

**UNIT 151**

**LAKE OROVILLE STATE RECREATION AREA**

**GENERAL DEVELOPMENT PLAN  
AMENDMENT**

**September 1988**

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**LAKE OROVILLE STATE RECREATION AREA  
GENERAL PLAN AMENDMENT  
LIME SADDLE AREA**

**PRELIMINARY**

**SEPTEMBER, 1988**

George Deukmejian  
Governor

Gordon K. Van Vleck  
Secretary for Resources

Henry R. Agonia  
Director



State of California - The Resources Agency  
**DEPARTMENT OF PARKS AND RECREATION**  
P.O. Box 9428696  
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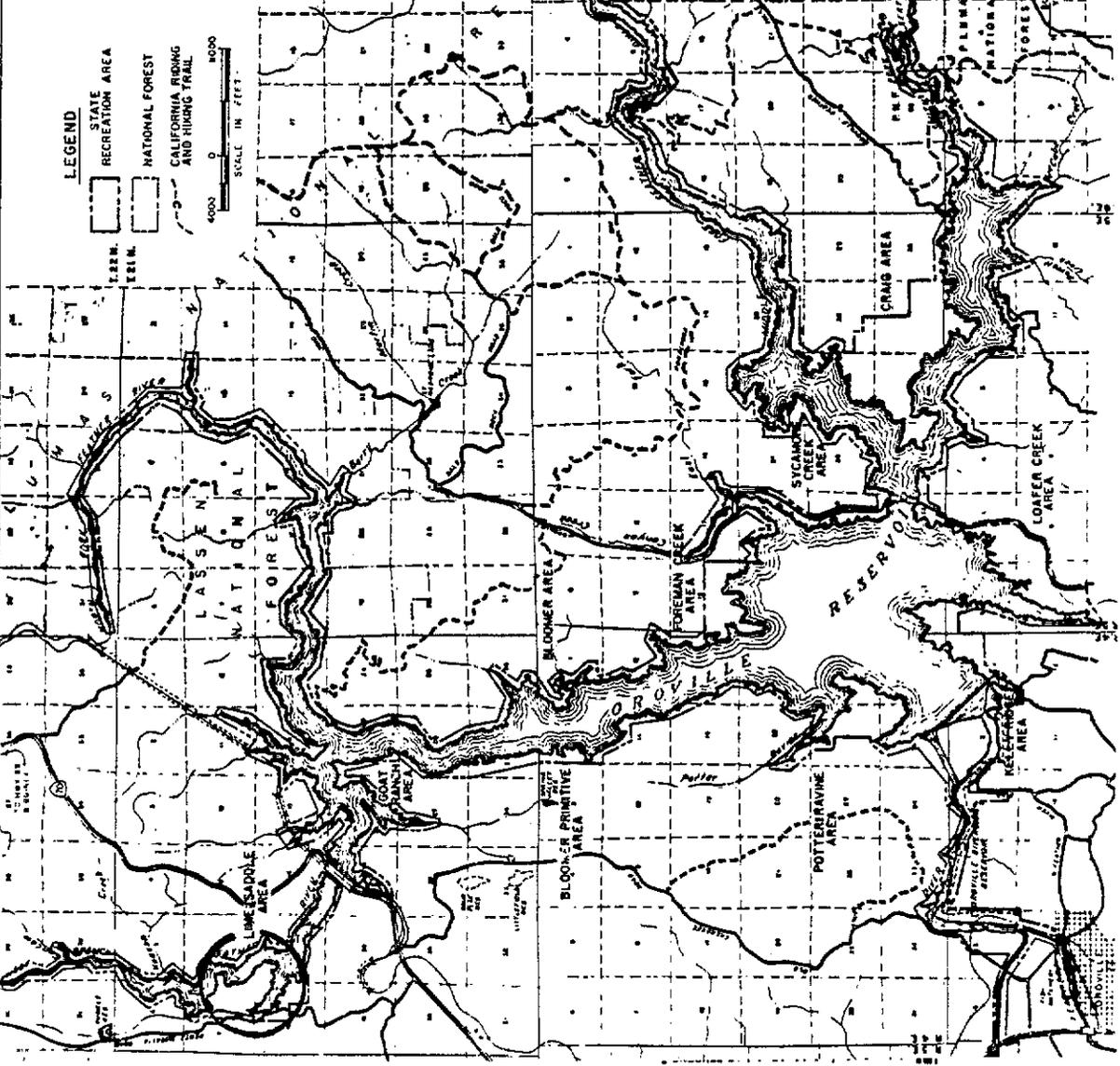
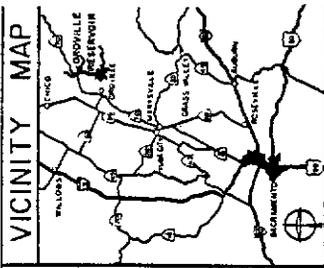
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## FOREWORD

The Lake Oroville State Recreation Area Resource Management Plan and General Development Plan, D.P.R., August 1973, was approved by the California State Park and Recreation Commission in September, 1973. It was classified as a State Recreation Area (S.R.A.) by the Commission in June, 1967.

The Lime Saddle Area at Lake Oroville S.R.A. was identified in the 1973 plan as one of the remotely located, but major, recreational use areas. At the time of the Commission's approval of the plan in 1973, the area had been operated under the provisions of a twenty (20) year concession contract that was originally initiated by Butte County pursuant to an operating agreement with the State of California. This arrangement was negotiated due to the comparatively remote location of the Lime Saddle Area. On March 1, 1973, the State of California assumed responsibility for the concession contract by mutual agreement between the State and Butte County. The original concession contract, which has been in force since July 1, 1969, will expire on July 1, 1989. During this period the original concession contract had been assumed by a new concessioner in 1980, who is currently operating under its provisions.

As a result of the pending expiration of the concession contract, the department has initiated a review of the current conditions and potential for meeting current recreational needs at the Lime Saddle Area. This general plan amendment is the culmination of that review and is specifically intended to adjust the 1973 general plan to meet contemporary needs at that location. The amendment deals only with the Lime Saddle Area and other use areas at Lake Oroville State Recreation Area are not addressed in this document in any way. The reader is referred to the 1973 General Development Plan for additional information concerning other areas.



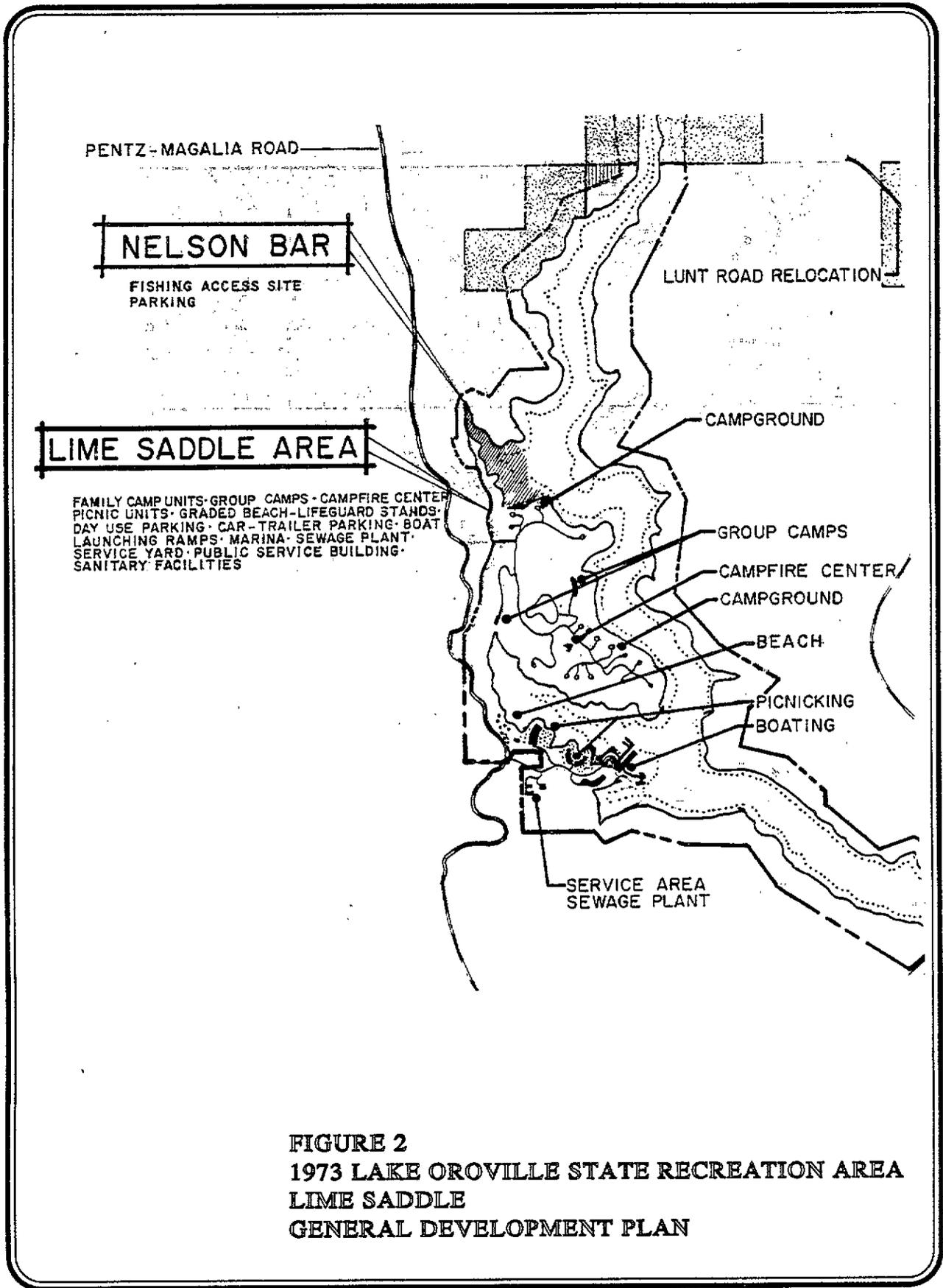
**FIGURE 1 - LOCATION MAP  
LAKE OROVILLE STATE RECREATION AREA  
LIME SADDLE AREA**

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**INTRODUCTION  
TO GENERAL  
PLAN  
AMENDMENT**

## **INTRODUCTION TO GENERAL PLAN AMENDMENT**

### **PURPOSE OF THIS AMENDMENT TO THE 1973 PLAN**

This amendment to the Lake Oroville State Recreation Area Resource Management Plan and General Development Plan (RMGDP), August 1973, will make that plan more appropriate and responsive to current public needs and wishes in a manner that is consistent with the unit's Declaration of Purpose. The RMGDP, which was initially approved by the California State Park and Recreation Commission in September, 1973, needs to be amended to reflect the changes that have occurred subsequent to the Commission's action relative to:

- A. Improved technical awareness and requirements involving public accommodations;
- B. Shifting recreational needs and desires;
- C. Proposed boundary adjustments necessitated by actions of the Department and the Department of Water Resources affecting the Lime Saddle Area;
- D. Adjustments to the Concession Element necessitated, or made possible, by the current economic conditions;
- E. The department's desire to assure that the Lime Saddle Areas recreation potential is fully realized during the term of the forthcoming concession contract in a manner consistent with the unit's Declaration of Purpose and the department's current policies and directives; and finally,
- F. Requirements established in the 1988/89 Governor's Budget which requires a General Plan amendment prior to expansion of the existing marina at Lime Saddle.

Approval of this plan amendment by the California State Park and Recreation Commission will permit a concession bid process to continue and assure the continuance of existing, and ultimately improved, public services at this popular recreational facility.

### **GENERAL PLAN AMENDMENT FORMAT**

Insofar as there are limited quantities of the 1973 Resource Management Plan and General Development Plan for Lake Oroville S.R.A. available, it was determined that significant portions of the original document should be presented here to provide a ready reference for amendment comparisons. Consequently, the next section provides a verbatim presentation

of selected, relevant excerpts from the 1973 plan.

Following that section, is the amendment text and proposed adjustments recommended for consideration by the California State Park and Recreation Commission in accordance with the requirements of Section 5002.2, et. al., of the Public Resources Code.

## **PROJECT DESCRIPTION**

The 1973 plan describes the Lime Saddle Area in the following manner:

“The Lime Saddle recreation development is located on the West Branch Feather River arm of Lake Oroville two miles west of State Route 70 (the Feather River Highway), 15 miles north of the City of Oroville, 8 miles south of Paradise, and 17 miles east of Chico. Vegetative cover includes grasses, oaks, and brush, and the terrain is moderate to steep. Access is from the Pentz-Magalia Road, which is adjacent to the western boundary of the area. The area is characterized by two peninsulas projecting into Lake Oroville. The southern peninsula is the smaller of the two and lends itself to day-use development, while the larger northern peninsula is better suited to overnight uses.

The proximity of the Lime Saddle area to Paradise, a community with a high percentage of retired residents, has had a heavy impact on this area. These retirees have considerable leisure time, and many are avid anglers and boaters. The City of Chico also has had an impact on the boating facilities in this area. Therefore, the first recreation developments to be constructed at Lime Saddle were the boating facilities on the southern peninsula. The two-lane launching ramp and 85-space car/trailer parking area, built in 1969, were use to capacity on many occasions. During the spring of 1972, the boating facility was expanded to its present size of five launching lanes and 205 car/trailer parking spaces. Additional facilities include restroom buildings, a small food concession building, and a marina with covered berthing for 143 boats and 153 mooring buoys. To the west of the boating facility will be a boat repair facility, picnic areas, and a graded beach. Rounding out the facilities on the southern peninsula will be an entrance station, a service yard, and a sewage treatment plant.

Under a 20-year agreement with the state, Butte County (Department of Public Works) constructed the initial facilities on the southern peninsula. This agreement assigned responsibility for the care, maintenance, development, operation, and control of this southern peninsula area to Butte County. On March 1, 1973, this responsibility was assigned to the state by mutual agreement of both parties. An

agreement that had been made by Butte County with a concessionaire, California Community Developers, for the operation and maintenance of the southern peninsula, was accepted by the state.

The northern peninsula can be reached from Lime Saddle Road, which joins the Pentz-Magalia Road one-half mile north of the entrance to the recreation developments on the southern peninsula. In addition to being much larger than the southern peninsula, the northern peninsula has considerable tree cover, which makes it a desirable camping area. Proposed overnight facilities consist of approximately 290 family camp units, two group camps, and a campfire circle. Hiking trails will provide access to the lake for campers who wish to fish from shore."

The Lime Saddle area has been continuously and completely operated under the provisions of a 20 year concession agreement since 1969. Departmental staff involvement in the operation has been limited to administering the concession agreement since 1973.

As the current concession contract draws to a conclusion, the department is examining the history of the past concession agreement in the interest of determining appropriate provisions for a new concession contract that will assure continuance of this important public facility.

Beginning in 1986, the department initiated a review of the physical plant at the Lime Saddle area, an independent analysis of the economic feasibility of the marina concession, and an analysis of the potential for improvement of both facilities and services in the area. The results of those efforts are presented in the various elements contained in the amendment section of this report.

Since the 1973 plan was approved by the State Park and Recreation Commission in September, 1973, a number of notable circumstances have changed. This situation has led to the preparation of this plan amendment. These changes include:

1. An increasing demand for additional marina capacity;
2. A less than anticipated demand for camping facilities in this area;
3. An increase in residential development in terms of actual and planned units;
4. The establishment of the Lime Saddle Community Services District (potential water service);
5. The desire on the part of the Department of Water Resources to cooperatively affect certain boundary adjustments which can be beneficial to the Lime Saddle area;

6. The department's desire to continue to protect the lake waters and public health through the improvement of the area's utility infrastructure; and,
7. The department's desire to provide and improve public service facilities as the current concession contract reaches termination in July, 1989.

### **SUMMARY OF GENERAL PLAN AMENDMENT PROPOSALS**

Essentially, there are three amendments to the existing Lake Oroville State Recreation Area Resource Management Plan and General Development Plan (RMGDP) required. These are shown on the map on page 54 and include:

1. The acquisition of 5.65 acres of land adjacent to the entrance to the Lime Saddle marina. This developable property was, in the past, a maintenance yard for the Pacific Gas and Electric Company and is now surplus to their needs. The Department of Water Resources is currently negotiating with the company to acquire this parcel at the department's recommendation. The department proposes to use the parcel for the purposes of visitor parking, a boat maintenance and storage facility, a housing and service yard area for use by the concessionaire, and for partial revegetation. Land uses proposed by the department are subject to the commission's approval.
2. The disposal through sale of a 23.46 acre parcel of surplus land that contains no known significant natural or cultural values and for which no proposed land uses were identified in the 1973 plan. The commission's approval is not required for the Department of Water Resources to take this action, however, that department would be sensitive to a recommendation by the department to retain the parcel. Staff recommends that the parcel be sold as it is unnecessary to the department's mission.
3. The expansion of the current marina boat accommodations from 350 to 500. This expansion is contingent on a number of factors that are explained more fully in the amendment elements of this report. The need for such expansion is clear and the implementation requirements are within the parameters of the original (1973) plan.

The California State Park and Recreation Commission's approval of these three amendment provisions will help assure continuance of the present level of service in the Lime Saddle area and permit the possibility of improved service in the near future that will be

borne largely by the proposed new concession contract with minimal capital outlay or operational cost to the state. Consequently, approval of these provisions is recommended.

**PLANNING PROCESS / PUBLIC INVOLVEMENT**

The planning process leading to the submittal of this plan amendment to the commission has included public notification through the environmental review process pursuant to the provisions of the California Environmental Quality Act (CEQA).

1973  
LAKE OROVILLE SRA  
RM & GDP  
SELECTED EXCERPTS

**SELECTED EXCERPTS FROM**  
**LAKE OROVILLE STATE RECREATION AREA**  
**RESOURCE MANAGEMENT PLAN AND GENERAL DEVELOPMENT**  
**PLAN**

**August, 1973**

Excerpts from the 1973 plan approved by the California Park and Recreation Commission in September, 1973, relating specifically to the Lime Saddle Area are presented here verbatim to provide a setting for the proposed amendment adjustments.

**CHAPTER I - INTRODUCTION**

**LOCATION**

Lake Oroville State Recreation Area contains the largest State Water Project reservoir in northern California. It is comprised of Oroville reservoir and the Thermalito offstream storage features, including Thermalito Forebay and Afterbay. Lake Oroville is located in Butte County near the City of Oroville on the eastern side of the Sacramento Valley. Driving time is only 1 1/2 hours from Sacramento and 2 1/2 hours from the San Francisco Bay area.

Lake Oroville lies in a widely varied vegetation zone, from the grasses of the flat valley floor in the Thermalito Forebay and Afterbay areas to commercial timber zones in the upper reaches of the reservoir. The climate of the area, like that of the Sacramento Valley, is typically Mediterranean with mild winters and hot summers. The average annual precipitation ranges from 20 inches in the Thermalito Afterbay area to 60 inches in the upper reaches of Lake Oroville. The major portion of this precipitation occurs between October and May.

**ACQUISITION**

Lake Oroville is to be operated for purposes of flood control, power generation, conservation, and recreation and as a supply of water for irrigation and municipal uses. The offstream features of Thermalito Forebay and Afterbay serve primarily for regulation of power generation flows and as storage space for pump-back power operations. In accordance with provisions of the Water Code (Section 346), properties for recreation purposes were acquired at the same time that land was acquired for other features. The total acquisition for all project purposes\* amounts to about 47,000 acres. Of this, approximately 2,825 acres were acquired for recreation purposes only. About 21,000 acres of the total project area is water surface. The balance of the available acreage is used jointly for recreation and other purposes.

\*Water Code Sections 11900-11925 (the "Davis-Dolwig Act")

## DAM AND RESERVOIR FEATURES

The Oroville complex includes Oroville Dam, Reservoir, and Powerplant; Thermalito Diversion Dam and Reservoir; the Fish Barrier Dam and Hatchery; and the offstream features of the Thermalito Power Canal, Forebay, Powerplant, and Afterbay. The locations of these features are shown on Sheet 1 of the General Development Plan, and statistics for each are presented in Appendix B.

Reservoir operations plans anticipate the reservoir to fill by June 15 in average years. It can also be expected that during certain dry-year periods, the reservoir may not fill during the entire year.

Lake Oroville is expected to fluctuate during the July-to-September period from the normal pool level (900 feet elevation) to the 825-foot level in good water years and to the 775-foot level in poor water years.

In Thermalito Forebay, the water elevation is expected to remain almost constant at 224 feet, with as little as 2 feet of drawdown during operational periods. This is also true of the Thermalito Diversion Pool with a normal pool elevation of 25 feet.

In Thermalito afterbay, the water surface elevation is expected to fluctuate weekly from a low pool at approximately 123.0 feet to a maximum of between 130 and 136.5 feet.

## CLASSIFICATION

Lake Oroville has been classified as a state recreation area by the State Park and Recreation Commission, as provided for in Section 5001.5 of the Public Resources Code. Naturally, recreation development focuses on water-oriented activities; however, efforts have been made in the plan to diversify the recreation development to take full advantage of the variety of resources available at this site. Provisions have been made in the plan for a visitor center, lodge and restaurant facilities, cabin units, boat launching facilities, marinas, equestrian center, a conference center, a par 3 golf course, camping areas, picnic areas, swimming beaches, and riding and hiking trails.

## MANAGEMENT RESPONSIBILITY

The Department of Parks and Recreation will operate the recreation facilities at Lake Oroville. This includes (1) the main reservoir (excepting four limited fishing access sites, which will be operated by Butte County, Department of Public Works); (2) the Thermalito Forebay; and (3) the Thermalito Diversion Pool. Some recreation planning for the Thermalito Afterbay has been accomplished; however, this area is still under the control of the Department of Water Resources. The Feather River Fish Hatchery and the Oroville Wildlife Area will be managed by the Department of Fish and Game, The Feather Falls Scenic Area is a part of Plumas National Forest and is managed by the U.S. Forest Service.

## CHAPTER II - RESOURCE ANALYSIS

The purpose of this chapter is to analyze and interrelate the natural resources within Lake Oroville State Recreation Area. It explores the resources there are to work with, identifies those that have high resource value, and provides the rationale for developing the allowable use intensity plans for the ten recreation areas

around the lake. The resource inventory information and descriptive maps that provide the information base for this analysis are available in a separate publication of the Department of Parks and Recreation, *Lake Oroville State Recreation Area: Resource Inventory*.

### GEOLOGY

A geology map has been prepared to indicate the geologic structures that underlie Lake Oroville S.R.A. All the geologic structures identified on this map will support development.

Two faults are indicated within the reservoir area. One of them crosses the north fork arm of the reservoir near French Creek. The other begins at a point near Bloomer Primitive Area and projects southward across the Thermalito Diversion Pool area below Oroville Dam. The potential for seismic activity must be considered in developing these two areas.

### CLIMATE

In analyzing the climatic data, it is evident that the hot, dry summers prevalent in the Oroville area will have an effect on recreation developments. Camping and picnic facilities should be located in areas that offer some relief from the summer sun. The cooling effect of the prevailing southerly winds should also be considered in the placement of use facilities.

The annual rainfall varies greatly throughout the recreation area. In the Thermalito Forebay area there is approximately 26 inches per year, while the upper reaches of the reservoir receive as much as 60 inches per year. This rainfall generally occurs during the winter, which is of course the low public use season.

The spring and fall months are the most comfortable and pleasant periods of the year. It is therefore anticipated that the public use of the recreation area will be greatest during these seasons.

### HYDROLOGY

The drainage basin of Lake Oroville is quite large and carries considerable amounts of water during the wet winter months. Thus, one of the major project purposes of this reservoir is flood control. Streams that flow directly in the lake have been hydrologically classified by means of the "Strahler concept". This concept shows the stream that carries the least amount of water as first-order stream, with each higher order carrying progressively greater amounts of water. Therefore, development planning has considered both flooding potential and flow restriction.

### SOILS

The soil, as the supporting base of all potential use facilities, is a very important factor. The soil map developed for the Oroville area indicates the various soil types found around the lake and is based on studies made by the California Division of Forestry. Areas with landslide potential and in which landslides have occurred have been noted on the soil map. These areas have been excluded from planned development.

The soil erosion hazard must be considered in determining the location and type of public use facilities. It is assumed that soils with a slight or moderate erosion hazard can tolerate most proposed developments. Soils in the "high erosion" category have been limited to moderate development. Use areas in which the erosion hazard is high, very high, or severe are Craig, Foreman Creek, Sycamore Creek, and Lime Saddle.

### SLOPE

Slope is a major factor in determining the development potential of a parcel of land. The ten major use areas around the lake have divided into three categories to indicate the potential of these areas for supporting development: (1) zero to 10 percent to support high use; (2) 10 percent to 20 percent to support moderate use; and (3) more than 20 percent to be reserved for minimal use, such as hiking trails.

### VEGETATION

The comprehensive vegetative inventory of Lake Oroville was accomplished by interpreting high-flight infrared photographs. The inventory breaks the vegetative cover down into vegetative types and gives the percent of each type of cover. In analyzing this data, it is assumed that high use could occur in areas of grass, oak, or pine or combinations of the three. However, it may be desirable to retain some grass areas as open areas. Areas with heavy chaparral growth, whether alone or in combination with other vegetative types, should be restricted to low-intensity use. Besides increasing construction costs and possessing limited desirability for public use, these areas provide ideal wildlife habitat zones and should be preserved for that use.

There are ten rare and endangered plant species in Butte County, nine of which may occur within the recreation area. As yet, however, there have been no known sightings of these nine plants within the recreation area.

### WILDLIFE

Because of the complexity of the project area and the variety of resource zones, an attempt was not made to break down the land portion of the recreation area into wildlife habitat zones. Instead, the assumption was made that areas with low, dense vegetative cover (chaparral) and areas with vegetative cover abutting the lake and major streams are valuable as wildlife habitat.

An in depth inventory of the lake's fish was possible through the assistance of the State Department of Fish and Game. This inventory provides a basis for convenient location of fishing access facilities.

The fish habitat map, prepared from the inventory, provides information necessary to determine the intensity of adjacent land-based recreation developments. All areas indicated as fish habitat zones should be protected from high-intensity onshore developments, which can cause increased erosion. A 300-foot-wide buffer strip, which would restrict high-intensity use, should be maintained around these areas.

### SCENERY

The scenic analysis attempts to identify the scenic qualities of Lake Oroville. The "viewscape" has been

defined from the surface of the lake. The more interesting vistas and the major and minor landscape and cultural features have been charted. Unique scenic aspects, such as Feather Falls, Cape Horn, and Stringtown Mountain, are designated as major landscape nodes and must be protected from development that would destroy their value as a scenic resource. The natural setting contributes to the recreational experience.

### CULTURAL VALUES

The Oroville area was at one time heavily populated by the Northwest Maidu Indians, and many evidences of this people are still found today. Before Lake Oroville was filled, archeological surveys recorded a large number of features, such as mortar rocks, petroglyphs, and occupational sites. Many of these features are now under water. However, 27 recorded sites and 6 possible sites have been identified within 5 of the designated recreational use areas around the lake. They are as follows:

- Bidwell Canyon - 3 recorded sites
- Loafer Creek - 4 recorded sites, 3 possible sites
- Craig Area - 14 recorded sites, 1 possible site
- Foreman Creek - 2 recorded sites, 2 possible sites
- Bloomer Primitive Area - 4 recorded sites

In addition, there are 10 recorded sites in the diversion pool below Oroville Dam.

The location of all these sites are charted, and information about them can be obtained from the state park archeologist. Protection of these sites must be considered in placing future recreational facilities in the areas in which they have been identified.

The discovery of gold in 1849 had a considerable cultural impact on the Oroville area. Gold seekers poured into the hills around Oroville and established many towns that have long since been deserted. Much of the area in which gold mining activities took place is now under water. In the diversion pool area below Oroville Dam, however, some of these sites are still marked by foundation remains and cemeteries. Future development of the diversion pool might include interpretation of the gold mining that took place in this area.

### ALLOWABLE USE INTENSITY

Conclusions based on the foregoing resource analysis have been consolidated into an allowable use intensity map for each of the ten designated use areas around Lake Oroville. Use intensity signifies the number of people per acre that can be permitted in an area at one time without causing irreparable damage to the natural resources of the area. The people-per-acre factor must also include space for service facilities, such as parking, restrooms, picnic tables, and the like.

#### High Use Intensity (30 or more persons per acre)

Areas designated "high use intensity" are in the 0 to 10 percent slope range. The resources within such areas have limited values and can support intensive uses, such as beach activities, picnicking, marina developments, and the like. Beach activities can result in a use intensity of 435 persons per acre assuming 100 square feet per person. A normal spacing of picnic tables is 30 to 35 feet, which represents a use intensity of about 140 persons per acre.

#### Moderate Use Intensity (8 to 30 persons per acre)

Moderate use intensity is appropriate to areas with average resource values, moderately stable soils, and moderate slopes. Moderate use intensity usually accommodates the generally accepted standard of four campsites per acre. This spacing would generate a use intensity of 16 to 20 persons per acre.

#### Low Use Intensity (less than 8 persons per acre)

Low use intensity areas generally contain fragile resources. Most low intensity use zones at Lake Oroville have been so designated because of steep slopes and dense chaparral vegetative cover. In the case of the Craig Area, a soil type with a severe erosion hazard is the major restricting factor. Activities in low use intensity zones should be restricted to such activities as hiking, nature study, and primitive camp developments (refer to Allowable Use Intensity Map, page 14)

### **CHAPTER III - RESOURCE MANAGEMENT PLAN**

#### I. Unit Name and Classification

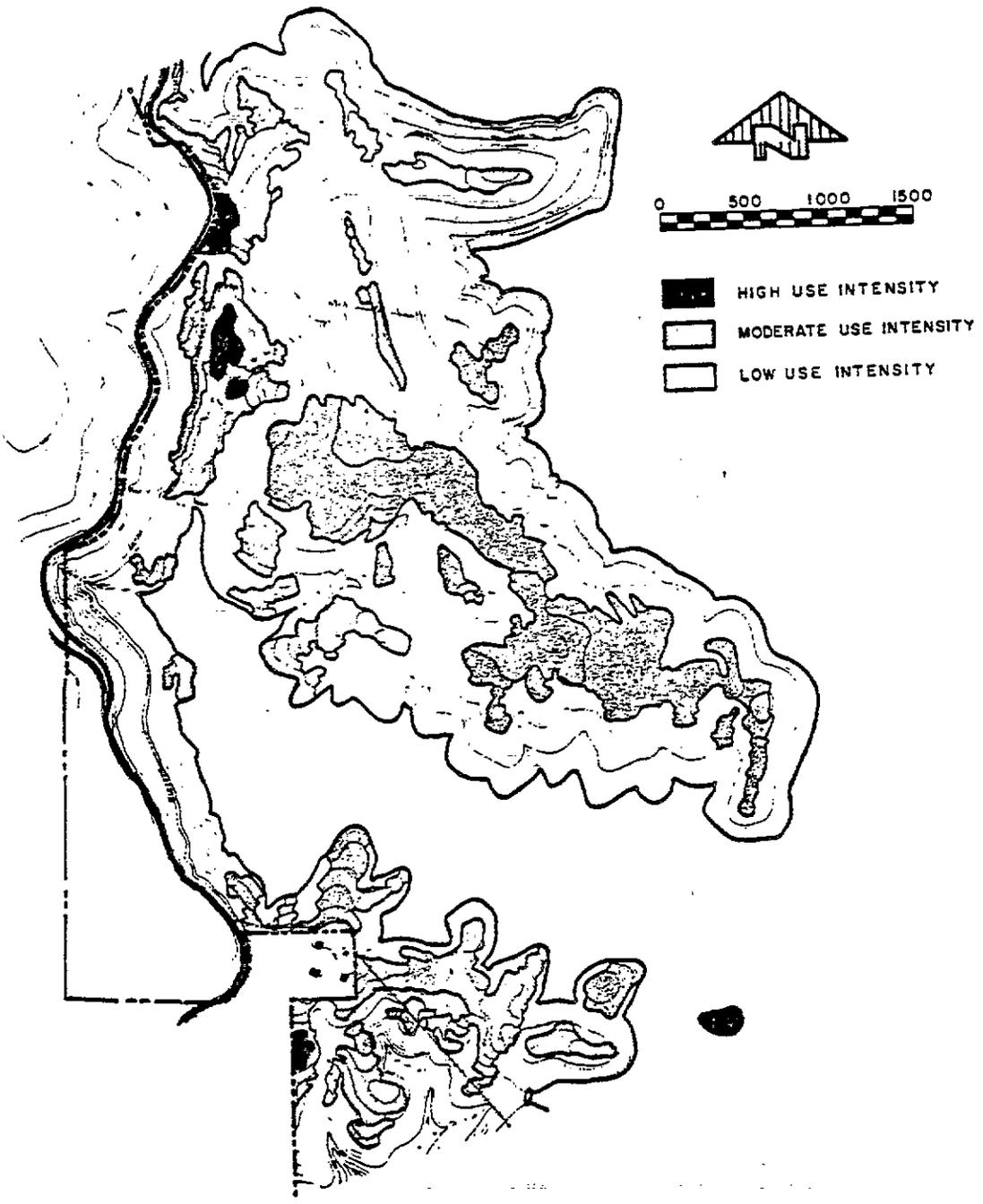
Lake Oroville State Recreation Area

#### II. Landscape Province

This unit is located almost entirely within the Foothills and Low Coastal Mountains Landscape Province. However, it also embraces small portions of the Great Valley Landscape Province and the Sierra Nevada Landscape Province.

#### III. Ecological Region

A. The unit is located in the northern Sierra Nevada foothills and the extreme eastern edge of the Great Valley.



**FIGURE 3**  
**LIME SADDLE AREA - 1973**  
**ALLOWABLE USE INTENSITY MAP**

## B. Evaluation

### 1. Ecological History

In prehistoric times, as at present, this unit covered a varied landscape that extends from the valley grasslands to the foothill woodlands of the Sierra Nevada and, in the higher portions, to the forest zone or the lower edge of the main timber belt of the Sierra Nevada. Man has made many changes in the landscape and in habitat conditions, but the major vegetative types, associations, and distributions of today are essentially the same as those of the past.

### 2. Ecological Significance

The unit is a fairly typical example of the ecological values within the Foothills and Low Coastal Mountains Province.

### 3. Geological Significance

The North Fork and Middle Fork canyons of the Feather River system are included within this unit. A principal tributary joins each of these canyons within the unit

Bald Rock Canyon, one of the major glaciated canyons of the northern Sierra Nevada, lies on the Middle Fork of the Feather River immediately east of the unit's boundary and within the Plumas National Forest. Just outside the unit is Feather Falls, the highest waterfall in California outside of Yosemite National Park. The Middle Fork region is therefore of considerable geologic and scenic interest. Although these features are outside the unit, Oroville Reservoir makes them much more easily accessible than they were in the past.

### 4. Cultural Significance

The Feather River was a valuable resource for early California Indians. Prehistoric sites have been located by archeologists in many parts of the unit, and several such sites were excavated within the reservoir zone before Lake Oroville was filled with water. Others are within the unit boundary and outside the high water line of the reservoir. The region also contains historic sites associated primarily with the California Gold Rush.

## IV. Ecological Entity

### A. Analysis

Refer to the accompanying resource analysis (Chapter II) for Lake Oroville State Recreation Area.

## B. Summary of Conclusions

The natural values at Lake Oroville provide an outstanding setting for the recreational activities associated with a large body of water. At this time there are no known natural values that warrant special preservation or the establishment of natural preserves. However, if such values should be recognized and identified in the future, appropriate action must then be taken to preserve them.

Cultural values, when located and identified, must be individually evaluated. When significant values are found, a study must be made to determine whether they should be preserved in their present condition, excavated to recover their archeological values, or reconstructed to afford historical interpretation to visitors.

## V. Long-Range Management Objectives

Under the provisions of the Davis-Dolwig Act of 1961, recreational facilities constructed in connection with the State Water Project are "recreational areas" (Sec. 11919, Water Code). The State Park and Recreation Commission classified the land controlled by the Department of Parks and Recreation at Lake Oroville as a state recreation area under Section 5001.5, Public Resources Code. Management principles for state recreation areas and the resources within them are set forth in the resource management directives of the Department.

## VI. Declaration of Unit Purpose

The purpose of Lake Oroville State Recreation Area is to perpetuate, enhance, and make available to the public the recreational opportunities afforded by Lake Oroville, Thermalito Forebay, and adjacent land and water areas and to protect all environmental amenities so that they make an optimum contribution to public enjoyment of the area.

## VII. Declaration of Management Policy

The lands and resources at Lake Oroville State Recreation Area shall be managed so as to make an optimum contribution to the enjoyment of recreational opportunities and facilities in a natural or quasi-natural environment. Landscape values and vegetation elements shall be protected against scarring and degradation to the fullest practicable extent and shall be enhanced to improve the recreational environment whenever and wherever possible. Hunting may be permitted if time or space zoning can afford adequate safety. Cultural values shall either be adequately protected or fully recovered under professional direction.

## CHAPTER IV - GENERAL DEVELOPMENT PLAN

### Need

Lake Oroville is located within the one-to-two-hour travel time zone of the Sacramento metropolitan area and within the two-to-four-hour travel time zone of the San Francisco metropolitan complex (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Solano counties) and the Stockton metropolitan area. The projected populations ( Department of Finance, 1971) of these metropolitan centers are as follows:

	<u>1970</u>	<u>1980</u>	<u>1990</u>
San Francisco-San Jose-Oakland metropolitan complex	4,358,300	5,104,000	6,039,000
Sacramento metropolitan complex	634,800	740,500	865,300
Stockton metropolitan complex	291,400	340,100	393,500

The recreation demand of the residents of these metropolitan areas is increasing faster than the population growth. For example, while the population of the Sacramento metropolitan area is expected to increase approximately 36 percent between 1970 and 1990, the recreation demand of its residents is expected to increase 45 percent or 1.26 times the population growth during the 20-year period.

The new facilities needed from all suppliers to meet the existing and future recreation demands of these metropolitan areas within their respective travel time zones from Lake Oroville are as follows:

	<u>1970</u>	<u>1980</u>	<u>2000</u>
<b>One-to-two hour travel time zone</b>			
Sacramento metropolitan complex			
Camp Units	336	366	736
Picnic Units	142	262	592
Marina Slips	179	309	689
Boat Access Parking Spaces	78	138	308
<b>Two-to-four hour travel time zone</b>			
San Francisco metropolitan complex			
Camp Units	16	236	3,306
Picnic Units	340	810	2,810
Marina Slips	—	242	2,322

Lake Oroville will also be a vacation destination in the over-four-hour travel time zones of the other metropolitan centers. As an indication of the use that can be anticipated, Lake Oroville SRA, with existing developments, received over 724,435 visits during the 1971-72 fiscal year. Lake Oroville has areas with potential for high-density recreation development to meet the high demand for water-oriented recreation areas.

## **Planned Development**

The diversified resource base at Lake Oroville makes it possible to provide types of facilities that will allow a wide variety of recreation choice.

The downstream or Thermalito features of the Oroville complex lend themselves to day-use water-oriented recreation features. Development will provide for such uses as swimming, picnicking, fishing, water sports, and, in the case of the Oroville Wildlife Area, hunting. The open, treeless character of this area permits extensive recreation development.

The lake itself will be developed with extensive water-oriented facilities, such as boat ramps, marinas, and swimming beaches, which will be provided at strategic locations to maximize the activities that this lake can support. An orientation-interpretation program is planned with facilities at locations of anticipated heavy visitor use.

Concession contracts have been approved that will provide facilities to supply the following public services: gift shops, restaurants, snack bars, lodge and cabin units, and marinas. Some of these facilities are presently in use. All of these developments have been planned in a manner that will ensure protection of the area's natural features.

For planning purposes, a number of areas around Lake Oroville have been designated as recreation areas. Of these, Kelly Ridge-Bidwell Canyon, Loafer Creek, the Spillway Boat Ramp, and Lime Saddle were chosen for initial development. These areas were selected because of the proximity to users, ease of access, and good developable lands.

The central headquarters and service facilities for Lake Oroville SRA will be located at the Glen Drive Administrative Complex.

The Enterprise, Dark Canyon, Vinton Gulch, Stringtown, and Nelson Bar Boat Launching areas are new recreation site proposals. These sites will utilize stub roads that once served areas now covered by the lake.

Boat-in camping areas have been constructed at Goat Ranch Primitive Area, Bloomer Primitive Area, Craig Area, and Foreman Point. These facilities will be expanded, and additional boat-in facilities will be constructed at Sycamore Creek Primitive Area, Foreman Island, and Bloomer Island some time in the future.

Preliminary studies have been made to determine the uses of the Craig, Foreman Creek, Potter Ravine, and Feather Falls Scenic areas.

Recreation developments are also planned for the Thermalito offstream storage areas. Recreation facilities at Thermalito Forebay will be primarily day-use oriented. The Thermalito Diversion Pool has recreation potential but plans for this area have not yet been finalized. The Thermalito Afterbay's primary function is to provide regulation of power flows and storage area for pump-back power operations. Its water surface will be subject to considerable fluctuation, thus reducing the recreation potential of the area.

### **Lime Saddle**

The Lime Saddle recreation development is located on the West Branch Feather River arm of Lake Oroville two miles west of State Route 70 (the Feather River Highway), 15 miles north of the City of Oroville, 8 miles south of Paradise, and 17 miles east of Chico. Vegetative cover includes grasses, oaks, and brush, and the terrain is moderate to steep. Access is from the Pentz-Magalia Road, which is adjacent to the western boundary of the area. The area is characterized by two peninsulas projecting into Lake Oroville. The southern peninsula is the smaller of the two and lends itself to day-use development, while the larger northern peninsula is better suited to overnight uses.

The proximity of the Lime Saddle area to Paradise, a community with a high percentage of retired residents, has had a heavy impact on this area. These retirees have considerable leisure time, and many are avid anglers and boaters. The City of Chico also has had an impact on the boating facilities in this area. Therefore, the first recreation developments to be constructed at Lime Saddle were the boating facilities on the southern peninsula. The two-lane launching ramp and 85-space car/trailer parking area, built in 1969, were used to capacity on many occasions. During the spring of 1972, the boating facility was expanded to its present size of five launching lanes and 205 car/trailer parking spaces. Additional facilities include restroom buildings, a small food concession building, and a marina with covered berthing for 143 boats and 153 mooring buoys. To the west of the boating facility will be a boat repair facility, picnic areas, and a graded beach. Rounding out the facilities on the southern peninsula will be an entrance station, a service yard, and a sewage treatment plant.

Under a 20-year agreement with the state, Butte County (Department of Public Works) constructed the initial facilities on the southern peninsula. This agreement assigned responsibility for the care, maintenance, development, operation, and control of this southern peninsula area to Butte County. On March 1, 1973, this responsibility was assigned to the state by mutual agreement of both parties. An agreement that had been made by Butte County with a concessionaire, California Community Developers, for the operation and maintenance of the southern peninsula was accepted by the state.

The northern peninsula can be reached from Lime Saddle Road, which joins the Pentz-Magalia Road one-half mile north of the entrance to the recreation developments on the southern peninsula. In addition to being much larger than the southern peninsula, the northern peninsula has considerable tree cover, which makes it a desirable camping area. Proposed overnight facilities consist of approximately 290 family camp units, two group camps, and a campfire circle. Hiking trails will provide access to the lake for campers who wish to fish from shore.

### **Utilities**

**Water and Sewerage.** There are several water and sewerage districts in the Lake Oroville area. The following districts presently serve various portions of the recreation area:

## Water

Oroville-Wyandotte Irrigation District  
Thermalito Irrigation District

## Sewer

North Burbank Public Utility District

Additional districts may be available in the near future (e.g., the Lime Saddle Irrigation District). All possible efforts will be made to obtain services from existing and future districts as the development program for Oroville proceeds.

## **CHAPTER V - ENVIRONMENTAL IMPACT REPORT**

Lake Oroville is the major reservoir project in northern California and was constructed as part of the State Water Project. The Department of Water Resources purchased properties for all project purposes and has turned over more than 25,500 acres to the Department of Parks and Recreation. This includes lands adjacent to Lake Oroville and the Thermalito Forebay. Ten areas on the lake have been designated for recreational use. Each area is covered in this section though some have been grouped according to the similarity of their developments.

### **Lime Saddle**

The Lime Saddle area is located on the west branch arm of Lake Oroville, 15 miles north of the city of Oroville, 89 miles south of Paradise and 17 miles east of Chico. The area is characterized by two peninsulas - a southern peninsula that lends itself to day-use development and a northern peninsula that is suitable for overnight uses.

Existing developments include a marina, a snack bar, a boat ramp, and two car/trailer parking areas on the southern peninsula. There are no developments on the northern peninsula. Proposed developments include a picnic area and swimming beach on the southern peninsula and family and group campgrounds and trails on the northern peninsula.

The primary impact on this area will be caused by the construction of facilities, such as roads, parking spaces, trails, comfort stations, a small beach, and underground utilities. The area will be unsightly during construction but once development is completed, the visual impact on the environment will be limited. The secondary impact of the development will be caused by public use of the area.

The benefits of the project include public enjoyment of the recreation area through camping, picnicking, hiking, swimming, fishing, and boating.

Unavoidable adverse effects will be caused by paving, cuts and fills on roads and trails, and vegetation removal. An area now designated as a fish habitat will be disrupted by grading and the placing of sand on a proposed beach area. The introduction of tents, trailers, cars, and people will have additional adverse effects.

Mitigation of undesirable effects on the environment will be achieved by construction of day-use areas and campgrounds at locations where they will have a limited impact on the resources of the area. All facilities will be landscaped and designed to harmonize with the natural setting. Vegetation removal will be restricted to that necessary for facility development and will be minimal. The fish habitat area being disturbed is not one of the more important habitat areas. This factor plus the small size of the beach facility will create a limited effect upon the lake's fishery.

APPENDIX A  
FACILITIES SUMMARY

	OVERNIGHT FACILITIES			DAY-USE FACILITIES						BOATING FACILITIES			
	Family Camps	Primitive Camps	Group Camps	Cabins	Lodge	Parking	Picnic Units	Swim Beach (in lin. feet)	Launching Lanes	Car/Trailer Parking	Mooring Slips	OTHER	
	Exist.	Prop.	Exist.	Prop.	Prop.	Exist.	Exist.	Exist.	Exist.	Exist.	Exist.	Prop.	
Lofer Creek	137	450	50	162/375 persons	-	242	600	1000	8	178	-	-	
Kelly Ridge	-	-	-	100	20 units	150	150	-	-	-	-	2/	
Bidwell Canyon	82	75	-	-	20 units	153	40	-	7	300	346	3/	
Spillway Boat Launching Ramp	-	-	-	-	-	-	-	-	12	583	52	4/	
Foreman Creek	-	10	10	-	-	400	-	1000	-	-	-	-	
Lime Seidle	-	290	-	2/200 persons	-	275	-	300	5	205	143	5/	
Craig Aroe	-	8	106/	-	-	8/	-	8/	-	-	-	6/	
Enterprise Launching Ramp	-	-	-	-	-	-	-	-	2	50	-	-	
Bloomer Primitive Area & Bloomer Island	-	16	20	1775 persons	-	-	-	-	-	-	-	-	
Goat Ranch	-	5	5	-	-	-	-	-	-	-	-	-	
Sycamore Creek	-	-	35	-	-	-	-	-	-	-	-	-	
Thermalito Forebay	-	-	-	-	-	-	-	-	-	-	-	-	
North	-	70	-	16	30 units	185	800	26	200	1800	2	103	40
South	-	-	-	-	-	400	200	-	200	600	4	50	40
Central	-	-	-	-	-	900	300	-	300	2000	-	-	-

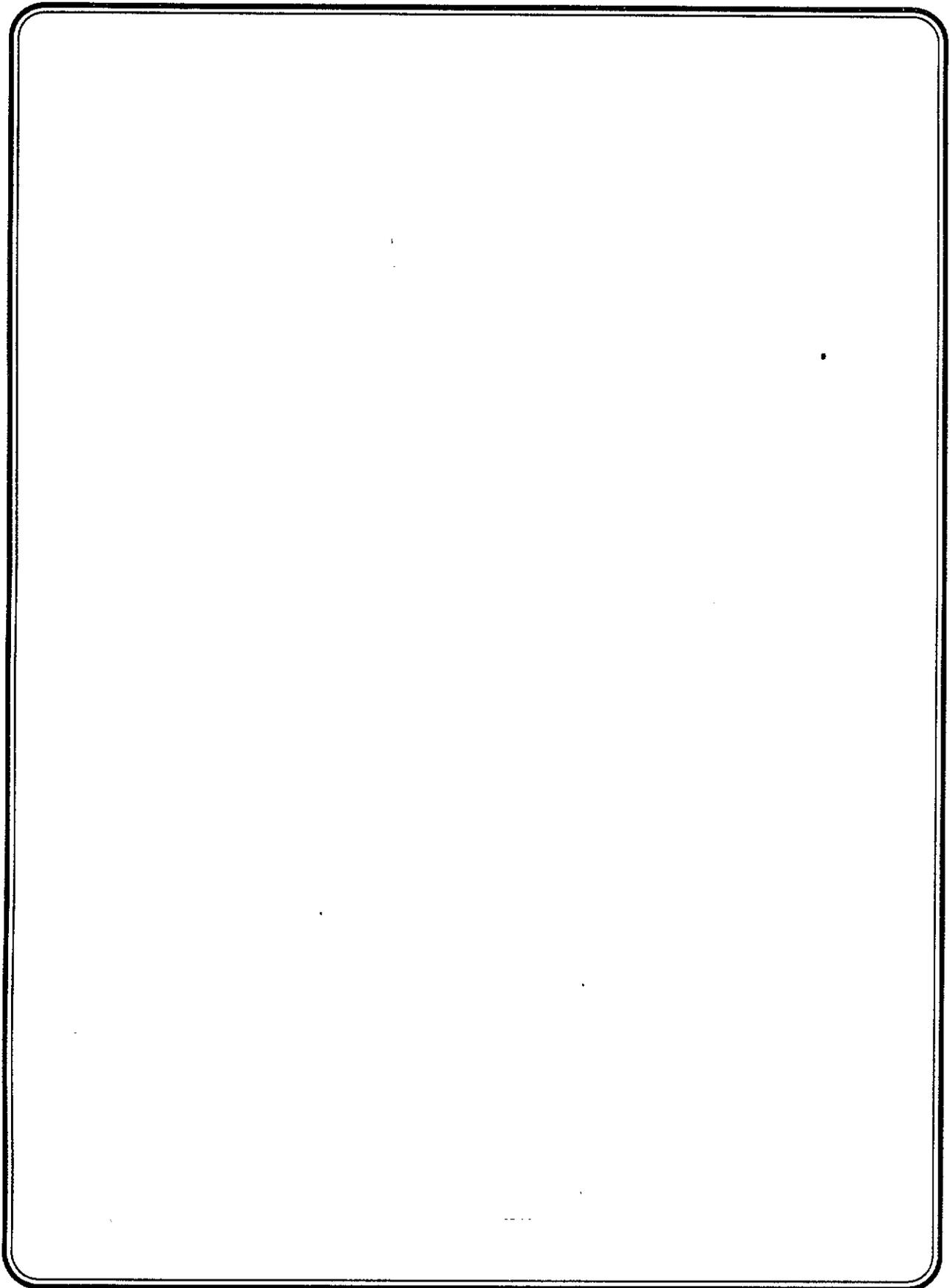
- 1/ Existing camp store; proposed equestrian center, riding and hiking trails, bike path, and corral camp
- 2/ Existing visitor center, gift shop, and snack bar; proposed restaurant, coffee shop, and conference facilities
- 3/ Eighty existing covered dry boat storage spaces, grocery store, laundry, fuel dock, boat tour, marine sewage pump out station
- 4/ Ninety-two existing mooring buoys, lower stage launching facility with 8 lanes and 310 car/trailer spaces
- 5/ Existing snack bar, 164 mooring buoys, marine sewage pump-out station; proposed boat repair facility
- 6/ The Craig Area is envisioned as an area that will meet future recreation needs but the number of facilities has not as yet been determined.
- 7/ Proposed nine hole pitch and putt golf course and restaurant

APPENDIX A  
FACILITIES SUMMARY  
LAKE OROVILLE STATE RECREATION AREA  
1973 GENERAL DEVELOPMENT PLAN

APPENDIX B  
OROVILLE COMPLEX STATISTICS

I.	Oroville Dam	
	1. General Features	
	Drainage area	3,611 sq. miles
	Runoff, estimated full natural average annual flow (1894-1947)	4,596,000 AF
	2. Reservoir	
	Normal pool elevation	900.0 ft
	Reservoir area at elevation 900.0	15,500 ac
	Reservoir shoreline at elevation 900.0	167 miles
	Reservoir length up North Fork	20.7 miles
	Reservoir length up South Fork	13.9 miles
	Reservoir storage - normal pool	3,484,200 AF
	3. Dam	
	Type	Zoned earthfill with included core and graded gravel shells
	Crest elevation	922 ft
	Height from streambed	770 ft
	Crest width	80.0 ft
	Crest length	6,800 ft
	Spillway location	In saddle on right abutment
II.	Thermalito Diversion Dam	
	Type	Concrete gravity
	Crest elevation	233.0 ft
	Height from streambed	133.0 ft
	Storage at normal pool	13,500 AF
	Reservoir area	330 ac
	Reservoir shoreline at elevation 225	10 miles
III.	Thermalito Canal	
	Capacity	17,000 cfs
	Length	2.5 miles
IV.	Thermalito Forebay Dam	
	Type	Earthfill
	Crest elevation	231.0 ft
	Maximum water surface elevation	226.0 ft
	Reservoir shoreline at elevation 226	10 miles
	Height of dam	65.0 ft
	Reservoir capacity	11,400 AF
	Reservoir area	600 ac
V.	Thermalito Afterbay Dam	
	Type	Earthfill
	Crest elevation	141.5 ft
	Maximum water surface elevation	136.5 ft
	Reservoir shoreline at elevation 134.2	26 miles
	Height of dam	30 ft
	Reservoir capacity at elevation 136.5	57,500 AF
	Reservoir area at elevation 136.5	4,500 ac

APPENDIX B  
OROVILLE COMPLEX STATISTICS  
LAKE OROVILLE STATE RECREATION AREA  
1973 GENERAL DEVELOPMENT PLAN



DEPARTMENT OF PARKS AND RECREATION

## STATE PARK AND RECREATION COMMISSION

P.O. Box 942896, SACRAMENTO, CA 94296-0001



Resolution 32-88  
adopted by the  
CALIFORNIA STATE PARK AND RECREATION COMMISSION  
at its regular meeting in Santa Rosa on  
September 9, 1988

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan Amendment for Lake Oroville State Recreation Area (Lime Saddle Area); and

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

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's Lake Oroville State Recreation Area Preliminary General Plan Amendment (Lime Saddle Area), dated September 1988, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions of said plan.

**LAKE OROVILLE STATE RECREATION AREA  
LIMESADDLE AREA  
GENERAL PLAN AMENDMENT  
COMMENTS AND RESPONSE TO COMMENTS**

The Department of Parks and Recreation has circulated the Lake Oroville State Recreation Area - Limesaddle Area General Plan Amendment and Negative Declaration in July 1988 for public review to state agencies through the State Clearinghouse, Sierra Club, Butte County Planning Department, Butte County Association of Governments, Limesaddle Community Services District, Mr. Ken Thacker, and Mr. O.C. Engdol. Notice of availability was published in the Oroville Mercury Register. Copies of the document were made available for public review at the Lake Oroville Area District Office, Department of Parks and Recreation. Comments were received from California Department of Boating and Waterways and Larry McDonnell of the Vanguard Group, Inc.

For the other comments received, the numbered response corresponds to the indicated numbered sections in the comments.

## RESPONSES TO COMMENTS

A - 1 Comment noted.

A - 2 The Department recognizes that there will be a need for additional parking if the marina facilities are expanded as noted on pages 32 and 33. The 1973 General Plan provides for an additional 100 car parking spaces in a reasonable proximity to the marina float. Parking expansion will be required before additional marina facilities are developed.

A - 3 Comment noted.

B - 1 The department acknowledges the fact that the current concession operation has been conducted in an appropriate and business-like manner consistent with the provisions of the current contract. No information contained in this General Plan Amendment is intended to portray the current situation at Lime Saddle as a failure on the part of the concession operation to meet its obligations in any way.

It is necessary for purposes of this planning effort, to examine the current situation at the Lime Saddle Marina as objectively as possible, to determine the extent to which public needs may be potentially met over a future long-term period (20 years) and the extent to which the State can encourage and assist in this objective. This is the only intended purpose of the planning effort.

The department further recognizes the value of the experience of the current operators of the marina and welcomes the comments offered.

B - 2 Comment noted. Fluctuating lake levels have a substantial impact on the potential recreational use of this area and on the marina operation. Expansion concepts must necessarily take into account public demand and the resources availability to meet those demands in a reasonable way.

B - 3 Comment noted. See response B - 2.

B - 4 Comment noted. The land use designations contained in the 1973 General Plan have not been altered by this amendment. That plan (1973) called for development of additional parking facilities, picnic facilities, beach sand placement, and utilities that occupy areas extending from the current marina to areas near the Pentz-Magalía road. Additionally, camping is designated on the northern peninsula. If, and when, those developments are in place, the requirements of overseeing and managing the area will increase considerably over the current development. Acquisition of the proposed parcel makes possible the placement of certain facilities such as commercial, housekeeping, oversight, and non-critical storage development in a place near the ultimate entry to the area and away from the limited development space near the marina. The department is required to designate land uses for the proposed acquisition parcel by provisions of Section 5002.2 of the Public Resources Code.

The need for residential facilities was not envisioned in the 1973 plan and thus were not indicated. Nevertheless, the value of the residences for oversight of the unit is understood and appreciated. The department seeks to provide a permanent designation of this land use in a place where it will ultimately prove most valuable for oversight of the entire management area. In the meantime, the existing residence

trailers (2) will continue in place until such time as additional development warrants their removal to another location where they might be more effective for oversight functions in the future, as determined by the concessionaire with departmental approval, with ultimate placement at the entrance to the area. Park Commission recognition and approval of the existing residences will make that sequence acceptable.

The proposed parking spaces identified for development on the acquisition parcel were premised on the assumption that some houseboat rental periods may involve five, seven, or more, days. If the oversight residences were located in the ultimate position shown, long term security of these parking spaces might be most effective near these residences. Shuttling to the houseboat for what is assumed to be the comparatively few long term rentals would not seem unreasonable. The timing of this development, as well as other acquisition parcel developments, would be dependant on the concessionaire's determination of need and feasibility rather than a departmental requirement for immediate action. Past parking practices will continue until the long-term improvements discussed have been implemented.

B - 5 Comment noted.

B - 6 Comment noted.

B - 7 Comment noted. The existing concession management area does not include the northern peninsula and the proposed revision to the management area indicated on drawing number 27176 also excludes the northern peninsula. Demand for camping facilities does not appear to warrant development of these facilities at this time. While the 1973 plan indicates road access to the proposed campground through the concession management zone, it is possible that access to the proposed campground development could be developed in a manner independent of the concession area. The department has no current plans or funds to implement this development nor is a requirement to develop them envisioned in the forthcoming concession bid package.

B - 8 Comment noted. The General Plan Amendment does not attempt to analyze the development costs or the probability and timing of the efforts of others described in the document. The concession bid package will necessarily have to be flexible on these points especially as they are impacted by the low water conditions of the lake.

B - 9 Comment noted. Please refer to response B - 4, above.

B - 10 Comment noted. The department concurs with the conclusion that the need for additional rental houseboats should be determined by the concessionaire. The department may wish to establish a numerical ceiling on the total number of such units on the entire lake based on resource impacts in the future if problems are encountered. Such a policy is not a function of this plan amendment and would involve discussions with all marina operators before being imposed.

B - 11 Comment noted. The upper parking lot is taken into consideration in the discussion on page 32. The recommendation that an additional unspecified number of formal parking facilities, consistent with the General Plan, be developed prior to increasing the number of berths/bouys remains unchanged to help assure provision of day use access parking for all forms of public day use. The actual number should be based on the increased number of berths/bouys proposed by the concessionaire.

B - 12 Clarification noted.

B - 13 Comment noted. Please refer to response B - 4, above.

B - 14 Comment noted.

B - 15 Comment noted. Recommendation to underground utility lines is viewed as a desirable long-term objective for State Park System units. New utility installations should be undergrounded whenever it is practical to do so. The undergrounding of existing utility lines may not be practical until increased development and visitation warrants greater attention to the impacts such facilities impose on the recreational experience of the visitor. The undergrounding of existing utilities will not be a concession requirement except when they are being altered by the concessionaire or at his request.

B -- 16 Comment noted.

B - 17 Comment unclear. Is it suggested that additional rental boat units be provided in lieu of additional parking spaces? It is felt that both may be desirable.

B - 18 The 20,000 gallon per day consumption figure is based on ultimate development of the facilities identified in the General Plan and General Plan Amendment without irrigation water included. It is recognized that interim requirements will be substantially below that figure. Ultimate demand is relevant at this time only to assure future availability and adequate design capacity in the system currently be planned as noted on page 33.

B - 19 Comment noted.

B - 20 Comment noted. Please refer to B - 8, above.

## Memorandum

7/28

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

Date : July 25, 1988

Subject: SCH88062811,  
 Lake Oroville General  
 Plan Amendment

From : Department of Boating and Waterways

The proposed General Plan Amendment addresses boating on Lake Oroville. Under the Harbors and Navigation Code, Section 50, the Department of Boating and Waterways is vested with responsibilities of planning and design of recreational boating facilities on State Water Project Reservoirs. The Department is therefore making the following comments on the subject plan:

- A-1 | 1. The proposed increase in the size of the Lime Saddle Area marina should have no significant impact on the overall boating capacity of the lake or the public's overall daily boat launchings.
- A-2 | 2. The plan amendment does not adequately address the parking needs of the Lime Saddle marina users or the boat ramp day-launching user needs. The related shoreside growth and needs of both the concession marina and public boat launching facility should be addressed and solved with ample flexibility, yet within acceptable constraints to provide for continued public use and enjoyment.
- A-3 | 3. Pursuant to Chapter 6 Marine Sanitation of the California Boating Law, the Lime Saddle Marina be it public or private is defined as a "Vessel Terminal" and is required by law to be equipped with vessel pumpout facilities for the transfer and disposal of sewage from marine sanitation devices as set forth in this chapter and standards imposed by the State Water Resources Control Board and the Regional Water Control Board.

*for*   
 WILLIAM H. IVERS  
 Director

Attachment

## CALIFORNIA BOATING LAW

location of life preservers, a demonstration of the proper method of donning and adjusting life preservers, the type and location of all lifesaving devices carried on the vessel, and the location of and contents of the emergency check-off list as prescribed in 46 C.F.R. 185.25-1. This public announcement shall be identified as a safety briefing in compliance with state law so as to differentiate it from a general information announcement.

**773.2. Information to passengers about availability of life jackets.** (a) A charterer or operator who organizes charter boat trips shall inform each adult passenger as soon as practicable after the passenger contracts or pays for passage or boards the charter boat, whichever occurs first, that life jackets will be provided at the adult passenger's request. Adult and minor passengers shall be informed that life jackets are required to be worn at the direction of the operator or the operator's employee or agent.

(b) When leaving or returning to port, the operator shall use reasonable care in securing or causing to be secured objects which may cause injury to passengers.

**774. Advertising requirements; penalty for violation.** (a) Every charterer and every charter boat operator shall include in all advertising for any charter trips in the coastal zone, as defined in Section 30103 of the Public Resources Code, the statement that for the public safety all personal flotation devices carried aboard these United States Coast Guard Certificated Vessels are inspected and approved by the United States Coast Guard.

(b) Any operator or charterer who violates this section shall be liable for a civil penalty not less than fifty dollars (\$50) and not more than one hundred dollars (\$100) for each violation. The action shall be brought in the manner specified in Section 17206 of the Business and Professions Code.

**774.1. Restrictions on leaving or entering Morro Bay.** No operator of a for-hire vessel shall leave or enter Morro Bay after being directed by the harbormaster of the harbor not to do so because of the condition of the weather, the sea, the vessel, or a combination thereof.

**774.2. Suspension of certain requirements.** The operation of Sections 655, 773.5, 773.7, or 774.1 or subdivision (b) of Section 773.8 shall be suspended if the Coast Guard or other appropriate federal agency has adopted and is enforcing a substantially similar regulation which conflicts with those sections.

**774.3. Violations.** (a) Except as provided in Section 774, violation of any provision of this article is a misdemeanor punishable by imprisonment for not more than six months in the county jail, or a fine of not more than one thousand dollars (\$1,000), or both the fine and imprisonment.

(b) Any operator who violates any provision of this article shall be liable for a civil penalty of not more than fifty thousand dollars (\$50,000) for each violation. The action shall be brought in the manner specified in Section 17206 of the Business and Professions Code.

(c) Any violation of this article may be enjoined by the manner specified in Section 17203 of the Business and Professions Code and a violation of an injunction may be punished to the extent provided in Section 17207 of the Business and Professions Code.

**774.4. Public entity, duties and liabilities.** (a) This article does not impose any mandatory duties upon any public entity to monitor sea or weather conditions or to warn or prevent vessels from leaving or entering a harbor entrance during unsafe conditions.

(b) No public entity or employee thereof is liable for any injury which results from any act, or omission to act, prohibiting an operator for a for-hire vessel from leaving or entering a harbor.

### CHAPTER 6. MARINE SANITATION

**775. Legislative intent.** The Legislature hereby finds and declares that marine sanitation devices should be regulated pursuant to uniform standards and procedures and that California vessel owners should not be subject to any local or state regulations as to the type of marine sanitation devices installed on their vessels.

The Legislature also finds and declares that for proper utilization of retention-type

## HARBORS AND NAVIGATION CODE

marine sanitation devices installed in conformance with the federal Water Pollution Control Act and for the protection of the quality of the waters of this state, adequate vessel pumpout facilities are essential.

**775.5. Definitions.** As used in this chapter, the following terms shall have the following meanings:

(a) "Vessel terminal" means any private or public shoreside installation on any waters of this state providing mooring, docking, berthing, and other facilities for the use of vessels.

(b) "Marine sanitation device" means any equipment on board a vessel which is designed to receive, retain, treat, or discharge sewage, and any process to treat the sewage.

(c) "Promulgation date" means the date upon which the initial standards and regulations for marine sanitation devices are promulgated by an appropriate federal agency in accordance with Section 312 of the Federal Water Pollution Control Act, as amended (33 U.S.C. Sec. 1251 et seq.).

(d) "Sewage" means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body waste.

(e) "Vessel" means every watercraft or other contrivance used or capable of being used as a means of transportation on the waters of the state, excepting foreign and domestic vessels engaged in interstate or foreign commerce upon the waters of the state.

(f) "State board" means the State Water Resources Control Board.

(g) "Regional board" means a California regional water quality control board.

(h) "Waters of this state" shall mean all waters of the state except waters beyond three nautical miles of any shore of the state.

(i) "Department" means the Department of Boating and Waterways.

**776. Vessel terminal requirements.** (a) Every vessel terminal shall, as required by the regional board for the protection of the quality of the waters of this state, be equipped with vessel pumpout facilities for the transfer and disposal of sewage from marine sanitation devices. In imposing this requirement, the regional board shall take into account the number and type of vessels that use or are berthed at the vessel terminal and whether there exists at other locations pumpout facilities that have a total capacity sufficient for, and are convenient and accessible to, vessels that use or are berthed at the vessel terminal. In addition, the regional board may require any vessel pumpout facility to be equipped with a meter for the purpose of measuring use of the facility. All pumpout facilities installed after the operative date of the statute adding this section shall be equipped with a meter.

(b) This section does not apply to the following:

- (1) Small craft launching facilities.
- (2) Dockage adjacent to and serving private residences in areas where vessel pumpout facilities are conveniently available to vessels so docked.
- (3) Other types of facilities designated by the regional board after consulting with the department.

(c) Any violation of this section is a misdemeanor. In addition, any violation of this section is subject to any remedy provided for in Chapter 5 (commencing with Section 13300) of Division 7 of the Water Code.

**777. Transfer facilities.** Vessel pumpout facilities for the transfer and disposal of sewage from marine sanitation devices, floating restrooms, and onshore toilets shall be operated and maintained in a manner that will prevent the discharge of any sewage to the waters of the state and shall be maintained in good working order and regularly cleaned.

Any violation of this section is a misdemeanor. In addition, any violation of this section is subject to any remedy provided for in Chapter 5 (commencing with Section 13300) of Division 7 of the Water Code.

**778. Standards.** The state board shall adopt standards for the construction, operation, and maintenance of vessel pumpout facilities.

## CALIFORNIA BOATING LAW

**779. Enforcement.** Every peace officer of the state and of any city, county, or other public agency, all state and local public health officers, and all boating law enforcement officers shall enforce this chapter and any regulations adopted pursuant to this chapter.

**780. Penalty.** Any person who disconnects, bypasses, or operates a marine sanitation device so as to discharge sewage into the waters of this state is guilty of a misdemeanor, unless the particular discharge is expressly authorized or permitted pursuant to state or federal law or regulations.

**781. Representation.** The Attorney General, at the request of the department, the state board, any regional board, or any aggrieved person, shall petition the superior court for injunctive relief, as may be appropriate, to secure compliance with this chapter.

**782. Applicable law; local agency regulation.** (a) Excepting laws regulating the discharge of sewage into or upon the navigable waters of any lake, reservoir, or fresh water impoundment of this state, and notwithstanding the provisions of Section 660, no vessel, as defined in subdivision (f) of Section 775.5 shall, from September 19, 1974, be subject to any other state or local government law, ordinance, or regulation with respect to the design, manufacture, installation, or use within any vessel of any marine sanitation device.

(b) Notwithstanding any other provision of law, nothing in this chapter precludes or restricts a city, county, or other public agency from adopting rules and regulations with respect to the discharge of sewage from vessels.

**783. Houseboats regulation.** Nothing in this chapter precludes the regulation of houseboats, as defined in Section 13901 of the Water Code, under other provisions of law by the state board, any regional board, or any local agency.

**784. Provisions respecting vessel sanitation—not affected; regulating nonsewage discharges; exception.** Nothing in this chapter is intended to affect the operation of the provisions of Section 4425 of the Health and Safety Code. The state board and any regional board may also regulate nonsewage discharges excepting vessel washdown water, liquid galley, shower, or bath waste, or water discharges necessary for the propulsion or stability of a vessel.

**785. State board authority.** Nothing in this chapter shall prevent the state board from taking any action pursuant to subdivision (f) of Section 312 of the Federal Water Pollution Control Act.

Section 786 of the Harbors and Navigation Code is repealed.

Section 786 is added to the Harbors and Navigation Code, to read:

**786. Loan requirements.** (a) Any loan made pursuant to Section 71.4 or 76.3, and any lease or concession contract entered into pursuant to Section 72, shall be subject to the express condition that the borrower comply with all applicable requirements of this chapter.

(b) Any loan made pursuant to Section 71.4 or 76.3 for, respectively, a project or a recreational marina that is required, pursuant to Section 776, to provide vessel pumpout facilities shall be subject to the following express conditions:

(1) The pumpout facility shall be opened to public use within six months of receiving the funds, or contemporaneously with the completion of the project or recreational marina, whichever is later, unless the department determines that the facility cannot be opened to public use within this period due to circumstances wholly beyond the control of the borrower.

(2) The borrower shall agree to budget funds each year for the maintenance and operation of the pumpout facility for its expected life.

(3) The location of the pumpout facility shall be publicized, by any convenient means available, and shall be marked with a distinctive and prominent sign that is readily identifiable from offshore locations.

(4) Charges imposed for the use of the pumpout facility shall not, in the aggregate, exceed the cost of maintaining and operating the pumpout facility and a pro rata share of the amount necessary for repayment of the loan.

## HARBORS AND NAVIGATION CODE

(5) The portion of the loan equal to the cost of the pumpout facility shall become immediately due, if the borrower does not perform any requirement imposed pursuant to this subdivision.

(c) Any lessee or concessionaire that is required, pursuant to Section 776, to provide vessel pumpout facilities, shall be required through the lease or concession contract to comply with requirements that are not less restrictive than the requirements imposed by paragraphs (1) to (4), inclusive, of subdivision (b).

### CHAPTER 3

#### District Powers

**6302.5. Surfing, Santa Cruz Port District.** (a) This section is applicable only within the Santa Cruz Port District. The Legislature finds and declares that this section is necessary to meet a serious danger to the public safety within the Santa Cruz Port District caused by surfing activities within the harbor entrance area.

(b) No person shall swim or surf, or use any watercraft or device to surf, on ocean waters within a harbor entrance area, as prescribed by the Santa Cruz Port District by ordinance.

(c) For the purposes of this section, "surf" includes traveling to or from a surfing staging area and activities in the staging area which are preparatory or preliminary to, or connected with, riding the surf.

(d) Every person who violates this section is guilty of a misdemeanor, and shall be punished by a fine not to exceed five hundred dollars (\$500).

# VANGUARD GROUP, INC.

LARRY D. McCONNELL, President

916-448-6712

July 29, 1988

Hand Delivered

Mr. Robert Ueltzen  
Environmental Review Section  
Department of Parks and Recreation  
State of California  
P.O. Box 942896  
Sacramento, California 94296-0001

Dear Mr. Ueltzen:

Our firm represents the present concessionaires of the Lime Saddle Marina at Lake Groville State Recreation Area.

On behalf of our clients, we are responding to your call for comments re. the September, 1988 General Plan Amendment and Negative Declaration for Lime Saddle area of the S.R.A.

#### Background of the Concessionaires at Lime Saddle:

The present concessionaires assumed the concession lease in 1980. This lease ends in July, 1989.

By all accounts, the present concessionaires assumed a clearly deteriorated facility and have built the facility into not only a profitable venture for the state but have made substantial re-investment of their personal funds to provide a first class facility for the public.

B-1 The present concessionaires live and work daily at the site and thus have the most intimate knowledge of every facet of the marina and all surrounding area.

If this contract is open for re-bid before the July, 1989 term of the lease, the present concessionaires intend to submit a bid on this contract.

Our comments on the General Plan amendment should be viewed from this long proven track record of extensive experience with this site as well as established knowledge of the financial capacity of the proposals advanced in the report.

We offer our comments page by page.

General Comments:

At present, the primary problem facing the present concessionaires' and the State of California at this site is the drastic water shortage on the lake. All of our comments are couched to reflect the basic fact that without sufficient water in the lake to support the boating activities of the public the recreational attraction and profitability to all concerned is greatly reduced.

Page 9 indicates a normal pool level of 900 ft. with a 775 ft. level in "poor water years". The lake in the last few years has registered much lower levels as a season norm.

B-2 At present, the level is 770 ft. and expected to lower to 700 ft.. This is 200 ft. down from expected high. This has created havoc at the site and virtually shut down operations at the marina site. Compounding the present water shortage, the Department of Water Resources indicates lake levels in the future will be at 800 to 750 foot range and possibly lower as a norm.

This problem is compounded by the fact that as of the week of July 25th, 1988 et. seq., the lake level has gone below the capacity of the launch ramp, thus the launch ramp is no longer in operation for the public resulting in a virtual shutdown of the marina for non-berthers or houseboat customers.

All predictions of both houseboat and ramp traffic additions to the profitability and public service of this site must be based upon water levels in the lake.

We recommend that expansion formulae be based upon the concept of demand construction and usage.

Page by-Page Commentary:

Pages 1 through 4: No comment.

B-3 Page 5 and 6: Due to the extreme level fluctuations currently found at the lake, both the state and any concessionaire must protect itself from over expansion. Expansion must be based upon demand.

We have serious concerns with the concepts of moving residences and moving long term visitor parking to this site.

B-4 Residences.

At present, the concessionaires have located their residences at private expense near the present entrance gate.

From this site, they have full security view of the gate:present maintenance areas and the marina/campground areas.

The site to be purchased is almost one mile from the marina proper which is the primary public usage area and the primary profit center of this complex. We are concerned that a move to this site of residences would greatly reduce the security presently being provided to the entire complex.

B-4

In addition, long term parking nearly one mile from the marina would require those visitors to walk that distance to retrieve vehicles or interrupt marina personnel to drive them. We do not believe that the 15 to 20 spaces being created for intermittent use justifies the need to create a new parking area in that location.

At present, we are unclear as to exact costs attached to this proposal, however we believe it could cost approximately \$1,000,000 to move and re-construct at this site.

By accessing the Departments' financial reports for the concession, you will note that the drought continues to take its toll. The addition of a \$1,000,000 expense to be borne by the concessionaire is probably not in the States' interest nor the concessionaires because there is not enough time to amortize this addition at the level requested.

B-5

The experience of this site and other state concessions proves the point that a concessionaire who does not produce a reasonable profit fails to adequately maintain upkeep at the concession. The state, the concessionaire and the public lose under this scenario.

Pages 7 through 12: No comment, except as to our earlier discussion referencing critical problems with the lake levels on

Page 9.

B-6

Page 13: As your report indicates, the bulk of property adjacent to the marina facility falls into this category and thus siting of facilities is critical.

Page 14 through 18: No comment.

B-7

Page 19: We are concerned with the creation of 290 family camp units on the northern peninsula in terms of managing these sites. We realize that the present resources of the Department are strained to the limit re. personnel. We question whether the development of this site to this scale within the near future is in the best interests of everyone considering the lack of law

enforcement, site cleanup and maintenance and lifeguard services.

B-8 | Page 20 through 21: Due to the uncertainty surrounding the order of completion of water lines constructed by the Lime Saddle Irrigation District, the dimensions of the needed sewage treatment facility and other cost factors, it is virtually impossible for either the Department or ourselves to comment on the cost aspects of proposed developments.

My clients' support the addition of a number of facilities, however, the plan presented needs to be flexible enough to allow the Department, Commission and the concessionaires to complete as demand is created.

Pages 22 through 27: No Comment.

B-9 | Page 28: We have offered our comments with reference to this sites' non-desirability to locate residences and long-term parking. We understand and agree with the policy of separate areas for long term parking, however we don't agree with the site choice.

B-10 | Page 29: Budget control language for this item of public accommodations vests wide discretion with the Commission as to siting and timing of improvements. We support this concept under the present set of facts. With regard to the rental houseboat fleet, at present the fleet is being under rented due primarily to water conditions. My clients have indicated a desire and ability to financially carry an expansion of the present fleet. We would like to have the discretion to finance that expansion as the demand warrants.

We agree with the comments with reference to camping opportunities.

Page 30: No Comment.

Page 31: Comments in order:

B-11 | 1. We believe that the upper lot is far preferable to extending that parking a greater distance away for the convenience of the public. The congestion that is located at the lower ramp parking lot is not consistently inconvenient.

2. True statement.

B-12 | 3. There are four chemical toilets- 1 on the dock.

B-13 | 4. This statement is partially true, however the need for security of the marina property is or should be a major consideration. Prominence of view is also prominence of security inasmuch as the marina complex can be monitored from the residences at night. This is a much desirable location for protection of the States' assets.

5. True.

6. True.

B-14

7. This item will be repaired upon determination of the final placement of all water lines envisioned under the agreement with Lime Saddle Irrigation District and the State of California.

B-15

8. This is rural and mountainous area. The cost to underground existing utility services is approximately \$20.00 to \$25.00 per foot without trenching costs is probably economically non-feasible and at the outset would be an inappropriate cost to the State due to the construction activities envisioned at this site. Pacific Gas and Electric Company is not favor of this idea for existing power lines.

B-16

9. True, however this component has been included in the package presented earlier to the Department. Resolution of the final new work area should be made first.

B-17

Page 32: We agree with the statement that parking spaces must be expanded to accommodate added berths or moorings, however we believe that given the unique uses of this facility that 12 to 15 per cent of rental units for parking might better serve the public.

B-18

Page 33: We have questions with reference to the proposed park related allocation of 20,000 gallons per day for water to come from the agreement with the Lime Saddle Irrigation District. At the 20,000 gallons per day figure, it would call for a consumption rate of 140,000 gallons per week. At present, it requires 3 days to consume 5,000 gallons at the marina site; with the residences consuming approximately 1000 gallons per day. If we factor into the equation the addition of a sewage system with toilet water consumption of 200 flushes, this might accommodate the usage of approximately 500 gallons per day at three gallons per flush using latest technology.

Without greatly expanded capacity at the site, we offer the view that the 5,000 gallon per day allocation may be too high an allocation, considering the approximate 2,000 gallons per day surplus at present forecasts.

Page 34: We agree with the sequence of needed improvements as to order of construction.

B-19

Without first obtaining exact cost determination of improvements and their locations, it is impossible to comment on the feasibility of the provisions in the bid advertisement.

Page 35: Same comments as to this page.

Pages 36 through 46: No Comment.

Conclusion:

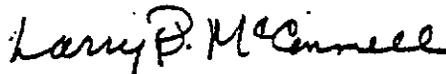
We have appreciated and continue to appreciate the Departments' position with reference to providing public services at this concession.

The Department we believe is expending its best efforts to resolve the many problems it faces to construct a fair and reasonable facility for the public. We are also convinced that the ambitious plans which my client has advanced are not unreasonable expectations in years' when there is a normal or reasonable supply of runoff of water to keep the lake level at quality levels. We believe that the public demand for recreational uses for the lake are as projected and well within the ability of the present concessionaires to perform as well if not better than they have in the past ten years, however only GOD can control rainfall and only the water consumption down stream from the reservoir can control the amount of water in the reservoir.

8-20 | If levels of water continue to fall at the consistent rate that they have in the past few years, the financial and recreational value of this concession facility may well mean the end of its existence under its present arrangement.

Thank you for the opportunity to offer our views on this matter:

Sincerely,



Larry D. McConnell

**LAKE OROVILLE SRA  
GENERAL PLAN  
AMENDMENT  
PROPOSALS**

# GENERAL PLAN AMENDMENT ONE

## SEPTEMBER, 1988

### INTRODUCTION

The Public Resources Code provides guidance for general plan requirement under Section 5002.2 et al . General plan amendments are required to conform to the appropriate provisions of these sections as required by the individual project needs. The following sections of this report provide information in support of the three primary amendment issues relating to the Lime Saddle area, generally, and the southern peninsula of that area, specifically. These include:

- (1) The addition of a 5.65 acre parcel with proposed uses;
- (2).The disposition (sale) of a 23.46 acre surplus parcel.; and,
- (3).The expansion of marina capacity from 350 to 500 boats.

This amendment does not propose any change in designated land uses identified in the 1973 plan.

### RESOURCE ELEMENT

Resource issues resulting from the proposed amendment provisions can be identified as three basic questions. These include:

- (1) Does the parcel proposed for acquisition and development as an adjunct to the current marina development contain any significant natural or cultural values that would: (a) limit its potential for the proposed uses; or, (b) provide significant resources that should be preserved?
- (2) Does the parcel identified as surplus contain any significant natural or cultural values worthy of retention within the State Park System?

(3) Would expansion of the marina floating accommodations from 350 to 500 boats create an environmental impact that would warrant denial of the expansion to meet public needs?

### **ACQUISITION PARCEL**

The 5.65 acre parcel proposed for acquisition is adjacent to the entrance road to the Lime Saddle Marina. This developable parcel was previously a maintenance yard for the Pacific Gas and Electric Company. Insofar as developable land is at a premium in the Lime Saddle area, this parcel provides an excellent opportunity to increase public accommodations and services without excessive development costs or encroaching on the waterfront land area. The public has recently been using the site for day use access parking. Potential land uses are identified below.

The site contains four non-historic structures that are proposed to be removed. Much of the parcel is covered by a gravelled surface and contains no known significant natural or cultural values. The department has initiated random soil tests to assure that the site's past use as a utility service yard has not resulted in any hazardous residues that require treatment or removal.

### **SURPLUS PARCEL**

The 23.46 acre parcel of land proposed for elimination from the park is a steep, hillside which is vegetated with grasses and trees and separated from the unit by the Pentz-Magalía road. The slope provides a scenic backdrop for the Lime Saddle area but is basically undevelopable due to the topography. While the top of the hill has been proposed by a local developer for the site of a 100,000 gallon water storage tank and a water line extending to it from the Lime Saddle area, the remainder of the site is likely to remain in its present state. If the water tank is developed, it will provide water service to the park as well as local residential users. The site will, in all probability, continue to provide a scenic setting for the marina entrance in the future regardless of ownership.

No significant natural or cultural values have been identified in the 1973 plan relative to this site and no known values have subsequently been identified.

The Department of Water Resources does not require the department's permission to sell this parcel, however, it is likely that it would be sensitive to the department's concerns if any exist. The benefit to this department resulting from this action (sale) is the offsetting cost to the Department of Water Resources of the proposed acquisition described below.

## MARINA FLOAT EXPANSION

This amendment proposes the expansion of the marina floating boat accommodations from the current 350 boats to 500 boats. While the impact to the lake waters of additional boat capacity at the marina could have a cumulative impact on lake water quality, it has been determined that 86% of the boats using the Lime Saddle area originate in Butte County. These boats whether moored at the marina, or elsewhere, are most likely using Lake Oroville. Consequently, the impacts are likely to be occurring with, or without the expansion. It is the department's objective to meet the public's needs in the most environmentally responsible way where carrying capacities permit. It is felt that the expansion proposed is reasonable.

This issue is addressed in the Environmental Impact Element.

## LAND USE ELEMENT

Land uses proposed in the 1973 Resource Management and General Development Plan for the Lime Saddle area are considered appropriate and no amendment of proposed land uses contained in that plan is contemplated at this time.

Land uses are proposed for the 5.65 acre addition to the park located adjacent to the entrance road to the Lime Saddle Marina. These land uses include:

1. Long-term parking space for houseboat renters.
2. A boat maintenance and dry storage facility.
3. A concession service area.
4. A concession residential area (2 residences)
5. A natural plant revegetation area serving to buffer and screen land uses 1 through 4.

Land uses were not proposed in the 1973 plan for the 23.46 acre parcel to be deleted (sold) other than its designation as open space. As indicated in the Resource Element, this parcel is not easily developed so it is likely to retain most of its open-space character even if sold.

Peripheral land uses at Lime Saddle tend to be rural in character with the exception of a proposed major residential development indicated on land immediately west of the proposed surplus parcel. Other uses in the vicinity include a small dry boat storage facility, a private campground, residences, and other miscellaneous uses.

## **FACILITIES ELEMENT**

Beginning in 1986, the department initiated a review of the existing facilities, land uses, development potential, concession operation, public need, and public wishes. This was accomplished through staff field reviews and the preparation of an economic feasibility report by the California State University, Sacramento. That report, entitled Feasibility Analysis of Lime Saddle Marina, Lake Oroville State Recreation Area, DPR, September, 1986, provides the justification for the proposed expansion of the existing marina and the basis for land uses identified on the 5.65 acre parcel identified for acquisition near the entrance to the Lime Saddle Marina (note the NEEDS section, below).

Table 1 (page 30) indicates the facilities that were proposed in the 1973 General Development Plan at the Lime Saddle area, those that currently exist, and those that are proposed as a result of this General Plan Amendment.

## **NEEDS**

The field analysis and the feasibility report, noted above, provide the basis for assessing needs in this General Plan Amendment. The feasibility report involved a public survey of need conducted in 1986, and the gathering of data relevant to use statistics and economic issues. The findings are selectively summarized below. Only those findings relevant to the proposed amendments are presented here in the interest of brevity. Additional information may be gained by referring to the original report which is available from the department.

The feasibility report indicates that the following needs or deficiencies should be addressed in the interest of improving public accommodations at the Lime Saddle area.

1. Marina slip capacity should be expanded.
2. The existing 10 rental houseboats available at the Lime Saddle Marina should be increased.
3. Ancillary marina related facilities, including boat repair, dry storage for boats, long-term parking away from the congested boat-launch parking, and food services are desirable.

The report indicates that camping opportunities at Lake Oroville appear to be adequate for the demand at this time. Although the 1973 plan indicates substantial campground development for the Lime Saddle area, it will be costly to implement because of the nature of the topography in the area. Additionally, the desirability of camping will fluctuate with the lake water levels which lower significantly in drought years. It is felt that campground development is premature in this area at this time.

TABLE ONE LIME SADDLE AREA EXISTING AND PROPOSED FACILITIES					
USE	FACILITIES	1973 GEN. DEV. PLAN		1988 GEN. PLAN. AMEND.	
		EXISTING	PROPOSED	EXISTING	PROPOSED
O V E R N I G H T	FAMILY CAMPS	-	290	-	NO CHANGE
	PRIMITIVE CAMPS	-	-	-	NO CHANGE
	GROUP CAMPS	-	2/200 PAOT EA	-	NO CHANGE
	CABINS	-	-	-	NO CHANGE
	LODGE	-	-	-	NO CHANGE
D A Y  U S E	PARKING	-	275	-	NO CHANGE
	PICNIC UNITS	-	150	10	NO CHANGE
	SWIM BEACH (IN LINEAR FEET)	-	300	-	NO CHANGE
		-	-	-	-
B O A T I N G	LAUNCHING LANES	5	-	5	NO CHANGE
	CAR/TRAILER PARKING	205	-	205	NO CHANGE
	MARINA SLIPS/BOUYIS	143/154	-	218/129	370/130
	OTHER	NOTE 1	-	NOTE 2	NO CHANGE
		-	-	-	-

NOTE 1 - EXISTING SNACK BAR, MARINE SEWAGE PUMP OUT STATION, AND PROPOSED BOAT REPAIR FACILITY.

NOTE 2 - EXISTING SNACK BAR, STORE, MARINE SEWAGE PUMP OUT STATION, RENTAL HOUSEBOATS (11), AND 2 RESIDENCE TRAILERS, PLUS PROPOSED BOAT REPAIR FACILITY, DRY BOAT STORAGE, SERVICE YARD, AND PROTECTED LONG-TERM PARKING FOR HOUSEBOAT RENTERS.

**TABLE ONE**  
**1988 SUMMARY OF EXISTING AND PROPOSED FACILITIES**  
**LIME SADDLE AREA**

TABLE TWO VISITOR ATTENDANCE SUMMARY					
	1981	1982	1983	1984	1985
LAKE OROVILLE S.R.A.	909180	672333	104667	662012	662313
LIME SADDLE AREA	102707	50405	33817	119382	147586
LIME SADDLE % OF TOTAL	11.30%	7.50%	32.31%	18.03%	22.28%

SOURCE: FEASIBILITY ANALYSIS OF LIME SADDLE MARINA,  
LAKE OROVILLE STATE RECREATION AREA, DPR, SEPTEMBER, 1986,  
Pages 8 and 9.

**TABLE TWO**  
**VISITOR ATTENDANCE SUMMARY**  
**LAKE OROVILLE S.R.A & LIME SADDLE AREA**

Additionally, staff field reviews have revealed the following issues that need to be addressed, either through independent departmental action or, through concession agreement provisions:

1. Existing parking is congested at the boat ramp lower lot. The upper lot is inconvenient to both the boat ramp and marina float due to its elevation.
2. Marina float utility connections are exposed and subject to damage.
3. Existing sanitary facilities serving the public are minimal (3 chemical toilet locations).
4. Existing residential trailers (2) are located prominently in public use areas.
5. Existing water system has limited capacity (5000 gal.) and treatment capability is limited.
6. A minimal septic tank/leach system is connected to the two residential trailers.
7. Existing entrance road has a slump requiring attention.
8. Existing electric and telephone services involve overhead lines.
9. Concessionaire has no suitably screened service yard for equipment storage.

Visitor attendance at Lake Oroville S.R.A. and at the Lime Saddle Marina is summarized in Table Two (page 30).

### **AMENDMENT PROPOSALS**

A primary limitation of the Lime Saddle area is the small amount of level land area that can be easily and economically developed. The Department of Water Resources, which is the original agency that acquired land for the reservoir and continues to hold title to all of the reservoir lands, is cooperating with the department by assisting in proposals one and two which are: (1) acquisition of 5.65 acres of readily developable land that is strategically located; and (2) the sale of 23.46 acres of unusable hillside lands to offset this cost. The availability of the newly acquired parcel will permit the development of needed marina-oriented ancillary facilities as part of proposal 3, expansion of the marina capacity (refer to map, page 51).

#### **PROPOSAL ONE - ACQUISITION PARCEL/PROPOSED FACILITIES**

1. A long-term 30 car parking area for houseboat renters.

This will free critically-needed parking space at the main parking lot near the boat launch ramp. Expansion of the marina boat slips cannot be realistically implemented until parking expansion occurs.

2. A boat repair and boat dry storage area.

The timing, size, and need for this facility will depend on a concession initiated feasibility study however, the department's 1986 feasibility report supports the concept need.

3. Two (2) residences and a service yard for on-site management of the area by the concessionaire.

Two residence trailers are currently located on the site near the marina and should be placed in a location that permits supervision and surveillance without encroaching on public awareness.

4. Rehabilitation of portions of the acquisition parcel with native plantings.

Those areas not required for development should be returned to a natural state including the removal of existing P.G. & E. service yard related structures.

Prior to development of these improvements, the site should continue to be available for public access and parking which supports casual day-use activities.

**PROPOSAL TWO - SALE OF 23.46 ACRE PARCEL**

Action would support proposal one acquisition.

**PROPOSAL THREE - EXPANSION OF MARINA BOAT ACCOMMODATIONS**

1. It is proposed that marina boat accommodations be increased from the current 350 to 500.

These accommodations should be provided by the addition of 152 boat slips to the existing 218 slips as well as the addition of 1 bouy to the existing 129 bouys. The rationale for this breakdown is that the lake surface is considerable reduced at low water levels. The existing 129 bouys occupy a substantial portion of the lake water surface at the present time. While more expensive to develop and maintain, the floating boat slips are more efficient in terms of available space, are more readily accessible without having to ferry users to the bouys, and are generally less obtrusive visually.

Additionally, due to the fact that there are currently 5 boat launch lanes as well as the marina float situated in one location, congestion on the site during peak use periods is a problem. The Department of Boating and Waterways standards for launch lanes call for 35 car/trailer spaces per launch lane. Five lanes require 175 spaces for launching. It is common to design marina parking for 10% of capacity. With 350 boat slips, 35 car spaces are required. With a total of 210 spaces needed

by standard design requirements, current capacity provides for 205 spaces or approximately the proper design level. The addition of 150 additional boat slips would increase the parking requirement by at least 15 vehicles. Existing space on the site accommodates an estimated additional 80 cars informally but it is felt that parking should be improved and expanded to provide for boat oriented and, non-boat oriented day use, prior to expansion of the marina, in a manner compatible with the general plan (see GENERAL PLAN AMENDMENT map).

Other prerequisites to marina slip expansion should include:

1. Provision of an adequate utility infrastructure including a new water system, a sewage system, and improved connections to the marina float. (Refer to SUPPORTING ACTIONS BY THE DEPARTMENT AND OTHERS)
2. Development of a permanent restroom facility in the vicinity of the boat ramp.
3. Additional parking for marina support and additional day use access.

#### **SUPPORTING ACTIONS BY THE DEPARTMENT AND OTHERS**

A satisfactory utility infrastructure is critical to protecting public health and safety in any major development that accommodates a substantial number of people. This development has reached the point where chemical toilets and a minimal water system are no longer acceptable.

A local developer has proposed to develop a major water system in the area which will draw water from the lake at Lime Saddle Marina, treat it, and distribute it to a proposed housing development to the west of the site and to the Lime Saddle Marina. The department was consulted regarding this system which would be developed and turned over to the Lime Saddle Community Services District for operation and maintenance. Storage capacity of this system is proposed to be 100,000 gallons with a park-related allocation of 20,000 gallons per day. The developer would install the distribution piping and provide appropriate tee connections at future use areas as appropriate in exchange for the easement rights for the piping. This system is in the design phase at the time of this writing. Completion of this system would assure the continued availability of adequate potable water for the Lime Saddle area. If this proposed system fails to materialize, a new water system should be developed that would serve the Lime Saddle area specifically under the provisions of the new concession contract prior to any further development of any kind. The reason for this is that a sewage system is also needed. That system, as identified below, cannot function without, and is thus contingent on, an adequate water supply.

A Sewage system is proposed to be developed by the department at state expense. Special legislation, passed in 1987 (Chapter 135/87, Item 3790-302-728), provided \$740,223 which the department is currently planning to use to design and build a sewage collection and treatment system. Once completed, the system would be operated and maintained under the provisions of the concession contract. In the event that the state funds are inadequate to complete construction of the sewage system, the concession contract will require the concessionaire to complete the development of the system to the point of functioning.

## CONCESSIONS ELEMENT

The southern peninsula of the Lime Saddle area has been operated since 1969, under the provisions of a concession contract (note CONCESSION AREA map). The initial period of concession operation was administered by Butte County in accordance with an agreement between the state and county. In 1973, the department assumed responsibility for the concession contract by mutual agreement between the parties. In 1980, the current concessionaire assumed the contract which is due to expire in July, 1989. In 1986, the concessionaire expressed interest in expanding facilities at the Lime Saddle Marina. To permit amortization of the improvements by the concessionaire, the department would have had to extend the existing concession contract beyond the scheduled termination date. The department determined that it would be preferable to make an independent determination of need and to seek bids for a new concession contract.

A concession bid request has been prepared by the department and it has been submitted to the Legislature pursuant to Section 5080.02 et seq. of the Public Resources Code. It requests authority to proceed to bid for a new concession contract for the development, operation, and maintenance of a marina at the Lime Saddle area. Major provisions of that request include:

1. A 20 year contract period.
2. Complete operation, development, and maintenance responsibility for the area defined in the contract.
3. Development of a new (replacement) marina float system (the existing float ownership vests with the current concessionaire at the expiration of the current contract).
4. Provision of certain capital improvements which will improve public service and expand public accommodations in accordance with the 1973 General Development Plan and this General Plan Amendment.

Advertising for bids is being considered prior to the 1989 calendar year.

While the paramount issue is to maintain a continuation of service at the Lime Saddle Marina, the bidding process for the concession is going to require some flexibility to accommodate the various activities that are currently underway. The timing of implementation of proposals contained in this report is somewhat unpredictable due to the various entities doing the implementing. The sequence of the implementation is, however, critical. The preferable sequence (ie. one which would allow the bidder a greater degree of certainty) is as follows:

1. The sale/acquisition of parcels indicated in the plan. (DWR)
2. The installation of an improved water system. (PRIVATE DEVELOPER or CONCESSIONAIRE)
3. The installation of a sewage collection and treatment system. (DPR)
4. The design and development of new public use accommodations consistent with the amended general plan and realistic concession economic capabilities. (CONCESSIONAIRE)

Insofar as the current concession contract expires July, 1989, it will not be likely that all of these issues are resolved before a bidding effort is necessary.

#### **OPERATIONS ELEMENT**

The operation of the Lime Saddle area will continue to be the responsibility of a concessionaire under the administration of a concession contract by the department's operations staff. No modification of this arrangement is proposed by this amendment. However, new requirements established by a new concession contract will require improved and expanded public services to be provided by the concessionaire.

#### **INTERPRETIVE ELEMENT**

No interpretive program was identified in the 1973 plan so no amendment is proposed. The opportunity exists for the provision of interpretive devices to be installed at the Lime Saddle area and the department will examine the potential for providing appropriate messages for the public.

#### **ENVIRONMENTAL IMPACT ELEMENT**

##### **NEGATIVE DECLARATION**

<b>NAME OF PROJECT:</b>	Lake Oroville State Recreation Area General Plan Amendment - Lime Saddle
<b>PROJECT PROPONENT:</b>	California Department of Parks and Recreation
<b>PROJECT PURPOSE:</b>	Provide expanded public facilities for state park system visitors
<b>PROJECT LOCATION:</b>	Lake Oroville S.R.A , Butte County
<b>PROJECT DESCRIPTION:</b>	Construct additional day use facilities at the Lime Saddle area of Lake Oroville S.R.A.
<b>CONTACT PERSON:</b>	James M Doyle, Supervisor Environmental Review Section California Department of Parks and Recreation P.O. Box 942896 Sacramento, Ca. 94296-0001 (916) 324-6421

Pursuant to state environmental guidelines (Title 14, California Administrative Code) regarding implementations of the California Environmental Quality Act (Public Resources Code - Section 21000 et seq.), the Department of Parks and Recreation has prepared an initial study/environmental checklist concerning the proposed project, and has determined that the project will not have a significant effect on the environment. If there are significant changes in the character of the proposed project before its implementation, another environmental impact determination will be made.

**APPENDIX 1**  
**ENVIRONMENTAL CHECKLIST FORM**

**I. Background.**

1. Name of Proponent: California Department of Parks and Recreation
2. Address and Phone Number: James M. Doyle, Supervisor  
Environmental Review Section  
Department of Parks and Recreation  
P.O Box 9428696  
Sacramento, Ca., 942896-0001  
(916) 324-6421

## Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets).

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>1. Earth. Will the proposal result in:</b>			
a. Unstable earth conditions or changes in geologic substructures?	_____	_____	_____*
b. Disruptions, displacements, compaction, or overcovering of the soil?	_____*	_____	_____
c. Change in topography or ground surface relief features?	_____*	_____	_____
d. Destruction, covering, or modification of any unique geologic or physical features?	_____	_____	_____*
e. Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	_____*
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	_____	_____	_____*
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	_____	_____*

		<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2.	<b>Air.</b> Will the proposal result in:			
	a. Substantial air emissions or deterioration of ambient air quality?	_____	* _____	_____
	b. Creation of objectionable odors?	_____	_____	* _____
	c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____	* _____
3.	<b>Water.</b> Will the proposal result in:			
	a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	_____	_____	* _____
	b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____	* _____	_____
	c. Alterations to the course or flow of flood waters?	_____	_____	* _____
	d. Change in the amount of surface water in any water body?	_____	_____	* _____
	e. Discharge into surface waters, or any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	_____	* _____	_____
	f. Alteration of the direction or rate of flow of ground waters?	_____	_____	* _____
	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	* _____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	_____*
i. Exposure of people or property to water-related hazards such as flooding or tidal waves?	_____	_____	_____*
<b>4. Plant Life. Will the proposal result in:</b>			
a. Changes in the diversity of species, or numbers of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	_____*
b. Reduction of the numbers of any unique, rare, or endangered species of plants?	_____	_____	_____*
c. Introduction of new species of plants into an area, or barriers to the normal replenishment of existing species?	_____	_____	_____*
d. Reduction in acreage of any agricultural crop?	_____	_____	_____*
<b>5. Animal Life. Will the proposal result in:</b>			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?	_____	_____	_____*
b. Reduction of the numbers of any unique, rare, or endangered species of animals?	_____	_____	_____*
c. Introduction of new species of animals into an area, or barriers to the migration or movement of animals?	_____	_____	_____*

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____*	_____
<b>6. Noise. Will the proposal result in:</b>			
a. Increases in existing noise levels?	_____	_____*	_____
b. Exposure of people to severe noise levels?	_____	_____	_____*
<b>7. Light and Glare. Will the proposal produce new light or glare?</b>	_____	_____	_____*
<b>8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?</b>	_____*	_____	_____
<b>9. Natural Resources. Will the proposal result in:</b>			
a. Increases in the rate of use of any natural resources?	_____	_____*	_____
b. Substantial depletion of any nonrenewable natural resource?	_____	_____	_____*
<b>10. Risk of Upset. Will the proposal involve:</b>			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	_____	_____	_____*
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	_____*

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
11. <b>Population.</b> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	_____	_____*
12. <b>Housing.</b> Will the proposal affect existing housing, or create a demand for additional housing?	_____	_____	_____*
13. <b>Transportation/Circulation.</b> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	_____	_____*	_____
b. Effects on existing parking facilities, or demand for new parking?	_____*	_____	_____
c. Substantial impact on existing transportation systems?	_____	_____	_____*
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	_____*
e. Alterations to waterborne, rail, or air traffic?	_____	_____	_____*
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	_____	_____	_____*
14. <b>Public Services.</b> Will the proposal have an effect on, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	_____	_____*	_____
b. Police protection?	_____	_____	_____*

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
c. Schools?	_____	_____	_____*
d. Parks or other recreational facilities?	_____	_____	_____*
e. Maintenance of public facilities, including roads?	_____	_____*	_____
f. Other governmental services?	_____	_____	_____*
<b>15. Energy. Will the proposal result in:</b>			
a. Use of substantial amounts of fuel or energy?	_____	_____	_____*
b. Substantial increase in demand on existing sources of energy, or require development of new sources of energy?	_____	_____	_____*
<b>16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:</b>			
a. Power or natural gas?	_____	_____	_____*
b. Communications systems?	_____	_____	_____*
c. Water?	_____*	_____	_____
d. Sewer or septic tanks?	_____*	_____	_____
e. Storm water drainage?	_____	_____	_____*
f. Solid waste and disposal?	_____	_____	_____*

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>17. Human Health.</b> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	_____*
b. Exposure of people to potential hazards?	_____	_____	_____*
<b>18. Aesthetics.</b> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in creation of an aesthetically offensive site open to public view?	_____	_____	_____*
<b>19. Recreation.</b> Will the proposal result in an impact on the quality or quantity of existing recreational opportunities?	_____*	_____	_____
<b>20. Cultural Resources.</b>			
a. Will the proposal result in alteration of or destruction of a prehistoric or historic archaeological site?	_____	_____	_____*
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	_____	_____*
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	_____*
d. Will the proposal restrict existing religious or sacred uses in the potential impact area?	_____	_____	_____*

Yes    Maybe    No

**21. Mandatory Findings of Significance.**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

\_\_\_\_\_ \* \_\_\_\_\_

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future).

\_\_\_\_\_ \* \_\_\_\_\_

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may affect two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

\_\_\_\_\_ \* \_\_\_\_\_

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

\_\_\_\_\_ \* \_\_\_\_\_

### **III. Discussion of Environmental Evaluation.**

1.b, Construction of proposed development including: additional parking facilities, comfort stations, utility systems, residences, service yards, boat maintenance and storage facilities, picnic facilities, and landscaping will require some recontouring. The majority of the development will occur on lands previously disturbed. Where new disturbance is proposed, care will be taken to control runoff and sedimentation as necessary to protect lake waters until the surface is stabilized.

1.c, See 1.b, above.

2.a, The development of new facilities will encourage additional visitation at the Lime Saddle Area. The departments analysis indicates 87% of the current visitation is locally generated. It is felt that this use is currently occurring elsewhere at the lake and that increased impacts are unlikely to be significant.

3.b, Facilities are proposed in areas that are currently compacted from prior traffic. It is felt that increased surface runoff will not be significant.

3.e, The potential for increased surface runoff exists and the addition of boats at the marina float may result in reduced water quality of lake waters. Marine motor designs are improved over older designs to reduce engine contamination of surface waters and it is felt that most of the proposed use increases are already occurring at the lake. The addition of adequately comfort facilities should also contribute to an improvement of the existing situation. See 2.a, above.

5.d, If water quality is adversely affected, fish habitat may be affected. See 3.e, above.

6.a, Additional boat traffic may have an affect of noise levels. See 2.a, above.

8, Proposed land uses on the 5.65 acre acquisition parcel will alter its past use as a utility company service yard.

9.a, Additional vehicles and boats may increase fuel consumption. See 2.a, above.

13.a, See 2.a, above.

13.b, Proposals should improve current parking situations.

14.a, Additional structures may increase the need for fire protection services. The provision of an improved water system should offset this need. Wildfire management planning will also be implemented.

14.e, Additional maintenance needs will be borne by the department or its agent.

16.c, The need currently exists and a system is proposed.

16.d, See 16.c, above.

19, Recreation opportunities should increase as a result of the project proposals.

21.a, See 2.a., 3.e., and 5.d. above.

#### **IV. Determination.**

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.....

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **NEGATIVE DECLARATION WILL BE PREPARED**..... XXXX

I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.....

July 2, 1988

---

**GENERAL PLAN  
MAPS**

PENTZ-MAGALIA ROAD

**NELSON BAR**

FISHING ACCESS SITE  
PARKING

LUNT ROAD RELOCATION

**LIME SADDLE AREA**

FAMILY CAMP UNITS · GROUP CAMPS · CAMPFIRE CENTER  
PICNIC UNITS · GRADED BEACH · LIFEGUARD STANDS ·  
DAY USE PARKING · CAR - TRAILER PARKING · BOAT  
LAUNCHING RAMPS · MARINA · SEWAGE PLANT ·  
SERVICE YARD · PUBLIC SERVICE BUILDING ·  
SANITARY FACILITIES

CAMPGROUND

GROUP CAMPS

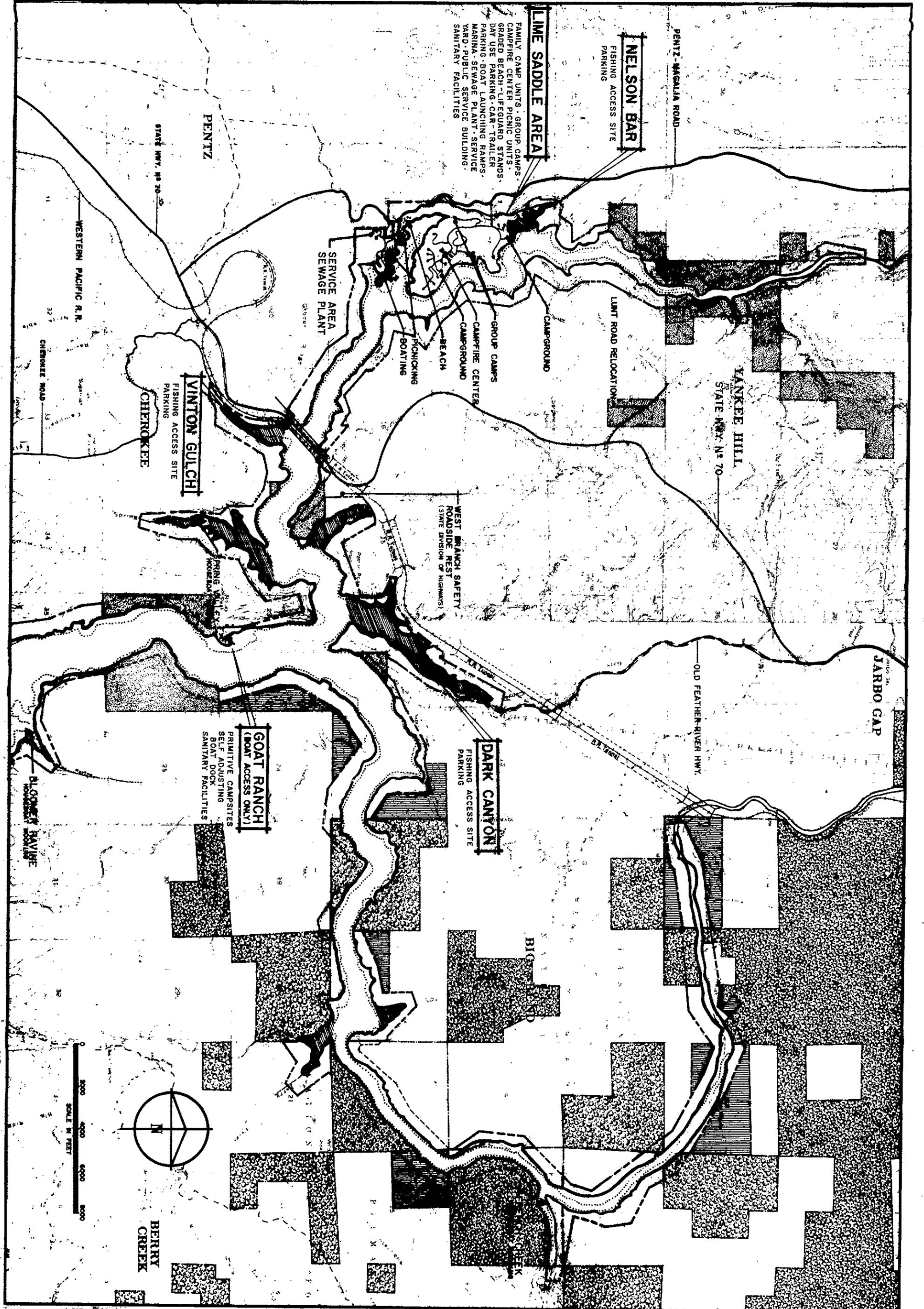
CAMPFIRE CENTER  
CAMPGROUND

BEACH

PICNICKING  
BOATING

SERVICE AREA  
SEWAGE PLANT

**1973  
LIME SADDLE AREA  
GENERAL DEVELOPMENT PLAN  
LAKE OROVILLE STATE RECREATION AREA**



LAKE OROVILLE STATE RECREATION AREA  
**GENERAL DEVELOPMENT PLAN**

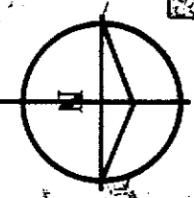
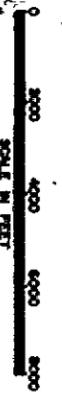
RESOURCES AGENCY OF CALIFORNIA  
 DEPARTMENT OF PARKS AND RECREATION

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

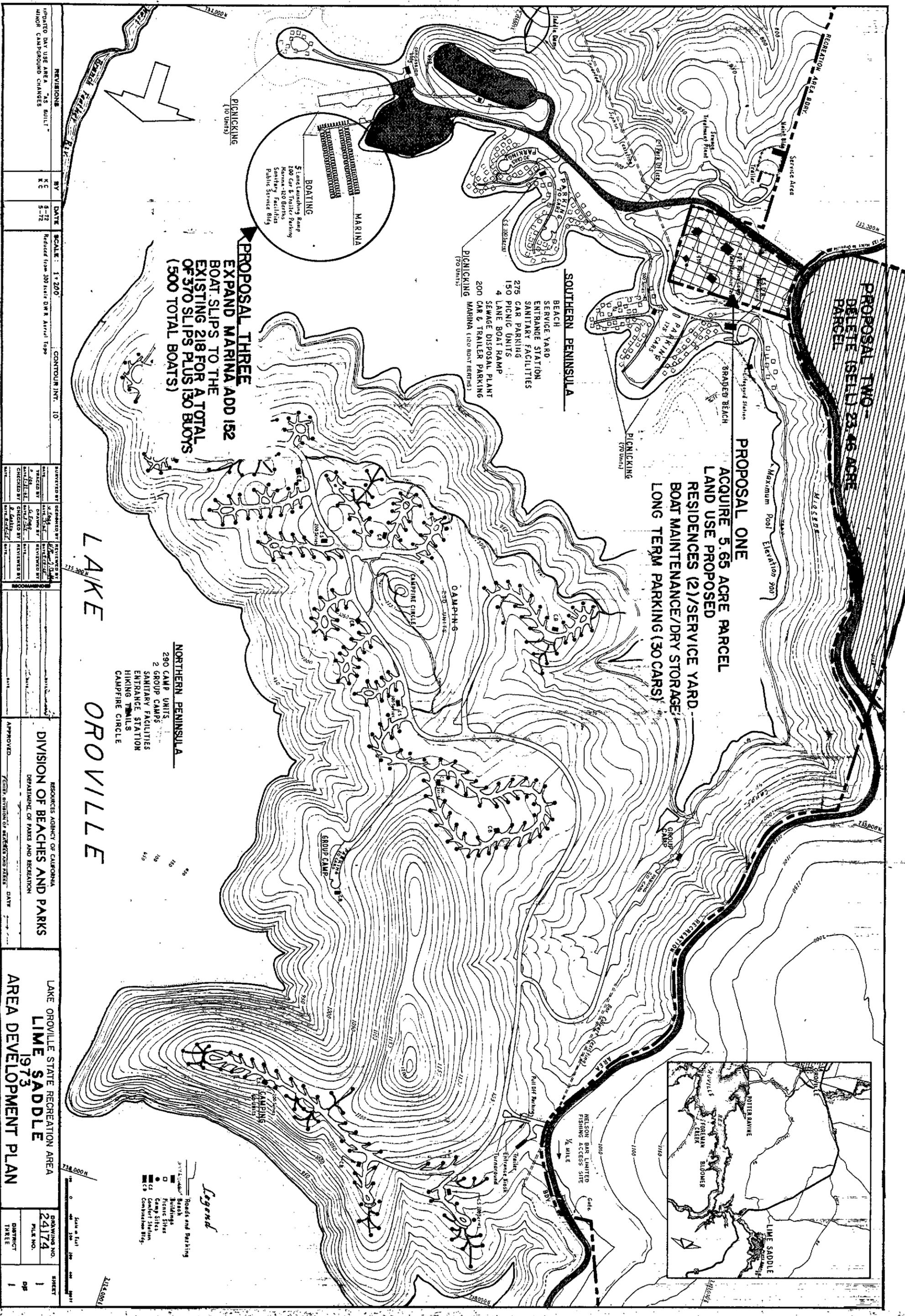
REVISIONS	DATE	DESIGNED
PARK BOUNDARY UPDATED & PROPOSED DEVELOPMENT REVISED	MAY 1958	
		DRAWN
		P.M.C. 10-14-58
		CHECKED K. MITCHELL APRIL 1972

DRAWING NO.  
**24173**

SHEET NO.  
 1 OF 1



BERRY CREEK



**PROPOSAL TWO**  
 DELETE (SELL) 23.46 ACRE PARCEL

**PROPOSAL ONE**  
 ACQUIRE 5.65 ACRE PARCEL  
 LAND USE PROPOSED  
 RESIDENCES (2)/SERVICE YARD  
 BOAT MAINTENANCE/DRY STORAGE  
 LONG TERM PARKING (30 CARS)

**SOUTHERN PENINSULA**  
 BEACH  
 SERVICE YARD  
 ENTRANCE STATION  
 SANITARY FACILITIES  
 275 CAR PARKING  
 150 PICNIC UNITS  
 4 LANE BOAT RAMP  
 SEWAGE DISPOSAL PLANT  
 200 CAR & TRAILER PARKING  
 MARINA (100 BOAT BERTHS)  
 PICNICKING (70 UNITS)

**BOATING**  
 5 Lane Launching Ramp  
 100 Car & Trailer Parking  
 Marina-60 Berths  
 Sanitary Facilities  
 Public Service Bldg

**PROPOSAL THREE**  
 EXPAND MARINA ADD 152 BOAT SLIPS TO THE EXISTING 218 FOR A TOTAL OF 370 SLIPS PLUS 130 BUOYS (500 TOTAL BOATS)

**NORTHERN PENINSULA**  
 290 CAMP UNITS  
 2 GROUP CAMPS  
 SANITARY FACILITIES  
 ENTRANCE STATION  
 HIKING TRAILS  
 CAMPFIRE CIRCLE

# LAKE OROVILLE

REVISIONS BY DATE SCALE: 1" = 200' CONTOUR INT. 10' DIVISION OF BEACHES AND PARKS DEPARTMENT OF PARKS AND RECREATION LIME SADDLE 1973 AREA DEVELOPMENT PLAN	REVISIONS BY DATE SCALE: 1" = 200' CONTOUR INT. 10' DIVISION OF BEACHES AND PARKS DEPARTMENT OF PARKS AND RECREATION LIME SADDLE 1973 AREA DEVELOPMENT PLAN	REVISIONS BY DATE SCALE: 1" = 200' CONTOUR INT. 10' DIVISION OF BEACHES AND PARKS DEPARTMENT OF PARKS AND RECREATION LIME SADDLE 1973 AREA DEVELOPMENT PLAN	REVISIONS BY DATE SCALE: 1" = 200' CONTOUR INT. 10' DIVISION OF BEACHES AND PARKS DEPARTMENT OF PARKS AND RECREATION LIME SADDLE 1973 AREA DEVELOPMENT PLAN	REVISIONS BY DATE SCALE: 1" = 200' CONTOUR INT. 10' DIVISION OF BEACHES AND PARKS DEPARTMENT OF PARKS AND RECREATION LIME SADDLE 1973 AREA DEVELOPMENT PLAN
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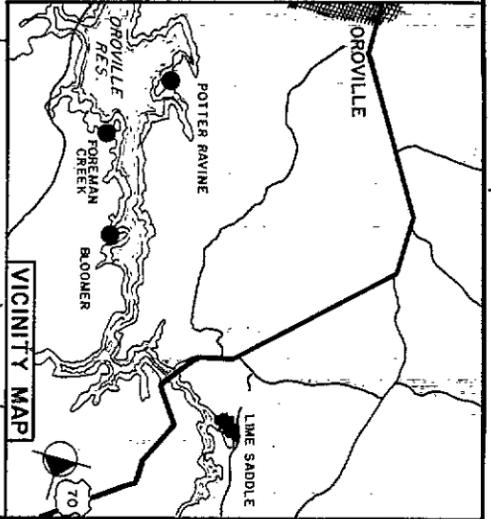
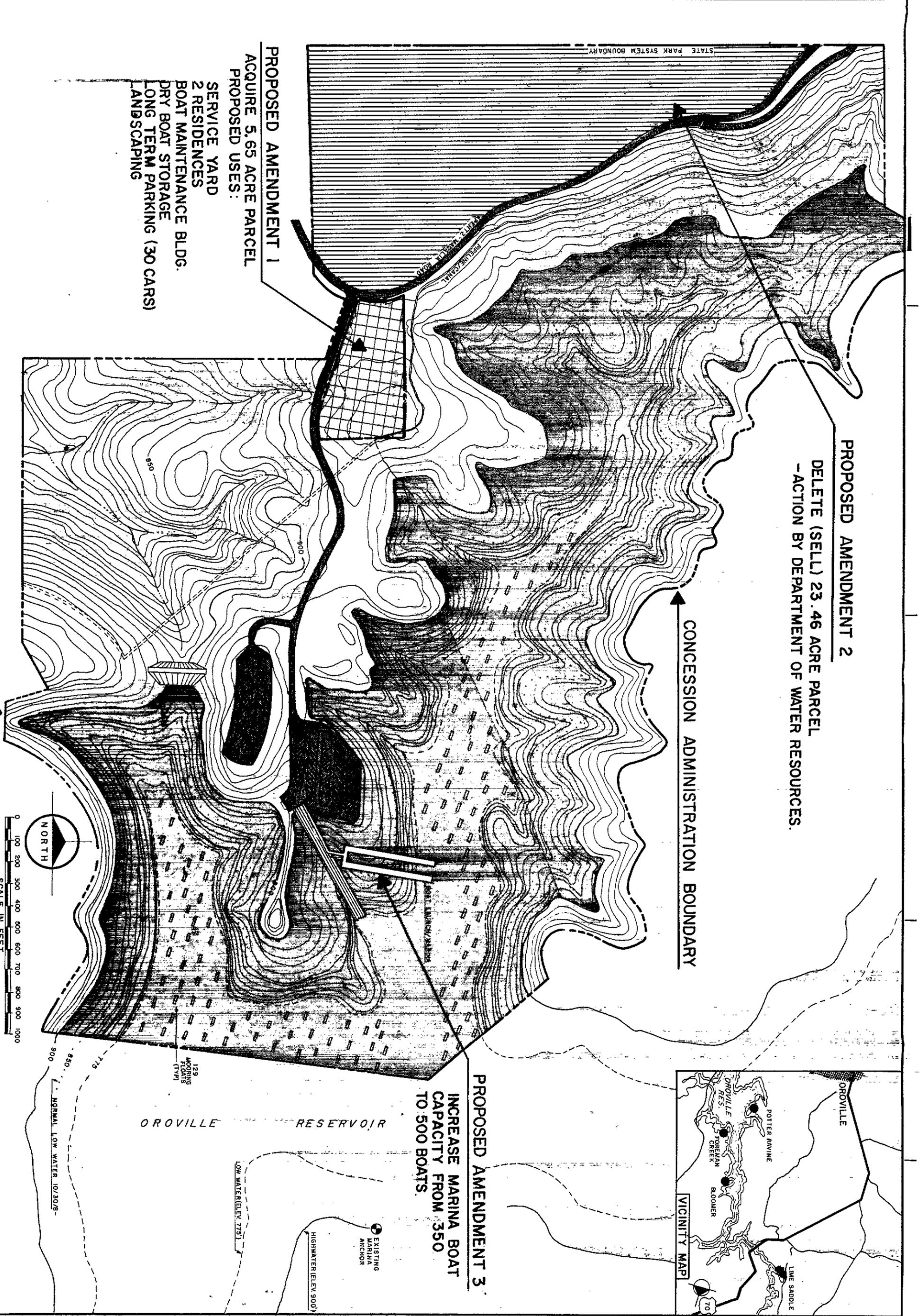
<b>Legend</b> Roads and Parking Beach Buildings Picnic Sites Camp Sites Comfort Station Concession Bldg.	DRAWING NO. 24174 FILE NO. 1 SHEET 1 OF 1 DISTRICT THREE
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**PROPOSED AMENDMENT 2**  
 DELETE (SELL) 23.46 ACRE PARCEL  
 - ACTION BY DEPARTMENT OF WATER RESOURCES.

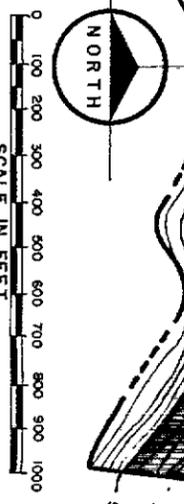
CONCESSION ADMINISTRATION BOUNDARY

**PROPOSED AMENDMENT 3**  
 INCREASE MARINA BOAT  
 CAPACITY FROM 350  
 TO 500 BOATS.

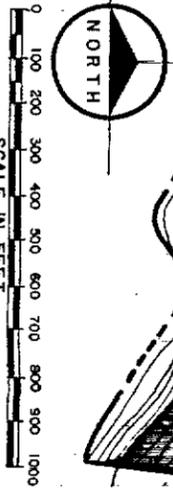
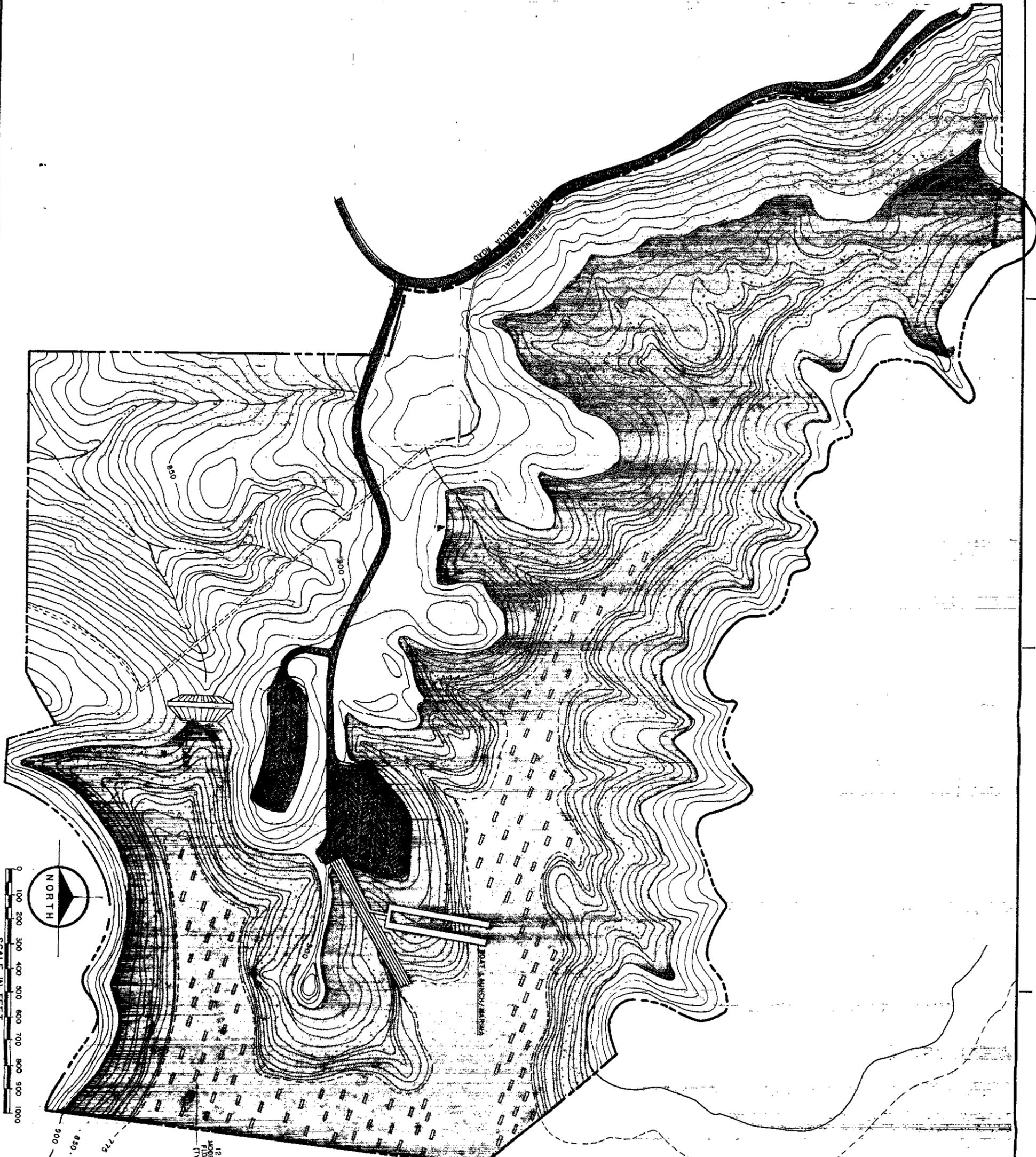
**PROPOSED AMENDMENT 1**  
 ACQUIRE 5.65 ACRE PARCEL  
 PROPOSED USES:  
 SERVICE YARD  
 2 RESIDENCES  
 BOAT MAINTENANCE BLDG.  
 DRY BOAT STORAGE  
 LONG TERM PARKING (30 CARS)  
 LANDSCAPING



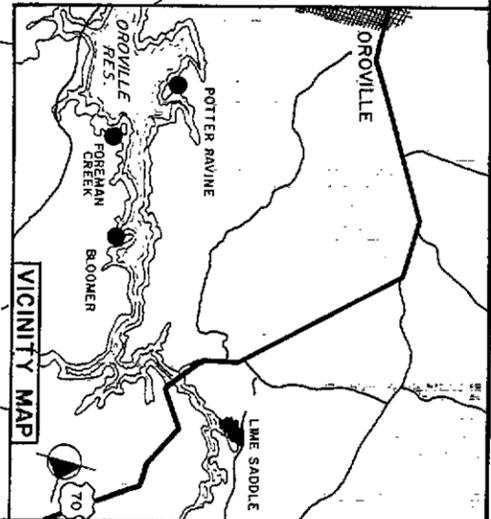
OROVILLE RESERVOIR



SHEET NO. <b>27175</b>	LAKE OROVILLE SRA GENERAL PLAN AMENDMENT 1988 LIME SADDLE		RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION		REVISIONS	DATE	DESIGNED
	APPROVED _____ DATE _____		APPROVED _____ DATE _____		DRAWN	CHECKED	



**PROPOSED CONCESSION  
ADMINISTRATION AREA  
BOUNDARY**



OROVILLE RESERVOIR

LAKE OROVILLE SRA  
PROPOSED CONCESSION AREA  
1988  
LIME SADDLE

RESOURCES AGENCY OF CALIFORNIA  
DEPARTMENT OF PARKS AND RECREATION

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

REVISIONS	DATE	DESIGNED
		DRAWN
		CHECKED

DRAWING NO. **27176**  
SHEET NO. 1 OF 1