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!

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.”

“Separate uses to improve safety.”

Good opportunities exist for natural resource education on-site.

Thank you for your interest in the planning process!
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

**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