

## SCOPING MEETING NOTES SEPTEMBER 14, 2010

\*Organized by topic

### ALTERNATIVES/FACILITIES SITING

Alternative 3 would be the best. We should maximize the use of the land.

Although some intermingling of uses would be good, it would be best to keep the different uses in identified areas. For example, keep the 4x4 area as depicted in the southwest corner, and put the cycle and ATV tracks elsewhere, rather than putting a 4x4 rock crawl next to a cycle track. Different types of users could still recreate around these areas, and a mix of users could even use the various facilities, as appropriate. For example, the trials bikes could use the rock crawl in the 4x4 area, but it would be best to designate a 4x4 area in one part of the park.

Alt. 1 has nothing for the public, just for rangers

One centralized staging area would be good so that less recreating land would be used up.

Would like to see other/additional access from Larkin Road.

Need a formal road to 4x4 area; when bikes go by need to be able to know where they are.

Prairie City is a good model of how to separate uses and coexist side by side.

The attendee expressed concern that the training track shouldn't have steep edges. Right now, the location of the training track looks too close to the steep sides of the park, presenting a problem if beginning riders accidentally get caught up there and don't know how to ride safely down.

The training track would be good and the location depicted in the exhibits would be good.

There are lots of slopes along the edges of the SVRA; any "climb" features here for trail riding would help; put trials sections in steep areas where erosion has started.

Move training track off of elevation area, make sure it's flat.

Leave the area above the training track open for trials climbing.

Move training track to avoid distractions to drivers on Larkin Road (worried about accidents).

If we are planning on bringing in sandy soil, there is no real preference for where a motocross track is located. It could be anywhere.

The training track is maybe too isolated from other "parent" uses. They should be more side-by-side.

The area identified for training track may not be large enough to put in two tracks (e.g., one for MX and one for ATV, or one for 80cc and one for 50cc).

The southeast corner identified as Area 3 has too much cobble to use it. If material was brought in you could make tracks with hills.

The area identified for 4x4 use should include a mud area and a hill climb.

The area to the east of the 4x4 area is a good mud area that should be left alone.

The area in the far southwest corner is less rocky and therefore good for all uses. It should be left alone.

The area on the slope just south of the headquarters has vertical rows of rock and cobble which preclude use.

## **SUBSTRATE**

Import motorcycle-friendly soil.

Area 3 has a lot of cobble. 4x4s stay on the roads in this area, and the cobble generally precludes the use of smaller vehicles in Area 3.

The biggest worries are 1) rocks in the soil and 2) users being too crazy on the site.

There is loam available from Feather River dredging. Use that to modify the dirt here.

Some users have been discussing using leftover materials from nearby rock quarries. The attendee said he would send his contact information to SVRA staff regarding this.

There is too much cobble in the park. It makes 4x4 riding too rough. It could be covered up with silt. Local quarries are eager to donate the silt that they collect when they wash their quarried sand.

Rocks in trails will keep erosion down.

Does state accept outside help to place rocks etc.? Would like to offer help.

Because there is so much cobble around the park, one would have to bring in material to build tracks.

There used to be a firing range in the northeast corner (so there could be lead contamination).

## **MUD/ROCK TRACKING ONTO LARKIN RD.**

Lift rocks out and do “wash ramp” with recycled water.

Could use a “Cattle guard” type construction grate at the exit to help shake off mud from 4x4s.

Possible wash station to avoid muddying Larkin Road.

## **SAFETY**

Visitors who move rocks and dig in their vehicles are a concern.

The biggest worries are 1) rocks in the soil and 2) users being too crazy on the site.

I work for the fire department – the SVRA needs a main loop road for emergency response with year-round access.

Make a space for a helispot for a medical helicopter. If injuries occur here, it’s hard to get someone back and forth from the airport. It would be better to have a safe space to land on site.

We would like to see a berm between the SVRA and the shooting range to capture potential stray shots. Safety at the range is a concern and a berm would be safer than a fence. There is also a concern that off-road vehicles could come through the fence if it were broken and they would end up on the shooting range.

## **FENCING**

There was some concern regarding having the fencing along the drainage swale. The attendee said that this would be intrusive and unnecessary.

Don't use fencing within the site.

Fencing around the drainage swale is needed for safety so that people don't accidentally crash into the water and so that they don't muck around in it in the winter.

There is a concern that off road vehicles could come through the fence if it were broken and end up on the shooting range.

## **USER GROUPS**

### **4x4**

Provide a difficult and large rock crawl for extreme users. Provide three graduated levels of rock crawls.

Create 3 mud pits (beginning, intermediate, hard core); if you develop it, it will get lots of users.

Side by side mud drag would be great.

May need some fencing at 4x4 area but please allow trial bikes.

When it's wet there are not as many dirt bikes, but more rock crawlers. Lots of local people have 4x4s. I like where the 4x4 area is depicted- I do "donuts" there. A rock crawl would be a good thing. I would like the rocks relocated and more brought in. The OHV division should put rocks by the existing informal trails and put mud tracks like at "Surplus City".

Could use logs to delineate areas in mud.

Would like to see logs for obstacles. DWR or City or City of Chico could donate.

### **MX**

If we are planning on bringing in sandy soil, there is no real preference for where a motocross track would be located. It could be anywhere.

There needs to be a motocross track that could be used for racing, but not professional quality.

There should be a beginner area, modeled after the Riverfront track.

The training track would be good and the location depicted in the exhibits would be good.

A training track is a great idea but there really should be two; one for vehicles 50 cc and below and one for vehicles 80 cc and above.

Oval tracks are boring. A better idea would be to use a star shape.

Oval flat track would be good.

MX “youth” or “beginner” tracks shouldn’t be called this because others use them too. They should be segregated by motor size: 50cc and 80 cc.

## **ATV**

Building an oval track and/or a drag strip would be good for ATV users.

## **Trials**

Would like to see trials sections on the slopes like those on the bank at Mammoth Bar.

May need some fencing at 4x4 area but please allow trial bikes

Leave a trial section in the slope above the training track.

There are lots of slopes along the edges of the SVRA; any “climb” features here for trail riding would help; put trials sections in steep areas where erosion has started.

## **STAGING/PICNIC AREAS**

Would like to see more permanent covered structures with seating / picnic tables like at Prairie City. The area needs to have power. There should be shade ramadas next to a parking area like the “overlook” at Prairie City. It should be 50-100 feet long by 30 feet wide for group BBQs, etc.

Need adequate parking to accommodate large toy-haulers; 30- and 40-foot vehicles are not unusual at Prairie City.

Would like to see more shade structures at each staging area.

Shade from trees is preferred.

Could have a water truck at ranger station to water trees; trees would be nice.

Water spigots like Prairie City would be nice.

## **NON OHV FACILITIES**

Provide an interpretive training center for historical, environmental, and other education.

Allow RVs to camp on site.

Provide walking and bicycle trails along the perimeter.

A small BMX track for kids would be good. It would be good for little kids who can’t/don’t drive motorized vehicles to have something to do while their parents are recreating.

Provide a BMX track.

## **NEIGHBORING FACILITIES**

The Surplus City 4x4 recreation area is not open in the winter for 4x4 use.

How will development of Clay Pit affect the adjacent shooting range? Would events at Clay Pit require closures of the range?

When the range was created it was supposed to have one of the only 1,000-yrd ranges in the U.S. but that range was never developed.

We would like to see a berm between the SVRA and the shooting range to capture potential stray shots. Safety at the range is a concern and a berm would be safer than a fence. There is also a concern that off road vehicles could come through the fence if it were broken and end up on the shooting range.

## **NATURAL RESOURCES**

Vernal pools were created by a state agency and should not be regulated by another.

OHV could protect the areas of better habitat (i.e. cottonwood stands) on site and then put picnic tables there so people can enjoy the resources.

The only conservation facility needed is to put a sediment trap on the lower end of the site to keep pollutants from entering the river.

Some users like to use the large pond in the drainage to “play”.

## **UTILITIES**

Water and sewer lines are available at the airport.

Bring running water to the site to use for potential RV camping, drinking water, or cleaning road rash.

Provide a reception center with offices, restrooms, special events facilities, and utilities. Power, telephone, and fiber optic lines are all available at the airport site and could be brought across the road.

Separate water district (water, sewer, etc) at air.

## **MISCELLANEOUS**

I go to Clay Pit for the terrain. I would like to get an opportunity to revisit the site and provide input afterwards.

Will there be fees?

I would like to bring in a (vintage) competition.

OHV should seek financing from Oroville Supplemental Benefits Fund (grant funding committee for economic development). Some of these projects could be funded because events bring money to the City of Oroville.

Please send all the comments that people gave at this meeting to the mailing list and post to the web site. The attendee was interested to see what other people said.

Wood on site may get burned, but having rangers on site may help.

Think about whether tracks should be rented out and how to manage crowds if there are many.

The variety at Hollister is great.