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Did we forget something?

So far, we have heard from interest groups, private citizens, and local motocross facility owners. Comments received from these stakeholders were used to help develop the first draft conceptual diagram included in this newsletter. We would like to know if we've captured your ideas for site use and development. The following are some representative comments that we have received to date:

"Provide a dedicated motocross track for dirt bikes and/or ATVs."

"Provide for OHV education."

"Any improvements should encompass all riding abilities, from novice to expert."

"More tables and ramadas would be nice near the parking area."

"Provide more signs and trail markers."

"Seperate uses to improve safety."

Good opportunities exist for natural resource education on-site.



If you would like to add your own comments, please contact:

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Or take our online survey:
www.surveymonkey.com/s/ClayPitGP_EIR

Thank you for your interest in the planning process!



CLAY PIT

STATE VEHICULAR RECREATION AREA
 General Plan



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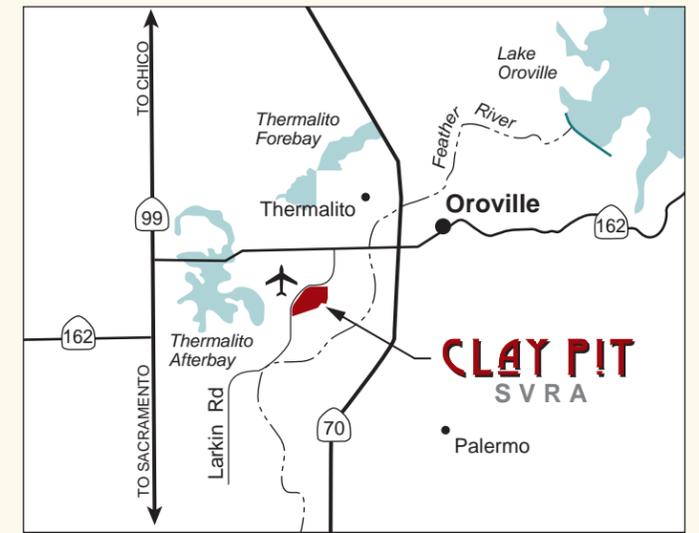
Project Purpose

The California State Parks Off-Highway Motor Vehicle Recreation (OHMVR) Division recently launched a process to develop a General Plan for the Clay Pit State Vehicular Recreation Area (SVRA). The General Plan will serve as a guidebook for future development and enhancements to the Clay Pit SVRA. It will establish a long-term vision for the park, identify potential recreation and facility improvements, and direct future park management, resource stewardship, and appropriate public use. An Environmental Impact Report (EIR) will be prepared concurrent with the General Plan.

Public Involvement

Public input will play an essential role in the formulation of alternatives, programs, and management priorities for the Clay Pit SVRA General Plan. California State Parks has initiated a stakeholder-driven process whereby issues and ideas voiced by community members will help guide project research, alternatives development and analysis, and recommendations.

Three public workshops will be conducted during the planning process. During the first workshop, which occurred on June 7, 2010, the planning team introduced the planning process and solicited input. A copy of the presentation given at this meeting is available on the project Web site (ohv.parks.ca.gov/claypit). The second meeting is an on-site workshop on August 28. The third workshop, on September 14, will serve as a scoping meeting to review and gather comments on alternative concepts and environmental topics.



On-Site Visioning Workshop
 Saturday, August 28, 2010 • 8:00–11:00 a.m.

Clay Pit SVRA
 Located on Larkin Road across from the Oroville Municipal Airport

Alternatives Workshop and Scoping Meeting
 Tuesday • September 14, 2010 • 6:00–8:00 p.m.

Eagles Hall
 2010 Montgomery Street • Oroville, CA 95965

Step-by-Step Process





Oroville Municipal Airport

Headquarters

New Main Entrance

Future Service Entrance

Existing Parking

OHV Track

Staging Area

Multi-Use Event Area

AREA 1

AREA 3

AREA 2

4x4 Area

Oroville Wildlife Management Area

Staging Area

AREA 3

Afterbay Drive

Larkin Road

Airport Park

LEGEND

Existing Site Features

— Planning Area Boundary

■ Drainage Feature

■ Vernal Pool

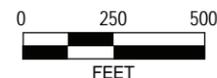
Potential Site Features

--- Low Water Crossing

— Crossing with Culvert

— Protective Fencing

••• Potential Project Improvements



Aerial Image: NAIP 2009

Draft Conceptual Diagram

To the left is a draft conceptual diagram showing some of the different uses that could be accommodated at Clay Pit SVRA. This diagram was developed based on known site constraints, public comments received during General Plan outreach, and discussions with user groups. It does not represent a final plan. Comments received through the General Plan outreach effort will guide the planning team in developing alternatives for SVRA use. The planning team is determining potential use areas (described below) to guide where uses should be focused and where facilities should be located. A description of the facilities depicted on this diagram is provided below. If you have additional suggestions regarding the types of facilities that you feel would enhance visitor experience of the SVRA or regarding the placement of facilities, please send us comments (address on back page). Feel free to draw on the map!

We will also bring maps to the Clay Pit SVRA Visioning Workshop on August 28, 2010, (see first page) for further review and comment.

Use Areas

□ Area 1 (Developed Use Area)

Because of desirable topographic features and fewer natural resources, this area is most appropriate for built facilities like tracks, parking lots, staging areas, and obstacle courses. The OHMVR Division also has plans to add a building for on-site rangers and maintenance facilities.

■ Area 2 (Riding Area)

This area has fewer desirable topographic features and a higher density of natural resources, which may preclude or limit placement of developed facilities. This area may be left in its current state and may continue to be used for multi-purpose OHV use.

■ Area 3 (Conservation Area)

Denser, or more sensitive, natural resources in this area may provide opportunities for on-site conservation, mitigation, and resource management.

Potential Facilities and Included Features

Headquarters

- Ranger kiosk
- Maintenance facilities
- Equipment storage

4 x 4 Area

- Sand drag
- Mud pit
- Hill climb
- Rock crawl
- Obstacle course

Staging Areas

- Shade ramadas
- Picnic tables
- Parking
- Restrooms
- Interpretive Information

OHV Track(s)

- All-terrain Vehicle
- Motorcycle
- Youth

Stormwater Management Facilities

Multi-Use Event Area