destruction of the town, and I ask how the State of California could even consider dishonoring these ethnically-diverse workers who gave so much to it. California should be proud of these people whose artistic contributions, ingenuity, and hard work were rendered anonymously to make its cities beautiful. Don't erase them from history by allowing the site of their labor and their homes to be damaged, ecosystems destroyed, and historical/archeological possibilities nullified.

What do I want, as a descendant of Carnegie-Tesla, for California to do with the

Tesla land? I ask that it not be used for off-highway vehicles. I want to see the entire Tesla area preserved as an area for study and for peaceful passive recreation, a tranquil place. In addition, I ask that it be reborn, even if on a small scale. The land should be preserved and made a living history museum as well as a place where scholars can work *in situ*. Let our citizens understand what was here, what magnificence was born here, and how Americans from diverse cultural backgrounds lived and worked cooperatively for a common good.

Will you look upon the buildings that came out of Carnegie-Tesla and not remember the people whose talent and labor made the State of California what it is today? The history books don't reflect all that transpired here. Let scholars and historians have the opportunity to uncover and to share those discoveries for generations to come. If Tesla is used for off-highway vehicle use, we all lose the opportunity that presents itself to us at this moment in time.

Are the history and tranquil natural beauty of Tesla to be lost for the sake of recreational vehicles, which already have their place in Carnegie? I ask, as a Carnegie-Tesla descendant and a stakeholder here, not to erase evidence of the contribution of my immigrant artisan grandfathers. Please do not relegate Tesla to the same fate as Carnegie. Look at the face of a beautiful early 20<sup>th</sup> century building and see the hand of these men in the sculptural details of the architecture. Feel your spirit soar a bit at the wonder of its beauty and think of the preservation of Tesla. Imagine the hands, black, white, and brown, of the workers who sculpted, who molded, who experimented, and who labored. Look at photographs of the Los Angeles County Natural History Museum, think of these Tesla men, and know where such beauty was born.

Please preserve Tesla as peaceful natural parkland, living historical museum, and field for study. Use Tesla wisely and honor the homestead of these pioneering clay workers for their sake, ours, and future generations. A day on a recreational vehicle is a memory for a day. A vibrant historical site and serene natural parkland will last for generations.

Sincerely,

Marguerite Maria Rivas

**From:** [jeff](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV General Plan and expansion  
**Date:** Wednesday, July 04, 2012 11:21:47 AM

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Dear Chris,

My friends and family are excited to hear that Carnegie will expand into the green area for OHV use. Currently Carnegie OHV park is dangerously over crowded on many weekends and having the park size increased would be a great way to decrease impact to the environment and for the safety of children and families. This land was purchased with the intention of providing OHV use (dirt bike riding) and I would like to see future generation be able to use it for that purpose.

Contrary to what the radical environmentalists say, having an OHV park close to population centers actually decreases global warming since less gas is burned, driving to a park that is close (as opposed to driving several hours to access trails).

Thank you,

Jeff Robeson  
San Jose CA, 95124



**From:** [Joe & Debbi Rogers](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** EIR  
**Date:** Saturday, June 02, 2012 11:58:16 AM

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I beleive the park has done a good job with eviormental concerns by closing andfencing the creek area. I do believe the park and off road riders are being unfairly targeted. The federal government has polluted the valley and still is, but we are trying to close a very beautiful and needed park. I think they have shown that they are doing their best and should not be penalized or delayed any longer

**From:** [Kevin Rolens](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie SVRA  
**Date:** Friday, July 06, 2012 4:15:54 PM

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Hi Chris,

I have been riding at Carnegie since John (Bud) Brillisour was letting us in the gate of his property. I now take my son and his friends on a regular basis for the tracks, hills, hill climb competitions and great trails. We would love to have the new property opened as soon as possible for all of our enjoyment. We have been hoping it would open for quite a long time now.

Please put my email address on your list so I can stay up to date on all the developments at Carnegie.

Thank you!

Kevin Rolens

**From:** [Laurie Ronneberg](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Re: Tesla Park  
**Date:** Friday, May 18, 2012 7:49:11 AM

---

Dear Chris Mundhenk,

We are writing this letter out of great concern for the fate of the Coral Hollow/Tesla Park region and to express how the preservation of this land is paramount.

My family and I live in Modesto, where there are few options for experiencing the type of wild open space that exists in the Tesla Park area and just as few opportunities for seeing and hiking in the hills. A couple of years ago, we discovered Coral Hollow/Tesla Park and have been blessed by its beauty and touched by the wildlife that lives there. For us, there is a sense of peace we get from hiking in those hills and we believe that it would be a great place for kids to visit and learn the history of the area, similar to what the Black Diamond Mines offer to those in Clayton and the surrounding areas.

The Central Valley needs a place like Coral Hollow/Tesla Park; a sanctuary to escape the stresses of daily life. Please help to preserve this land and not turn it into another Carnegie.

Sincerely,

Laurie and Matt

**From:** [Terres Ronneberg](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie State Vehicular Recreation Area General Plan Revision  
**Date:** Saturday, June 09, 2012 1:59:52 PM  
**Attachments:** [Kiln Canyon Gully after restoration.JPG](#)

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Dear Mr. Chris Mundhenk,

Below you will find the letter I sent by US mail on this date, June 9, 2012. My reason for sending you an email copy is I forgot to send the photo that I had taken of a badly restored section on a hillside along Kiln Canyon in Carnegie State Vehicular Recreation area. My apologies.

Terres Ronneberg  
1035 Wood Thrush Lane  
Tracy, CA 95376

\*\*\*\*\*

June 9, 2012

Chris Mundhenk, CEQA Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811

Subject: Carnegie State Vehicular Recreation Area General Plan Revision

Dear Mr. Mundhenk:

The reason for this letter is to express our thoughts regarding the General Plan Revision for the Carnegie State Vehicular Recreation Area on the stated intention of the Off-Highway Motor Vehicle Division of the State Parks to expand Carnegie SVRA into the Alameda-Tesla Expansion Area (A-T E A).

This proposed new expansion area should be left in its natural state and used as non-motorized, natural resource park and reserved for low impact use. In order to manage this type of park, we suggest this proposed expansion land be transferred out of the OHMV Division into an appropriate unit of State Park system that has experience in managing cultural and natural resources. That type of transfer would

be compatible and consistent with the over arching goal that I advocate. I strongly advocate this position because of the natural beauty, the unique wildlife habitat and the historical significance that is contained within this proposed expansion area.

The ecological zones found on the Tesla site, such as savannah, oak woodland and riparian, nurtures and harbors significant biological diversity, which would be devastated by off highway vehicle use. To observe this, one only has to look at the present Carnegie site to see the OHV destruction of hillsides and the disturbance caused to wildlife and their corridors. For example, in the current motorcycle park, trails have been cut through Black Sage, a scrub plant that many animals and birds use for food and cover. Migrating hummingbirds (Calliope, Black-chinned, Rufous, and Costa Hummingbirds) use this black sage, which is in bloom during most of April. I believe that hillsides with Black Sage, and Desert Olive ought to be protected and no OHV should be allowed to destroy this habitat.

Previous restoration attempts at repairing OHV trails in the Carnegie State Vehicular Recreation have not been all that successful. For example, in Kiln Canyon there are deep gullies that remain due to off road use. OHVs have loosened the soil, so during our wet season, silt washes into the intermittent stream of Kiln Canyon. I have enclosed a picture of this unrestored gully that was taken in April of 2012.

And while on the subject of restoration at the Carnegie Off Road Vehicle Park, I don't understand why restoration projects take place in certain areas, then after these areas have been "restored", off road use (hill climbing) is once again allowed and the destruction begins anew. That seems to me to be a complete waste of resources. What is the point in "restoring" areas over and over? Isn't once enough?

The views from ridgelines within the proposed expansion area are spectacular and warrant protection and wider public use.

One of the most significant aspects of this proposed expansion area is that it is home to a diverse wildlife population. It harbors such threatened species as the Red Legged Frog, California Tiger Salamander, Yellow-legged Frog and Tule Elk. These sensitive wildlife areas cannot be protected if OHVs have access to these areas.

Additionally, this proposed expansion land is now used as a critical wildlife corridor from Mt. Diablo to Mt. Hamilton. This wildlife corridor would be severely threatened by off road vehicle use, thus jeopardizing the genetic diversity of local wildlife.

Low impact uses of this land such as hiking and equestrian uses would be preferable and a much better use of this land. Therefore, we ask that the proposed expansion for OHVs use be modified to exclude high impact vehicles and adopt a plan that allows for low impact use only such as hiking and equestrian use. We believe this would be the best plan, and it would allow for a wider range of non-destructive uses.

Please add me to the mailing list.

Sincerely,

Terres L. Ronneberg

Jean Ronneberg

1035 Wood Thrush Lane

Tracy, CA 95376







05/02/2012 19:54



**From:** [Mike Rosa](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion  
**Date:** Thursday, July 05, 2012 10:30:35 AM

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Dear Chris,

I am writing you to express my families excitement with the news that Carnegie SVRA will finally be expanded to the land that was purchased more than 15 years ago. I have been enjoying Carnegie for the past 20 years. My first memories were with my Father when I was about 14 years old. I am now enjoying Carnegie with my own Family. We camp at Carnegie on a regular bases, even though it is only 30 minutes from my home. Over the years I have seen the explosion of my sport (Dirt Bike riding) and Carnegie is in need of this expansion in order to keep up with the increase participation in OHV recreation.

OHV recreation is a family sport. It bonds families together and creates lasting memories.

Thank you for reading  
Mike Rosa  
[mikerosa.21d@gmail.com](mailto:mikerosa.21d@gmail.com)



**From:** [Kelly Ross](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Thursday, July 05, 2012 4:58:44 PM

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Mr. mundhen,

It is great news that a new area will be opening up at Carnegie. My family and I frequent Carnegie several times a year to ride the motocross track, climb the hills, trail ride and to participate in the Hill Climb events. We want this area open Now. We are so excited.

Carnegie has been such a blessed place for us to spend time with our children, to teach them about motorcyclea, nature, and life. We have many a wonderful memory there and we look forward to many more.

Thank you,

Kelly Ross

**From:** [Marilyn Russell](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Re: NOP for Carnegie SVRA General Plan Environmental Impact Report  
**Date:** Thursday, June 07, 2012 11:10:44 AM

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Chris Mundhenk, CEQA Project Manager  
AECOM  
2020 L Street, Suite 400  
Sacramento, CA 95811

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**Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

**Dear Mr. Mundhenk,**

I have lived in Livermore, California, for 45 year, most of that time on 6 acres on the East side of the Valley just over the hill from the old town of Tesla site and Carnegie SRV Park. I taught field biology at Livermore High School for 33 years. My goal was to teach students the value of their local landscapes, watersheds, plant and animal species and the unique historical and natural history features of our Tri Valley and close by parks. We took field trips (night drives) to Corral Hollow to observe wildlife which became increasingly sparse due to habitat destruction (off road vehicle damage in contingent Carnegie Park) and greater use of Tesla/Corral Hollow county road. Our discoveries are still part of a shared memory with my students, some of whom are now biologists and teachers as well as county planners and active in observing wildlife and wild lands, often with their children. It would be wonderful to have such a biologically diverse and historically significant parkland for the future generations of students in the Tri-Valley to visit and study.

I belong to many Horse Clubs in the State, but am most active and represent the local Tri-Valley Trailblazers. I am on the board as publicity chair, but I have served as President for two years. One of the mission statements for our club is to support and preserve local trails for equestrian use. I also am on the Steering Committee for the Friends of Tesla group.

I am a rancher, bird watcher, and passionate trail rider. I have over 8000 miles in competition on horseback on historic trails throughout the American West.

I have a great respect for unspoiled vistas, open space, wildlife, pristine landscapes, and silence.

I love history and I have had the opportunity to ride and gather cattle in the Tesla town site when it was in private hands. I treasured seeing the bedrock mortars of the first people to occupy the canyons and I have

read Dan Mosier's book on the town of Tesla as well as Brewer's UP & DOWN CALIFORNIA in the 1860s. The land looks and feels just like it was described over one hundred years ago. I can only hope future explorers like myself can have the same unique experience of seeing this land as it was in the past, unspoiled and complete.

I could feel the ghosts of ancestors as I rode through these sacred trails and also enjoyed seeing Golden Eagles, roadrunners, kangaroo rats, coyotes and badgers to name a few; including the successfully re-introduced Tule elk.

Given my personal experience with this region, and great love of preserving precious biotic resources, I see a great opportunity for leaving a priceless section of land for the future generations to enjoy as unspoiled as it was seen by their ancestors of hundreds of years ago. I appreciate every local and state park throughout the West and I have visited many often for long hours on horseback, but as Dorothy has said so truly in the Wizard of Oz, "There is no place like home!"

Our region deserves an Eastern connection of trails and open unspoiled space. This is our generations opportunity to leave a legacy for our grandchildren for many generations into the future. That is why Tesla Park should be protected from ORV use and established as a non-OHV, low-impact historic and natural resource park and preserve. Therefore, I urge you to carefully study all potential impacts to this land thoroughly for at least five years with a comprehensive EIR.

One alternative that needs to be evaluated is NO ORV use in the park. Off road vehicles are NOT COMPATIBLE with preserving biological, cultural and historical treasures. and definitely not compatible with low impact, quiet uses such as hiking, birding, nature study, horse back riding, cattle grazing, education or reflection and restoration of the human spirit.

I am speaking from my heart and experiences for the wildlife, domestic animals, ancient peoples, plants, rocks, land and water that cannot speak for themselves.

Thank you for your consideration and dedication to a complete study of all these resources and the consideration of an alternate use to this precious landscape.

Very Sincerely,

Marilyn Russell  
[trailrider@ewnet.net](mailto:trailrider@ewnet.net)  
11175 Reuss Road  
Livermore, CA 94550  
925 447-3730

**From:** [Dick Ryon](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Notice of Preparation of an Environmental Impact Report for Carnegie State Vehicular Recreation Area General Plan  
**Date:** Friday, June 08, 2012 1:13:08 PM  
**Attachments:** [Tesla Notice of Preparation Dick Ryon.pdf](#)

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Dear Mr. Mundhenk,  
Please find attached my letter regarding Carnegie State Vehicular and Tesla Parks.  
Sincerely,  
Richard Ryon

Richard Ryon  
1183 Glenwood Court  
Livermore, CA 94550  
June 8, 2012

By E-mail to <chris.mundhenk@aecom.com>  
AECOM

Attn: Chris Mundhenk, Project Manager Carnegie SVRA  
2020 L Street, Suite 400  
Sacramento, CA 95811

**Regarding:** *Notice of Preparation of an Environmental Impact Report for the Carnegie State Vehicular Recreation Area General Plan*

Dear Mr. Mundhenk:

I am a refugee from Southern California. I moved to Livermore in 1964 and love this town and the place where it is situated. We have worked for fifty years to preserve agricultural lands and open space that surround our town. I own rangeland on Crane Ridge, not far from what some call the Carnegie Vehicular Recreation Area Extension but I prefer to call Tesla Park. The Park and my land both have beautiful views of the Livermore Valley, are home to wildlife and wildflowers, and offer serenity. In addition, Tesla has considerable historic and cultural value. I urge you to give weight to these values as you write options in the Environmental Impact Report.

Carnegie Park is what it is: a place for people to enjoy the thrill of motorcycles and other off-road vehicles as they climb steep slopes with the wind in their face. That is fine. The place is big enough. The habitat is destroyed enough. There is enough noise. Expansion is unnecessary and highly undesirable.

I use and enjoy our great State's parks. Tesla would be a wonderful addition to this system or to that of the East Bay Regional Parks. It could become a part of a trail system from Mount Diablo southward to Del Valle Regional Park and connecting to the system of trails around San Francisco Bay. What a fine legacy to leave to our grandchildren and their grandchildren!

Please be sure to develop and emphasize the alternative of NO OFF-ROAD VEHICLES for this beautiful land. Off-road vehicles are not compatible with preserving the historic, cultural, biological, and recreational values this land has in abundance.

Sincerely,



Richard Ryon

**From:** [Kirk Sadler](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie property expansion  
**Date:** Tuesday, July 03, 2012 10:22:18 PM

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I have been riding at Carnegie for almost 30 years. We need more room to allow riders to spread out, thus having less impact on the current riding areas.

I enjoy climbing the hills but I really prefer the single track trails that are for motorcycles only.

If there was a well laid out plan for trails we could have more trails and more room to ride for years to come with less impact on the land. This will give the liberal environmentalist less to whine about and maybe they can focus on what they really need to do, stop wasting tax payers money.

The more places these idiots close, the more riders are going to be forced to ride in less areas. What are they thinking? Carnegie is more crowded now than ever because there are less areas to ride, and who's fault is it?

Let's open more area to ride!!

Kirk Sadler

**From:** [Matt S](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Riding area  
**Date:** Tuesday, July 03, 2012 10:50:00 PM

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To whom it may concern:

I am writing about the Carnegie property. I would like to say that I enjoy dirt biking. I live in San Francisco and I am glad that I can drive out to Carnegie to enjoy my hobby of dirt biking.

I really enjoy riding my 4 stroke, street legal dual sport bike out there. I have been able to share the sport with many friends and everyone really enjoys themselves. I hope to ride for many more years, I am only 36 now, but I have met many riders well into their 60s. It is a physically demanding and challenging hobby.

Lastly, please add my e-mail to your list for updates and requests for more information from people like me who use the Carnegie area.

Thanks for listening.

Sincerely,

Matt Sanford  
[jmsanford@gmail.com](mailto:jmsanford@gmail.com)  
San Francisco, CA  
415-706-4168

**From:** [ED SANTIN](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie improvements comments  
**Date:** Wednesday, July 04, 2012 8:26:06 AM

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Hi Chris.. Please work on getting the new riding areas at Carnegie open as soon as possible... The Percent of OHV areas in the state compared to the people who enjoy OHV is very small compared to all the other open Public areas in the state yet most of our OHV funds keep getting used for Non OHV use..areas.... Combo areas like the national forests use of ohv funds are ok but the non ohv crowd keeps restricting us into smaller and smaller areas.. We will share our funds if all get to use the forests but not if we keep getting closed out... thanks  
Ed Santin [santins@sbcglobal.net](mailto:santins@sbcglobal.net)



**From:** [Pat Saugar](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** CARNEGIE ROCKS!!!!  
**Date:** Monday, July 09, 2012 9:09:18 PM

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Chris, I have been riding at Carnegie since 1973 and love this area. What a great resurrection to the old brick factory of the late 1800's!!  
These kooks will tell any lie to deceive and manipulate the FACTS. We need great riding areas such as Carnegie cycle park that teach our children to become fine and upstanding adults. What better activity brings a family together than camping and enjoying the outdoors when compared to sitting at home getting fat sittin on you butt playing violent video games that teach no values.  
Thank you for your time, Pat Saugar

**From:** [Sauls Todd](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Thursday, July 05, 2012 8:55:06 AM

---

1. i would like to respectfully ask for the new riding property to be opened as soon as possible.
2. my favorite riding is when i can take my family to a safe facility to ride.
3. please add my email address to the list of people that have to be replied to.

thank you very much.

Todd Sauls  
Willey Printing Co.  
Pre Press Department  
209-524-4811  
[mac@willeyprinting.com](mailto:mac@willeyprinting.com)

**From:** [paul731@comcast.net](mailto:paul731@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** EIR input concerning proposed expansion of Carnegie  
**Date:** Wednesday, July 11, 2012 1:49:48 PM

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July 11, 2012

The dust from OHV in Carnegie is already bad. The dust situation will not improve if the park is expanded. Great clouds of dust are sent airbourne when the tires of these vehicles grip the surface. Satellite images of great dust clouds caused by OHV or ORV rallies and other activities are easy to find on the internet. Books and articles have been written on the air pollution caused by these activities.

A single ATV going at a moderate speed can generate a HUGE cloud of dust. I saw it happen two days ago. The dust blew 500 feet sideways in a dense cloud that somewhat affected visibility on a nearby highway. Having seen an isolated vehicle, the truth is that the Carnegie dust pollution situation is insoluble.

Furthermore, more OHV in an expanded Carnegie means more dust pollution.

When the fine dust gets airbourne it is carried by the then prevailing winds. The people of Livermore, Modesto, Tracy and elsewhere do not want to breathe this pollution.

On the basis of generation of air pollution alone, the park should not be expanded. Other kinds of pollution issues also exist in connection with this activity.

Paul Schaich  
731 Hazel St  
Livermore CA 94550  
925 455 1695

**From:** [dschmidt08@comcast.net](mailto:dschmidt08@comcast.net)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV expansion  
**Date:** Wednesday, July 04, 2012 9:55:08 PM

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Dear Sir,

I write to you to express my support in the expansion of Carnegie OHV. I am a family man, and my family lives and breathes OHV riding. It is what keeps us strong and close as a family. I am also a motorcycle industry professional so keeping riding areas open (even expanding them) is in my best interest career-wise. Please don't listen to all the environmental zealots telling you OHV destroys the land etc etc. Many of these people have never done it, much less enjoy the outdoors on any significant level. Only positive things can happen in your community from expanding Carnegie, nothing negative.

Thank You,

The Schmidt Family

**From:** [Joseph Schmit](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Caregie general plan  
**Date:** Sunday, May 27, 2012 10:29:41 AM

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Chris,

My family lives in Pleasanton and has been riding at Carnegie for 3 years. Our input towards the EIR and overall general plan covers 3 main points:

1. We hope that Carnegie will be developed and managed in a way that allows for off road riding to be multifaceted, (easy, intermediate, difficult, very difficult....some areas for open riding), is also proactive in creating and maintaining a positive relationship between park visitors and park staff.
2. Erosion control is managed in a way that allows the park to remain open so families like my own won't increase our carbon footprint by driving an additional hour to enjoy our riding time together.
3. Finally, our hope is that there will be more effort in reaching out to new visitors in an endeavor to educate them about safety (signage), cooperation, and the importance of all of us working together to share the land in a reasonable and responsible way.

Thank you for your consideration in this matter,

Joe Schmit

**From:** [August](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV park  
**Date:** Tuesday, July 03, 2012 9:53:26 PM

---

I am an avid motorcyclist who has a strong desire to expand the available off-road riding opportunities in the bay area, and indeed all of California.  
Please open the new land at Carnegie for OHV use. I enjoy tight, technical trails, and hope there will be more to ride soon.

Please add my email address to the list of people who wish to receive information from your office.  
Augustus Schoenfeldt  
San Jose, Ca

Sent from my iPhone

**From:** [Jeff Schreiber](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Riding  
**Date:** Wednesday, July 04, 2012 11:00:05 AM

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Hi Chris,

My Family and I live in the bay area and enjoy riding our dirt bikes at the various off highway riding areas. I enjoy the diverse conditions our riding areas offer and would like to see more area opened if possible. Please make every effort to keep these parks open so that the thousands of off road riders can enjoy the sport they love.

Thanks,

Jeff Schreiber

**From:** [GREG SCOTT](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** carnegie  
**Date:** Thursday, July 05, 2012 2:21:14 PM

---

Hello Sir,

As an avid offroad motorcycle rider I would like to see Carnegie OHV park be able to utilize the resources already set aside for its expansion. I engage in trail riding with my family 2 weekends a month in the summer and up to 3 weekends in the fall and winter riding season. We make it a point to teach our daughter the responsibilities of being an offroad family by cleaning up after ourselves as well as keeping our equipment properly maintained. We never go off-trail so we can preserve our riding area as much as possible. We would love to see Carnegie take direction from some of the other OHV areas like Hollister and Santa Clara Motorcycle Park/ Metcalf by having designated one way trails and ATV only trails. To make a section of Carnegie a "free roam" area would be a great idea in my opinion. Thank you for your time and I would like to be placed on a contact reply list.

Greg Scott



**From:** [aeseyedi@aol.com](mailto:aeseyedi@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Forever  
**Date:** Thursday, July 05, 2012 12:52:22 PM

---

Hi Chris

As a family of motorcycle rider we want to be able to make sure we have places to continue ride . We would also like to see Carnegies new area open as soon as possible. I enjoy riding there and would love to have new trails open and a trail system with one way trails

Please add my Email to your reply list

Thanks you Alex Seyedi

AEseyedi@aol.com

**From:** [Vicki Shipman](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie GP  
**Date:** Saturday, May 12, 2012 11:53:28 AM

---

Hello - Does your scoping period time frame for the General Plan include the entire month of October? The park is basically closed May through September because of Red Sticker Season and there are very few visitors. It seems an inefficiency to have a scoping period during the off-season.

Thank you,  
Vicki Shipman

**From:** [Matt](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie ohv expansion  
**Date:** Thursday, July 05, 2012 10:54:33 AM

---

Hello Chris,

I want to voice my support in the expansion of Carnegie OHV. I have been riding there with many families for years and now plan to teach my two sons and wife how to enjoy the outdoors responsibly. Increasing the size of the park would mean a lot to offroad enthusiasts as we are losing other riding areas.

Thanks,

Matt Shlicoff  
Redwood City

**From:** [Kip Siegel](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Use  
**Date:** Friday, July 06, 2012 7:59:46 AM

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Hello Chris,

First of all my family and I would like to see the new riding area opened immediately.

Secondly we would like more "open" riding area and less "Hollister" like riding area.

Last, but not least, we would like both of the above now and not in 5 years.

Sincerely,

The Siegels (Kip,Kathy,Ryan, and Chris)

**From:** [Linda Skidgel](#)  
**To:** [Mundhenk, Chris](#)  
**Date:** Thursday, July 12, 2012 10:31:01 AM

---

I would like the oppertunity to ride the new area with my kids as soon as possible.THANKS

anything that goes

[jandlskidgel@yahoo.com](mailto:jandlskidgel@yahoo.com)

Best Regards,

Jason Skidgel

**From:** [tbodsgal@aol.com](mailto:tbodsgal@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Erin.A.Smith@bayalarm.com](mailto:Erin.A.Smith@bayalarm.com)  
**Subject:** Carnegie  
**Date:** Wednesday, July 11, 2012 8:12:32 PM

---

We have been going to Carnegie SVRA for 20+ years. Our children learned how to of-road at Carnegie.  
Please reevaluate the current weather closure policy and make sure it is being conducted properly.  
We want the new property opened as soon as possible.  
Our favorite riding is trails for dirt bikes however, we would like to see areas open to UTV'S  
Please add my email address to your database.  
TBODSGAL@AOL.COM

Thank You for your time,  
Erin Smith

**From:** [dave steely](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Wednesday, July 04, 2012 8:23:15 AM

---

Please put my email address, [maxmcarpet@yahoo.com](mailto:maxmcarpet@yahoo.com) on your list that you must reply too. I would like to be informed on all decisions regarding Carnegie. This is one of the last remaining OHV parks in the SF Bay Area. I have been taking my 2 sons there for more then 10 years now and can tell you it has been the most positive family bonding experience. There really is NO other place that offers the mixed type of riding such as Carnegie.

Please open new riding areas as soon as possible.  
Add my email to the list of emails you respond to, [maxmcarpet@yahoo.com](mailto:maxmcarpet@yahoo.com)  
The trails and hillclimbing at Carnegie are our favorite riding areas.

Dave Steely

**From:** [Robert Stiavetti](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** New SVRA  
**Date:** Wednesday, July 04, 2012 3:23:25 AM

---

Hey there,

Let's get this property open ASAP!  
Playing no favorites hear, it seems we have a shortage of 4x4 access...  
Go ahead and add me to the mailing list.

Thanx in brief,  
Robert Stiavetti



**From:** [Nick Stoffregen](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV  
**Date:** Wednesday, July 04, 2012 7:45:56 AM

---

Chris,

We love Carnegie. My family and I ride a bunch of the trails and my smaller kids like the kids riding area and the ATV track. Please help get the new parcels of land ready for riding.

Thanks,

Nick Stoffregen

**From:** [Rico](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie / OHV  
**Date:** Thursday, July 05, 2012 11:40:09 AM

---

Hello Chris,

I'm a Bay Area local, professional, voter and taxpayer, and much like the rest joining in the cause to expand Carnegie. I'm 47 years of age, I've been riding motorcycles for 42 years. It is a big part of my life! My kids, 8, 10 and 12 all ride. We abide by all the rules set forth by the State and we pay our entrance and lic fees annually to support OHV recreation in California. In the past 30 years I've seen of 100,000s of acres closed to OHV riding in California, I truly believe by the time my children reach my age, all OHV in California could be shunted. It's become increasingly difficult to enjoy my beloved sport.. At the same time emissions restrictions and safety improvements have continued to be adapted and we all appreciate the changes in making our sport cleaner and safer, but instead of making the sport more palatable, environmentalist and naysayers seem to continue the charge against our sport. OHV enthusiasts have come a long way since the early 70's, we follow the road signs, we tread lightly, we come out and volunteer time to repair trails.

I hope the plan stays on track, the park is very crowded and expansion I believe would improve the safety for all those that enjoy it!

Thanks for listening!  
Ricardo Suarez

**From:** [Marles Talli](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV expansion  
**Date:** Tuesday, July 10, 2012 9:31:37 PM

---

Dear Chris Mundhenk,

I am writing to encourage the expansion of Carnegie OHV park. I have grown up riding dirtbikes, along with my parents and my brother. The much needed expansion will allow us to continue to enjoy the outdoors in the manner we love and have grown up with. I am also an avid hiker and backpacker who never has a problem finding a place to hike. Finding a place to ride is becoming increasingly difficult due to the environmental contingent who think their way is the only way. How did they become so pushy and nasty? Who gave them the right to take land that we use for OHV, as well as the money we set aside for maintaining trails? It makes me quite angry, and also makes me have to backtrack with my brother as I have always been for "the environment". Now he asks me what am I upset about, isn't this what I wanted when I supported the "greenies"? Somehow they have become incredibly dishonest and will say and do anything to shut down OHV parks. Just look at Clear Creek as an example of their duplicity. Now they want to take back the land we purchased for OHV use....Tesla Park? What the heck is that? There are uncountable acres of land set aside for hiking. Do you see any hikers out there? Most of the more remote areas are completely empty of hikers. We do however need more OHV land so we can safely ride. Cramming us into smaller and smaller areas is already taking it's toll on riders safety. As a trail watch volunteer at Hollister Hills SVRA, I see how the crowding affects safety and it's becoming scary.

Please expand Carnegie and please don't listen to the so called "environmentalists" who have their own personal agendas. We purchased that land for a reason. Don't let them steal it.

Thank you,  
Marles Talli

**From:** [Mike Tate](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion  
**Date:** Sunday, July 08, 2012 12:58:45 PM

---

Mr. Mundhenk

I would like the new property opened as soon as possible.

It is my closest and favorite riding area.

For many years now I have and continue to use Carnegie as a place to go with and kids and now grand kids, it has always provided a means to keep the kids off the streets.

I would like my email address put on a list for you to reply to.

Thanks,

Mike Tate  
[nass248@aol.com](mailto:nass248@aol.com)

**From:** [P.Tehaney](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Monday, July 09, 2012 8:43:11 AM

---

Hi-

Can you please add my email to the list you must reply to with updates and can you please open the new Carnegie property as soon as possible for people to start enjoying it as soon as possible..

Our favorite riding is trail riding with the family.

Thanks-

Paul

**From:** [chris thayer](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Celeste Garamendi](#)  
**Subject:** Comments on the proposed Carnegie SVRA expansion  
**Date:** Wednesday, July 11, 2012 11:32:44 AM  
**Attachments:** [07-10-2012 Proposed Carnegie Expansion NOP Letter C. Thayer.pdf](#)

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Dear Mr. Mundhenk,

Please see the attachment for my comments regarding the proposed expansion of the Carnegie State Vehicular Recreation Area. I hope that all of my concerns will be carefully considered in the DEIR.

Sincerely,

Chris

Christopher Thayer  
Botanical, Biological, & Wetlands Science  
Field Surveys, Assessments, & Consulting  
905 Dewing Avenue  
Lafayette, CA 94549

Attn: Chris Mundhenk, Project Manager  
2020 L Street, Suite 400  
Sacramento, CA 95811  
Phone: (916) 414-5858

July 10, 2012

Email: [chris.mundhenk@aecom.com](mailto:chris.mundhenk@aecom.com)

**Subject: Comments on the recent Notice of Preparation and Scoping for the EIR and General Plan for expansion of Carnegie State Vehicular Recreation Area, Alameda County, California.**

Dear Mr. Mundhenk,

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Carnegie State Vehicular Recreation Area (CSVRA) General Plan.

I recognize the importance of the California Department of Parks and Recreation to offer a wide variety of recreational opportunities to diverse groups of the public. However, choosing appropriate sites for various uses is of the utmost importance to the public at large.

At the project scoping meeting for the CSVRA conducted on May 21, 2012 in Livermore, AECOM representatives noted their success through the California Environmental Quality Act (CEQA) in gaining approval of the Clay Pit State Vehicular Recreation Area SVRA in Butte County, suggesting a similarity between that location and the Carnegie site. However, the disparity between these two settings is substantial.

According to the DEIR for the Clay Pit SVRA, before its conversion to Off Highway Vehicle (OHV) use, the site consisted of an abandoned quarry, described as a large, shallow, excavated depression formed by clay mining, and supporting “degraded annual grassland and wetlands.” Wetlands included “natural vernal pool grassland on the terrace of the excavated basin” and “disturbed vernal pool habitat within the basin.” An abandoned quarry pit, already highly degraded by previous industrial use, seems an appropriate setting for off-road vehicle use considering the inherent damaging effects to the land from such usage.

In contrast to the Clay Pit SVRA location, the Tesla and Alameda property acquisitions proposed for expansion of off-road motor vehicle use in Corral Hollow are largely intact, natural, and undeveloped open space lands supporting abundant habitat for a rich assemblage of botanical and wildlife resources, which are well documented. The introduction of motor vehicle use onto these parcels, to the immediate west of the existing CSVRA, is not an appropriate use for this land. The nearly 3,500 acres of prime open space that comprise these properties is not only of extraordinary biological richness, but also has tremendous scenic and historic significance, not only for the famous Tesla town site, but also being situated near the Juan Bautista de Anza

National Historic Trail as well as one of the primary overland routes between the harbor of San Francisco and the goldfields of the Sierra Nevada foothills during the earliest days of the California Gold Rush.

With the exception of the existing CSVRA, and relatively minor infrastructure at the Lawrence Livermore National Laboratory Site 300, Corral Hollow and the adjacent Hamilton Range represent the largest, most unspoiled natural open space area remaining in Alameda County. But one does not have to look closely from Corral Hollow Road to see the degradation caused by motorcycle usage at the existing Carnegie site. Even so, the damage that cannot be seen from the county road but can be viewed from readily available aerial photography is even more alarming. Vehicular use of this property has resulted in ongoing problematic sedimentation of Corral Hollow Creek, potentially harmful to a number of special-status aquatic wildlife species known to be present, including the California red-legged frog, California tiger salamander, and western spadefoot. Expansion of off-road vehicular use onto adjacent lands upstream will only exacerbate this serious problem.

Protecting high-value open space in Corral Hollow is essential to maintaining biological connectivity in the northern part of the Diablo Range, linking the largely undeveloped Hamilton Range with substantial areas of permanently protected open space in the Altamont Hills, the hills north of the Livermore Valley, the watershed of the Los Vaqueros Reservoir, the Marsh Creek watershed, and the vicinity of Mount Diablo. Non-profit organizations including the Tri-Valley Conservancy and Save Mount Diablo are actively involved in the acquisition and conservation of open space lands in this region.

### **Botanical Resources of the Carnegie State Vehicular Recreation Area**

The results of an independent analysis of botanical resources on the existing CSVRA and the Alameda and Tesla properties proposed for expansion of vehicular recreation indicate the properties under review support significant botanical value in Alameda County.

Documents reviewed for this analysis include plant lists for the CSVRA:

- EcoSystems West, 2004 - Inventory of Native Vegetation (Appendix A)
- EcoSystems West 2004 - Inventory of Non-Native Vegetation (Appendix B)

These documents were obtained through the California Public Records Act (Govt. Code Section 6250, *et seq.*) by the law office of Michael R. Lozeau, 1516 Oak Street, Suite 216, Alameda, CA 94502 in a letter dated December 26, 2007, accessed online 06-09-2012 at:

<http://apps.alameda.courts.ca.gov/domainweb/service?ServiceName=DomainWebService&PageName=itree&Action=23470992>



The plant inventories provided in these appendices appear to be part of a larger report that could not be found for review, apparently because the DEIR was withdrawn from public circulation. Therefore, detailed information regarding dates and frequency of botanical surveys, as well as location data for special-status plants detected were not available at the time of this analysis. I would request that the full 2004 report from Ecosystems West on Native and Non-Native Vegetation be provided to me and added to the Carnegie General Plan web site resource list.

Also reviewed was:

Lake, Dianne, 2012: *Rare, Unusual and Significant Plants of Alameda and Contra Costa Counties* [web application]. 2012 Berkeley, California: East Bay Chapter of the California Native Plant Society [a non-profit organization]. URL: <https://www.ebcnps.org/cgi-bin/ebrare/ebrare.cgi> (Accessed: June 9, 2012).

Analysis of the information contained in the above documents indicates that, to date, a total of 374 plant species and subspecies native to California are recorded on the existing CSVRA site and the Tesla and Alameda properties proposed for expansion. Of these, a large number are considered to be rare, unusual and significant plants of Alameda and Contra Costa Counties (Lake 2012). In the report, twenty-nine species found on the project site are given the rank of A1, the highest ranking of rarity and significance on the list, indicating these plants are currently known from two or less regions in Alameda and Contra Costa Counties, and are thus considered locally rare.

An additional 35 plants on the list are ranked A2, indicating species currently known from 3 to 5 regions in the two counties, or, if more, meeting other important criteria such as small populations, stressed or declining populations, small geographical range, limited or threatened habitat, etc.

Of particular interest among those plants identified on site are seven species ranked \*A1 or \*A2, which represent species in Alameda and Contra Costa counties listed as rare, threatened or endangered statewide by federal or state agencies or by the state level of CNPS.

Two species identified on the plant lists are veiny pepperweed (*Lepidium oblongum*) and Mexicali onion (*Allium peninsulare*) which are ranked A1x, species previously known from Alameda or Contra Costa Counties, but now believed to have been extirpated, and no longer occurring here. These plants are truly rare in Alameda County. Of additional interest is the mention of an undescribed species of *Fritillaria* (“*Fritillaria* spp. (sic) nov.” During the course of CEQA review for this proposed project there must be thorough and scrupulous research performed regarding this apparent botanical anomaly. Based on the information available, there is no indication of the collection or accession of a specimen of this unidentified plant, nor is there mention of follow-up research.

Forty-nine other species are ranked B, which, according to Lake (2012), is considered a High Priority Watch List - Plants occurring in 6 to 9 local regions, or otherwise subject to threats. An additional 31 species are ranked C, a Second Priority Watch List – Plants occurring in 10 or more regions in the East Bay, but subject to potential threats.

The presence of such a large number of regionally rare, unusual, and significant plants at the CSVRA properties must be considered in the DEIR. All species ranked A1\*, A1x, A1, and A2 (following Lake 2012) should be mapped to show if concentrations of locally unusual and significant species are present in the study area, which would likely represent ecological niches of particular botanical and biological significance and importance.

The results of the most recent botanical surveys to date do not identify the locations of plant species detected, and there is no way to determine from the information available which plants occur on the existing CSVRA and which occur on the proposed expansion properties. The distribution and prevalence of rare or locally significant plant species is mandated in order to complete a thorough CEQA review. It is imperative that further botanical survey results provide this information so that analysis of plant distribution can distinguish between resources present on the developed and undeveloped portions of the project. There is not only a need to know the distribution of native plant species in order to analyze potential effects of proposed OHV use on sensitive species on the proposed expansion properties, but also to gain knowledge of what weed species may be introduced to the new properties from the existing CSVRA.

The degradation that would be caused by the proposed project of what currently is mostly pristine land is not compatible with regional long-term goals of open space preservation. The East Bay Regional Park District has expressed a strong interest in the acquisition of this important property for the permanent preservation of its natural, scenic, and historic values.

What is lost today will be gone forever.

### **Wildlife Resources of the Carnegie State Vehicular Recreation Area**

Based on information presented by AECOM at the May 21, 2012 scoping meeting, more than 20 special-status wildlife species have been documented on site or are considered to have the potential to occur in on-site habitats. In addition to these, according to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (November 14, 2000), blunt-nosed leopard lizard (*Gambelia sela*) was collected at the Carnegie site in 1961. Suitable habitat is likely present for this species on the proposed expansion of the project site and this species needs to be addressed in the DEIR. Robert Stebbins notes that this Federally-Listed Endangered species survival has been compromised by impacts of off-road vehicle use ((Stebbins, R. 2003. *A Field Guide to Western Reptiles and Amphibians*. Houghton Mifflin Harcourt, 533 pp.).

Open space connectivity as a wildlife movement corridor connecting the largely undeveloped lands of the Hamilton Range with protected lands and open space/wildlands of the Altamont Hills and the hills to the north of the Livermore Valley are actively being sought protection by the Tri-Valley Land Conservancy and the ever-expanding acquisitions of Save Mount Diablo to the immediate north. Maintaining this connectivity is crucial to the goals of these conservation-minded organizations.

AECOM's comparison of their success in development of an OHV park at the Clay Pit SVRA in Butte County, as brought up during the Scoping meeting in May, 2012 is a *Non sequitur* when compared to the historical and natural state of the lands proposed for expansion of the CSVRA.

Because of these rare resources, a Non-OHV use low impact park and preserve alternative must be considered in the DEIR. Also, regional alternative sites for OHV use, such as the retired gravel quarry pits near Vernalis (a few miles to the south of Corral Hollow and adjacent to State Hwy 5) are suggested as a local alternative for OHV use that should be considered in the DEIR.

Respectfully,

Christopher Thayer

905 Dewing Avenue

Lafayette, CA 94549

**From:** [chris thayer](#)  
**To:** [Mundhenk, Chris](#)  
**Cc:** [Celeste Garamendi](#); [Steve Edwards](#)  
**Subject:** Additional comment on the Carnegie SVRA  
**Date:** Wednesday, July 11, 2012 12:36:01 PM

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Hi Chris,

I have an additional comment on the proposed Carnegie SVRA expansion that was not included in my earlier letter:

The 2004 plant list by EcoSystems West includes forking hareleaf (*Lagophylla dichotoma*), which the California Native Plant Society identifies (by the common name forked hare-leaf) as a CA Rare Plant Rank 1B.1 species, indicating it is seriously endangered in California. The presence of this species has never been recorded in either Alameda or San Joaquin counties, and represents a significant disjunction in the plant's distribution, the nearest known populations being far to the south, in San Benito County.

CEQA documents for the proposed project must address this important botanical record.

Sincerely,

Chris

Christopher Thayer  
Botanical, Biological, & Wetlands Science  
Field Surveys, Assessments, & Consulting  
905 Dewing Avenue  
Lafayette, CA 94549

**From:** [Craig Thompson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Expansion  
**Date:** Tuesday, July 10, 2012 12:43:40 PM  
**Attachments:** [image001.png](#)

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Chris,

I wanted to send an email to let you know that I am in full support of the expansion project for the Carnegie OHV area. As you know, there are becoming less and less areas for the OHV community to recreate on. Many of the areas are becoming smaller. It makes sense to expand areas that have the ability to do so. I am not sure if the OHV community is growing, but common sense says that it is. I have just recently started riding a dirt bike and even more recently started riding Enduros that are put on in OHV areas and the National Forests. Clubs that put these events on are having harder times obtaining permits to run these events. The expansion of OHV areas would help to continue these events into the future that I enjoy riding and many others like me. Please do everything in your power to help this expansion go through!

Thanks,

Craig Thompson



TEL: 559-252-3503  
FAX: 559-252-0786  
[www.srtoffroad.com](http://www.srtoffroad.com)

**From:** [terry@terrytinney.com](mailto:terry@terrytinney.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie expansion  
**Date:** Wednesday, July 04, 2012 10:53:21 AM

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Chris,

I would like to see Carnegie expanded into the area that we have already paid for. It was purchased specifically for OHV use and should be used for that and opened ASAP, we could sure use the money it would bring in. I have a business that benefits from OHV use at Carnegie, my shop is on the main road that people use to get there. I am a socially liberal animal loving vegetarian and I'm outraged by extreme environmentalists that think it is their place to tell other people how to live.

Thank You,  
Terry

Terry Tinney  
Performance Motors  
2135-K S. Vasco Rd.  
Livermore, CA 94550  
925-447-1820  
<http://www.terrytinney.com>

**From:** [Mark Twiggs](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Park  
**Date:** Wednesday, May 16, 2012 4:08:52 PM

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Dear Chris,

I have been riding at Carnegie since the early 70's. I want to protect the environment as much as possible which means trying to leave the terrain as natural as possible. I know that erosion control has always been an issue to deal with for dirt bikers, and many of us do our part to volunteer our time and help when needed. Looking at Carnegie now pretty much looks the same as it did 40 years ago with the exception of a few hills not open for restoration. I hope that this park stays open for my grandkids.

Sincerely,  
Mark Twiggs

**From:** [phonemanmerle@sbcglobal.net](mailto:phonemanmerle@sbcglobal.net)  
**To:** [Mundhenk, Chris](#)  
**Date:** Tuesday, July 03, 2012 10:07:51 PM

---

1. i want the new property opened as soon as possible.



**From:** [saulimon1@yahoo.com](mailto:saulimon1@yahoo.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnigie Forever!!!  
**Date:** Wednesday, July 04, 2012 1:18:11 PM

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I would love to see more terrain with single track opened in the back mountains. ONE VERY SAD NOTE! There is an area in Calaveras county that CORE shut down to only walking and horseback. This area I spent a large part of my childhood cutting and maintaining trails on over the years. I was back there with my kids about a month ago and see that these people that criticize us for erosion and cutting trails in the "pristine forests" are now using the trails that were cut and maintained by riders like us!!! Please don't let them take over any more of our land for their selfish reasons. It is like they are the only ones that pay taxes and donate to preserving our land.

*Sent from my Motorola Smartphone on the Now Network from Sprint!*

**From:** [foxincrider21@aol.com](mailto:foxincrider21@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Sunday, July 08, 2012 11:10:29 PM

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Dear Chris,

I am really looking forward to the future of Carnegie. I having been riding almost all of my life, and it is still one of my favorite places to ride because of the diversity of the riding and the proximity of the park to where I live. I really like all of the single track riding and hill climbs.

I really hope that this help with getting us more riding area, and keep carnegie open to ride for everyone.

I would really like to be put on the list for email to help keep me informed on any updates.

Thanks for you time.

**From:** [Spokedaddy@aol.com](mailto:Spokedaddy@aol.com)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie OHV Park  
**Date:** Tuesday, July 10, 2012 12:14:31 AM

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The Carnegie OHV PARK has purchased new land to expand the park. Environmental and possibly other groups are trying to get the land for their own reasons and purposes.

As an OHV enthusiast I say that is our land. The state of California paid for it with the money we put in the fund through legal, planned taxing of us. It's our money and our land.

If any group or organization or person wants land for their purpose let them go buy their own land. Don't let them buy ours it's not for sale. Don't let them steal ours with their very calculated and cunning words.

That is our land and our concern at this point is, it's been our land for 15 years and because of burocracy we havent' ridden our bikes on it yet. Let's get the focus where it belongs and get the get the gates open immediately so we can go ride there.

**From:** [Kevin Wall](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Riding  
**Date:** Thursday, July 05, 2012 1:19:10 PM

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I'm 16 years old and I've been going to Carnegie with my parents for the last 12 years. I was brought up riding and racing. I like hillclimbs, single track, and the mx track. I love riding in general, as long as I'm on the bike I'm having fun. But I'd say I want more single track riding. I want the new riding area opened as soon as possible so we have new trails to ride. And I'd like to be placed on a list that you have to reply to. Thank you, have a good day.

Kevin Wall

**From:** [Stacee Wescott](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie Forever  
**Date:** Wednesday, July 04, 2012 10:24:13 AM

---

Dear Chris,

It is extremely important that Carnegie OHV park in the Tracy hills continue to stay open and have the rest of the riding area opened as soon as possible.

This is a much loved and respected riding area to a group of people that want nothing but the best for this land and the animals and people that use it.

The off road riding sport that is done at Carnegie has been going on for generations. Please allow us to keep this tradition going for our children, their children, their children, etc! We are good people who love this sport and have made the sport a way to spend fun time with our families.

This sport has been in our family for years. My children grew up at Carnegie on dirt bikes. We ride throughout the year but our all time favorite is Christmas! Every year we spend the 2 weeks of Christmas and New Years at Carnegie, rain or shine. We have a Christmas tree, I cook a turkey and everything that goes with it out there and we have our holiday.

Please help my family continue to enjoy this tradition and expand our riding area so that when the next generation and those after us will continue to have their Christmas holidays at Carnegie.

Thanks for helping!  
Stacee Wescott

Sent from my iPhone

**From:** [Scotty White](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Tuesday, July 03, 2012 9:37:25 PM

---

I want opened as soon as possible, Carnegie is my favorite place to ride and I would love to see some more trails. I want my email put on a list they have to reply to.

Sent from my iPhone

**From:** [James Williams](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Tesla OHV comment  
**Date:** Thursday, May 31, 2012 8:33:33 AM

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Dear Mr. Mundhenk:

In expanding the OHV activities to the Tesla area, I am deeply concerned about the ultimate impact of those activities on the historic and pre-historic artifacts, including the Tesla town site, mining areas, and residential areas (Jimtown, Frytown). Exactly what the general plan is for expanding the OHV site is extremely vague. It does not even say what type of OHV activities are envisioned for the property. If it is off-road hill-climbing such as that at Carnegie, there is certainly a threat to the historic character of the area. And how will you possibly mix hiking, biking, horseback riding, etc? Whatever is done, protection of these historic and additional prehistoric sites is essential.

Sincerely yours,

James C. Williams, Ph.D.  
President, International Committee for the History of Technology  
Author: *Energy and the Making of Modern California* (1997)  
101 Lake Winnemissett Drive  
Deland FL 32724 USA  
650-575-9825  
[techjunc@gmail.com](mailto:techjunc@gmail.com)  
<http://deanza.academia.edu/JamesWilliams>

**From:** [Douglas Wilson](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Carnegie  
**Date:** Wednesday, July 04, 2012 1:53:42 AM

---

Yes, I want to keep Carnegie open for riding. [We in CA, have spent billions on riding equipment and have only a handful of places left in the state where we can ride.

Please expand my riding areas. I pay registration fees for 16 ohv vehicles per year, and I want a say in the matter.

Douglas



**From:** [Robert Wirt](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Fwd: Carnegie in livermore  
**Date:** Tuesday, July 03, 2012 10:43:50 PM

---

I love riding at Carnegie state park I've been waiting like 10yrs for you guys to open the area purchase 10 yrs ago can you please let me know the status on this!?!

Robert 483

**From:** [Mobile](#)  
**To:** [Mundhenk, Chris](#)  
**Subject:** Additional Park Area  
**Date:** Wednesday, July 04, 2012 3:31:54 PM

---

Please open the new riding area as soon as possible. I have been riding this area for over 40 years my father took me there when I was 8. Now I take my son and family. This is a state park that fosters bonding and all my family members look forward to spending the day together riding. Please keep me informed on the progress.

Thank you,

Ron Zoghbi  
Davis, CA

Name: Curtis Agness

Address: 1076 Norfolk Rd.

City: Livermore Zip: 94551

Email: Curtisagness@ymail.com

Add to mailing list  / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

I enjoy Carnegie alot. My family and I go riding at Carnegie alot. We celebrate birthdays, & other events there. It would be very disappointing to see Carnegie close or decrease in size. I am a high school student who doesn't play any sports other than dirt bike riding. If Carnegie were to close I feel like I would have no where close to ride my dirtbike. I also use the 4x4 area, but it would be nice to have 4x4 trails to wheel instead of just the 4x4 area. I think & agree that Carnegie should open the new land, since there are many fences around the park now. It would make Carnegie safer to open up the park more. Less fencing and less crowded trails. The new fences create a hazzard for riders. If the state were to keep putting hazadous fences up, the state should definitely consider opening up as much of the park that the state owns, like the un-opened land. Carnegie is a great place to ride & hangout with friends & family, it would be disappointing to see the park decrease in size.

Sincerely,

Curtis Agness

~~Curtis Agness~~





# Carnegie

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## Comment Card

Preservation of rural historical areas for future public education and access is an important aspect of state and local government. The Livermore Area Recreation and Park District is studying this plan and weighing the benefits and shortcomings of proposed uses of the Teda Area. There is a place for off-road vehicular recreation and it's <sup>proper</sup> interface with the environment and historical resources is critical. Allowing additional expansion of the SVRA while preserving the historical and natural resources of the expansion area with public access and historical interpretation, would be ideal.

Tim Barry  
General Manager  
LARPD





# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

My comments can be short and simple.

The present Carnegie off-road area is  
an eyesore and an ecological disaster.

However, the area might as well stay  
as it is, but with minimal, if any,  
expansion.

Please protect as much as possible.

Norman Bonner



EMAIL: [wiboltt@aol.com](mailto:wiboltt@aol.com)  
PHONE: 925-294-2203

**Comments of Will Bolton at the May 21, 2012 EIR workshop on Carnegie expansion to the Tesla Park (Alameda-Tesla) property:**

My name is Will Bolton. My wife and I have been residents of Livermore for 38 years. Both of our sons were born and raised in Livermore. As a family we have benefited tremendously from the many cultural, historical, and recreational opportunities available in the Bay Area and specifically in the Livermore area. The foresight of organizations such as the Livermore Parks and Recreation District, the East Bay Regional Parks District, and the State of California have provided sustainable recreational opportunities that benefit all of us now and for generations in the future.

I am here tonight in response to the invitation to provide comments at this EIR scoping public workshop on the expansion of off-road activities at Carnegie to the "Alameda-Tesla" property. Quoting from the Carnegie SVRA website, this is an opportunity to "...learn about the process, provide input, and comment on the potential environmental impacts of the project" (my emphasis added) (source - <http://carnegiegeneralplan.com/events/4>). I emphasize the word "project" because the extension of the existing off-road vehicle activity at Carnegie into the relatively pristine Alameda-Tesla property will expand this environmentally destructive activity into an area over 3 times the size the currently affected area. Clearly, this isn't a minor amendment to an on-going activity; rather, it is a major project with large-scale impacts on the natural landscape and water resources, biological resources, cultural and historical sites and resources, and educational and recreational resources that should be used for the benefit of a much larger portion of the regional population.

I request that alternatives to the proposed off-road vehicle park be considered for the Alameda-Tesla property. I believe that the best use of the area would be as a multi-use, low-impact park (not including motorized activities), preserving critical habitats, protecting threatened plants and animals, minimizing the impact of human use on the environment, and preserving historical places and artifacts. All of these considerations are important but, as a Life Member of the Livermore Heritage Guild, I will concentrate my comments on the historical aspects of the proposed expansion of the Carnegie off-road vehicle park.

The towns of Tesla and Carnegie were the site of major mining and industrial activity over 100 years ago. Tesla-Carnegie town sites are located relatively close to Livermore and they shared historical economic and cultural ties to Livermore. The book by Dan Mosier, "History of Tesla, A California Coal Mining Town" documents the history of the area and includes detailed descriptions of the area and the activities in the area, many pages of maps, drawings, and photographs showing the original structures (the locations of which are still visible at the Tesla

site). This book also describes the historical significance of Tesla, including the following points:

- The Tesla mine was the first documented commercial coal mine in the State of California
- Tesla was the largest coal producer in California between the years 1898 to 1905
- The California Coast Range Coal Mining Company of Tesla built the first successful briquette plant - located in Stockton - in the United States, producing charcoal briquettes from Tesla mine coal
- The rail line from Tesla to Stockton, built to transport coal, was intended to be the first leg of a new transcontinental railroad which was to be built by the Western Pacific Railroad Company in 1903
- The high quality quartz sand from the Tesla mine led to the construction, in Stockton, of the first glass plant in the Western US - and the only glass plant in California - in 1902
- Tesla mine clay was used in the Carnegie plant to make bricks and clay pipe and in the pottery plant to make glazed figurines
- The products produced by the Tesla-Carnegie industries are in evidence throughout California and beyond

Many physical artifacts from the community of Tesla and the mining and industrial activities on the site still exist in the area proposed for expansion of off-road vehicle activities, including building foundations, clearly visible building sites, small objects from the habitation of the town site, physical evidence of mining and railroad activities, and portions of the original stage road between Livermore and Tesla. Most of these artifacts are fragile and would be threatened by destruction by the proposed off-road use of the area. For example, much of the physical evidence of the historical use of the Carnegie town and industrial site existed, as they currently exist at the Tesla site at the middle of the 20th century. However, the cumulative impact of off-road use of the area for several decades has destroyed much of these historical artifacts at the Carnegie site.

Before European settlers arrived, the Tesla area was frequented by Native Americans for thousands of years. Artifacts of their use of the area have been identified, including petroglyphs dating back 5,000 to 10,000 years and bedrock grinding stones. There are Native American artifacts known to the State whose location is undisclosed to minimize the risk of damage or destruction and,

undoubtedly, other Native American artifacts yet to be discovered. These artifacts and sites are of deep cultural significance to Native Americans. We should preserve these artifacts and places in respect for the traditions of the Native Americans and for the land.

The historical resources located on the Tesla property are fragile and subject to damage and destruction by the proposed expansion of the Carnegie off-road activity. They should be preserved for study, education, and enjoyment of future generations. Therefore, we request that the historical locations and artifacts across the entire area proposed for the Carnegie off-road vehicle Park expansion be located, identified, cataloged, and preserved for the benefit of all Californians.

A final comment on the historical and cultural sites in Tesla Park: these sites are integral to the larger context of the setting, the native vegetation and animals, the hills and contours of the land, and the peace, quiet, and solitude of the area. It's not possible to preserve the sites without preserving the context. These historical and cultural sites are incompatible with the noise, dust, and visible damage to the landscape that is inherent in off road vehicle activity. There is a place for this form of recreation but these valleys are not the appropriate place.

In summary, I request that the proposed expansion of the Carnegie off-road activity be treated as the major project it is and be given thorough and responsible environmental impact consideration that the resources, including historical and cultural, threatened by this expansion deserve. Alternative uses of the property, including a sustainable low-impact, multi-use (non-motorized) park must be considered.

I am providing a printed copy of my comments and request that they be made a part of the permanent public record of this workshop. In addition, I will be providing written comments during the public comment period for this workshop.

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Name: \_\_\_\_\_

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Email: \_\_\_\_\_

Add to mailing list: Y / N

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*Chris Mundhenk, CEQA Project Manager*  
*2020 L Street, Suite 400*  
*Sacramento, CA 95811*  
*chris.mundhenk@aecom.com*



# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Please find another place for an  
off road track -

People in this very busy, very noisy  
world need a quiet untrammeled

piece of our small world here -

Shirley Brown

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*Add to mailing list: Y / N*

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

My name is Mack Casterman and I am the Conservation Analyst for the California Native Plant Society's East Bay Chapter (EBCNPS). EBCNPS has published a Guidebook to the Botanical Priority Protection Areas of the East Bay. The Guidebook defines fifteen protection areas (BPPAs) that have been selected as areas within Alameda and Contra Costa Counties that contain high value botanical resources that should be protected. Carnegie SURA and the Alameda-Tesla property fall within our "Corral Hollow" BPPA. An expansion of Carnegie SURA would have direct impacts to the Corral Hollow BPPA and is thus of concern to EBCNPS. ~~This area has been~~

This area has been recognized by EBCNPS for priority protection because of its native habitat values and because it provides a vital plant and wildlife corridor connecting Mt. Diablo with the Mt. Hamilton Range and Cedar Mountain. The Alameda-Tesla property contains a sensitive natural community of Desert Olive Scrub and it provides habitat for several other rare and unusual plant species.

Due to the unique botanical resources of the Alameda-Tesla Property, it is imperative that any impacts to native plant resources as a result of this General Plan be properly quantified as part of the EIR. I will look forward to providing more detailed comments for the MOP.

Thank you.

Mack Casterman  
conservation@ebcnps.org.

Ai —

The Alameda-Tesla Expansion area is a beautiful park size piece of land with great biodiversity and historical sites. I want to see the land, endangered flora & fauna protected. I doubt if the protection is possible in conjunction with off road vehicle recreation. At this point in Carnegie Park only a small portion there is managed intensely enough to keep new trails from being created. When off road recreation is <sup>successfully</sup> controlled/managed in the entire Carnegie Park should it be considered to open Alameda-Tesla Expansion Area for off road recreation.

Bob Cooper

Name: Bob Cooper

Address: 4000 Dyer Rd

City: Livermore zip: 94551

Email: cfbc@earthlink.net

Add to mailing list: Y / N

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*Add to mailing list: Y / N*

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Gregg deHassan  
Fwritel@aol.com

1. we need Rider/ATV/4WD Input ON The development team. we currently have a well educated STAFF that would be well supplemented with Rider Input.
2. We need to ANALYZE Longterm BENEFITS FOR RANGERS & STAFF TO ENSURE OUR PLAN CAN BE SUPPORTED IN THE FUTURE.
3. We need to be Realistic ABOUT THE SITE AND THE "ENVIRONMENTAL INPUT", we need to entertain Realistic Environmental Impacts. We CANNOT ignore neighboring Contaminants, RANCH Waste etc. We ALSO need to be Realistic ABOUT Sediment IN A Creek That RUN ONE TIME EVERY 10 YEARS.
4. The RANGER STAFF AND The Riders need TO WORK AS A TEAM TO SUPPORT ONE ANOTHER
5. We need to preserve OUR history & Tradition OF Bay Area Riding. We need to promote Riding & Foster The Sport AS we DO w/ Soccer AND BASEBALL locally.
6. We need to ENSURE TO Secure The motorcycle Vendors, parts, Repair etc. By Fighting to Keep Riding Areas OPEN

## Tesla-Alameda Property Hearing Comments

I am a hiker, former horseback rider and trails advocate, as well as a generally concerned resident of Livermore since 1956. I have watched the natural areas around the city and state being filled in with development and the ecosystems, open space and trail opportunities systematically lost over the years.

The Tesla-Alameda properties provide a unique and important link for open space corridors for both wildlife and multi-use trails. It is vital to preserve the cultural, historic and natural ecosystems in this area for future generations. Anyone comparing area maps from the 1950's to those of today will see that if areas are not permanently set aside, they are lost forever.

A look at the current Carnegie Off Road Vehicle park adjacent to the Tesla-Alameda properties will show that such use causes incalculable loss of any sort of natural environment, as well as destroying it for any other use of the property for decades to come. Even with attempts at restoration and mitigation, the environmental damage will continue with this kind of use. The idea of similar devastation on the Tesla-Alameda properties is unthinkable.

The state park system is under severe fiscal stress with the looming specter of major park closures at this time. The costs of preparing, opening and enforcing environmental protections on the Tesla property for any kind of off road vehicle use would be enormous. It makes much more sense, environmentally and fiscally, to allow another entity, such as East Bay Regional Park District, to oversee and operate the land as a regional park. It would be available to many more people through picnicking, hiking, horseback and bicycle riding and camping. The \$20 million in state funds set aside for it could be better used keeping other parks open.

I ask that you please be sure to thoroughly investigate all aspects of land use and environmental impact before deciding on the use of this unique property. Surely there are other sites for off-road vehicle recreational use that are less environmentally, culturally, and historically sensitive.

Carol Garberson  
5354 Sandra Way  
Livermore, CA 94550  
(925) 443-4297

Name: Anthony J. Godrich

Address: 5746 Daphne Ave

City: CLivermore Zip: 94550

Email: godrich@ieee.org

Add to mailing list  Y  N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

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EIR Scoping Meeting

## Comment Card

Anthony J. Godrich, Livermore CA

member, California's Endura Riders Assoc. since 1979 (CERA)

with regard to the new Carnegie property

1) Very twisty single track trails - twisty keeps the speed down and creates more time per mile on the trail

2) Event only trails - Trails and roads that are not open to the general public - only open to special events by permit

3) Designated Routes only - No open undesignated riding area - too hard to control resource damage.

4) Separate areas for ~~se~~ different user groups and areas for common user groups


5) One way trails in areas where speed or poor visibility are issues. This is a safety issue.

6) New property has been owned for some 15 years or so, but NEVER opened to any user group. This period of ~~the~~ time is ludicrous. GET IT OPEN.

7) Utilize different user groups to help manage and maintain ~~is~~ specific trails, roads, or areas - Adopt-a-Trail

8) Involve the user groups in the planning process. CERA would like to become a partner in helping manage the new area. CERA has been building and repairing and maintaining OHV trails since the early 1970's. We have a lot of experience in this area and can be utilized ~~as~~ as a resource for building and maintaining the trails.

Thanks

 Anthony J. Godrich, Treasurer, CERA

Name: Jin Hannon

Address: 309 Pearl Dr

City: Livermore Zip: 94550

Email: jormhannon@comcast.net

Add to mailing list:  Y /  N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

I have several questions.

1. What land area is needed to meet the projected OHV need for the next 5 yrs? 10 yrs? 30 yrs?

2. Related question? What is needed vs. what is wanted?

3. Can the new area be opened to OHV in sections?

e.g. 1000 acres next with a review in 5 yrs. to see if more is needed & if monitoring controls are working?

4. Is there overlapping dual use for hiking and horses vs. OHV possible? e.g. parallel trails.

5. Could non-overlapping areas be established?

e.g. area A OHV only; area B - hiking + backpack only

One person suggested that buffer areas could be established along boundaries.

6. Is it realistic to think that OHV riders will stick to established trails. To the non-OHV person

it appears they ride everywhere. (incredible skill but very destructive).

Can this be controlled?

7. Can you control runoff into ponds without shutting off whole drainage areas?



Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

I WOULD LIKE TO SEE THE TESLA PARCEL TO BE  
~~MADE~~ AN OPEN SPACE AREA W/ SOME HIKING TRAILS  
PLUS THE HISTORICAL FEATURES PROTECTED & INTERPRETED.  
HOWEVER IN TALKING W/ EDGAS HERE TONIGHT I  
THINK ~~THE~~ AN ARGUMENT CAN BE MADE FOR OFF-  
ROAD USE + ENVIRONMENTAL ~~OR~~ OPEN SPACE USES TO  
CO-EXIST.

GOOD MANAGEMENT IS ESSENTIAL

" LISTENING TO ALL STAKEHOLDERS IS IMPORTANT

TO DETERMINE THE RICHNESS OF THE BIOLOGICAL  
RESOURCES, PLEASE USE DEVELOPED RESOURCES -  
CA NATIVE PLANT SOCIETY + OTHERS SO THAT INFO  
IS ~~AS~~ AS COMPLETE AS POSSIBLE FOR INFORMED  
DECISION MAKING.

AMERICAN SOCIETY  
HUNTING GROUPS

~~ARE~~  
ARE THERE OTHER, LESS BIOLOGICALLY RICH PROPERTIES  
THAT COULD BE ACQUIRED FOR OFF-ROAD ACTIVITY?

I FEEL THERE IS SOME BIAS HERE SINCE ~~IT~~ <sup>THE PROJECT</sup> IS  
BEING ~~INITIATED~~ INITIATED BY THE DHV DIVISION, NOT  
THE DIVISION THAT DEVELOPS OPEN SPACE-TYPE PARKS

Mary Ann Hannon

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Name: \_\_\_\_\_

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Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
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## Comment Card

CARNEGIE MASTER PLAN

THIS TO REQUEST

1. FINER SCALE INVENTORY OF NATIVE & ANNUAL GRASSLAND ON THE ALLIANCE LEVEL FOLLOWING MANUAL OF CALIFORNIA VEGETATION, VOL. 2 (MCV2)

A. THE MAPPED + GIS LOCATIONS + TIMING OF THE INVENTORY

THE CURRENT BIOLOGICAL RESOURCES MAP PRESENTED AT THE MEETING ONLY SHOWS "BROME ANNUAL GRASSLAND" JUST A CURSORY DRIVE THROUGH THE SITE \* SHOWS MORE THAN ANNUAL GRASSLAND TO INCLUDE RICH NATIVE PERENNIAL + FORB GRASSLAND IN SOME LOCATIONS

2. INCLUDE ~~THE~~ ALTERNATIVES THAT AVOID OFF ROAD IMPACTS TO RARE NATIVE CALIFORNIA PRAIRIE ALLIANCES ~~RARITY~~ DEFINED BY RULES OF MEMBERSHIP FROM MCV2

IN THESE

A. INCLUDE ALTERNATIVES, ~~THAT~~ ALLOW NON-VEHICULAR (HIKING, MOUNTAIN BIKING, HORSE) RECREATIONAL OPTIONS + EXPERIENCES, INCLUDING QUIET + THE CHANCE TO HEAR THE SOUND OF THE NATURAL SITE

JIM HANSON, BOARD OF DIRECTORS & CONSERVATION COMMITTEE

\* ALAMEDA - TESLA EXPANSION AREA

CALIFORNIA NATIVE GRASSLANDS ASSOC.

JIM.HANSON.CNBA@GMAIL.COM

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
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Comment Card

5/21/2012

In regard to the Carnegie General Plan  
I SUPPORT AND encourage State Parks  
to perform an Project EIR that reviews  
all Impacts, and is thorough and comprehensive

In addition the EIR should cover the following:

- Alternate Uses and Comparative impacts
- Accumulative Impacts
- Possible mitigating factors.

Finally Parks must consider how to best serve the  
majority of users.

Thank you

Caret Just

CALIFORNIA STATE HORSMEN'S ASSOC.  
PRESIDENT REGION IV

(5/20/12)

**AECOM**

**Attn: Chris Mundhenk, Project Manager  
2020 L Street, Ste. 400  
Sacramento, CA 95811**

**Re: NOP for Carnegie SVRA General Plan Environmental Impact Report**

**Dear Mr. Mundhenk,**

**My name is John Icanberry and I am representing Friends of Tesla Park and am presenting a summary of our input, and comment on the potential environmental impacts of the Carnegie Park General Plan Revision and Expansion project. We understand why the State is trying to expand the recreation opportunities for the OHV community but to expand usage onto the Alameda/Tesla property would impose too great of an environmental impact on the very vulnerable cultural and natural resources.**

**The State has failed on two earlier EIR attempts to allow OHV use on the Alameda/Tesla property and this time they are developing a Programmatic EIR instead of a Project EIR. The Division is proposing a Programmatic EIR that will include expansion of Carnegie SVRA Park operations into the Alameda/Tesla property. While Carnegie SVRA certainly requires a General Plan update since there has not been one since it was opened in 1981 and the division has since destroyed the existing park in the intervening 30 plus years, the use of a Programmatic EIR for the Tesla Park land expansion is an attempt at an end-run around critical review of this expansion that will circumvent key elements of the environmental review process. A Programmatic EIR will also allow them to more generally describe the overall plan and associated impacts. We are concerned that the impacts will not be adequately**

addressed in the Programmatic EIR version which, if the EIR is accepted by the Lead Agency, could allow the implementation of subsequent projects, such as expanding OHV usage onto the Alameda/Tesla property without regulatory constraints. The expansion of Carnegie Park into the Alameda/Tesla property is still a large definable project. In fairness to the public and the resources at stake, the State should be using a Project EIR to address the environmental impacts associated with the Carnegie Park expansion into the Alameda/Tesla property.

The Off- Highway Motor Vehicle Recreation Division's General Plan to combine motorized OHV use with low impact uses such as hiking, education, bird watching, equestrian activities, cattle grazing for fire protection, as well as protecting and preserving natural and cultural resources on the Alameda/Tesla property is not workable. These uses are not compatible with each other.

OHV environmental impacts are severe enough that the General Plan cannot include the Alameda/Tesla property in Carnegie park. The concept of managing environmental impacts that are continuous, in perpetuity-type activities, is not compatible with OHV usage.

The following environmental impacts are highly significant to the environmentally pristine Alameda/Tesla property and must be addressed in the General Plan and the EIR. The following OHV impacts are considered continuous in nature:

1. Additional OHV use and transport traffic to and from the Carnegie park facility will contribute increased amounts of greenhouse gases to the environment, as will tree and vegetation removal. These activities, without appropriate mitigation, are a violation of both CEQA and California Assembly Bill 32.
2. OHV usage will eliminate or threaten the existence of listed plant and animal species by splintering and fragmenting the landscape and species' critical habitats into a disorganized and destructive web of



trails and roads as evidenced by current Carnegie OHV activities.

3. OHV usage will eliminate or threaten the existence of listed plant and animal species by destroying and altering habitat in which animals live, damaging vegetation by trampling, crushing, and uprooting plants and killing animals and destroying plants by running over them.
4. OHV usage will threaten the existence of listed species by creating noise that disturbs wildlife and impacts their life activities.
5. OHV usage will threaten the existence of listed plant and animal species by spreading invasive weeds, non-native plants and seeds.
6. OHV usage will threaten the existence of listed plant and animal species by destroying soil composition and compacting soils.
7. OHV usage will create a chronic source of sediment and oil pollution in the watershed and into first and second order streams as now exists at Carnegie Park which is currently under a Clean-up and Abatement Order that was issued this year by the California Regional Water Quality Control Board, Central Valley Region.

In the interest of time, I will mention only some of the mitigation measures proposed to minimize the significant effects of OHV usage on Carnegie Park and/or Alameda/Tesla properties (the remainder will be submitted in written form):

**1. Alternatives to the Proposed Project:**

Under CEQA, the State is required to discuss the alternative of best use of the Alameda/Tesla property. Under the No OHV Development Alternative, no development of OHV facilities would occur on the Alameda/Tesla Property, and the proposed General Plan would only be adopted if it was confined solely to the Carnegie SVRA park. The No OHV Development Alternative would leave the Alameda/Tesla property as a low-impact, non-

motorized park that would protect and preserve its natural and cultural resources. This alternative use of the Tesla property to the proposed expansion of Carnegie should be considered as the highest priority for inclusion in the EIR.

## **2. Project Description:**

Under CEQA, the State is required to provide a complete project description. Without an accurate description of the project or its environmental setting, an EIR cannot achieve the foremost objective of CEQA, that is, the disclosure and analysis of project related impacts on the environment. To enable presence verification of all potentially existing federal and state listed plants and animals and critical habitats on the Alameda/Tesla property, it is necessary for the State to conduct a five-year monthly monitoring and assessment study of the Alameda/Tesla property.

Spot surveys in areas judged to be most representative of the entire property, if proposed by the State for the Programmatic EIR, should be avoided and the entire site should be surveyed for potential rare state and federally listed plants and animals. The entire property should have full animal and botanical surveys spread over a five-year period.

## **3. Cumulative and Foreseeable Impacts from Past OHV Operations:**

Under CEQA, the State is required to discuss the total impacts to-date, of the operation of motorized OHVs on Carnegie SVRA park property's plant and animal populations and their critical habitats and conduct an analysis of those foreseeable cumulative impacts to the Alameda/Tesla property. Restarting the impact clock from today and on is not appropriate or legal under CEQA.

## **4. Increased Greenhouse Gas Production:**

Because of AB 32 which calls for a huge reduction of greenhouse gas emissions, reducing them to 1990 levels by 2020, and then an 80 percent reduction below 1990 levels by 2050. Unless the State is planning to offset these carbon

emissions by paying the high costs of greenhouse gas mitigation for the full equivalent amount of GHG emissions that this project will generate, then this project will make it that much less likely that the impacted and local counties will be able to meet their AB 32 mandates. Those will be significant impacts.

In closing, since it will be impossible to mitigate the existing damage already accrued on the Carnegie SVRA landscape, it would be appropriate <sup>and prudent</sup> for the State to offer the Alameda/Tesla property as a natural and cultural preserve dedicated to the existing and future generations of Californians.

Sincerely,

John Icanberry  
2455 Regent Rd.  
Livermore, CA94550  
925-449-6681

*juican@comcast.net*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

The state parks should consider a plan that benefits the most people in California and minimal changes to the land as a natural resource.

Please evaluate all potential uses in light of preserving open space and preserving the property that has historical value to the people.

Thank you.

Marilyn Lane

Name: Pete Krunich

Address: 13/2 Hampton Ct

City: Tracy Zip: 95376

Email: BKrunich@Comcast.net

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
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EIR Scoping Meeting

## Comment Card

- ① stop Fincedng off ever thing. No coradeours
- ② more open singal track. To test My self
- ③ Places for the Kidds to Play Like Kieds.
- ④ ON stop roads <sup>will</sup> stop erotion on trails.
- ⑤ Camp grond upgrades !! Need To improve.
- ⑥ Freadly Ranger like B,ll earter
- ⑦ The Family !! My Kids where all raised in Carnegie. I would Like To spend time with my grand kids and camp.
- ⑧ Frenels and ~~there~~ <sup>How</sup> we all get to inJoy each others Family. It is unreplacable
- ⑨ Rain closers slo to soil tipes. Time Frame for sandy or clay are Different,
- ⑩ The Kid's and I have Lernd so much about The wild Life in the park, The Kids Learn to respect all anamals. The Habata is so inaportent, To ALL !!

Name: DONNIE LAMB

Address: 1450 BUENA VISTA

City: LIVERMORE Zip: 94550

Email: DONNIE.L82@YAHOO.COM

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

I DONNIE CAMPBELL RODE OUT AT CARNEGIE FOR THE PAST TEN YEARS OF MY LIFE. I AM A LIVERMORE RESIDENT, WAS STUDENT, 16 YEARS OLD, AND THE 5TH GENERATION OF LIVERMORE. CARNEGIE TO ME IS A PLACE THAT I GO OUT TO CELEBRATE BIRTHDAYS, NEW YEARS, THANKSGIVING, MOTHERS/FATHERS DAY, AND MANY MORE. IT IS SOMEWHERE THAT ALL MY FRIENDS CAN GO OUT AND RIDE AND 99% OF THE TIME STAY OUT OF TROUBLE THE OTHER PERCENT BEING US GETTING HURT. FIRST OF ALL I WANT TO COMMENT ON WHAT SEEMS TO BE CARNEGIE BEING 1/2 WAY SHUT DOWN. THE FENCES CAUSE CROWDING TO TRAILS WHICH MEANS THERE'S MORE OF A CHANCE TO GET HURT. THE FENCES THAT WERE PUT UP, 95% OF THEM ARE BLIND, YOU CAN BE COMING OVER A HILL AND HAVE TO WATCH FOR A FENCE YOU HAVE NEVER SEEN BEFORE. SECOND AND MOST I WANT TO ASK IF THE STATE IS TO KEEP CLOSING OFF WHAT WE HAVE NOW THAT THEY REALLY CONSIDER OPENING THE REST OF CARNEGIE UP. I WOULD LOVE IF THE PEOPLE WHO ACTUALLY RIDE COMMENTS WOULD BE THOROUGHLY LOOKED OVER. THEM. III

MUCH RESPECT

BRAD  
Donnie Campbell

Name: Kyle Lewis

Address: 4101 Bristlecone

City: Livermore Zip: 94551

Email: kylezine @ Comcast.net

Add to mailing list: (Y)/N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

I'm 16 I don't play sports I ride dirtbikes  
Carnegie is a great place to ride I wish there  
were less fences and more land I want them  
to open the new area quickly. I Love camping  
out there





# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Haitlin Manning age 11.

I think Carnegie could use a snack bar and some more trails. It could use a snack bar because if someone ate all their food they wouldn't worry about what they were supposed to eat. Trails because a lot of trails that little kids can't go on. And I think a training facility for newcomers like ~~me~~ me! Thank you!





# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Diane Mead

Corva

Team Unlimited Racing

IT would be preferable for many/most of us to have multiple OHV use areas or access corridors. Many families have a versatile varied repertoire of vehicles - motorcycles, sandrails, jeep (4x4) side by sides etc. and having to choose one for your campsite or parking - compromises the experience.

Thank you.

Name: John Pitts  
Address: 6000 River Road  
City: Woodland Zip: 94950  
Email: jpitts@aol.com  
Add to mailing list  Y

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

- 1) It makes no sense to me that the EIR will be approved or not by the SVRA because of the biased nature of the SVRA in favor of use by off road vehicles. Rather the approval of the EIR should be done by an independent agency.
- 2) The expansion of off road vehicles west of the present SVRA Park will forever change the historical importance ~~of~~ of the expansion area to the west. We should not destroy that history! Rather, off road vehicles should be restricted to their present area. Van Hagen's work about Carnegie documents much of the area's history.
- 3) In summary - please do not destroy the historical area west of the present SVRA off-road vehicle park.

Thank you.

From: Marilyn Russell <trailrider@ewnet.net>  
Subject: Fwd: Tesla Park NOP  
Date: May 20, 2012 8:57:44 PM PDT

My name is Marilyn Russell.

I am 68 years old and have lived in Livermore for 45.

I taught field biology at Livermore High School for 33 years. My goal was to teach students the value of their local landscapes, watersheds, plant and animal species and the unique historical and natural history features of our Tri Valley and close by parks. We took field trips (night drives) to Corral Hollow to observe wildlife, which became increasingly. Our discoveries are still part of a shared memory with my students, some of whom are here tonight.

I still lead educational horseback rides in the local parks to identify and tell the stories of biotic communities and the various plants & animals found in our area.

I belong to many Horse Clubs in the State, but am most active and represent the Tri-Valley Trailblazers. I am on the board as publicity chair, but I have served as President for two years. *I support regional trails which is the mission of our club, TRI VALLEY TRAILBLAZERS*

I am also a rancher, bird watcher, and passionate trail rider.

I have over 8000 miles in competition on horseback on historic trails throughout the American West.

I have a great respect for unspoiled vistas, open space, wildlife, pristine landscapes, and silence.

I love history and I have had the opportunity to ride and gather cattle in the Tesla town site when it was in private hands. I treasured seeing the bedrock mortars of the first people to occupy the canyons and I have read Dan Mosier's book on the town of Tesla as well as Brewer's UP & DOWN CALIFORNIA in the 1860s.

I could feel the ghosts of ancestors as I rode through these sacred trails and also enjoyed seeing Golden Eagles, roadrunners, kangaroo rats and badgers to name a few.

Given my personal experience with this region, and great love of preserving precious biotic resources, I see a great opportunity for leaving a priceless section of land for the future generations to enjoy as unspoiled as it was seen by their ancestors of hundreds of years ago. I appreciate every local and state park throughout the West and I have visited many often for long hours on horseback, but as Dorothy has said so truly in the Wizard of Oz, "There is no place like home!"

Our region deserves an Eastern connection of trails and open unspoiled space. This is our generations opportunity to leave a legacy for our grandchildren for many generations into the future. That is why Tesla Park should be protected from OHV use and established as a non -OHV, low impact historic and natural resource park and preserve.

Therefore, I urge you to carefully study all potential impacts to this land thoroughly for at least a five year long period of time, to account for variations in seasons, rainfall and other factors that affect plants and animals.

One alternative that needs to be evaluated is NO OHV use in the park. Off road vehicles are NOT COMPATIBLE with preserving biological, cultural and historical treasures, and definitely not compatible with low impact, quiet uses such as hiking, birding, nature study, horse back riding, cattle grazing, education or reflection and restoration of the human spirit.

I am speaking from my heart and experiences for the wildlife, domestic animals, ancient peoples, plants, rocks, land and water that cannot speak for themselves.

Thank you for your consideration and dedication to a complete study of all these resources.

Marilyn Russell  
trailrider@ewnet.net  
11175 Reuss Road  
Livermore, CA 94550  
925 447-3730

*Marilyn Russell*  
5/24/2012



# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Hi, my name is Debbie. I am a mother and wife of riders. I am also a part time rider. Carnegie is much more than an OHV park. Carnegie is a place where my family spends quality time together. We have had the last five Thanksgivings, Christmas' and New Years' at Carnegie. "unplugged" from TV and internet and "in-tune" with each other. One of my proudest moments came this February when my 5th grade daughter was invited to a boy/girl Valentines' day party - date optional. As the words were spoken from her mouth, I was thinking, "No way that's ever going to happen." Before I could voice my opinion, she said, "But I don't want to go because I want to ride this weekend." These days, it is hard to keep kids close, but with an activity the whole family can enjoy, it makes it a bit easier. My family is lucky to live so close to Carnegie.

We have many opportunities to frequent the park.  
My concern, for Carnegie, is congestion. If space is limited  
or restricted, more riders will be forced to occupy the same  
space. My vision is a safe open park where generations  
to come can spend time together making memories.

With Hope for future riders,

Debbie Sandahl

Name: Sandahl  
Address: 4353 Daffodil Way  
City: Livermore CA Zip: 94551  
Email: Sandahl4@comcast.net

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

Dear Carnegie,

My comment is if you can give us more land. You keep taking it away from us. Soon if you keep taking it ~~away~~ away from us we ~~won't~~ won't be able to ride. You also might need to make ~~per~~ more campsites. I practically grew up in Carnegie. I was born to ride. I've had lots of memories here, but if you take away the property, then that's like taking away my memories

#

Thank you,

Emily Sandahl 9 years old

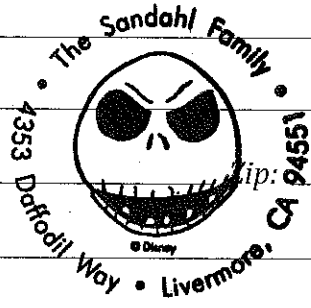
Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Email: \_\_\_\_\_

Add to mailing list: Y / N



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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

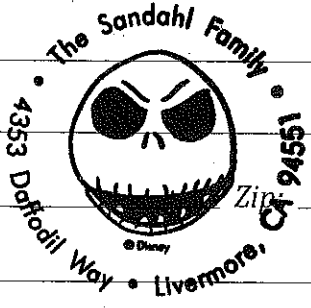
Hi my name is Hannah, and I am 10. I live in Livermore. My family grew up there, and I learned how to ride there. We camp almost every weekend at Carnegie. If you take away the land, you're taking away my home away from home. I go to all the Hillclimbs, and I do all of the Hillclimbs. If you open the land, you know that everyone will use it.

See you on the trails.

Hannah

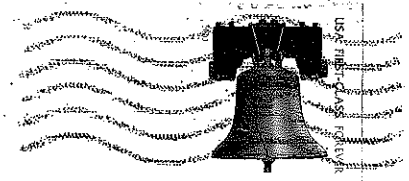
Lined area for handwritten text.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
Email: \_\_\_\_\_



OAKLAND CA 946

11 JUL 2012 7:16 1



RECEIVED

JUL 11 2012

Add to mailing list: Y / N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

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## Comment Card

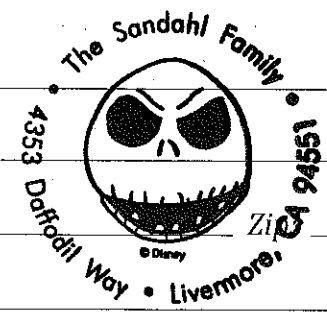
Carnegie O.H.V. park is a way of life for my family and other's alike. To be able to have a park like Carnegie so future generations can continue to use this land designated for O.H.V., is essential. In the past, we have had land taken away and fences built. I think it's crucial to open this land for a sport that continues to grow.

Thank you for your time

Kenny Sandahl

Lined area for handwritten notes or address details.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
Email: \_\_\_\_\_



Add to mailing list: Y / N

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Name: Werner Schlapfer  
Address: 425 Beverly St.  
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# Carnegie

STATE VEHICULAR RECREATION AREA  
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EIR Scoping Meeting

## Comment Card

I am opposed to the expansion of Carnegie Park. The Expansion Area is a valuable habitat for a great number of animal and plant species and needs to be protected. Too much habitat was already been lost in Bay Area and off-road vehicles are incompatible with natural habitat.

Please transfer this land to the East Bay Regional Park District for perpetual protection.

Name: Chandler Shetron

Address: Ch Shetron @ yahoo.com

City: Livermore Zip: 94550

Email: 6252 KISA CT

Add to mailing list: Y / N

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# Carnegie

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## Comment Card

I Chandler Shetron have ridden at Carnegie since I lost a little kid and enjoy camping there with my family and friends and would love for this new land to open to riders. Plus all these fences you guys have been putting up is crazy your making more people ride the same stuff were there is more likely for people to run into each other have the park open and let us ride. You guys are blocking off some of the best areas to ride plus ~~we should clean up and update the camp grounds to make them more for families or other activities.~~ We should clean up and update the camp grounds to make them more for families or other activities. Plus since I have been riding there the place has basically has fences every where that they should not be there you should be putting fences around big deep holes on a hill or around big rocks that people cant see. That makes more sense then fencing off all the nice hills/trails you guys have. I would hate to lose are park. We all so are not heartless we are not going to kill any animals or harm them I'm just ~~want~~ want need land to ride. And Carnegie should have days to have people come volunteer to help clean or make the park look better and more enjoyable. bbbbttrrr AAAA pppp!!!

Name: Erin Smith  
Address: 5198 La Corte Bonita  
City: Concord Zip: 94521  
Email: tbodsgal@aol.com

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

Our family, would like the wet weather closers reevaluated before a years time passes. The current rain levels have made it impossible to enjoy the park when riding conditions are at their best.

Our family has been camping and off roading at Carnegie SVRA for the last 20 years. We spend approx. 20 weekends a year enjoying the facilities at Carnegie SVRA. Our children have grown up at the park, we have had numerous birthday's, Newyears, and other holidays at Carnegie. Carnegie SVRA holds a special place in our hearts & Family memories.

Each year, our children compete in the hillclimbs at Carnegie SVRA, they have learned what healthy competition can teach us & the value of GOOD sportsmanship. The park has attributed to the great driving skills that both of our kids possess. Off-roading definatley creats better on road Drivers.

Our hope for Carnegie SVRA's future:

- We would like to see the wet weather guide reevaluated.
- we would like the new Tesla property to be used fairly between all forms of outdoor enthusiasts.
- We would like to see more camping sites included in the Tesla property - sites that have complete access to the off-road trails.
- Please consider uploading ALL socially acceptable comment cards into a pdf on the general plan site. The Names & info can be omitted.



Name: TOD R Smith

Address: 5198 La Corte Bonita

City: Concord Zip: 94521

Email: tod@gotpower.com

Add to mailing list: Y /  N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

① Our family ~~it~~ would like the rai[n] closures re-evaluated.

② New property to incorporate all OHV's not be separated like Hollister.

③ Expand overnight camping area. Make multiple overnight camping areas.

④ In creating the new area make a water bar system that self maintains the trail system.

⑤

given up, in return to help create  
~~the~~ OHV program. The OHV program  
seems to be the only program  
that is self-funded and works.

Please help open up the  
Alameda-Tesla property to OHV  
and non-OHV access.

As a 4-wheeler I would like to  
see as many trails as acceptable,  
with any buffer areas be considered  
for non-OHV users.

Thank you,

Sherry

Name: Sherry Stortroen

Address: 154 Plaza Circle

City: Danville Zip: 94526

Email: sherry.s@comcast.net

Add to mailing list  Y  N

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

As a member of the User Group at Carnegie, getting involved in the late 90's, I am encouraged that the State is moving forward with this project.

As a Deep over/operator I have enjoyed 4-wheeling for over 22 yrs, both in <sup>the</sup> planning process, and actual 4-wheeling.

More, + more OHV areas are being closed off to the public for OHV use + access. By closing public lands, there is more impact to the areas remaining. SVRA must be allowed to grow and be available to the OHV riding public.

OHV is a family recreation that allows great opportunities to ~~have~~ recreate together, + be outdoors.

The OHV program was created to take a percentage of our gas taxes to provide for OHV recreation along with SVRA's. In the day, we were allowed to deduct a percentage of our gas taxes (used off-road/in dirt) on our income taxes - this deduction was

Name: Kraig Traum

Address: 2470 Palm CT

City: Brentwood Zip: 94513

Email: d36moose@att.net

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# Carnegie

STATE VEHICULAR RECREATION AREA  
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## Comment Card

One way trails - better resource management and safety

More single track trails (one way) very steep, not all straight, this helps slow down rides and better for resource management

Allow more permitted events, miss the cross country events, need to get them back.

Need to open the Tesla expansion area, paid for many years ago, keep new area one way trails, separate motorcycle/quad trails.

Let clubs put on cross country events, get those clubs involved with 2-4 work parties per year to help manage and maintain trails, camp areas etc.

We have different types of riders and events, the only event now are Hill Climbs, we need to get a cross country event back at Carnegie. Why have cross country events been banned but not Hill Climbs.

Get local clubs (racing or riding) involved to come out and educate the general riders on sound, respect to trails, loads, stay on trails and safe riding.

Have certified sound testers (Iamone) to come out on weekends and do sound testing, I have seen D36 do this in the past.

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# Carnegie

STATE VEHICULAR RECREATION AREA  
General Plan Revision

May 21, 2012  
Public Workshop/  
EIR Scoping Meeting

## Comment Card

- additional camping - group camping
- well marked difficult trails for experienced riders - → Hollister has done a really good job of this in their challenge loop on the (Ren's area)
- Kids only area Carnegie gets really crowded during busy times which can be really dangerous for newer riders a slow rider area would be nice
- Hook ups for trailers



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## Comment Card

Do we make a off-road track on our  
cemeteries? Why do it to Native Americans?

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Thank you for the presentation it was very clear and concise.

My comment on the proposal is as follows:

- A) Motorcross or off-road vehicle usage should be restricted to the current site to minimize environmental impacts - particularly soil erosion;
- B) If there's a way of capitalizing upon having a number of people on-site for mold education concerning the natural resources, cultural & history of the site it should be done.
- C) The new property should be preserved as a wildlife refuge with minimal fitting access and no vehicular traffic.
- D) Particular concern about soil erosion, sedimentation & loss of top soil. These ~~are~~ off-road parks are destructive to the environment.
- E) We don't need any more on any larger "adult skate board parks" - we need to preserve the environment.
- F) The EIR should include particulate matter analysis, analysis of soil erosion, sedimentation to streams, disruption of habitat and loss of biodiversity.

I'm glad the State purchased this land but we need to keep people off of it permanently.

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## Comment Card

Dylan Vanerwegen age 10

I would like to see more trails. I would like to see this because it would be funner. Also then they would stay on the trails. I would also want to see more single tracks. Also I do not like the rain rules. Also make the trails really fun. ~~It~~ Some hard some easy. I had is what I want to see in it.

Name: Sack Vanerwegen

Address: \_\_\_\_\_

City: Castroville Zip: \_\_\_\_\_

Email: \_\_\_\_\_

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Comment Card Track vanoverwegen 8

I want to see more dark dirt  
trails. I think anyone can have a  
stop and enter track hard track with  
topsi







# Carnegie

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Comment Card Ethan ventura

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like

I would like more tracks, I would like a kids  
one area with trails, tracks and a ~~area~~  
Plus that you can ride a bmx bike.



# Carnegie

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## Comment Card

WHEN YOU ARE READY TO DESIGN THE NEW PARK, IT WOULD BE GREAT IF YOU HAD SOME OF YOUR REGULAR CUSTOMERS GIVE YOU INPUT ON MAIN ROADS & ACCESS.

WE USE IT & WE KNOW WHAT WE WOULD LIKE. CARNEGIE IS A COMPARATIVELY DIFFICULT PARK TO RIDE IN & NEW RIDERS SHOULD BE WARNED WITH SIGNS OF THIS FACT.

KEEP ALL MAIN TRAILS GROOMED WEEKLY. SIGNS WARNING TO "KEEP TO RIGHT" ON MAIN TRAILS. FEWERS 15 MPH AREAS. B/WNA AREAS (CORNERS) ON MAIN ROADS SHOULD HAVE BETTER VISIBILITY. 4 X 4 ATVs SHOULD BE ABLE TO USE A WIDEN PART OF PARK. MORE PRACTICE AREAS BELOW FOR BEGINNERS MOTORCROSS & FRAT BEGINNER TRAILS WITH PICNIC & BATHROOM FACILITIES NEAR THEM.

HELICOPTER LANDING PADS THROUGHOUT PARK. RE-OPEN HILLS AT FRONT OF PARK. NARROW DOWN & STAKE SUPPORTED RIVER WITH REAL CROSSINGS.

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LARGE VISIBLE SIGNS TO LET BEGINNERS KNOW THAT BACK TRAILS ARE USED BY VERY ADVANCED RIDERS & TO BE AWARE.

MANY MORE COVERED PARKING AREAS LIKE NEAR THE STORE THROUGH OUT PARK AREA.

HIGH SPEED TRAIL AT BOTTOM OF PARK TO GET YOU FROM ONE END TO OTHER QUICKLY FENCED ON EITHER SIDE & POSTED WITH OPENINGS TO GET ON OR OFF AT SPECIFIC AREAS.

NOTICE & NEW RIDERS PROBABLY MAKE UP THE MOST INJURIES & THEY SHOULD BE PRE WARNED OF CONDITIONS OF THE PARK AT ENTRANCES.

THERE SHOULD BE A WEST ENTRANCE ALSO. BASICALLY CARNEGIE IS A TWO DAY PARK, SATURDAY & SUNDAY THE OTHER FIVE DAYS SHOULD BE USED FOR GROOMING FOR THE NEXT WEEKENDS. HAVE A PERMANENT EQUIPMENT OPERATOR THAT CAN USE THE EQUIPMENT TO GROOM MAIN TRAILS & EROSION ISSUES.

AS A CALIFORNIA TAXPAYER & FREQUENT USER OF MY STATE PARKS I WANT MORE SAY!

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RECEIVED  
JUN 15 2012

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