2.7.401 LETTER I401

Letter I401

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 9:53 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Brian Sipp
Email Address (Optional)	briansipp@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	Just a quick note to let you know that I too support the Hidden Falls Trail Expansion Project. More parking, trailheads will help spread out crowds and allow make a more enjoyable experience for all trail users. Brian Sipp Sacramento
Attach a document	*Field not completed.*

I401-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I401: BRIAN SIPP

Response to Comment I401-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.402 LETTER I402

Letter I402

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 4:54 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Barb Sisson
Email Address (Optional)	babssisson@yahoo.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project. As evidenced throughout the COVID pandemic, folks have been coming out in droves to enjoy the trails in the Auburn area. What became glaringly apparent, is the need for more trails, parks and safe parking so families can enjoy healthy activities outdoors and enjoy all its benefits. The mental health benefits of being outside in nature and taking in natural sunlight and Vitamin D are wonderful ways to support our immune systems, which has become a huge priority in these difficult times throughout the pandemic. The more trailheads and parking that is available, the better we can spread out the crowds. We need to focus on the benefits that this expansion can provide to our community and address the growing demand for trails and preserving our wild lands for public use.
Attach a document	*Field not completed.*

I402-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I402: BARB SISSON

Response to Comment I402-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.403 LETTER I403

Letter I403

Shirlee Herrington

From: Sandy Slaton <sandyslaton530@gmail.com>
Sent: Tuesday, May 19, 2020 5:48 PM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Hidden Falls

Date: May 19, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,

Planning Commission, and Parks Division

From: Sandra Slaton, 6409 Caddie Ct. Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

I403-1 As a longtime resident of North Auburn/Lincoln and member of *Protect Rural Placer*, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

I403-2 Wildfire:

It is my understanding there are concerns about providing a water supply to the Hidden Falls Expansion Project area in case of wildfire.

Well water is not currently available to the Harvago area.

There is not an evacuation plan that allows hundreds of people to evacuate safely.

I403-3 Transportation and Circulation:

Access to Havago would require using private roads that are maintained by the community and the golf course. Adding thousands of transports monthly will deteriorate the chip filled roads and will be impossible for the residents to maintain.

Narrow roads are dangerous for horse trailers and vehicles passing one another.

I403-4 Environment:

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I403-4 Cont'd

The tranquil peace and quiet of the community is threatened.

The wild life will be disturbed and threatened.

I403-5

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Sandra Slaton
Protect Rural Placer

RESPONSE TO COMMENT LETTER I403: SANDY SLATON

Response to Comment I403-1

The commenter expresses opposition to the project and refutes the Draft SEIR.

The opposition is noted. The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I403-2

The commenter expresses concerns about wildfire and evacuation and states that there is no well water currently available to the Harvego parking area.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response. With regards to a well, the commenter is correct. The well would not be constructed until Phase 3, when the parking capacity is expanded beyond what currently exists today. The County would use a combination of surface irrigation water from existing rights to canal water, new and existing wells, and delivery by water truck to supply water needs at the trailheads.

Response to Comment I403-3

The commenter expresses concerns about use of Auburn Valley and Curtola Ranch Roads as well as road safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I403-4

The commenter expresses concern about noise and wildlife but does not address any concerns with adequacy of the Draft SEIR.

Please see Draft SEIR Chapter 10.0 “Noise” and specifically Mitigation Measures 10-1 and S10-2, which reduce transportation noise levels to less than significant, and Chapter 12.0 “Biological Resources” for an analysis of biological resources impacts, and mitigation measures to avoid and minimize impacts. Please refer to Mitigation Measures S12-1 through S12-6 regarding the protection of habitats and wildlife.

Response to Comment I403-5

The commenter states that the local residents were not included in the planning process for the Trails Expansion Project.

In 2000, the voters of Placer County were presented with a ballot measure to express their desire for the Placer Legacy Open Space and Agricultural Conservation Program (Placer Legacy) and responded in the affirmative. Placer Legacy established the framework and funding mechanisms for the open space acquisition and outdoor recreational amenities that were brought to fruition through the HFRP and Trails Expansion Project properties. For each of the 11 property acquisitions that make up HFRP and the Trails Expansion Project properties to which the County was a party, beginning in 2003 the actions by the Board of Supervisors were noticed and discussed in public meetings, and the recreational components of each purchase and sale agreement were disclosed (See

Appendix B of the Draft SEIR for the public trail descriptions associated with each property). As a development plan proceeded for each property, the County met or exceeded the public outreach guidelines for environmental review for each project including a previous Mitigated Negative Declaration and EIR. In the case of the current Project, the County provided multiple mailed notices to over 6,000 property owners in the vicinity of the Project in 2017 and 2018. There were two scoping meetings (in 2017 and 2018) which were both heavily attended by local residents, as evidenced by the scoping meeting attendance sheets and speaker sheets. The Project has been discussed in over 40 public meetings since late 2016 (including scoping meetings, Municipal Advisory Council meetings throughout western Placer County, Parks Commission, Planning Commission, Board of Supervisors, and other community groups upon request such as the Greater Auburn Area Fire Safe Council). Notices have been posted on the County web site, and multiple press releases and stories by local media outlets have been broadcast about the Project.

Additionally, the County Parks Division offered to meet with any local residents who wished to discuss the proposed project. Parks staff met on three separate occasions with local residents who were interested in meeting with Parks Division staff. In February of 2019, the County invited members of the Protect Rural Placer group to participate in a site visit to the Santa Clara Open Space Authority's Sierra Vista Open Space Preserve to learn how the East Bay area has successfully integrated public use of trails with on-going cattle operations. Additionally, the County met specifically with the Protect Rural Placer group and Supervisor Gore on May 28, 2019 to address the groups' questions and concerns. Lastly, the Notice of Availability for the Draft SEIR was again sent out to over 6,000 homeowners. Over 500 comments were received during the public comment period which included numerous comments from local residents and members of the Protect Rural Placer group.

Please see Response to Comments I372-2.

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

2.7.404 LETTER I404

Letter I404

Shirlee Herrington

From: Kim Small <raosmall92@gmail.com>
Sent: Wednesday, February 26, 2020 1:48 PM
To: Placer County Environmental Coordination Services; Auburn Journal
Subject: Hidden Falls Regional Expansion Project

I have been meaning to write this for some time now, particularly when I read a letter to the editor a couple of months ago from a woman who was in favor of expansion and opening another access to Hidden Falls, and that the County should not bow to the special interests of property owners.

Obviously that writer does not live along Mears Road. I suspect property owners along Mears Road would say that their neighborhood has been irrevocably changed and not for the better.

I404-1 During the winter, the park is fairly quiet, but even then, cars are driving by what once was a rarely traveled road, from early in the morning until dusk. On the weekends and in warmer weather, traffic is worse and cars come from as far away as the Bay Area.

The effects of increased human activity are evident: not only in traffic and noise, the erosion of trails by horses, bicycles, and pedestrians criss-crossing hillsides, and yes, those omnipresent plastic bags and bottles.

The park itself is a tinder box waiting to burn. Dead wood is everywhere and all it will take will be one cigarette ash this summer. And yes, I have seen smoking in the park.

I hope that the County listens carefully to property owners. Leave their neighborhood in peace.

Sincerely,

Kim Small

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RESPONSE TO COMMENT LETTER I404: KIM SMALL

Response to Comment I404-1

The commenter expresses concerns about traffic, land use incompatibility, and wildfire at the existing HFRP.

These comments are not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

For information about wildfire, safety, emergency services, traffic, and land use, please see Master Responses 2 through 4.

2.7.405 LETTER I405

Letter I405

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 10:48 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Kyle Smith
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Expansion Project
Comments	Please approve the Hidden Falls Expansion as this would be a amazing addition to the exploration of the Auburn area! Hidden Falls is one of my top places to MTB as well as many others including hikers, fisherman, and people that maybe havent ever been and would like to try it out for the first time. Thanks.
Attach a document	*Field not completed.*

I405-1

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170

RESPONSE TO COMMENT LETTER I405: KYLE SMITH

Response to Comment I405-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.406 LETTER I406

Letter I406

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 10:17 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Casey Smith
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Expansion Project
Comments	Hidden Falls expansion project would keep public access open to all those that wish to enjoy the wilderness, especially for my age generation. I am 19 and love the outdoors, whether it's biking, fishing, or walking the trails. Hidden Falls would open up this chance for me.
Attach a document	*Field not completed.*

I406-1

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15

RESPONSE TO COMMENT LETTER I406: CASEY SMITH

Response to Comment I406-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.407 LETTER I407

Letter I407

Shirlee Herrington

From: Irene Smith <n8rlvr2009@gmail.com>
Sent: Wednesday, May 13, 2020 5:32 PM
To: Placer County Environmental Coordination Services
Cc: ICE; Jim Holmes
Subject: [EXTERNAL] Hidden Fall expansion proposal

To the Placer County Planning Commissioners:

I407-1 I strongly **oppose** the plan to expand access to the Hidden Falls recreation area for the reason that it drastically changes the quiet rural, agricultural landscape to one that invites thousands of visitors each day to an area unequipped to handle this volume of intrusion! The existing Hidden Falls facilities already serves the recreation needs for hikers, bikers, equestrian use and others seeking an outdoor experience.

I407-2 That area contains narrow, winding roads and is home to many ranchers, farmers and rural neighbors who will be severely and adversely affected by approval of this expansion. Take a look at another Auburn destination for an illustration of what effect more traffic will create - the Confluence of the American River on Hwy. 49. That area is now overrun with visitors from within and outside our County to the extent that parking is insufficient. At what point do we stop inviting more people by providing more parking to areas of special environmental significance?! At what point does it begin to degrade the environment, and at what point is the safety of visitors and neighbors jeopardized due to volume of traffic?? This rightly is the highest concern to those who already live in the subject area and will become victims of the negative affects brought by sheer volume of traffic! We must respect the values of those who currently live in the area and we need to respect the fact that Mother Nature cannot continue to absorb the pressures of overuse to her bounty.

I407-3 Please vote NO on the expansion to Hidden Falls being presented to the Planning Commission on 5/14/2020.

Thank you,

Irene Smith
Newcastle, Ca.

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RESPONSE TO COMMENT LETTER I407: IRENE SMITH

Response to Comment I407-1

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

Response to Comment I407-2

The commenter expresses concerns about traffic, land use compatibility, and agriculture uses.

Please see Master Response 3 – Traffic, Circulation, and Parking; Master Response 4 – Land Use Compatibility; and Master Response 5 – Agriculture.

Response to Comment I407-3

The commenter urges the Planning Commissioners to vote “no” on the Project that was presented on May 14, 2020.

The comment is noted. The sole purpose of the May 14, 2020 meeting was to receive public comments on the Draft SEIR, and no decisions were proposed for that meeting. No further response is required.

2.7.408 LETTER I408

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 9:07 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

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First and Last Name	Joey Smith
Email Address (Optional)	Joeyoesmith@gmail.com
Agenda Item (Optional)	*Field not completed.*
Comments	Please expand the hidden falls trails!
Attach a document	*Field not completed.*

I408-1

Email not displaying correctly? View it in your browser.

1

RESPONSE TO COMMENT LETTER I408: JOEY SMITH

Response to Comment I408-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.409 LETTER I409

Letter I409

Shirlee Herrington

From: Tod S <todsnook@gmail.com>
Sent: Friday, May 8, 2020 1:20 PM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Response to Hidden Falls trail expansion DSEIR

To: Placer County Planning Commission

I fully support the Hidden Falls Trail expansion project.

I support the full buildout option, including 30miles of trails, three additional parking areas including horse trailer parking and other park amenities as discussed in the DSEIR. The full buildout option should be the only option chosen, not any of the other lesser alternatives.

I409-1 My wife and I moved to neighboring Grass Valley two years ago from the SF Bay Area, and enjoy the Hidden Falls park near Auburn frequently. We hike and also ride our horses at the park. One of the main reasons we moved to the foothills was access to more horse trails since many of those trails are being closed in the Bay Area as the population expands. Being able to easily park our horse trailer at the entrance and then ride on the expanded 30 miles of trails at Hidden Falls would be wonderful for us, as well as many other residents of Placer and Nevada County for generations to come

The DSEIR adequately addresses the public concerns about the expansion, and is a beneficial and much-needed project. It provides preservation of open space and rangeland that will be maintained and accessible to the public for healthy outdoor recreation forever.

Sincerely,
Tod Snook
13900 Wolf Road
Grass Valley, CA 95949

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RESPONSE TO COMMENT LETTER I409: TOD SNOOK

Response to Comment I409-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.410 LETTER I410

Letter I410

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, Ca. 95603

RE: Response to Hidden Falls trail expansion DSEIR, supporting a full buildout options in concert with the Placer Land Trust and their conservation requirements.

Dear Planning Commission,

I support the Hidden Falls Trail expansion project.

I support the full buildout option, including 30 miles of trails, three additional parking areas, including horse trailer parking and other park and safety amenities as discussed in the DSEIR.

I1410-1 Issues with traffic for the most part are less than significant and can be mitigated. The two intersections on Highway 49 were shown to be significant. However, these intersections will be improved over time whether or not Hidden Falls is expanded. The DSEIR adequately addressed the concerns about wildfire as being less than significant.

Hidden Falls trail expansion is a great and much-needed project. It provides preservation of open space and rangeland that will be maintained and accessible to the public for healthy outdoor recreation in perpetuity and fulfills "Placers Legacy."

The full buildout option should be the only option, no alternatives, with the understanding that Placer Land Trust will work with Placer County to ensure that trail design, and construction are compatible with conservation objectives.

Sincerely,

Lauri Sobey

RESPONSE TO COMMENT LETTER I410: LAURI SOBEY

Response to Comment I410-1

The commenter expresses support for the full buildout option of the project.

The support is noted. No further response is required.

2.7.411 LETTER I411

Letter I411

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 9:04 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Jessica Somers
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	*Field not completed.*
Comments	I am writing in support of the expansion of the Hidden Falls area. Our hiking and nature is what makes Auburn truly special, and with an expansion at Hidden Falls, this will support out town even more.
Attach a document	*Field not completed.*

I411-1

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253

RESPONSE TO COMMENT LETTER I411: JESSICA SOMERS

Response to Comment I411-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.412 LETTER I412

Letter I412

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 9:03 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Jeff Sparman
Email Address (Optional)	jeff.sparman@gmail.com
Agenda Item (Optional)	"Hidden Falls Trail Expansion Project"
Comments	I support the Hidden Falls Trail Expansion Project, in this day and age we do not see many opportunities to open areas for multiple usage, here we have the opportunity to provide recreation for equestrians, hikers, runners and cyclists; while supporting long-standing rangeland. In a past meeting there were lots of concerns voiced by local residents many of which I think can be met. The existing Hidden Falls trails system had some growing pains and many practical solutions resulted. These lessons can be applied in the Expansion Project. I feel overall the community will benefit from more parking, more trailheads, spread out crowds, healthy activities and family activities that benefit everyone. The Hidden Falls Trail Expansion Project will help reduce the concentrated usage in the existing Hidden Falls Park. I live in Meadow Vista a local resident purchased a large parcel of land, which included tails on the Bear River canal and fenced off trails that had used by the community for over 50 years. I feel strongly that opening Hidden Falls Trail Expansion Project sets an example that is the polar opposite of the selfish acts of this individual. I truly feel In the long run the project will create a stronger sense community and leave a long lasting legacy for generations to come. Sincerely Jeff Sparman of Meadow Vista California.
Attach a document	*Field not completed.*

I412-1

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63

RESPONSE TO COMMENT LETTER I412: JEFF SPARMAN

Response to Comment I412-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.413 LETTER I413

Letter I413

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 7:33 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Kurt Stephens
Email Address (Optional)	2think4real@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion
Comments	I urge support for this wonderful proposed project. Increasing accessibility through other trailhead options will lessen the impact on the neighborhood of Mears Road, certainly a benefit. Dispersement of use throughout the park would add to overall enjoyment and conservation of all.
Attach a document	*Field not completed.*

I413-1

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260

RESPONSE TO COMMENT LETTER I413: KURT STEPHENS

Response to Comment I413-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.414 LETTER I414

Letter I414

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 6:42 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Todd Sterling
Email Address (Optional)	dottster@sbcglobal.net
Agenda Item (Optional)	Hidden Falls Trails Expansion
Comments	I support the Hidden Falls Trails Expansion, this great natural resource in South Placer County which needs to be shared to the public and Placer county tax payers. Open up more parking and more trail heads to expand the use of the park and providing easier access to spread people out to enjoy the peace and solitude of the area. This is a place families can go without driving to Tahoe - keep the fun healthy activities here in South Placer County. Thanks for your consideration on this important item.
Attach a document	*Field not completed.*

I414-1

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264

RESPONSE TO COMMENT LETTER I414: TODD STERLING

Response to Comment I414-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.415 LETTER I415

Letter I415

Shirlee Herrington

From: Shelly Stewart <shelly@ponderite.com>
Sent: Tuesday, May 12, 2020 10:29 PM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Hidden Falls Expansion

I415-1

I am writing in support of this project. I had been hearing for years about how nice the trails are at Hidden Falls but had never gotten the time to actually go until this year on April 8th. My husband and I made a reservation and showed up for a day hike. I was surprised that the booth was manned at Mears Place but grateful we didn't have to deal with not having a parking spot we had paid for. We spent 4 hours hiking about 9 miles of trails and we still didn't cover all of them. As a trail biker/runner/hiker and equestrian I am strongly behind the notion of adding space and increasing access points to this overwhelmingly lovely piece of land. I took note that only 8 or 9 horse trailers could park at any one time. By adding additional access points for horse trailers, this would be a tremendous benefit to the equestrian public as well as helping to spread out the impact of people who want to gain access to this area. As a multi-generational lifelong resident of the foothills, it has been sad to see the rampant development of most open spaces that become no longer accessible to the public. Finding areas to continue horse riding is even harder. I applaud those who had the vision to create this area in the first place, and kept an eye to the future by planning to expand it further.

I am very much looking forward to a return visit with my horse to explore the rest of this incredible asset. While I sympathize with those who live along the current ingress/egress route, I found the parking lot to be well set up and most people there were families and individuals just wishing to experience the great outdoors in a respectful way. By allowing for alternate access points, it should alleviate the crush of demand at this one area (Mears Pl). I hope Placer County will agree to this expansion so it can be enjoyed for generations to come.

Best Regards,

Shelly Stewart

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RESPONSE TO COMMENT LETTER I415: SHELLY STEWART

Response to Comment I415-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.416 LETTER I416

Letter I416

Date: May 20, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, and Parks Division

From: *Anton Stinauer, 4131 Pleasant Hill Road, Lincoln, CA 95648*

Subject: Hidden Falls Regional Park Trails Expansion DSEIR Review Comments

I416-1

As a longtime resident of; Rural Lincoln, the Pleasant Hill Road Firewise Community and residing less than 2 miles south of Hidden Fall Park, I am writing you today to refute the above Subject document.

This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby communities.

I416-2

SPECIFIC ISSUES THAT THAT IMPACT MY NEIGHBORHOOD AND ME ARE:

A - Wildfire:

SDEIR Paragraph 16.2.3 WILDFIRE CLASSIFICATION AND BEHAVIOR

- The SDEIR contains no discussion regarding a fire danger rating system and how a fire danger rating will affect dispatch of equipment for initial attack.
- The SDEIR fails to identify and disclose that the HFRP Expansion area has been classified by CAL FIRE as a WILDLAND URBAN INTERFACE, *an area with the greatest potential for loss of lives and structures*.
- The SDEIR contains no discussion regarding what constitutes red flag conditions.
- The SDEIR contains no discussion regarding Park administrative action, such as closing the Park to visitors, during red flag conditions.
- The SDEIR contains very limited discussion regarding potential rate of spread as influenced by topography, fuels and weather. Rate of spread is concerning as it related to evacuation and the welfare or safety of the community.

SDEIR Paragraph 16.2.4 FIRE HAZARD SEVERITY ZONES

- The SDEIR contains no discussion or correlation between fire hazard severity levels in the expansion area as those severity levels relate to the manner of interpretation witnessed by PG&E actions and actions of insurance companies.
- PG&E and fire insurance companies regard the area as laden with great risk. PG&E addresses this with planned power outages during red flag conditions. Insurance companies address this with more and more homeowner policy cancellations.

SDEIR Paragraph 16.4.2 EMERGENCY RESPONSE/EMERGENCY EVACUATION

- An estimated 6,000 residences in proximity to HFRP and the Trails Expansion area could be affected by fire under red flag conditions. During the 49 Fire (August 2009) Bell Road was impassable.
- No evidence or data is provided in the SDEIR giving any information about the number of driveways and side roads along Bell, Cramer, Lone Star and Garden Bar and the potential total number of vehicles that could be merging to evacuate all at one time.
- Effective evacuation and emergency vehicle response via Cramer, Bell, Lone Star Roads and Garden Bar would be a significant problem as area residents and Park visitor vehicles and horse trailer rigs attempt to exit the parking lots. Evacuation from area wineries and the Auburn Valley golf course would further add to the confusion/grid lock!

SDEIR Paragraph 16.6 MITIGATION MEASURES

The SDEIR states, "The potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system."

The SDEIR fails to provide evidence that the mitigation measures will diminish that increased risk.

I416-3

- The purchase of a Lightweight Rescue Vehicle (LRV) is noted; cost information for the vehicle and staff is missing and no evidence exists that the LRV can or will reduce incidence of wildfires. What is the actual projected cost of the LRV and annual cost of the staffing that would operate it?
- Missing from the SDEIR is how visitors will be policed for illegal camping, campfires, BBQs, smoking, running dogs off leash, harassing livestock, and myriad similar problems when California Land Management "Rangers" will be the relied upon enforcement group.
- Are multiple "Ranger" on site every day?
- What will be the annual cost of the additional "Rangers"?
- Fuel mitigation, as stated, does not reduce the chance for ignition of fires.
- The SDEIR unjustly appears to speculate that future incidence of wildland fire will correlate with the past 55 years of fire history in the area. There is no correlation because the trail expansion area was privately held land free of visitor impact during most of those years.

I416-4

B - Transportation and Circulation

- Ref. SDEIR Executive Summary, page 2-21, Table 2-1. "Summary of Project Impacts and Mitigation Measures" states as follows:
  - "**Impacts** - The proposed project is inconsistent with the MTP/SCS land use plan. *The proposed project would result in a significant impact*"

- "Mitigation Measurements -*No feasible mitigation measures* are available to reduce VMT of the proposed project."

The increase in VTM will significantly impact the Safety and Risk to thousands of residents and Visitors for miles surrounding this project.

I416-5-

Based upon the information in the DSEIR, the assumptions contained therein, and the negative impacts to the many communities who were not included in any of the 15-year planning..... .

"I REQUEST THAT YOU REJECT THIS PROJECT"

Please include my letter as part of the public comment permanent record.

Thank you,
Anton Stinauer
4131 Pleasant Hill Road, Lincoln CA 95648

RESPONSE TO COMMENT LETTER I416: ANTON STINAUER

Response to Comment I416-1

The commenter expresses opposition to the project and questions the validity of the Draft SEIR.

The opposition is noted. The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I416-2

The commenter expresses concerns regarding wildfire, safety, and emergency response.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I416-3

The commenter expresses concerns about the cost of a Lightweight Rescue Vehicle (LRV) and the costs of operations, staffing, and rangers.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382). No further response is required.

The commenter also expresses concern about enforcement and policing.

Please see Master Response 4 – Land Use Compatibility.

Response to Comment I416-4

The commenter expresses concerns about the increase in VMT and its effect on transportation and circulation.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I416-5

The commenter states that the local residents were not included in the planning process for the Trails Expansion Project.

Please see Response to Comment I403-5and I372-2.

The commenter again expresses opposition to the project.

The opposition is noted. No further response is required.

2.7.417 LETTER I417

Letter I417

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 10:23 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Mike Stinson
Email Address (Optional)	mike@mikestinson.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project because we need more outdoor biking facilities. Help me spend my money in Placer County!
Attach a document	*Field not completed.*

I417-1

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RESPONSE TO COMMENT LETTER I417: MIKE STINSON

Response to Comment I417-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.418 LETTER I418

Letter I418

Shirlee Herrington

From: Paul A. Stokstad <s.stokstad@icloud.com>
Sent: Wednesday, May 20, 2020 12:45 PM
To: Placer County Environmental Coordination Services; Placer County Board of Supervisors; Sue Colbert
Subject: [EXTERNAL] Opposition to development of Hidden Falls Recreation

To: The County Resource Development Agency, Environmental Coordination Services

Placer County Board of Supervisors

Placer County Planning Commission

I418-1 We are Paul and Shelley Stokstad and we have resided for 17+ years at 8800 Country Club Lane, Auburn, California, and have been Placer County residents for over thirty years. We would like to write in opposition to the opening of the proposed accesses to and expansion of the Hidden Falls Recreational area.

I418-2 Realizing that you have heard many reasons for and against this proposal, yet I would like to emphasize one in particular and that is the condition of the roads proposed as access: Bell Road between Cramer Road and Lone Star Road, and then Cramer Road between Bell Road and Hwy 49.

I/Paul drive one of these two routes daily and frequently I have had to pull far right on the road to avoid a car coming around a blind corner. And since the "shoulder" is just a ditch, going off the road would require a tow. I should also mention the cyclists who attempt to share a road that is not designed for two vehicles, let alone no painted lane stripe to designate a "shoulder". Practically speaking, we cannot imagine pickup trucks with 30' horse trailers continuously navigating these roads safely, plus cycle and our neighbors who walk the road for exercise.

I418-3 Most of us have moved to this area for the peace and quiet of "country life". We trust you will allow us to maintain this environment and vote against the proposition.

Thank you.

Property owner's in favor of keeping Placer County rural --

Paul & Shelley Stokstad

530-269-1316

8800 Country Club Lane

Auburn, CA 95602

1

RESPONSE TO COMMENT LETTER I418: PAUL AND SHELLEY STOKSTAD

Response to Comment I418-1

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

Response to Comment I418-2

The commenter expresses concerns about traffic and safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I418-3

The commenter wants to keep the peace and quiet of a "country life" but does not address any concerns with adequacy of the Draft SEIR.

The comment is noted. No further response is required.

2.7.419 LETTER I419

Shirlee Herrington

From: Heidi Storm <heidistorm@msn.com>
Sent: Tuesday, May 12, 2020 11:35 AM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Hidden Falls Exoansion

Dear Placer County Board of Directors,

I419-1 I'm writing this in support of a hidden Falls property expansion. Our community is growing and there's a distinct need to preserve public space in the natural environment. It would be close to impossible to reverse a wrong decision in this matter in the decades to come. Northern California and the Auburn area in particular have a wealth of natural beauty. There's beauty in free space and it serves the physical, emotional and recreational needs of a growing population. Our area is known to be an endurance community for runners bikers and horseback riders and the expanded park will help preserve this activity and it's great spirit. Parks such as Hidden Falls and the Western States Trail support local athletes, nature lovers and casual hikers. It is well known the benefit that spending time in nature has for the human soul. I stand behind the expansion of Hidden Falls park. Not only will our community benefit from the expansion of the park but also by full support of the resources needed to make and keep the park a safe, clean and successful entity. We have seen what has happened when hidden Falls Park became overpopulated and required intervention to return it to a pleasant place to visit and to live close to. A bigger park may also benefit visitors from out of our area. Bigger alone is not necessarily better. While a larger park has the benefit of influencing people as to the value of natural space, it must be accompanied by adequate resources devoted overseeing a safe clean space and to education of visitors on the need for respect and support of the park and the overall environment.

I vote yes to a well managed HF park expansion.

Heidi

RESPONSE TO COMMENT LETTER I419: HEIDI STORM

Response to Comment I419-1

The commenter expresses support for the project and states that enough resources need to be devoted to provide a safe clean space and to educate visitors on the need to respect and support the park and overall environment.

The parking areas and trail systems will include areas for informational kiosks and signage to educate visitors on care for the environment, wildfire prevention, history of the area, information on the flora and fauna, as well as rules of respect for the surrounding area (i.e. no smoking, littering, loud noise, off-leash dogs, etc.) No further response is required.

2.7.420 LETTER I420

Letter I420

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 1:47 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Tom Strause
Email Address (Optional)	24hrmtb@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion Project
Comments	I am in support of this project as it will spread out users and create more recreational opportunities for all user groups while benefiting healthy families and lifestyles. Thank-you, Tom Strause Granite Bay, CA
Attach a document	*Field not completed.*

I420-1

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RESPONSE TO COMMENT LETTER I420: TOM STRAUSE

Response to Comment I420-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.421 LETTER I421

Letter I421

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 12:34 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Tyler sumrall
Email Address (Optional)	Tylersumrall711@gmail.com
Agenda Item (Optional)	Hidden falls trail expansion project
Comments	I support the hidden falls trails expansion. More parking and trail heads would help spread the public out. I would continue to use these trails regularly especially if their was more parking.
Attach a document	*Field not completed.*

I421-1

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146

RESPONSE TO COMMENT LETTER I421: TYLER SUMRALL

Response to Comment I421-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.422 LETTER I422

Letter I422

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 9:18 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	John Sutton
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project because it helps to provide more outdoor recreation space that is very much needed, especially for cycling which is continuing to gain popularity as a healthy, low impact way to enjoy the outdoors. We need to open more trails to spread the usage out better. More trails and more open public space is the answer to better health and happiness, and less potential conflict and impact.
Attach a document	*Field not completed.*

I422-1

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RESPONSE TO COMMENT LETTER I422: JOHN SUTTON

Response to Comment I422-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.423 LETTER I423

Letter I423

Shirlee Herrington

From: Laurie Sweeney <lauriemsweeney@yahoo.com>
Sent: Sunday, February 23, 2020 10:47 AM
To: Placer County Environmental Coordination Services
Subject: Please Support Hidden Falls Expansion Project

Please accept my strong support of the Hidden Falls Expansion Project . My credentials are as follows:

- Past President of Meadow Vista Trails Organization
- Current board member of the Meadow Vista Advisory Council in California
- Committee member representing recreational trail users on the Placer and Nevada County Tahoe National Forest Resource Advisory Committee
- Board Member of the Georgetown Divide Equestrian Trails Foundation
- Member of the Pacific Crest Trail Association
- Member of the Tahoe Rim Trail Association
- Member of Back Country Horsemen of America

I243-1

Multi-use trails are in high demand by the public in Northern California and many areas are inundated and heavily impacted. We need more trail systems and more open space to accommodate the increased usage and to minimize trail conflicts. In the Auburn state recreational area visitors increased from 250,000 in 1992 to currently 1 million visitors, requiring rangers to just control the parking. Hidden Falls has experienced similar impacts. The expansion will ease some of the congestion at the one entrance to the park. More space is required for horse trailer parking. Local monies have already been spent to support this expansion.

Additionally, the expansion will support the county-wide trail expansion with important connecting trails.

Economic trail benefits as delineated by the Pennsylvania Land Trust Association:

- Trails increase the value of nearby properties.
- Trails boost spending at local businesses. Communities along trails, often called trail towns, benefit from the influx of visitors going to restaurants, snack shops and other retail establishments. On longer trails, hotels, bed and breakfasts, and outdoor outfitters benefit.
- Trails make communities more attractive places to live. When considering where to move, home buyers rank walking and biking paths as one of the most important features of a new community.
- Trails influence business location and relocation decisions. Companies often choose to locate in communities that offer a high level of amenities to employees as a means of attracting and retaining top-level workers. Trails can make communities attractive to businesses looking to expand or relocate both because of the amenities they offer to employees and the opportunities they offer to cater to trail visitors.
- Trails reduce medical costs by encouraging exercise and other healthy outdoor activities.
- Trails revitalize depressed areas, creating a demand for space in what were once vacant buildings.

1

I243-1
Cont'd

- Trails provide transportation options and cut fuel expenses, offering reliable means of transportation for short distance trips. Nearly half of all car trips are less than 3 miles and more than a quarter are one mile or less.
- Trails provide low or no-cost recreation to families with low costs relative to other recreational services that could be provided by government.
- Trails increase tax revenues in the communities in which they are located.
- These benefits represent a huge economic return on the money invested into trail projects. The costs of land acquisition for trails, trail construction and maintenance are far outweighed by the economic benefits generated by trails.

An investigation by the National Park Service on the overall health benefits of outdoor recreation found that regular exercisers filed 14% fewer claims for insurance than people with sedentary lifestyles. More shocking was that healthy people filed 41% fewer claims that were over $5,000. Hikers in good health often enjoy paying less for their health insurance than people who do not regularly exercise.

One of the most important investments that we can make is to increase outdoor, recreation opportunities for the public.

Thank you,

Laurie Sweeney, CPA

RESPONSE TO COMMENT LETTER I423: LAURIE SWEENEY

Response to Comment I423-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.424 LETTER I424

Letter I424

Shirlee Herrington

From: Laurie Sweeney <lauriemsweeney@yahoo.com>
Sent: Monday, May 4, 2020 5:55 PM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Hidden Falls - Comment

Hidden Falls is a critical piece of open space as well as trail connector that must be improved and expanded.

Given the popularity and congestion of the park, it is clear that open space, trails, outdoor recreation is very much in demand and needs to be addressed in our community. The expansion will help relieve the congestion and provide important pieces of the Placer County trail plan.

I424-1 As an equestrian, we have lost many of the places that we used to ride to bicycle and hiking parking. Hidden Falls is VERY important to equestrians given how rare equestrian trail access is.

While I am a 40-year Meadow Vista resident, I am originally from Southern California where I watched all of our open space and trail systems get paved over due to poor planning. Once these large pieces of property get converted to residential and office space, they never return. This is a once-in-a-lifetime opportunity.

Please don't let a few homeowners decide the fate of recreational property that will be used by hundreds of trail users now and future generations to come. The reality is that their homes will increase in value due to the access to this exceptional land.

Thank you for your support of this very important project and expansion.

Laurie Sweeney
Meadow Vista

1

RESPONSE TO COMMENT LETTER I424: LAURIE SWEENEY

Response to Comment I424-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.425 LETTER I425

Letter I425

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 1:18 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Karen K Tajbl
Email Address (Optional)	karentajbl@gmail.com
Agenda Item (Optional)	Expansion of Hidden Falls trails and Parking.
Comments	The expansion of trails at Hidden Falls will provide more recreation for our community. We hike the existing trails at Hidden Falls but there is limited parking and no access to Bear River. I understand that these new trails will open up areas that are unseen now. Of course, care must be taken to limit the disturbance for neighbors. Karen and Dan Tajbl 11473 Sherwood Way Auburn, CA 95602
Attach a document	*Field not completed.*

I425-1

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RESPONSE TO COMMENT LETTER I425: KAREN TAJBL

Response to Comment I425-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.426 LETTER I426

Letter I426

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 12:36 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Suzanne Talbert
Email Address (Optional)	suzannetalbertpt@gmail.com
Agenda Item (Optional)	*Field not completed.*
Comments	Hidden Falls Trail Expansion Project I support the Hidden Falls Trail Expansion Project so our family has more areas to ride and hike in nature. More parking & more trailheads help spread out us all. Suzanne Talbert Folsom
Attach a document	*Field not completed.*

I426-1

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RESPONSE TO COMMENT LETTER I426: SUZANNE TALBERT

Response to Comment I426-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.427 LETTER I427

Letter I427

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 10:39 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Rose Tammi
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Adding 30 miles of trails to Hidden Falls
I427-1 Comments	Do it!
Attach a document	*Field not completed.*

Email not displaying correctly? View it in your browser.

11

RESPONSE TO COMMENT LETTER I427: ROSE TAMMI

Response to Comment I427-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.428 LETTER I428

Letter I428

Shirlee Herrington

From: Janet Tarantino <jan_tarantino@sbcglobal.net>
Sent: Wednesday, May 20, 2020 12:43 PM
To: Kelly McCaughna; Placer County Board of Supervisors; Placer County Environmental Coordination Services; Cindy Gustafson; Sue Colbert; Ed BeDell; Shirlee Herrington; Andy Fisher; Lisa Carnahan
Cc: Judith Whitman; Mike & Jan Krug
Subject: [EXTERNAL] Response to Hidden Falls SDEIR - TO BE ADMITTED AS EVIDENCE

I428-1

To Whom It May Concern:
Following please find a traffic report (available for viewing in three different formats), prepared by Prism Engineering. This document addresses the many deficiencies in the SDEIR related to traffic and road conditions.

This professional and factual document is to be admitted as evidence in the above matter.

PLEASE ACKNOWLEDGE RECEIPT.

Traffic Review Report for KORS3.docx

Traffic Review Report for KORS3.pdf

The report can also be viewed using the below link.
Traffic Study and Videos for KORS in Placer County

Thank you in advance,

Janet Tarantino
Hm: (530)488-4460 | Cell:(650)218-0766

1

REVIEW OF SEIR TRAFFIC ENGINEERING STUDY

Relating to Hidden Falls Regional Park Expansion Project

SEIR Traffic Study

Prepared for:

K.O.R.S (Keep Our Roads Safe)
Auburn Valley Property Owners Association
P.O. Box 7993
Auburn, CA 95604-8138

In association with
Protect Rural Placer County

May 18, 2020

Traffic Engineering Review is Authored by:
Grant P. Johnson, TE

PRISM ENGINEERING
Traffic Engineering & Transportation Planning

This traffic engineering review has been prepared and certified by Grant P. Johnson, TE, Principal. Lic #1453



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EXECUTIVE SUMMARY

PRISM Engineering's Grant P. Johnson, a registered CA Traffic Engineer, was hired by local residents consisting of "K.O.R.S" (Keep Our Roads Safe) and "Protect Rural Placer County" to review the traffic study recently completed and contained in the Hidden Falls Regional Park Trails Expansion Project Subsequent Draft Environmental Impact Report (SEIR) dated February 2020.

The purpose of this review was to examine the quality of the traffic study, its assumptions and procedures, and to also make a personal Traffic Engineer visit to the local street system and personally verify study findings, and investigate the situation independently in the month of April 2020. As a result of that detailed survey which included video survey of road conditions, widths, traffic control, signs and striping, and sight distance for curves, this report was completed to document all findings of significance. Many deficiencies were found in the traffic study itself, such as:

- Trip generation rates for Hidden Falls Regional Park prepared not in accordance with industry standards and procedures to develop trip generation rates as set forth by ITE.
- Intersection levels of service (LOS) were calculated improperly using incorrect data factors for "peak hour factor" which resulted in a much better than actual result.
- Safety relating to critical wildfire evacuation traffic flows was not even mentioned in the report, and is inadequate as it stands, because an EIR must consider safety as an environmental impact according to the most current California CEQA law. The California Environmental Quality Act, also known as CEQA, requires analysis of the potential effects of a project on the environment. CEQA defines "environment" to mean "the physical conditions which exist within the area which will be affected by a proposed project..."
    - This includes "any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, ***wildfire risk areas***) as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas."

The California Supreme Court also repeatedly noted CEQA's concern for public health and ***safety*** ("the Legislature has made clear that public health and ***safety*** are of great importance in the statutory scheme (E.g., §§ 21000) "emphasizing the need to provide for the public's welfare, health, safety, enjoyment, and living environment." In summary, this report documents many situations where the proposed project will severely impact traffic in an emergency evacuation situation (***safety related***), and since Placer County has already identified this problem/risk/hazard in their document ***Local Hazard Mitigation Plan Update, March 2016,*** with more relevant portions for the study area in: https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF, where ***wildfire risk*** was ranked in Table A4 as the highest risk to Placer County residents (and as an extension, to those who would come and visit the regional parks).

See https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan for more information.

FINDING #1: TRAFFIC STUDY, OVERALL REVIEW SHOWS INADEQUACIES

The procedures used in the Hidden Falls Regional Park Trails Expansion Project traffic impact study were done in accordance with standard traffic engineering practice, with the exception of the trip generation rate development. The study appears to be based on a scope of work that was prepared in accordance with Placer County procedures and methodology for traffic studies, and how traffic analyses are typically performed. Placer County has adopted methodologies for determining the significance of traffic impacts within the context of the Level of Service (LOS) goals established by the General Plan and local community plans. These typical methods include, determining changes to intersection levels of service, as well as roadway segment levels of service. The problem with guidelines is that they often are generic or uncalibrated to local conditions, and do not take into consideration specific details that demand a better or more thorough analysis and review.

That being said, the traffic study's scope of work is deficient to adequately address the very real transportation challenges that exist in an area where wildfire danger and evacuation is ranked by Placer County as the most critical and significant hazard that faces property owners (and users of parks) within the study area defined in the SEIR. Bell Road, which serves as a major connector road and as the only north south alternative to SR 49, is especially constrained for evacuation capacity. If SR 49 were to ever be closed again due to wildfire danger like it was in 2009, Bell Road would face an even more critical evacuation situation because traffic volumes continue to grow on Bell Road due to winery expansions, park expansions, and parking lot construction (such as the proposed Twilight Ride Parking Lot just south of Cramer Road).

For these reasons, the traffic study is deficient to address safety and capacity issues based on an inadequate scope of work. The following paragraphs summarize how these deficiencies need to be addressed. Additional detailed sections of this report address more specific elements of the traffic study review process.

FINDING #2: TRAFFIC STUDY DEFICIENCIES, SCOPE OF WORK DEFICIENT

- ***Traffic Accidents at SR 49 and Lone Star Road Intersection were not addressed in the report, and should have been.*** The SWITRS database shows that there were four serious injury accidents at this intersection between 2013 and 2017, three broadside and one head-on collision. This is a significant amount of serious injury accidents, and based on the high speed nature of these regularly occurring accidents, the intersection should have been identified as having a significant safety problem, especially in light of how Lone Star Road has low volumes compared to SR 49 mainline volumes ($1/30^{th}$ of the total volume of SR 49). This means that with only a 1000 ADT for Lone Star Road, there has still been one serious accident nearly every year for Lone Star vehicles trying to interface with SR 49 traffic. Table 8 in the SEIR traffic study, Collision Analysis, completely misses this fact as there is only one accident shown on Lone Star Road, and it is not at this intersection. This is because the table and the analysis only looked at road *segment* accidents which are rarer than intersection accidents.
- ***Roadway Analyses were based on a generic Daily Volume of traffic***, and did not consider peak hour flow rates, which have been critical in times past, especially in an emergency evacuation. The traffic study should have looked at peak hour roadway segment flows, and not relied on a generic daily

volume which is meaningless in a traffic operations context, but only serves as a planning tool for possible road sizing needs.

- ***Intersection Analyses for Level of Service (LOS) were not done correctly*** to take into account Peak Hour Factors (PHF) which were known (these are shown in the appendix traffic count data), but they were not used. A generic intersection average for the PHF was used. This results in a better-than-real-world LOS calculation, and misses impacts from the project and cumulative traffic calculations.
    - At SR 49 and Lonestar for example, the WB approach delay was shown as 214 delay seconds, an LOS F condition, but *when we recalculated it using the correct PHF for this and all other movements at the intersection, the result was 354 seconds of WB approach delay, almost twice as long, amounting to an average six minute delay for this approach!*
    - The overall delay for all vehicles at this intersection was 5.4 seconds of delay (LOS A) for the SEIR traffic study, but with our corrections this was now 12.6 seconds of average delay (LOS B). This is a significant difference in results because of the use of the wrong PHF. The SEIR traffic study should use the correct PHF data that was contained in the appendix of the traffic study, for each approach and turn move.
- ***The study did not analyze Bell Road at Joeger Road, perhaps the most critical and key intersection*** for residents in the vicinity, an intersection which has a four way stop control. The traffic study scope should have included this intersection because it is a chokepoint intersection in case of fire evacuation, and more especially because of the proposed large parking lot at the Twilight Ride location which will hold 140 vehicles (40 of them being trucks with horse trailers).
    - ***This intersection was critical and significantly failed*** during the August 31, 2009 fire evacuations which closed SR 49 north of Bell Road and up to Lone Star Road. Delays in excess of 1.5 hours were typical for drivers using Bell Road southbound from Lone Star Road to Joeger, an unacceptable and dangerous condition because of extreme 3 mph stop and go delays in a time where fire is spreading and could trap and/or kill drivers stuck in traffic.
    - ***No changes to the Bell Road and Joeger Road intersection design have been made*** by Placer County since that time to ensure adequate throughput and capacity in case of fire or evacuation. ***During a fire-related evacuation, this intersection should be considered a dangerous chokepoint***, introducing in excess of one-hour delays for drivers stuck on Bell Road trying to get out to safety.
    - *The traffic study should have addressed this situation and made recommendations for mitigation of the problem.*
- ***The SEIR traffic study did not take into account specific vertical sight distance and grade issues.*** The Bell Road suggested improvements for the proposed Twilight Ride parking area just south of Cramer Road do not address the vertical sight distance issues and deficiencies, especially for southbound Bell Road traffic traveling at speeds that may be too fast to stop in time. There is a long down-grade and vertical dip in the road that creates a vertical blind spot for southbound Bell Road traffic near the location of the proposed Twilight Ride parking lot driveway. ***This vertical sight distance constraint is further aggravated*** *by the potential for pickup trucks pulling large horse trailers traveling in the southbound direction, and which need twice the stopping distance of an ordinary car*. The vertical sight distance on Bell Road southbound to the proposed Twilight Ride parking lot driveway is approximately 600 feet.
    - The speed limit on Bell Road ranges from 35 mph south of Lone Star Road, to 40 mph south of Hubbard Road, but vehicles often go faster, especially because of downhill grades. The

minimum stopping sight distance for 40 mph *on a flat road* with dry pavement is 325 feet for a normal vehicle. At 55 mph this is 550 feet (as per AASHTO Green Book)[1].

- Adding *a 6% downhill grade* into the mix *increases* this stopping distance *by 40%* for 40 mph, *and 95%* more for 55 mph (see Table 2 AASHTO Green Book).
  - So a car traveling at 55 mph on a grade would need 1000 feet, not 550 feet, and a car traveling at 40 mph on a grade would need 460 feet, not 325 feet.
- Adding a *Truck and Horse Trailer* into the equation increases the stopping sight distance by an additional 54% as per AASHTO. Trucks with trailers have much more difficulty stopping (see Table 6 from AASHTO Green Book). For example:
  - *A truck with trailer going 40 mph* on a flat road needs 500 feet rather than 325 feet for a car, a 54% increase in distance needed. If there is also a 6% downhill grade like there is north of the Twilight Ride proposed parking lot driveway, 40% more distance is needed, *for a total of 700 feet at 40 mph.*
  - *A truck with trailer going 55 mph* needs 875 feet rather than 550 feet for a car (54% increase in distance needed). If there is also a 6% downhill grade, 40% more distance is needed, *for a total of 1225 feet at 55 mph.*

- ***CONCLUSION: A truck with horse trailer would need at least 700 feet to stop*** on southbound Bell Road at a 40 mph speed on the downhill roadway segment of Bell Road just north of the proposed Twilight Ride parking lot driveway. In the event that another vehicle is pulling out of the parking lot, and if they block the road temporarily with a trailer, making a wide and long turn, then oncoming vehicles will need to actually stop to let that vehicle with a long trailer finally completely enter their own lane after crossing the yellow centerline for a time to get completely out of the parking lot. During that maneuver, especially if making a right turn, will block the entire road in both directions in the process. If the speed is higher, then more stopping sight distance is needed. Since there is proposed parking for 40 of these trucks with horse trailers, this could be a significant critical impact to existing sight distance issues on Bell Road, on a regular basis, and should have been discussed and addressed in the SEIR traffic study.
- ***The traffic impact metrics used in the Hidden Falls traffic study were not appropriate to measure the true impact of the project, including safety issues***, because the metrics used only look at LOS on low volume roads, resulting typical LOS A conditions with or without the project expansion, even if the park literally doubles the local traffic volumes on some roads. During an evacuation situation, the Twilight Ride parking lot has 140 vehicles that could potentially create a gridlock situation on a roadway that has already experienced near gridlock situation during a wildfire evacuation. This impact needs to be properly addressed, and it was not adequately addressed in the SEIR. Only mentions of a left turn pocket were given, but the vertical sight distance issues and constraints are a real factor in the safety of Bell Road.
  - The real effect of all of the additional traffic, as shown in the TIS are as follows
    - Curtola Ranch Parking: 119 regular spaces, 5 ADA, and 10 equestrian spaces

[1] TABLE 1 AASHTO CRITERIA FOR STOPPING SIGHT DISTANCE (J)
https://pdfs.semanticscholar.org/81b2/917bee2a0b582674d50dd80ffcad7e0f4985.pdf

  - Garden Bar Parking: 45 regular spaces, 5 ADA, and 20 equestrian spaces
  - Twilight Parking: 96 regular spaces, 4 ADA, and 40 equestrian spaces
  - Grand Total of vehicles using the parks = 260 regular vehicles, 70 pick-up trucks with horse trailers, and 14 more spaces for ADA. This is an additional 345 vehicles on the road in addition to the local residents who live there.

- ***Paved Turnouts were suggested as a potential mitigation in the SEIR for Garden Bar Road, but our personal drive through of this roadway indicated a very difficult task to create such turnouts at any reasonable distances***, and the potential for a complete traffic jam grid lock as very real under evacuation circumstances. Most of the roadway varies between 11 feet wide and 14 feet wide, far below the minimum 18-foot width. PRISM Engineering surveyed these roads and Figure 1A shows some samples of the video survey where roadway widths would only accommodate one direction of traffic. In the PRISM Engineering horse and trailer turn study, the passing constraint was very real even on roads that were approximately 21 to 22 feet road width by comparison. It is certain that Garden Bar Road constraints would be a very real safety and capacity impact to two-way traffic in an emergency, and passing turnouts would NOT be sufficient given that they are proposed to be more than 100 yards apart (400 feet).
  - On Garden Bar Road in most locations, incoming Fire Response vehicles could not pass outcoming residential and Hidden Falls Park vehicles. If many cars are platooning, backing up to a "turn out" may not be possible if other cars are in the way. The result could be catastrophic to human life, let alone property structures if gridlock were to occur and a fire is approaching.
  - Garden Bar Road widths are primarily in the range from 11 to 14 feet, nowhere near the minimum 18-foot widths needed.

FIGURE 1A. SEVERE ROADY WIDTH CONSTRAINTS. LOS ISSUES. SAFETY IN EVACUATION ISSUES.



Dog Bar Rd. Car off road to pass, a 14-foot-wide section.



Dog Bar Rd. 12.5 feet wide: measurements taken.

- ***An Evacuation Plan for Wildfire Scenarios is Needed, but was not addressed in the SEIR traffic study.***
  - The County does not have a specific fire evacuation plan for the area surrounding Hidden Falls Park.
    - The County only provides general warning about ground clearance to structures, how to "harden" your home's roof, etc., but does not have any advice or program on how traffic would best be directed or flow in an emergency evacuation. ***There is the potential for drivers to end in a gridlock situation without a plan in place.***

- The traffic study does not address this very real potential hazard.
- The SEIR is deficient because it does not address the safety issue for fire evacuation in this area.
  - ***There has been a previous and critically significant evacuation problem***, a level of service and delay problem, especially for Bell Road traffic at the Joeger intersection and backing up to Auburn Valley Road, but this problem could be replicated elsewhere depending on road closures and redistribution of traffic patterns.

- ***It appears that the trip generation rate, made from a single source set of assumptions, needs to be further clarified and enhanced with more data. Our review shows that the trip rates and distributions are incorrect.***
  - A lot of assumptions were made in the traffic study to develop the Hidden Falls Regional Park trip generation rate. It appears that it was done based on how many permits were issued, a daily volume hose count, and a turn percentage assumption at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but is influenced by traffic patterns from the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow on Saturday mornings. It did not make sense that the outbound traffic from the park during the peak hour in the morning was higher than the inbound traffic. Table 9 in the SEIR traffic study shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other "park" uses in the national industry standard ITE Trip Generation Manual which show the opposite traffic pattern. The ITE Trip Generation Manual shows more trips coming inbound to parks in the morning peak hour, and more trips going outbound in the evening peak hour, whether it be at City Parks, County Parks, or State Parks. They all have this same pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is reversed from the norm and is not consistent with other trip rates for similar uses.
  - The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses (the industry standard). The ITE Trip Generation has specific guidelines on how to develop a new or custom trip generation rate, which requires first to take many different samples at different locations, and use averages. This was not done in the SEIR even though a trip generation rate was custom made. As a result, the trip generation of the project cannot be acceptable in its current form. Building a trip generation rate based on assumptions such as permits issued, is not the industry standard practice.

FINDING #3: TRAFFIC COUNT DATA WAS NOT FULLY UTILIZED IN ANALYSES

PRISM Engineering conducted a new traffic count at the busiest study intersection of SR 49 and Lone Star Road to verify traffic volumes and turning movements. We also examined the appendix data of the SEIR traffic study to see the details of what was collected and what was used.

The SEIR appendix contained the following traffic count sheet for this intersection which spells out the individual PHF for each turning movement. However, in the calculation sheets, only the generic overall average PHF for the whole intersection was used for each of the 12 turning movements. This defeats the purpose of the PHF and actually glosses over the peaking characteristics of the smaller volume turning movements as explained in the paragraphs that follow. Figure 2A below shows this data.

FIGURE 2A. SEIR APPENDIX TRAFFIC COUNT DATA FOR SR 49 AT LONE STAR ROAD.

ALL TRAFFIC DATA

0090-09

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@alltraffic.com

File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

Unshifted Count = All Vehicles & Uturns

	SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	6	0	3	0	9	6	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	6	0	6	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	6	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586	0
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2
Grand Total	13	2319	14	0	2346	75	3	19	0	97	42	1570	36	2	1650	10	2	72	0	84	4177	2
Apprch %	0.6%	98.8%	0.6%	0.0%		77.3%	3.1%	19.6%	0.0%		2.5%	95.2%	2.2%	0.1%		11.9%	2.4%	85.7%	0.0%			
Total %	0.3%	55.5%	0.3%	0.0%	56.2%	1.8%	0.1%	0.5%	0.0%	2.3%	1.0%	37.6%	0.9%	0.0%	39.5%	0.2%	0.0%	1.7%	0.0%	2.0%	100.0%	

AM PEAK HOUR	SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total
Peak Hour Analysis From 10:00 to 11:00																					
Peak Hour For Entire Intersection Begins at 10:00																					
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350
% App Total	0.4%	98.9%	0.8%	0.0%		75.0%	1.9%	23.1%	0.0%		2.3%	95.3%	2.1%	0.2%		6.8%	2.3%	90.9%	0.0%		
PHF	.417	.910	.625	.000	.910	.750	.250	.500	.000	.765	.611	.940	.714	.500	.932	.375	.250	.909	.000	.917	.928

PRISM Engineering conducted a new traffic count at the study intersection of SR 49 and Lone Star Road and found that the northbound through movement of SR 49 during the noon peak hour had a volume of 752 vph. The Hidden Falls Regional Park traffic study had a Saturday peak (10-11 am) of 899. The difference can most likely be attributed to the reduction in volumes on the highway due to the "Stay at Home" guidelines in place for the Covid-19 pandemic. The difference was small actually, resulting in about a 15% reduction in mainline SR 49 through traffic, but with no significant difference to Lone Star Road volumes. The PRISM Engineering turning movements to and from Lone Star Road at SR 49 were as follows:

- NBR=30 vph comparing to 20 vph in the regular SEIR traffic study count.
- NBL=32 vph comparing to 24 vph in the regular SEIR traffic study count.
- The outbound traffic from Lone Star Road EBR was 16 vph compared to 40 vph in the SEIR count, and the EBL was 12 vph compared to 3 vph in the regular SEIR count.

Note in Figure 2B below (a close-up of Figure 2A), that on the bottom line of the table there is a row called PHF (Peak Hour Factor), and that there is a PHF for each of the 12 turning movements (the WB approach WBL=0.417, WBT=0.910, and WBR=0.625, and the overall average of all southbound volumes has a PHF of 0.910).

FIGURE 2B. TRAFFIC COUNT DATA FROM SEIR APPENDIX, SHOWING PEAK HOUR FACTORS

AM PEAK HOUR	Lone Star Rd Westbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour A						
Peak Hour F						
10:00	9	0	2	0	11	550
10:15	8	0	6	0	14	581
10:30	13	1	3	0	17	586
10:45	9	0	1	0	10	633
Total Volume	39	1	12	0	52	2350
% App Total	75.0%	1.9%	23.1%	0.0%		
PHF	.750	.250	.500	.000	.765	.928

Also, note that on the far right the overall intersection average of ***all*** approaches for PHF was shown to be 0.928. In the SEIR only the 0.928 (or 0.93) was used for ***all*** approaches, even though this was not correct. The same method was used for all study intersections in the traffic study, only using the *overall intersection volume totals* to calculate a PHF, which is not the proper use of the PHF. In fact, there are significant differences in the calculated level of service. The following figure (Figure 2C), is the SEIR capacity calculation for SR 49 at Lone Star Road, using a 0.93 PHF generically overall, resulting in 4.9 seconds of average delay, and 195.6 seconds of delay for the WB approach . This differs significantly from the result when using the actual PHFs as contained in the Appendix of the SEIR.

FIGURE 2C. SEIR INTERSECTION LOS ANALYSIS CALCULATION, SR 49 AT LONE STAR ROAD.

HCM 6th TWSC — EXISTING SATURDAY
1: SR 49 & LONE STAR RD — 03/18/2019

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↱		↔	↱	↰	↑↑	↱	↰	↑↑	↱
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %		0			0			0			0	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	195.6	0.3	0
HCM LOS	D	F		

Peak Hour factors (PHF) used in SEIR were not what the count data indicated. The SEIR used 0.93 PHF for all turning moves, even though the data shows WBL=0.417, WBT=0.910, and WBR=0.625.

PRISM Engineering re-calculated these numbers to show the significant difference in results that takes place when the proper PHFs are used. Figure 2D shows the revised HCM 2010 calculation using the same traffic volumes, but corrected PHF.

FIGURE 2D. REVISED HCM 2010 LOS CALCULATION USING ACTUAL PHF BY TURN MOVE.

HCM 2010 TWSC
3: SR 49 & Lone Star Rd 05/14/2020

Intersection												
Int Delay, s/veh	12.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	25	-	-	50	400	-	325	200	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	25	91	75	25	50	61	94	71	42	91	63

Approach	EB	WB	NB	SB
HCM Control Delay, s	59	$ 353.6	0.5	0.1
HCM LOS	F	F		

The results now show that the EBL is actually at LOS F conditions, and not LOS D as shown in the SEIR. Also, the WBL is shown to have 6 minutes (354 secs) of average delay and not the 3 minutes (196 secs) shown in the SEIR. Also, the overall intersection average went from 5.1 seconds of average delay to 12.5 seconds, more than double, and worsening the overall LOS from LOS A to LOS B.

LOS is calculated with peak ***hour*** volumes. However, traffic counts are taken with 15 minute intervals, to catch the highest impact. The purpose of the PHF is to determine the impact of the busiest 15-minute period where traffic flows are significantly higher. This is the standard method of calculating LOS, to incorporate an accurate PHF to best represent real traffic peaking conditions, and not to mask the real situation in an hourly average divided by four, by using a higher or default value of PHF. The Hidden Falls SEIR appendix for traffic counts shows that the PHF ranges in counts varies from 0.25 to 0.99, where the calculated LOS is worse with a lower PHF. This could be the difference between LOS D and LOS F as was the case for the calculation in Figure 2D for the EBL movement. In the SEIR, only a single value of PHF was used, an overall intersection average. This is not the industry standard to calculate LOS this way when adequate data is present, but was a decision of the analyst, as the software program allows for a specific PHF for each turning movement (12 total PHFs at a four way intersection). The data in the appendix had the PHF details in the traffic counts, but the actual analysis using averages resulted in much better levels of service.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

PRISM Engineering conducted a video traffic count of the intersection of SR 49 at Lone Star Road, and these counts (both ground level and aerial views) can be viewed at the PRISM Engineering website URL as follows:

http://www.prism.engineering/placercountykors.html

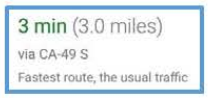
Scroll down to the video entitled: "Aerial View of Traffic Count at: S.R. 49 and Lone Star Road."

These videos show the traffic patterns, and also how difficult it is for vehicles on the side street Lone Star Road, to enter into the SR 49 flow of traffic, or to even cross the road.

FINDING #4: CRITICAL TRAFFIC ACCIDENTS WERE NOT INCLUDED IN REPORT

Four critical severe injury broadside and head-on traffic accidents at the SR 49 / Lone Star intersection were not included or discussed in the report, even though it is one of the study intersections. This omission is critical, because it misses the very serious nature of the danger that currently exists at the SR 49 highway at this location.

SR 49 has a five-lane cross section at the Lone Star Road intersection, and the speed limit on the highway is 65 mph at Lone Star Road (65 mph speed limit from 0.3 miles north of Dry Creek Road all the way to Combie Road). The *average* free-flow speed of motorists is around 60 mph (according to Google Maps which regular samples the speeds of vehicles). However, the actual speed limit here is 65 mph. Entering high speed traffic that has 65 mph freeway speeds, from a side street from a dead start, is difficult and dangerous during high peak time periods. Six lanes of traffic must be negotiated, two left turn pockets on SR 49, and four high speed lanes of traffic for the through lanes on SR 49. As stated previously, there have been four (4) *serious injury* accidents at this intersection in the last five recorded years (2013 to 2017)[2], three broadside collisions, and one head-on collision.



Caption: Google Map Time for SR49 near Lone Star Rd

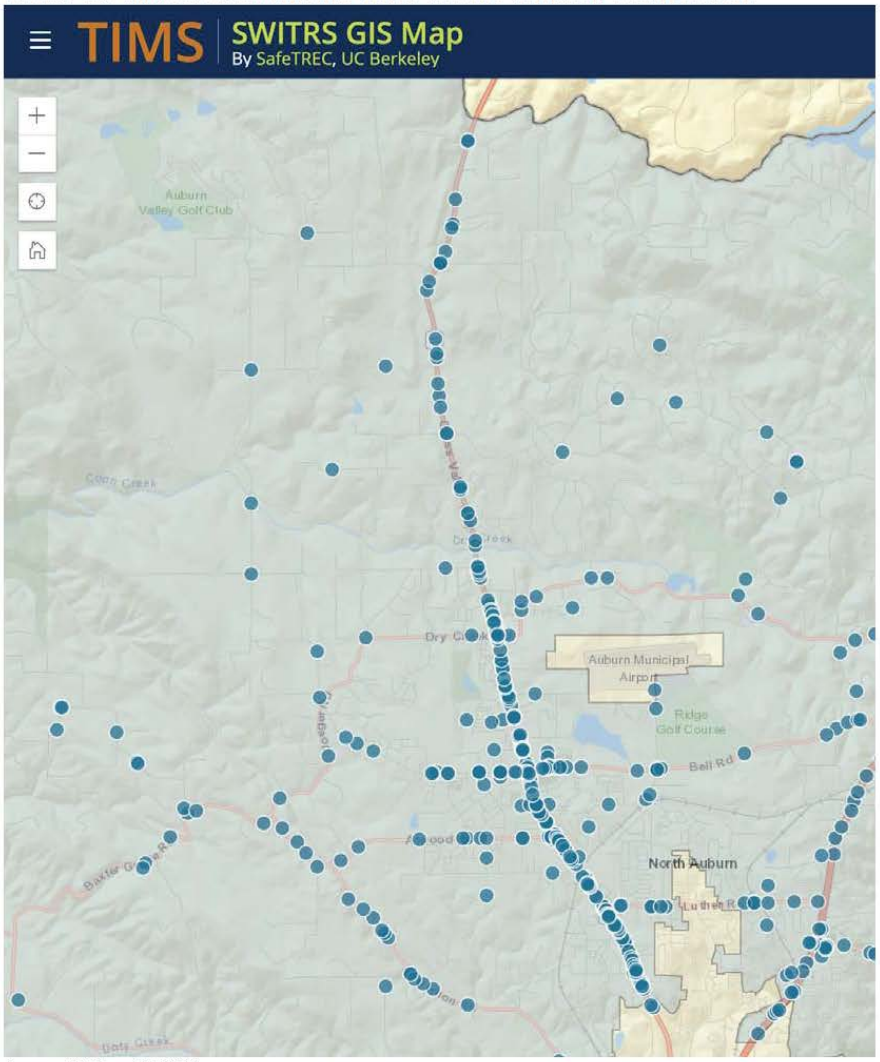
The high speed traffic mixed with low speed traffic crossing the path of high speed traffic has contributed to four broadside type accidents at this location. Figure 3A shows how many accidents are taking place in the vicinity of the study area, north of Auburn, CA, for the past 5 years. Figure 3B details the accidents which took place on SR 49 in Placer County, totaling 275 collisions (where 9 people were killed, and 386 people were injured).

Several mitigations for the SR 49 Lone Star Road intersection were suggested in the SEIR traffic study, such as a modern roundabout, or a traffic signal installation, however, the funding is not available, and no assignment of mitigation was made for the project. The language in the SEIR states that the traffic impacts from the Hidden Falls Regional Park expansion are significant but unavoidable at the SR 49 and Lone Star Road intersection. This is not to say that the traffic safety impacts are unavoidable, because they are avoidable if proper mitigation is recommended to improve safety, rather than the focus only given to LOS changes at the intersection. Given the fact that there is an average of one significant accident every year at this intersection alone, this indicates that the situation is not safe and requires further mitigation before additional traffic is allowed to further exacerbate the safety deficiency. The accident history for this intersection was not identified or discussed in the SEIR traffic study. Only the roadway segment of Lone Star Road was shown with one accident, but there was no discussion of the intersection accident history.

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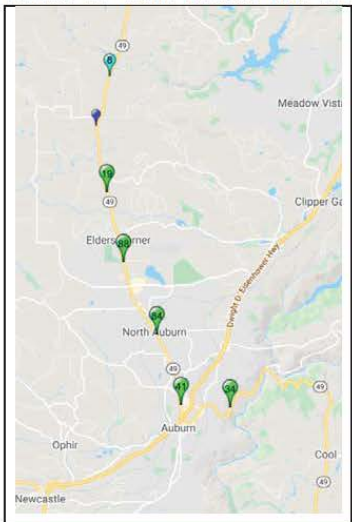
[2] https://tims.berkeley.edu TIMS SWITRS GIS Map By SafeTREC, UC Berkeley

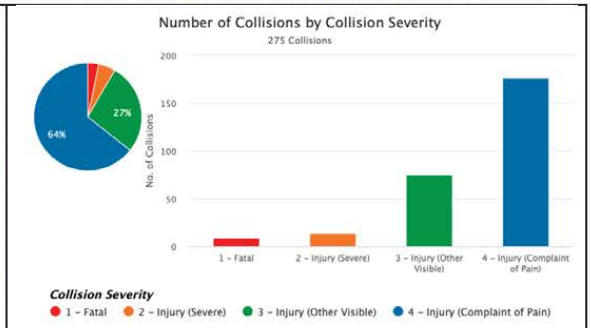
FIGURE 3A. TRAFFIC ACCIDENTS IN PLACER COUNTY UNINCORPORATED AREAS



Source: TIMS and SWITRS

FIGURE 3B. TRAFFIC ACCIDENTS ON SR 49 FROM 2013 TO 2017 (275 ACCIDENTS IN 5 YEARS)





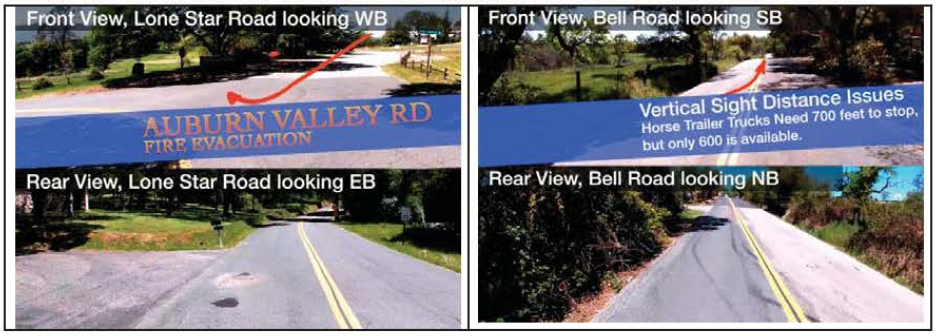
Collision Severity	Count	%
1 - Fatal	9	3.27%
2 - Injury (Severe)	14	5.09%
3 - Injury (Other Visible)	75	27.27%
4 - Injury (Complaint of Pain)	177	64.36%

Total Collisions	275	**Total Victims**	9 Killed & 386 Injured	**State Highway**	275 (100%)
Ped Collisions	16 (5.8%)	**Bike Collisions**	5 (1.8%)	**Motorcycle Collisions**	27 (9.8%)

FINDING #5: LOCAL ROADWAYS HAVE SIGNIFICANT CAPACITY CONSTRAINTS TO TRAFFIC FLOWS (I.E. EVACUATION), AS WELL AS SIGNIFICANT HORIZONTAL CURVE CHALLENGES, SIGHT DISTANCE ISSUES.

PRISM Engineering drove all roadways surrounding the Hidden Falls park including SR 49 between Lone Star and I-80, Bell Road, Joeger Road, Cramer Road, Lone Star Road, Atwood Road, Mount Vernon Road, Mears Drive, Mount Pleasant Road, Garden Bar Road, Big Hill Road, Country Club Lane, and Auburn Valley Road. In total, about 40 miles of roadway were driven and documented with video using a roof-mounted camera system, one camera for each direction, to film roadway width variations, the actual condition of pavement (or lack thereof), traffic control devices installed such as signs and signals, pavement markings, and documenting horizontal and vertical sight distance constraints and roadway alignment in general. Figure 4A shows some samples of the kind of information collected with the camera mounted drive through.

FIGURE 4A. VIDEO SURVEY. LOCAL ROADS SURROUNDING HIDDEN FALLS REGIONAL PARK



A video was prepared for Bell Road and Lone Star Road (14 minutes). It can be viewed in its entirety at the following website URL: http://www.prism.engineering/placercountykors.html and scroll down to the video entitled: "Wildfire Evacuation Drive Through Analysis: Detailed Video Inventory, Commentary." The video shows the various roadway constraints that exist (widths, curves, sight distance, alignment, etc.), as well as where fire evacuation merges will take place. An additional video was prepared to show the extreme constraints to traffic flows that take place at certain sharp turns, which pose unique challenges especially in situations where pickup trucks towing large horse trailers or other large vehicles come into conflict with opposing traffic on a sharp curve. Figure 4B shows some samples of how pickup truck with horse trailer roadway constraints turned out in our survey, and the entire video can be seen at the following website URL:

http://www.prism.engineering/placercountykors.html and scroll down to the video entitled: "Horse Trailer, Large Vehicles, and Narrow Road Alignment and Sight Distance Constraints."

FIGURE 4B. HORSE TRAILERS ON NARROW ROADS WITH SHARP CORNERS.



Lone Star Road at Lone Star Valley Road Sharp Corner Intersection.



Cramer Road at Hill Crest Sharp Corner west of Oak Knoll Lane.

This survey was conducted with very minimal traffic volumes, however, if there were a fire evacuation with stop and go traffic, the result could very likely be a traffic grid lock if a turn cannot be negotiated, and if traffic cannot back up to make room, etc.

FINDING #6: CUMULATIVE TRAFFIC TOTALS USED IN SEIR STUDY ARE OK.

The cumulative traffic growth assumptions used in the SEIR traffic study were reviewed in light of available Caltrans traffic count data. The growth rate used in the SEIR was 2% traffic increase each year, for 20 years (a 1.49 factor of growth overall). The growth rate calculated by PRISM Engineering using the Caltrans data in Table 6A below, was also 2% per year for SR 49 north of Bell Road (nearest to the Lone Star intersection with SR 49). Based on this alone, the assumptions in the SEIR for regional growth agree with long-term traffic growth trends. Figure 5A documents the Caltrans traffic counts on SR 49 in the vicinity of Bell Road and past Lone Star Road.

FIGURE 5A. CALTRANS TRAFFIC DATA FOR SR 49 IN PLACER COUNTY, YEARS 2007 AND 2017.

CA.GOV CALIFORNIA OPEN DATA PORTAL

Tabular data of AADT Volumes 2007

_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT
2350	3	49	PLA	5.21	LUTHER ROAD	5500	51000	48500
2351	3	49	PLA	5.86	ATWOOD ROAD	5900	53000	51000
2352	3	49	PLA	5.99	COTTAGE DRIVE	3950	42000	41000
2353	3	49	PLA	6.38	AUBURN, BELL ROAD	2750	30000	28500
2354	3	49	PLA	7.427	DRY CREEK ROAD	2650	29500	28500
2355	3	49	PLA	R8.973	LORENSEN RD	2650	30000	29000
2356	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0

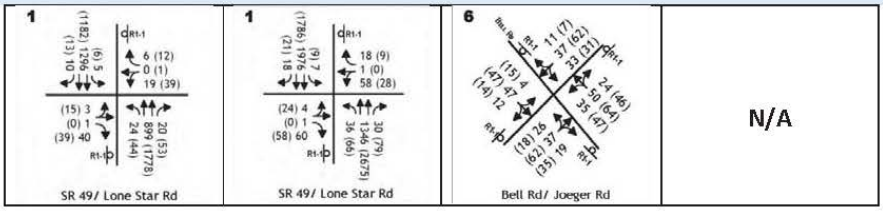
Tabular data of AADT Volumes 2017

_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT
2334	3	49	PLA	5.21	LUTHER ROAD	3550	44000	42000
2335	3	49	PLA	5.86	ATWOOD ROAD	3600	42500	40500
2336	3	49	PLA	5.99	COTTAGE DRIVE	3600	42500	40500
2337	3	49	PLA	6.38	AUBURN, BELL ROAD	2950	37000	34700
2338	3	49	PLA	7.427	DRY CREEK ROAD	2950	34000	32000
2339	3	49	PLA	R8.973	LORENSEN RD	2850	32000	30700
2340	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0
					Percent increase 10-year growth, north of Bell Road		*23%*	*22%*
					Yearly growth rate, north of Bell Road		*2%*	*2%*

The Caltrans traffic counts for SR 49 in Placer County just north of Bell Road shown in the above table indicate that the annual growth rate is approximately 2% per year. For a 20 year period this calculates to a growth factor of 1.49 overall. This matches the growth used in the SEIR traffic study as shown below in Figure 5B for intersection counts at the critical intersection of SR 49 at Lone Star Road, where the future cumulative volumes are consistently 1.49 times the existing volumes (see Table 5B below). The growth rate of traffic on SR 49 is a reliable indicator of regional growth rates in the area, and multiplying the existing traffic counts by 1.49 to represent the future is consistent with Caltrans' database of traffic count growth for the same facility.

FIGURE 5B. CUMULATIVE TRAFFIC GROWTH CHECK.

Existing Levels:	Cumulative Levels:	Existing Levels:	Cumulative Levels:



Source: Figure 10 and 11 from SEIR Traffic Study for Hidden Falls, and from Placer County Winery TIS

From the Caltrans data in Figure 5B above, obtained from the Caltrans Data Portal[3] a 10-year growth rate for traffic counts can be determined using traffic counts from the Year 2007 and 2017.

FINDING #7: CUMULATIVE IMPACTS FROM PROJECT NOT MITIGATED

From the SEIR traffic study summary of cumulative impacts, the resulting language was the same for the SR 49 intersections at Lone Star Road and Cramer Road: The Hidden Falls Regional Park expansion project would create a ***significant and unavoidable impact***. This conclusion that it was "unavoidable" was based on the fact that there are no current funding sources to install a roundabout or a traffic signal to mitigate the LOS F and LOS E unsatisfactory conditions, and that the project bears no direct responsibility for mitigation. If no funding source is available, and a signal is not installed, because of the very real potential safety hazard at this intersection (since delays are already at the 6 minute level for side street Lone Star approaches, and serious injury broadside accidents are happening nearly every year at this intersection), the approval of the project should be denied until such safety problems are mitigated sufficiently, rather than exacerbate an already unsafe condition.

The extreme delays for the existing condition are unacceptable and unsafe. Accidents are happening. The cumulative traffic volumes are being projected to be 1.49 times higher in 20 years (factored for growth), and will make the side street delay for Lone Star Road extremely excessive, causing drivers to take more chances and perhaps make very unsafe entries into SR 49 traffic, crossing multiple lanes of traffic in the process. It is estimated that traffic accidents will most likely double in frequency in the future if no mitigation is installed.

Tables 13 and 19 in the SEIR traffic study are included here in Figure 5C, so that an easy comparison of existing plus project and cumulative plus project conditions for the two critical intersections on SR 49 can be made. It can be seen that the change in LOS and delay from existing to cumulative is significant, going from 110.3 delay seconds overall, to nearly double that at 197.2. The eastbound approach delay tripled in the future from 120 to greater than 300 seconds delay. This unacceptable condition was not mitigated due to lack of funding. Building the Hidden Falls Park expansion should be conditioned upon installing two traffic signals to mitigate the LOS F

[3] https://data.ca.gov/dataset/annual-average-daily-traffic-volumes

traffic impacts of the Lone Star Road and Cramer Road intersections. In the case of a wildfire, local residents would NOT be able to exit Lone Star Road or Cramer Road with any efficiency if a signal is not installed that could provide some priority access in the case of a fire, or at least eliminate the 6 plus minute delays projected for these locations.

FIGURE 5C. EXISTING PROJECT IMPACTS COMPARED TO CUMULATIVE IMPACTS.

TABLE 13
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Existing		EX Plus Project		Existing		EX Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road									
	(overall)	EB/WB Stop	**(106.3)**	**(F)**	**(110.3)**	**(F)**	**(93.4)**	**(F)**	**(101.2)**	**(F)**
	Eastbound approach		103.5	F	120.2	F	26.0	D	31.2	D
	Westbound approach		>300	F	>300	F	195.6	F	298.8	F
	Northbound left turn		11.9	B	12.0	B	12.9	B	13.3	B
	Southbound left turn		16.5	C	16.6	C	10.2	B	10.3	B
2	SR 49 / Cramer Road									
	(overall)	EB Stop	(15.6)	(C)	(16.9)	(C)	(13.0)	(B)	(15.5)	(C)
	Eastbound approach		18.8	C	20.05	C	14.6	B	17.9	C
	Northbound left turn		11.3	B	11.5	B	11.8	B	12.3	B

TABLE 19
CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Cum Base		Cum Plus Project		Cumulative		Cum Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road									
	(overall)	EB/WB Stop	**(192.0)**	**(F)**	**(197.2)**	**(F)**	**(174.8)**	**(F)**	**(229.3)**	**(F)**
	Eastbound approach		>300	F	>300	F	>300	F	>300	F
	Westbound approach		>300	F	>300	F	>300	F	>300	F
	Northbound left turn		18.9	C	19.3	C	22.1	C	24.2	C
	Southbound left turn		33.6	D	33.8	D	13.1	B	13.2	B
2	SR 49 / Cramer Road									
	(overall)	EB Stop	(30.9)	(D)	**(36.6)**	**(E)**	(21.5)	(C)	(30.3)	(C)
	Eastbound approach		42.0	E	50.0	E	23.0	C	37.3	E
	Northbound left turn		17.3	C	17.7	C	20.9	C	22.9	C

Source: SEIR, Hidden Falls Regional Park TIS

FINDING # 8: HIDDEN FALLS PARK TRIP GENERATION RATE IS NON-STANDARD

This task reviewed the potential amount of traffic that is expected from the Hidden Falls Regional Park expansion project. The traffic study used trip generation rates developed specifically for the project, with no references to any national sources or averages. These trip rates were based on a daily total of traffic factored down to a peak hour number, and the inbound and outbound split were derived from a sampling in the field. This method was based on what is happening, in what appears to be only one survey, at the Mears entrance to the Hidden Falls Regional Park.

A lot of assumptions were made to develop this trip generation rate, and it appears that it was done based on how many permits were issued, a daily hose count, and a turn percentage at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but may be mostly related to the traffic patterns of the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow. It appears that the trip generation rate, made from a single sourced set of assumptions, needs to be further clarified and enhanced with more data, to bring it to industry standards since there are similar uses in the United States.

The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses. Their guidelines to develop a new or custom trip generation rate, which was done in the SEIR traffic study for Hidden Falls, is to take many different samples at different locations, and use averages. Building a trip generation rate based on assumptions is not the industry standard.

to determine how much of the project's traffic is assumed to be operating during the peak hours. The problem with that approach is that the project's traffic is not expected to be even significant during the typical peak hours of the surround street system, so the analysis is not entirely helpful to properly determine the worst case impacts, and what hundreds of additional vehicles means to a road system that cannot currently adequately handle outgoing evacuation traffic without delays in excess of one hour. During a fire situation, this is critical and potentially catastrophic to life if the fire happens to jump the road with cars stuck in a stop and go traffic jam. Figure 6A shows the trip generation for the project as shown in the SEIR.

FIGURE 6A. TRIP GENERATION ASSUMPTIONS FOR PROJECT

TABLE 9
HFRP EXPANSION SATURDAY TRIP GENERATION ESTIMATE

Location	Parking Spaces				Permits Available[1]	Trips per Permit				Trips			
						Daily	Saturday Peak			Daily	Saturday		
	Regular	Equestrian	ADA	Total			In	Out	Total		In	Out	Total
Proposed Project													
Twilight Ride	96	40	4	140	232	2.58[2]	33%	67%	0.27[3]	599	21	42	63
Harvego Curtola Ranch Rd	119	10	5	134	222					573	20	40	60
Mears	25	0	0	25	42					108	4	7	11
Private	57	0	3	60	100					258	9	18	27
Total	297	50	12	359	596					1,538	54	107	161
Trips caused by turn-away's without permit[4]										167	9	9	18
Project Total										1,705	63	116	179
Prior Approval not yet Constructed													
Garden Bar (Prior approval)	45	20	5	70	116	2.58	33%	67%	0.27	299	11	21	32
Trips caused by turn-away's without permit[4]										32	2	2	4
Previously approved total										331	13	23	36
Total of Proposed Project Plus Prior Approval not yet Constructed													
Total	342	70	17	429	712					1,837	65	128	193
Trips caused by turn-away's without permits[4]										199	11	11	22
Grand Total with turn-away's										**2,036**	**76**	**139**	**215**

[1] based on 187 Saturday permits offered at Mears for 113 parking space capacity = 1.66 permits per space.
[2] based on 348 daily trips at Mears on divided by 135 permits issued on June 16, 2018 = 2.58 trips per permit. The observed daily volume includes the effects of automobile – trailer combinations with multiple axels that would overstate actual vehicle trips, as well as the effect of staff travel, but no adjustment has been made in order to produce a conservative estimate.
[3] based on observed peak hour percentage of daily and directional split observed at Mears entrance.
[4] assume 1/3 the current turn-away rate observed at Mears due to increased knowledge of reservation system and improved cellular phone coverage. The current rate was 58 turn-away's out of 135 permits issued or 43%. One Third is 14%. Assume two daily trips per turn-away,

Figure 6A shows that the Saturday "peak" traffic (assumed to be 10am to 11am based on data in the SEIR appendix which states the Saturday peak hour is 10am-11am) is only expected to be a small fraction of the total parking lot capacity. For example, at the proposed Twilight Ride parking lot with 140 spaces, the peak hour assumption is that only 21 vehicles will arrive out of a possible of 140 spaces available. This is only 15%. Also, Table 9 shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other "park" uses in the ITE Trip Generation Manual which show more trips coming inbound in the morning peak hour, and more trips going outbound in the evening peak hour at City Parks, County Parks, and State Parks. They all have this pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is backwards based on numerous other trip generation rates for various kinds of parks.

FINDING #9: LOCAL STREETS UNDERPREPARED FOR EMERGENCY EVACUATION

PLACER COUNTY IDENTIFIES WILDFIRE AS THE HIGHEST RISK/HAZARD IN THE AREA[4]

Specific Roadway Capacity in an Emergency Evacuation. When many drivers converge onto a street at the same time, such as would take place when emergency evacuation phone call instructions are sent to all residents in an area during a wildfire emergency, the roadway conditions are no longer typical. Since wildfires are ranked as the highest priority of SIGNIFICANCE by Placer County, and since the possibility is also ranked as LIKELY, with the potential ranked as CATASTROPHIC, this roadway condition should be of the highest priority. Much more important than making sure an intersection operates at LOS A conditions during the typical peak hour. Since all intersections on the local roads are currently operating at LOS A conditions, this is not the best metric to be using to determine the need for safety in travel, especially in an emergency where evacuation is required and mandated. The roadways and intersections much be designed to be compatible with a proper Traffic Control designed to move the maximum volume of traffic, and with the minimum of delays caused by stop and go conditions.

When vehicles are forced to wait up to 15 seconds each at a stop sign controlled intersection, this severely limits the throughput of vehicles to about 240 vehicles per hour. This is even less when trucks with horse trailers are factored in, since deceleration and acceleration are less efficient. Bell Road from Auburn Valley Road to Joeger Road is approximately 4.1 miles. The speed limit is 35 mph from Lone Star Road to Hubbard Road, and then increases to 40 mph from Hubbard Road to Joeger Road. If a vehicle travels at 35-40 mph this trip would normally take about 7 minutes. This is assuming there are very few vehicles on the road and speeds are uninhibited. However, during an emergency evacuation the volume of traffic that hits the road increases dramatically, especially to Bell Road as the main alternative to SR 49. This total can be well over 400 vehicles (assuming only ONE vehicle per residence leaves) and even much higher with the expansion of the Hidden Falls park and installing a large parking lot at the Twilight location (100 more cars, and 40 more trucks with horse trailers for 140 more vehicles in the mix, say, 550 vehicles at a minimum).

How Long is this Line of Traffic? A long line of traffic consisting of 550 vehicles approaching Bell Road, with each regular vehicle occupying 30 to 40 feet of roadway space in stop and go conditions, and trucks with horse trailers taking up 60 to 70 feet each... it can be assumed that an average of 50 feet of roadway space per vehicle is used, and that such a line of traffic trying to get out would exceed 27,500 feet in length, or about 5.2 miles. Without the Twilight Ride parking lot vehicles (140), this would lower to about 400 vehicles, or 3.8 miles, which represents the existing condition and road length of Bell Road from Auburn Valley Road to Joeger Road. This length of traffic actually matches the observed descriptions from residents who live in Auburn Valley HOA and who said they traveled in stop and go conditions from Lone Star Road to Joeger Road and that it took 1.5 hours to make the 4

[4] https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF

mile trip. This is an unacceptable and dangerous condition that the County has not planned for, and if additional vehicles are added due to Hidden Falls Park expansions, and more especially adding the Twilight Parking Lot, the situation becomes significantly worse compromising safety for evacuations. Local residents are also having insurance companies cancel their insurance policies because of the high risk and the insurance company's lack of motivation to write the policies. The insurance companies are also aware of the previous evacuation situation that happened in 2009, and the County has not made any plan or mitigation of this situation.

In the 2009 wildfire, traffic on SR 49 was closed south of Lone Star Road and north of Bell Road, a 4 mile section. This closure caused traffic from homes to the west of SR 49 to have to use Bell Road to escape the fire. There are 140 residences in Auburn Valley HOA alone, and with Lone Star Road traffic feeding into Bell Road at the intersection with Auburn Valley Road, this has the potential to add 200 more vehicles even before Bell Road reaches Cramer Road, for a total of 340 vehicles at that point. When Cramer Road traffic is added in, the volume increases approximately 200 more totaling more than 500 vehicles trying to enter the Joeger Road intersection going south form Bell Road. Joeger Road was also closed to SR 49, so all residences in the area feeding into Joeger Road were forced to go to Bell Road to continue south towards I-80 for evacuation. The Joeger Road corridor has several hundred more homes and parcels that feed into it as seen in Figure 6A. This parcel map information was obtained from Placer County's online parcel map system[5].

PRISM Engineering built a computerized microsimulation traffic model (using SimTraffic) to simulate the all-way stop control at the Bell Road and Joeger Road intersection for the scenario of wildfire evacuation. According to the Traffic Engineering science, only 240 cars and trucks per hour on southbound Bell road can actually pass through the intersection with Joeger Road. The same is true for all other Joeger Road approaches as well, because of the stop and go delays. These are shown in the microsimulation animated model of traffic flows in a video created by PRISM Engineering (see Figure 6B for sample output from this model). A video showing the results of this model can be watched at:

http://www.prism.engineering/placercountykors.html

and scroll down to "*SIMTRAFFIC MODEL: Bell Road at Joeger Road During Wildfire Evacuation.*"

This model had results that validate the anecdotal statements from local residents who actually experienced the 3 mph stop and go conditions on Bell Road from Auburn Valley Road down to Joeger Road during the wildfire evacuation. After the Joeger Road intersection chokepoint where three approaches converged to southbound Bell Road, the vehicle stop and go situation diminished, and the roadway speeds normalized to the regular speed limit as Bell Road approached SR 49, because the capacity of Bell Road is much higher south of Joeger Road near SR 49.

FIGURE 6A. PLACER COUNTY PARCEL MAP, BETWEEN LONE STAR RD & JOEGER RD

[5] http://maps.placer.ca.gov/Html5viewer/Index.html?configBase=http://arcgis/Geocortex/Essentials/REST/sites/LIS_Public/viewers/LIS_Base-Public/virtualdirectory/Resources/Config/Default



Upper Half of Parcel Map showing Auburn Valley Rd

SOLUTIONS?

In order to address this stop and go critical situation for evacuation conditions on Bell Road between Auburn Valley / Lone Star Road on the north and Joeger Road on the south, the intersection needs to be redesigned.

Roundabout? A roundabout is a bad idea, because it would favor Joeger Road WB traffic only, and cause Bell Road SB and Joeger Road EB to be delayed indefinitely.

Traffic Signal? The volume of traffic at this intersection does not meet the standard warrants of minimum volumes to install a signal. The cost of a traffic signal is also very high. It would only offer better throughput, but would not add any additional lane capacity, which is needed the most.

FIGURE 6B. SIMTRAFFIC MICROSIMULATION MODEL, WILDFIRE EVACUATION AT BELL RD & JOEGER RD. 4 CARS / MIN THROUGHPUT, ONLY 240 VEHICLES PER HOUR, BUT DEMAND IS 400+

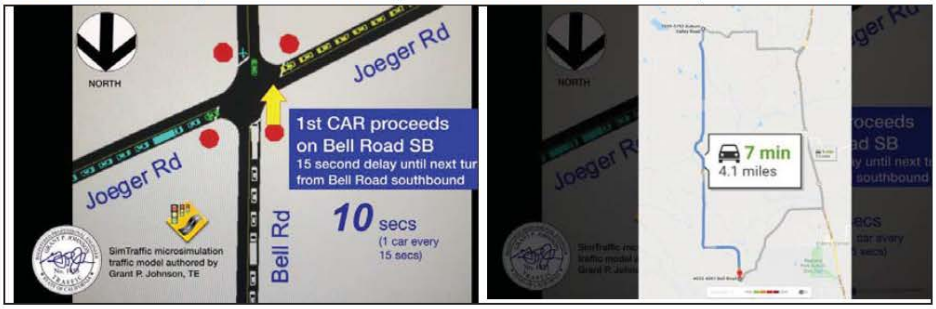
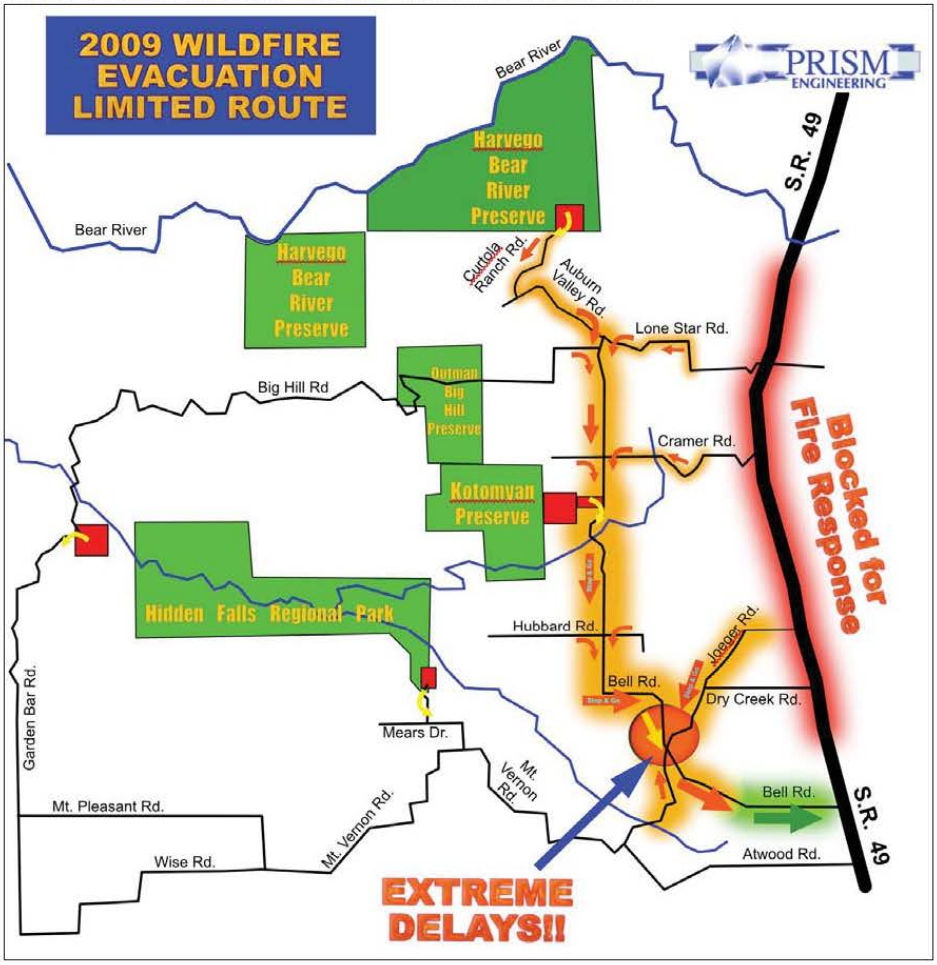


FIGURE 6C. EMERGENCY TRAFFIC CONTROL CONCEPTS



The microsimulation results using SimTraffic software indicate that only 240 cars per hour can get through the Joeger Road intersection during a wildfire evacuation scenario. This was also verified independently from anecdotal observations of 3 mph stop and go conditions back in 2008 during the wildfire that closed SR 49 during the fire. If only 240 cars per hour can get out, then mitigations and alternative solutions are needed to prevent this delay. The last thing to do to this road is add two new parking lots for the park expansion that would hold nearly 300 vehicles, to add to the 400 demand that is already there. This would make the total volume 700 vehicles trying to get out in case of fire, and this would be nearly a doubling of traffic volume that was already a serious danger and problem. Figure 6D has been prepared to show what the specific evacuation constraints are for Bell Road at Joeger Road during a wildfire evacuation and where SR 49 is closed.

FIGURE 6D. 2009 WILDFIRE EVACUATION FLOWS AND CONSTRAINTS



Prepared by PRISM Engineering

FINDING #10: THERE IS A VIABLE ALTERNATIVE ACCESS TO THE HIDDEN FALLS REGIONAL PARK EXPANSION, TO AVOID IMPACTING BELL ROAD EVACUATION

The County did not seek for project-related solutions to the safety and emergency evacuation problem that now exists in the County, a condition that has been identified by the County as the most significant and potentially catastrophic emergency situation in the County. Solutions to lessening these fire evacuation impacts are imperative, and since viable alternatives to the proposed parking locations are possible, these should be planned and further explored. A parking lot that creates dangerous impacts to wildfire evacuation procedures should be eliminated if possible.

It is possible to adjust the plan for the Hidden Falls Regional Park expansion to avoid impacting Bell Road unnecessarily. It is possible to have an alternative access road from SR 49 north of Lone Star Road at Overhill Drive. Figure 6E shows a potential alignment for this route connecting SR 49 to the Harvego Bear River Preserve lands, where additional parking can be installed, and this takes much of the impact way from Bell Road, which is already over-capacity for emergency evacuation, serving literally several hundreds of homes.

FIGURE 6E. ALTERNATIVE ACCESS TO HIDDEN FALLS REGIONAL PARK EXPANSION



Parcel Maps and Dedicated Alignments are Possible

There is already an offer of dedication for these parcels to make the new access road possible.

The development of a more direct access road, as well as higher levels of parking to the north in the Harvego Bear River Preserve lands, would help to minimize the impacts to the local road system on Bell Road and Mt. Vernon Road, as well as Dog Bar Road. It would take the impact of the project directly to SR 49, and a signal would most likely be warranted, mitigating the traffic impact with a single location for future parking spaces.

The concept plans to expand parking at the locations as shown in the SEIR would be a significant and severe impact to traffic and local resident safety under an emergency wildfire evacuation order, especially to Bell Road.

The capacity of the local roads is already severely and dangerously limited for these scenarios, and has failed previously. The problem is already known and identified as potentially catastrophic in the Placer County risk management plans. Significantly increasing the number of vehicles to the local roads, in light of an evacuation scenario is not acceptable. There are other issues as well having to do with horizontal and vertical sight distance constraints, as well as narrow roads that restrict two-way traffic. The sub-standard road widths in the area are numerous.

FINDING #11: CURTOLA RANCH ROAD PARKING SPACES WILL SIGNIFICANTLY ADD TO THE WILDFIRE EVACUATION PROBLEM, AND IS A CEQA SAFETY IMPACT TO THE ENVIRONMENT.

One of the proposed parking lots for the Hidden Falls expansion is located at the end of Curtola Ranch Road and across an earthen dam (not engineered for traffic, especially heavy traffic). The earthen dam has only one lane and is shown in the figure to the left. The dam is on the left edge of the large pond, connecting with Curtola Ranch Road on the south side of the pond. If the engineering challenges were the only problem, this wouldn't be so bad, but the very location of this proposed parking lot places any emergency evacuation pathway directly merging with Bell Road.



The proposed parking lot at this location on the north side of the earthen dam is for 119 regular spaces, 5 ADA, and 10 equestrian spaces.

The location of this parking lot should be eliminated as an alternative, as if will create a dangerous impact to wildfire evacuation, which requires exiting to Bell Road only, which was severely over-capacity in the last wildfire, with over 1.5 hour delays. By adding the proposed Twilight Ride and Curtola Ranch parking lot vehicles into the mix of an already failing condition, the impacts are potentially catastrophic to life itself, as the 1.5 hour unacceptable previous evacuation delays would most likely increase to 3 hours, and many motorists would not make it out in time with a fast spreading fire.

FINDING #12: TWILIGHT RIDE PROPOSED LEFT TURN POCKET IS DEFICIENT.

The SEIR traffic study recommends that a left turn lane will be required at the Twilight Ride site. The study further states that 75% of the Twilight Ride parking supply could be created before a left turn lane was needed. This may or may not be true, but based on Finding #8 on Trip Generation Issues, it is likely that the turn pocket would be needed much sooner since the assumptions for "need" were based on an assumed level of traffic going in and out of the parking lot area (which in our view are likely way underestimated, See Finding #8 for more detail).

The SEIR study further states that "the Highway Design Manual states that the entry bay taper should be long enough to accommodate storage for a two-minute accumulation of turning cars, or a minimum of two vehicles. A full 40 mph design would have a bay taper and lane that totaled 365 feet. In addition to the lane itself, a transition area is needed at each end to create the lane. Depending on whether the lane is created by widening on one or both sides of centerline, these transitions are 320 or 160 feet long for 40 mph design."

Conclusion: a 365 left turn pocket plus a 320 foot long road-widening taper would be needed most likely on the east side for northbound traffic, for a total distance of about 700 feet back of the Twilight Ride parking lot entrance. Our field survey of the location, as well as our video recorded drive through shows that there are significant horizontal and vertical sight distance constraints for northbound Bell Road traffic starting at 700 feet south of the proposed parking lot driveway. It is our view that based on the trip generation probability that the left turn pocket would be needed on opening day. The horizontal and vertical sight distance constraints for northbound Bell Road traffic related to the proposed left turn pocket are as follows:
The roadway at this point is at the end of a horizontal curve to the right, then 350 feet later, the roadway meets a crest and the road ahead cannot be seen from before this point, so there is only 350 feet of stopping sight distance (for cars coming out of parking lot). The crest on Bell Road at that midpoint of the left turn pocket and taper is also on a horizontal curve to the left, so that a driver can not completely see ahead because of trees and bush obstructions to sight on the left or west side of the road before the driveway location. These obstructions do not disappear until a vehicle is only 250 away from the driveway. Previous Finding #2 stated that *A truck with trailer going 40 mph* on a flat road needs 500 feet. This would mean that there is not sufficient stopping sight distance available at this location, and it is a poor location to install a parking lot given the vertical and horizontal sight distance constraints (not within AASHTO Green Book standards or Caltrans Highway Design Manual standards for stopping sight distance), or even within roadway grade constraints which were not even added in here. If grade is also considered for the minimum 6% grade that exists in the southbound direction of Bell Road approaching this proposed driveway, once again stopping sight distance becomes an issue for trucks with trailers.

ABOUT THE AUTHOR

Grant P. Johnson is a private consulting civil engineer, specializing in traffic engineering, who prepares technical traffic engineering reports as well as practices as an Expert Witness for Traffic Engineering. He received a Bachelor of Science degree in Civil Engineering from California State University, Sacramento in May 1984. Since December 1987, he has been a Registered Traffic Engineer in California. Since 2000, he has been the sole proprietor of PRISM Engineering. His experience specifically relates to the following areas: traffic engineering; traffic safety; traffic operations; transportation planning; signal design and operations; intersection layout and design; signing and striping plans; microsimulation traffic modeling; and, authoring transportation studies. Each of these disciplines are specifically qualified by the traffic engineering licensure.

He is very familiar with traffic and transportation engineering principles and methods, specifically including, the FHWA Manual on Uniform Traffic Control Devices ("MUTCD"), the American Association of State Highway and Transportation Officials ("AASHTO") Green Book, Complete Streets, Caltrans Design Manual, and other FHWA documents. In addition, he is very familiar with various professional software programs being used in the traffic engineering and transportation planning profession, including, Synchro, SimTraffic, AutoCAD, TransCAD, and Highway Capacity Manual ("HCM"), many of which were used in this traffic study review.

He is also very familiar with official Traffic Collision Reports, and the Statewide Integrated Traffic Records System ("SWITRS") accident reports.

http://www.prism.engineering/experience.html

APPENDIX

Key output calculation sheets and data summaries from SEIR Traffic Study.

HCM 6th TWSC
1: SR 49 & LONE STAR RD

EXISTING SATURDAY
03/18/2019

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱	↰	↑↑	↱	↰	↑↑	↱
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	3	1	43	42	1	13	26	967	22	5	1394	11

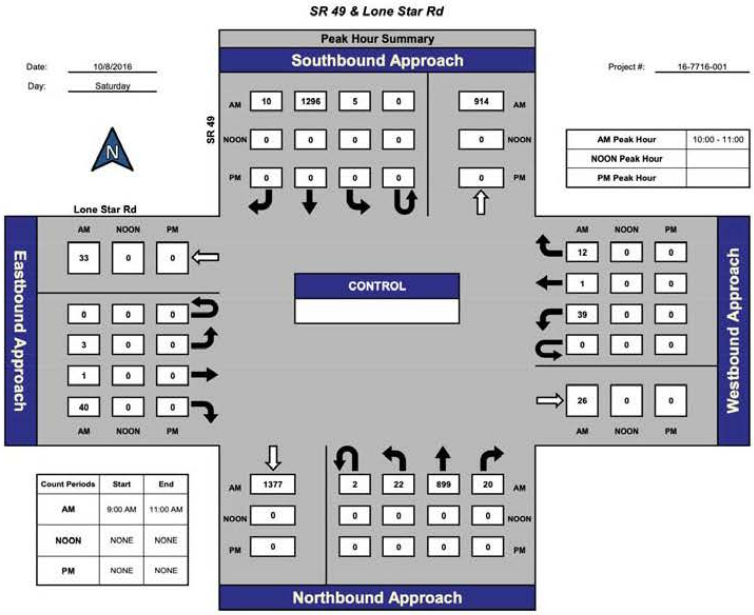
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1940	2445	697	1727	2434	484	1405	0	0	989	0	0
Stage 1	1404	1404	-	1019	1019	-	-	-	-	-	-	-
Stage 2	536	1041	-	708	1415	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	31	383	57	31	529	482	-	-	695	-	-
Stage 1	147	204	-	254	313	-	-	-	-	-	-	-
Stage 2	496	305	-	392	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	29	383	47	29	529	482	-	-	695	-	-
Mov Cap-2 Maneuver	35	29	-	47	29	-	-	-	-	-	-	-
Stage 1	139	203	-	240	296	-	-	-	-	-	-	-
Stage 2	456	289	-	344	201	-	-	-	-	-	-	-

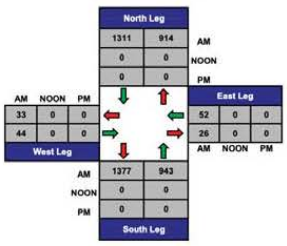
Approach	EB	WB	NB	SB
HCM Control Delay, s	26	195.6	0.3	0
HCM LOS	D	F		

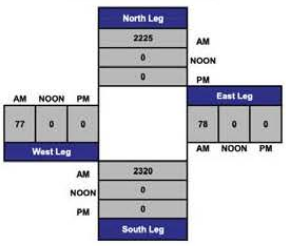
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	33	383	46	529	695	-	-
HCM Lane V/C Ratio	0.054	-	-	0.13	0.112	0.935	0.024	0.008	-	-
HCM Control Delay (s)	12.9	-	-	129.8	15.6	250.7	12	10.2	-	-
HCM Lane LOS	B	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.4	3.8	0.1	0	-	-

HFRP
KD ANDERSON & ASSO

Synchro 8 Report
Page 1


SR 49 & Lone Star Rd
Peak Hour Summary
Southbound Approach
Date: 10/8/2016
Day: Saturday
Project #: 16-7716-001
SR 49
AM Peak Hour 10:00 - 11:00
NOON Peak Hour
PM Peak Hour
Lone Star Rd
Eastbound Approach
Westbound Approach
CONTROL
Count Periods Start End
AM 9:00 AM 11:00 AM
NOON NONE NONE
PM NONE NONE
Northbound Approach


Total Ins & Outs
North Leg
East Leg
West Leg
South Leg


Total Volume Per Leg
North Leg
East Leg
West Leg
South Leg

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

ALL TRAFFIC DATA

0090-09

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

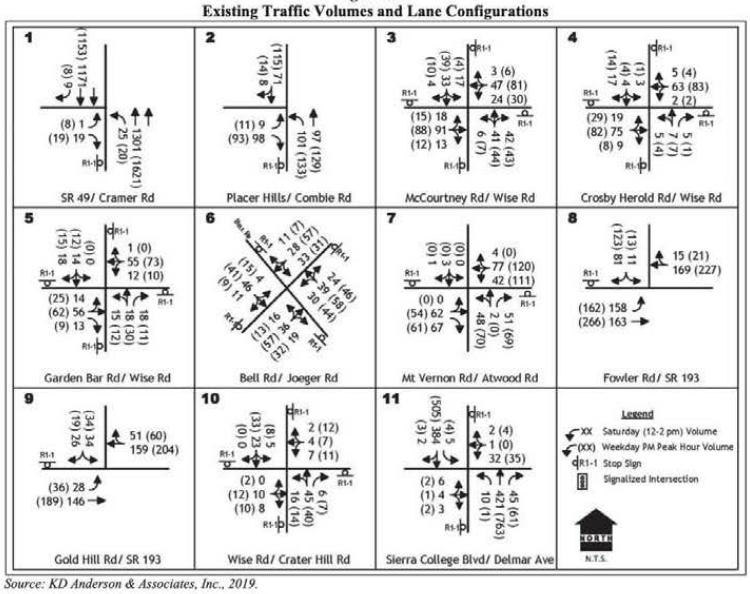
Unshifted Count = All Vehicles & Uturns

	SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	6	0	3	0	9	6	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	6	0	6	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	6	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586	0
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2
Grand Total	13	2319	14	0	2346	75	3	19	0	97	42	1570	36	2	1650	10	2	72	0	84	4177	2
Apprch %	0.6%	98.8%	0.6%	0.0%		77.3%	3.1%	19.6%	0.0%		2.5%	95.2%	2.2%	0.1%		11.9%	2.4%	85.7%	0.0%			
Total %	0.3%	55.5%	0.3%	0.0%	56.2%	1.8%	0.1%	0.5%	0.0%	2.3%	1.0%	37.6%	0.9%	0.0%	39.5%	0.2%	0.0%	1.7%	0.0%	2.0%	100.0%	

AM PEAK HOUR	SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total
Peak Hour Analysis From 10:00 to 11:00																					
Peak Hour For Entire Intersection Begins at 10:00																					
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350
% App Total	0.4%	98.9%	0.8%	0.0%		75.0%	1.9%	23.1%	0.0%		2.3%	95.3%	2.1%	0.2%		6.8%	2.3%	90.9%	0.0%		
PHF	.417	.910	.625	.000	.910	.750	.250	.500	.000	.765	.611	.940	.714	.500	.932	.375	.250	.909	.000	.917	.928

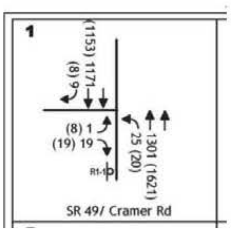
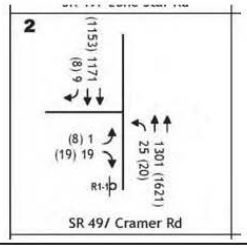
Traffic Counts from Winery TIS for Saturday and Weekday:

Figure 10-3
Existing Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

WINERY Traffic Study	Hidden Falls SEIR
	

Note how these volumes are exactly the same for Cramer Rd/ SR 49. However, weekday numbers in the Winery TIS said it was for Thursday, and the HF SEIR said it was for a Friday.

RESPONSE TO COMMENT LETTER I428: JANET TARANTIO

Response to Comment I428-1

The commenter believes the Draft SEIR is deficient regarding traffic and road conditions and submitted a traffic report prepared by Prism Engineering. The following responses are provided for the *Review of the SEIR Traffic Engineering Study Relating to the Hidden Falls Regional Park Expansion Project* prepared by Prism Engineering.

1. Page 3, paragraph 2, 3rd bullet: Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

2. Page 3, paragraph 3: Please see Master Response 3 – Traffic, Circulation, and Parking.

3. Page 3, paragraph 4: Please see Master Response 3 – Traffic, Circulation, and Parking.

4. Page 4, paragraph 1: Please see Master Response 3 – Traffic, Circulation, and Parking.

5. Page 4, paragraph 2: In response to Finding #1, please see Master Response 2 – Wildfire, Safety, and Emergency Response.

6. Page 4, paragraph 3: The transportation impact analysis correctly applies the analysis methods and significance criteria adopted and employed by Placer County and required under CEQA. An EIR is not inadequate simply because experts in a particular environmental subject matter dispute the conclusions reached by the experts whose studies were used in drafting the EIR, even where different conclusions can reasonably be drawn from a single pool of information. (CEQA Guidelines Section 15151, Guide to the California Environmental Quality Act [CEQA] [Remy et al. 2007:499–500]; Greenebaum v. City of Los Angeles [1984] 153 Cal. App. 3d 391, 413.) Perfection is not required, but the EIR must be adequate, complete, and a good faith effort at full disclosure (CEQA Guidelines Section 15151). The Draft SEIR for the proposed Expansion Project provides an adequate, complete, and good faith effort at full disclosure of the physical environmental impacts and the conclusions are based upon substantial evidence in light of the whole record. No further response is required.

7. Page 4, paragraph 4: Please see Master Response 3 – Traffic, Circulation, and Parking.

8. Page 4, paragraph 5: Please see Master Response 3 – Traffic, Circulation, and Parking.

9. Page 5, paragraph 2: Please see Master Response 3 – Traffic, Circulation, and Parking.

10. Page 5, paragraph 3, lines 1-2: The Bell Road / Joeger Road intersection was not identified in responses to the NOP and the intersection was not included within the traffic analysis study area. However, information regarding the weekday p.m. and Saturday peak hour operation of this intersection is included in the certified Winery and Farm Zoning Text Amendment Project (WFBZTAP) EIR (Placer County 2020b). Table 10-5 indicates that this intersection regularly operates at LOS A under both weekday p.m. peak hour and Saturday peak hour conditions. The cumulative analysis included in the WFBZTAP EIR included the proposed HFRP Trails Expansion Project, and Table 12-16 indicates that the intersection is projected to operate at LOS B under weekday p.m. Because the intersection operates at LOS B or better under both existing and cumulative plus project conditions that include the HFRP Trails Expansion Project, it can be inferred that the impacts of

the HFRP Trails Expansion Project alone would be LOS B or better. The project's impact to the regular operation of this intersection would not be significant.

11. Page 5, paragraph 4 to 6, paragraph 1-2: Please see Master Response 3 – Traffic, Circulation, and Parking.

12. Page 6, paragraph 3: Please see Master Response 3 – Traffic, Circulation, and Parking.

13. Page 7, paragraph 2: Please see Master Response 3 – Traffic, Circulation, and Parking.

14. Page 8, paragraph 2: Please see Master Response 3 – Traffic, Circulation, and Parking.

15. Page 9, paragraphs 1 thru 11, paragraph 4: Please see Master Response 3 – Traffic, Circulation, and Parking.

16. Page 12, paragraph 1: Comment acknowledged. The side street delays implied from the video are consistent with the LOS identified in Table 8-13.

17. Page 13, paragraphs 1-3: Please see Master Response 3 – Traffic, Circulation, and Parking..

18. Page 13, paragraph 4: The Draft SEIR concludes that the cumulative impacts to the SR 49 / Lone Star Road intersection is significant and unavoidable because Placer County cannot ensure construction of improvements to the State highway. Refer to Master Response T-G, Caltrans SR 49 Improvement Project Description and Status for more information.

19. Page 16: In response to Finding #5, please see Master Response 2 – Wildfire, Safety, and Emergency Response.

20. Page 18, paragraph 1 to 19, paragraph 1: The comment expresses support for the methods employed to estimate future cumulative background traffic volumes. No additional response is needed.

21. Page 19, paragraphs 2 to 20, paragraph 1: Please refer to the Response to Comment 16.

22. Page 21, paragraphs 1 to 22, paragraph 2. Please see Master Response 3 – Traffic, Circulation, and Parking.

23. Page 23: In response to Finding #9, please see Master Response 2 – Wildfire, Safety, and Emergency Response.

24. Page 28, paragraphs 2-3: The comment suggests that an alternative route could be created from SR 49 to the Harvego Bear River Preserve area via routes that the comment states already have offers of dedication in some locations. The route would take off from SR 49 at the existing unsignalized Overhill Drive intersection roughly 1 mile north of Lone Star Road. The route would follow Overhill Drive an 18-foot-wide, private gated roadway for roughly 24,00 feet to its current terminus. From that point right of way would need to be acquired for a new road that would appear to extend for ¼ mile to Sisson Lane, although the comment suggests the distance is 675 feet. The route then follows Sisson Lane to the eastern boundary of the Harvego Bear Ranch Reserve.

    From the standpoint of transportation, this alternative route would cause new impacts and has unresolved requirements for implementation. HFRP's use of this route would greatly increase traffic at the SR 49 /

Overhill Drive intersection, potentially causing impacts that are similar to those identified for the SR 49 / Lone Star Road intersection that have not been considered. This intersection is beyond the limits of Caltrans pending SR 49 improvements project. The extent to which full access at this intersection would be accommodated in future planning for the balance of the area of SR 49 north of Lone Star Road beyond the Safety Barrier project limits is unknown and the feasibility of a traffic signal, as suggested in the comment, is unknown. Furthermore, this alternative route would require construction of a new roadway with associated physical and environmental impacts and would require acquisition of right of way not currently controlled by Placer County.

25. Page 28: In response to Finding #10, please see Master Response 2 – Wildfire, Safety, and Emergency Response.

26. Page 29: In response to Finding #11, please see Master Response 2 – Wildfire, Safety, and Emergency Response.

27. Page 30, paragraph 1-3: Please see Master Response 3 – Traffic, Circulation, and Parking.

2.7.429 LETTER I429

Letter I429

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 12:08 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Derek Teel
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Expansion
Comments	I hope an expansion to hidden falls happens! Such a great area for riders to get on safe trails for our growing sport of mountain biking!
Attach a document	*Field not completed.*

I429-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I429: DEREK TEEL

Response to Comment I429-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.430 LETTER I430

Letter 430

Shirlee Herrington

From: ROBERT THORLEY <r_thorley@hotmail.com>
Sent: Tuesday, May 12, 2020 11:15 AM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] robert thorley/in favor of Hidden Falls RP expansion

I430-1 please ignore neighbors of the Park opposed to its expansion. they live there by virtue of our failure to prevent mansion-building. they wish to clear COUNTY roads of all but their excessive commuting. don't listen to their specious arguments of fire danger, environmental damage, of their hobby-farms. don't let them monopolize their privileged positions at our expense.

1

RESPONSE TO COMMENT LETTER I430: ROBERT THORLEY

Response to Comment I430-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.431 LETTER I431

Letter I431

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 2:23 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Michael Tronnes
Email Address (Optional)	Mtron21@msn.com
Agenda Item (Optional)	Hidden Falls park expansion
Comments	I wish to log my support for the expansion of the Hidden Falls park. Specifically I am excited about additional parking and alternate access points to reduce crowding on the roads and trails under the current set up. Thank you for your consideration 1
Attach a document	*Field not completed.*

I431-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I431: MICHAEL TRONNES

Response to Comment I431-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.432 LETTER I432

Letter I432

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 6:25 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Ben Troxell
Email Address (Optional)	ben@troxells.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project. As an Auburn resident, I find outdoor activities invaluable for both my mental and physical health. But the current park has limited access due to the small entrance. Additional trailheads would allow more people to enjoy the park BY dispersing the crowd and increasing parking. Ben Troxell Auburn
Attach a document	*Field not completed.*

I432-1

Email not displaying correctly? View it in your browser.

46

RESPONSE TO COMMENT LETTER I432: BEN TROXELL

Response to Comment I432-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.433 LETTER I433

Letter I433

Shirlee Herrington

Subject: FW: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Saturday, May 9, 2020 12:44 PM
To: Andrea Dashiell <ADashiel@placer.ca.gov>; Kara Conklin <KConklin@placer.ca.gov>; George Rosasco <GRosasco@placer.ca.gov>
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

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First and Last Name	Lucy Trumbull
Email Address (Optional)	lucy.trumbull@aecom.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project - this is a lovely area, but current limited parking means it's very hard to access. Adding trailheads and extra parking - not to mention more trails will help make this more accessible to all. Lucy Trumbull Garden Valley, CA
Attach a document	*Field not completed.*

I433-1

Email not displaying correctly? View it in your browser.

1

RESPONSE TO COMMENT LETTER I433: LUCY TRUMBULL

Response to Comment I433-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.434 LETTER I434

Letter I434

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 9:42 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Baldur Tryggvason
Email Address (Optional)	BaldurTryggvason@gmail.com
Agenda Item (Optional)	Hidden Falls Trails Expansion Project
Comments	As an avid user of the Hidden Falls Trails I urge you to approve the new expansion project. This park system serves as a important venue for people and families to experience the Sierra Foothills and to enjoy the outdoors. Thank you , Baldur
Attach a document	*Field not completed.*

I434-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I434: BALDUR TRYGGVASON

Response to Comment I434-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.435 LETTER I435

Letter I435

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 8:59 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

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First and Last Name	Sarah Tyson
Email Address (Optional)	Sartyson@yahoo.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I wholeheartedly support the expaniins project and allow greater access to the trails in the ayatem—very important for outdoor ise in these days.
Attach a document	*Field not completed.*

I435-1

Email not displaying correctly? View it in your browser.

199

RESPONSE TO COMMENT LETTER I435: SARAH TYSON

Response to Comment I435-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.436 LETTER I436

Letter I436

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 6:15 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Ryan Underwood
Email Address (Optional)	ryansredbullhats@gmail.com
Agenda Item (Optional)	Trail Expansion
Comments	Hello, I am writing to support the trail expansion project. It would bring only good things to the surrounding areas. People who ride are generally environmentally friendly, support the local businesses, and spread the good word to others about the great place this would be.
Attach a document	*Field not completed.*

I436-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I436: RYAN UNDERWOOD

Response to Comment I436-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.437 LETTER I437

Letter I437

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 10:19 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Matthew Underwood
Email Address (Optional)	matthewunderwood26@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion
Comments	I support this project. Expansion will allow for better access and dispersed crowds. Win win! I enjoy taking my family here.
Attach a document	*Field not completed.*

I437-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I437: MATTHEW UNDERWOOD

Response to Comment I437-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.438 LETTER I438

Shirlee Herrington

From: Robert Upton <robertupton10565@gmail.com>
Sent: Sunday, March 15, 2020 12:54 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls expansion

I438-1 I have lived at 10565 Sierra Estates Drive, Auburn CA 95602 INCE 1999. Access to my property is off of Lonestar Road. I have towed a 3 horse trailer behind my pickup along Lonestar for all of those years. Lonestar Road is extremely narrow and sightlines are blocked by hillsides and trees. The road cannot safely accommodate the traffic that the planned access off of Bell Road to Hidden Falls Regional Park would generate. This would make travel unsafe for residents. It should also be noted that attempting to merge onto Hwy 49 from either Lonestar or Cramer is dangerous even in a powerful car. Attempting to do so while towing a trailer is asking for many tragic accidents.
I strongly urge that the planned new access to Hidden Falls off of Bell Road be canceled.

Robert D. Upton

RESPONSE TO COMMENT LETTER I438: ROBERT UPTON

Response to Comment I438-1

The commenter is concerned about traffic and safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Please also see the Draft SEIR Section 8.4 “Impacts” in Chapter 8.0 “Transportation and Circulation” for an analysis of transportation and circulation impacts.

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

2.7.439 LETTER I439

Letter I439

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 8:38 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Kenneth Valdez
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls trail expansion project
Comments	I fully & whole heartily support Hidden Falls trail expansion project !!!
Attach a document	*Field not completed.*

I439-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I439: KENNETH VALDEZ

Response to Comment I439-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.440 LETTER I440

Letter I440

Trail-Building: Habitat Destruction by a Different Name

Michael J. Vandeman, Ph.D.

September 2, 2017

"Impacts on and along trails result from the trampling of hikers and pack stock and the effects of trail construction and maintenance. ... These impacts include the loss of vegetation and shifts in plant-species composition, exposure of bare mineral soil, soil compaction, and changes in microhabitats, including changes in draining and erosion. Where trail construction is carefully planned, most of these changes are of little concern; although pronounced. Most changes are localized and deliberate." Dawson and Hendee, 2009, pp. 423-4

"The study revealed that almost 80% of extinction research in the country focused on cute marsupials such as kangaroos and koalas, whereas not-so-adorable critters such as bats and rodents held only 11% of research time, despite making up almost half of the species examined."
https://mygoodplanet.com/selective-fashion-going-extinct/

I440-1

Scientists are generally honest, in what they say – but not in what they choose to study. Despite a diligent search in one of the world's best libraries (the University of California, Berkeley), I wasn't able to find a single book or article on the harm done by trail-building. I notice that whenever I see a picture of a trail, I think "Oh, a trail – so what?" It takes an effort of will to think about the wildlife habitat that was destroyed in order to build the trail. And the habitat destruction isn't restricted to the trail bed. As Ed Grumbine pointed out in Ghost Bears, a grizzly can hear a human from a mile away, and smell one from five miles away. And grizzlies are probably not unique in that. In other words, animals within five miles of a trail are inhibited from full use of their habitat. That is habitat destruction! If there were no trails, we would be confronted by our own destructiveness every time we entered a park. It is only because the habitat has already been destroyed for us, that we can pretend that we are doing no harm.

So why do we build trails? It doesn't take much experimenting with cross-country travel to see that it is extremely difficult. There are many kinds of hazards – biological (e.g. poison oak, poison sumac, poisonous snakes, etc.) and physical (e.g. blackberry thorns, cliffs, rivers, volcanos, etc.). It is extremely difficult to find a passable-, much less an efficient, route. It would be very difficult to communicate our location to emergency personnel, without trails. So it is unlikely that we will eliminate trails in the near future, except from areas designated off-limits to humans.

That leaves only one option compatible with wildlife conservation: minimizing the construction, extent, and use of trails. For example, banning the use of off-road vehicles, such as bicycles, skateboards, and motorcycles would greatly reduce the use of the trails, the distance that people travel, and the harm done to the soil and the small animals and plants found on, under, or near the trails. Mountain bikers complain about being thereby "denied access", but of course they can still walk. They just can't easily travel as far as they can on a bike. On public land, especially, all trail construction should be thoroughly studied, and should be built only when officially authorized by the land manager, and only by thoroughly educated, authorized builders.

I440-1
Cont'd

By far the greatest threat to wildlife habitat in so-called "protected" areas would appear to be mountain biking. Motorized vehicles are generally not allowed in natural areas. The most destructive use of trails is mountain biking. Knobby tires are perfectly designed to rip up the soil. Mountain bikers, with rare honesty, call their riding "shredding". They also have a much greater range than hikers, and probably also equestrians. They also frequently ride illegally – where bicycles are not allowed.

All of this is well known. But what isn't so well known or understood is the mountain bikers' drive to build ever more trails. All park users seem to have a need for a certain amount of stimulation. A hiker or equestrian can satisfy that need on a relatively short trail, because they experience it fully, through all of their senses. They can stop instantly, and turn 360 degrees, seeing, hearing, smelling, touching, or tasting anything they choose. Mountain bikers, on the other hand, tend to ride fast, often as fast as they can, seeking what they call an "adrenaline rush". But even when riding slowly, the very nature of a bicycle requires one to focus almost 100% of his or her attention on the trail immediately in front of their front tire, or they will crash. The consequence is that they have to travel several times as far as a hiker, to have the same quantity of experience. And after riding the same trail a few times, they get bored with it and want to ride a new trail. And when they've ridden all their local trails, they begin demanding more trails to be built. Or, if their demands aren't met, they begin secretly building illegal trails, or building illegal "trail features" (jumps, berms, log bridges, teeter-totters, etc.). The rain-forests of North Vancouver are the iconic example (which destruction continues to this day), but it has been emulated by mountain bikers all over the world.

If this were a matter of a few sites or a few trails, it wouldn't be too significant. But it's not restricted to one area. Mountain bikers, apparently ignorant of conservation biology, have destroyed thousands of square miles of wildlife habitat, and show no signs of slowing down or recognizing the harm that they are doing. IMBA (the International Mountain Bicycling Association) has been promoting mountain biking tourism, claiming that mountain biking brings economic benefits to communities that embrace it, of course ignoring the economic value of the intact ecosystems they are destroying. The mountain biking infrastructure is called "epic trails", "ride centers", "bike parks", etc. They bait their demands with offers of volunteer trail-building and trail maintenance. (But, of course, their vision of a good trail (lots of humps, twists, and turns) is quite different from what the other trail users want.)

In the San Francisco Bay Area, projects were created to build two huge trails – the Bay Trail and Ridge Trail – each several hundred miles long, circling the bay near the water and along the ridgetops. The community enthusiastically voted for these projects, waxing poetic about all the "new opportunities" to "connect to nature". Actually, no new habitat was created, and the trail construction (which still continues) destroyed an enormous amount of habitat. Nevertheless, I never heard anyone complain about this. People seem to think that trails somehow thread their way through the wilderness harmlessly, without touching it.

Haven't we already destroyed far too much wildlife habitat? Isn't it time we started telling the truth about trails and our construction and use of them?

Here are a few examples of the destructiveness of trail construction and use (for an online copy of this paper, where you can click on the links and won't have to type them, see https://mjvande.info/scb9.htm):

I440-1
Cont'd

100 Seconds of Trail Destruction with Matty Miles:
https://video.search.yahoo.com/yhs/search?fr=yhs-adk-adk_sbnt&hsimp=yhs-adk_sbnt&hspart=adk&p=mountain+biking+destruction#id=5&vid=b8f9aa6796e6a78ebd127bca34017f48&action=click
(Can you imagine what would happen to you if you happened to be on this trail?!)

Mountain bike trail building: https://www.youtube.com/watch?v=TtZaUS8YreU

Illegal mountain bike trail construction, Hop Ranch Creek Squamish BC May 27,2014:
https://www.youtube.com/watch?v=tcwfT68fV0U&feature=youtu.be

IMBA promotes trail-building:
"Saturday is National Public Lands Day
Get connected with your local IMBA chapter or club to see if it is hosting a volunteer trail day this Saturday. Trails don't build themselves...show some love for the places you love to ride!
Dig In Applications Open Through October 6
IMBA is currently accepting applications for its new Dig In Campaign - a grant program that directly supports local IMBA chhapters [sic] with actionable trail projects. The project list will be published in early October so stay tuned to see what's happening near you."
Vancouver's North Shore – All Built Illegally! (The video is 51 minutes long, but every minute is worth watching. Very enlightening!):
https://www.youtube.com/watch?v=8mB_gOzG7Oc

IMBA wants to create 500 more miles of trail!:
https://www.imba.com/news/imba-launches-dig-in

669 miles of mountain biking trail:
https://oregontimbertrail.org/

San Francisco Bay Trail: 500 miles: http://baytrail.org/

Bay Area Ridge Trail: 375 miles, growing to 500 miles: http://ridgetrail.org/

Long-distance trails in the United States: https://en.wikipedia.org/wiki/Long-distance_trails_in_the_United_States

The Lost Sierra to gain 300 news miles of trail:
https://www.bikemag.com/industry-news/grant-aims-to-connect-sierra-nevada-towns-by-trail/

Examples of Destructive Trail-Building:
Illegal Trail Building in Whistler (I am in no way implying that legal trail building is acceptable! They both destroy wildlife habitat!):
https://www.piquenewsmagazine.com/whistler/wb-incorporates-dark-crystal-into-its-trail-system/Content?oid=4537412

Glorification of illegal trail building:

I440-1
Cont'd

https://www.revelstokemountaineer.com/the-spokin-word-treading-the-high-seas/

IMBA: "IMBA is currently accepting applications for its new Dig In Campaign, a grant program that directly supports local IMBA chapters with actionable trail projects. We are committed to growing access for mountain bikers and increasing the pace of new builds in the U.S." "It takes a village: that statement of wisdom is particularly true in the mountain bike community, where volunteers, experts and funders must come together to make great places to ride happen. In Wausau, WI, the Central Wisconsin Offroad Cycling Coalition (CWOCC), an IMBA chapter, recently completed a multi-year project that resulted in a pumptrack, four bike-optimized downhill trails of varying difficulty and a beginner-friendly loop, all designed by IMBA Trail Solutions."

"How To Build A Legit DH Bike Trail":
https://www.youtube.com/watch?v=uPoSchTxSs8&feature=youtu.be

Glorifying trail-building and mountain biking:
https://www.facebook.com/globalcivic/videos/1437735176244789/

Day in the life of a Trail Builder: https://www.youtube.com/watch?v=MekS557BEUo: the upbeat background music clearly indicates the mountain bikers' attitude: trail building – legal or illegal – is fun and has no moral implications

Building a Mountain Bike Flow Trail:
https://www.youtube.com/watch?v=Ufswp1ABCLU
https://www.imba.com/resources/trail-building/10-most-common-trailbuilding-mistakes
https://mmbhof.org/north-shore-trail-builders/
https://www.singletracks.com/blog/mtb-trails/mountain-bike-trailbuilding-101/

10 Ways to Make Your Mountain Bike Trail Awesome! – Part 1: https://bikefat.com/10-ways-to-make-your-mountain-bike-trail-awesome-1/

10 Ways to Make Your Mountain Bike Trail Awesome! – Part 2: https://bikefat.com/10-ways-to-make-your-mountain-bike-trail-awesome-2/

Build a Mountain Bike Trail: http://www.instructables.com/id/Bulid-a-Mountain-Bike-Trail/
Trail Building: https://www.pinkbike.com/forum/trail-building/

OUR DIRT: Mountain Bike Trail Building Documentary: https://vimeo.com/65738812 no speed limit, will hit anything in the trail; too fast to appreciate anything; no knowledge of biology or conservation.
https://www.facebook.com/media/set/?set=a.10203947520996337.1073741831.1471603969&type=1&l=df5b117fa3

Don't forget this one. This is what "rock armored" mountain bike trails turn into during heavy rains:
https://youtu.be/pOXYaYFfLyo
Because of all the damage done to our mountain slopes from too much trail building, they are building debris flow basins in our creeks, here -- but the authorities won't stop the mountain biking... It is costing us millions of dollars....

I440-1
Cont'd

Here is more from British Columbia:

Delta, BC...
https://youtu.be/7q67O7r60fY (Illegal trail damage to riparian area)
This trail build was legitimate, but shows the damage done by too many people trail building, and pulling huge roots out, in a stupid kind of challenge race to see which team can build the most trail in the shortest time. Pure mayhem at work here (all through pristine area of forest, destroying the ground cover, and digging borrow pits to collect dirt and rocks to pack on the trails):
https://youtu.be/muicHp5kaKs (at the .24 mark, you can see a guy just tear out a large tree root...)
"When Arc'teryx challenged MEC to a trail building competition, we jumped at the chance to get dirty... plus we couldn't resist a little friendly competition. So on November 17, dozens of MEC staff and supporters met up with the NSMBA to dig, grub and mine for gold on the North Shore. Our goal was to build more trail than Arc'teryx over a few hours."

Unauthorized bike trail damages “pristine habitat” in Forest Park:
https://bikeportland.org/2010/02/23/unauthorized-bike-trail-damages-pristine-habitat-in-forest-park-29920

Tracking the environmental impact of mountain biking in bushland:
http://www.abc.net.au/radionational/programs/offtrack/tracking-the-environmental-impact-of-mountain-biking/6559202

Mountain bikers are also degrading forests and thereby contributing to global warming:
https://www.theguardian.com/environment/2017/sep/28/alarm-as-study-reveals-worlds-tropical-forests-are-huge-carbon-emission-source

The damage mountain bikers do on Fromme Mtn. Seems one builder, MW, who left the NSMBA hasn't gone away (still digging on the North Shore) -- and the NSMBA continues to give a thumbs up to this sort of digging and building:
http://www.pictame.com/media/1472817891010303069_435668765

More trenches dug in the name of "sustainable" mountain biking...:
http://www.pictame.com/media/1553816771487873049_435668765

and this is what they dug up the forest to build (video of the jump structure in action):
http://www.pictame.com/media/1555623388244116041_435668765

How many buckets of gold dirt [mineral soil] and borrow pit digging was required to pack all that dirt on the eroded mtb trail on Mt. Fromme?:
http://www.pictame.com/media/1493117981432213889_435668765

This is what the NSMBA bragged about last year... How much more this year? For your trail building files/paper to show how devastating this all is:
https://twitter.com/MECraver/status/890267891144081408

I440-1
Cont'd

Pleasanton Ridge Illegal Trails - Park Ranger Helicopter Incident 1-27-12 (NICA coaches taking high school mountain bikers on an illegal ride, in violation of their own "rules"; note the nasty comments from the mountain bikers):
https://www.youtube.com/watch?v=EJQJeB3hruA

Robert Moor: Only a single sentence negative on trails: "[W]e leave the most destructive trails, I think, of any group of animals" p.160

Proof That High School Mountain Bike Racing Is Environmentally Destructive:
https://norcalmtb.smugmug.com/2017-Race-4-Granite-Bay-Grinder-Folsom/i-WQ2zCCG
https://norcalmtb.smugmug.com/2017-Race-4-Granite-Bay-Grinder-Folsom/i-mxvW2BD
https://norcalmtb.smugmug.com/2017-Race-4-Granite-Bay-Grinder-Folsom/i-mVDCGbF

Trees are falling, due to erosion exposing their roots:
http://www.pictame.com/media/1657084424238301428_2237726428
Intact forests are the key to fresh water:
https://news.ok.ubc.ca/2017/12/07/forests-are-the-key-to-fresh-water/

http://www.euanforresterphotography.com/evidence-of-trail-fairies (click on each photo with cursor to see the story behind the illegal trail building.... some of it at night time, hiding under darkness.) This is now celebrated and applauded.... wrong became a right, overnight... This is how mountain bikers won CMHC... This is the sordid history of mountain biking on our North Shore...

So much digging for dirt to pour over their ever eroding and compacted trails. The riding style seen in the last part of this video is the reason why the trails become that way, eroded and compacted. Anyone who tries to paint this MTB sport as benign as hiking, etc. needs to watch this until their eyes pop out!:
https://www.facebook.com/nsmba/videos/10155414065825036/

Illegal trail building a vexing problem for public land managers:
https://durangoherald.com/articles/214352-illegal-trail-building-a-vexing-problem-for-public-land-managers

An example of how a mountain biker role model rides:
https://nsmb.com/articles/trail-destruction-matty-miles/

Illegal mountain biking on Mount Royal is damaging its ecosystem, experts say. Repeatedly crossing the mountain's soil loosens tree roots, affects Laurentian flora:
http://www.cbc.ca/news/canada/montreal/mount-royal-mountain-biking-1.4675779

North Shore Mountain Biking Association Rationalizes Its Illegal Trail-Building:
https://nsmb.com/articles/bc-warns-illegal-building-could-bring-jail-time-10k-fine/

Illegal trail-building in Kelowna, BC: http://www.kelownadailycourier.ca/life/article_3c900d9e-8c75-11e8-9837-7b4caec74090.html

I440-1
Cont'd

Endangered bees caught in middle of plan to add mountain biking trails in Minnetonka, MN:
http://www.startribune.com/endangered-bees-caught-in-middle-of-plan-to-add-mountain-biking-trails-in-minnetonka/490114431/

Habitat destruction by mountain bikers using heavy equipment on Bowen Island, BC:
https://www.instagram.com/explore/tags/goldendirttrails/?hl=en
https://www.instagram.com/goldendirttrails/?hl=en

Photo showing the extra habitat destroyed by a winding vs. straight trail:
https://www.stuff.co.nz/nelson-mail/news/110050760/nelson-mountain-bike-club-comes-of-age-as-a-big-cog-on-nz-landscape

A 2,000-km biking trail set to open in the Balkans:
https://www.thejakartapost.com/travel/2019/01/28/a-2000-km-biking-trail-set-to-open-in-the-balkans.html

Proposed system calls for 30 miles of new routes; seen as economic boon:
https://the-journal.com/articles/138412-trails-plan-aims-to-put-silverton-on-map-for-mountain-biking

"Impacts of Off-Road Recreation [specifically, mountain bike trail-building] On Public Lands Habitat":
https://backcountryhunters-my.sharepoint.com/personal/webster_backcountryhunters_org/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Fwebster_backcountryhunters_org%2FDocuments%2FAttachments%2F1Off%20Road%20Rec-Public%20Land%20Impacts-May18%2Epdf&parent=%2Fpersonal%2Fwebster_backcountryhunters_org%2FDocuments%2FAttachments&cid=c61f2b55-e5c4-41ac-bab8-73807388b4e0

Landers: Urging mountain bikers onto a sustainable track:
https://www.spokesman.com/stories/2019/sep/22/landers-urging-mountain-bikers-onto-a-sustainable-/

Profiting from habitat destruction (trail-building):
https://www.bcbikerace.com/resources-to-recreation/
https://vimeo.com/278210701

“In Duluth, it costs about $45,000 to build one mile of trail”:
https://www.marketplace.org/2020/01/03/recreational-trails-seen-as-economic-boon/

Mountain bikers build illegal trails first, then ask permission only if they get caught!:
https://www.northamptonchron.co.uk/news/mountain-bikers-who-built-ramps-at-northampton-park-accused-of-vandalism-by-borough-council-1-8845649 The same thing happened in both Victoria, BC and LaSalle, Ontario. Kids built dirt jumps in parks without permission. The cities razed them and the mtb kids whined...

It's not trails that disturb forest birds, but the people on them
https://www.sciencedaily.com/releases/2018/11/181112082417.htm

I440-1
Cont'd

"We believe protected areas with forbidden access are necessary and important, and that new trails into remote forest areas should not be promoted. Visitors to existing forest trails should be encouraged to adhere to a 'stay on trail' rule and refrain from roaming from designated pathways."

https://www.theage.com.au/national/victoria/anarchistic-mountain-bikers-threaten-inner-city-park-s-rare-plants-20190205-p50vt3.html: "Mountain bike riders are currently the park's most destructive user group."

Illegal trail-building in the White Mountains National Forest:
http://outsideinradio.org/transcript-rake-and-ride:
"Sam Evans-Brown: If you've ever been walking and turned onto a trail that suddenly is zig-zagging, maze-like through the woods, winding crazily through the trees and doubling back on itself... that's a mountain bike trail. They're super frustrating to walk on, because they take forever to get anywhere. Mountain bikers don't want views or point-to-point trails, they want corners, and obstacles to get over, and downhills and to ride their bikes until they're tired and wind up back where they started. And they want it close to home... which means often these trails were built in whatever woods were nearest by... no matter whose they were."

"Recreationists in denial ... illegally constructed mountain bike trails": https://www.e-know.ca/regions/columbia-valley/recreationists-in-denial/

"Trail building is an integral part of being a mountain biker": https://www.redbull.com/se-en/best-mtb-trail-building-tools.

References:

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I440-1
Cont'd

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[NOTE: This paper can be found at https://mjvande.info/scb9.htm, where you can follow the above links without having to type them.]
m

RESPONSE TO COMMENT LETTER I440: MICHAEL VANDEMAN

Response to Comment I440-1

The commenter expresses concerns about impacts to wildlife and habitat from trail construction and use by visitors, and specifically mountain bikers.

While the commenter provides excerpts from various studies and references regarding destruction of habitat from trail-building and illegal trails, the comments are not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

2.7.441 LETTER I441

Letter I441

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 4:29 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	David Vest
Email Address (Optional)	dpvest@yahoo.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project. While I can understand the push-back from residents that are close to the park, this area is a jewel that should be made available to the general public. There should be add'l parking in another location to ease the burden on the existing one. It has become quite popular and an expansion would provide relief from overcrowding especially if a parking area away from the existing one is constructed.
Attach a document	*Field not completed.*

I441-1

Email not displaying correctly? View it in your browser.

239

RESPONSE TO COMMENT LETTER I441: DAVID VEST

Response to Comment I441-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.442 LETTER I442

Letter I442

Shirlee Herrington

From: noreply@civicplus.com
Sent: Tuesday, May 12, 2020 8:30 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Andrew Villa
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Expansion
Comments	I support the expansion of trails in Hidden Falls. My family enjoys hiking and biking here and would appreciate more trail heads and parking to further allow for our families to experience nature in this wonderful place. Thank you Andrew Villa Auburn, CA
Attach a document	*Field not completed.*

I442-1

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225

RESPONSE TO COMMENT LETTER I442: ANDREW VILLA

Response to Comment I442-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.443 LETTER I443

Letter I443

Shirlee Herrington

From: Brian Vizzusi <bvizzusi@yahoo.com>
Sent: Saturday, March 14, 2020 10:44 AM
To: Placer County Environmental Coordination Services
Subject: HIDDEN FALLS PROJECT

Good Morning,

I443-1 My name is Brian Vizzusi and I live in rural Auburn in the Auburn Valley neighborhood. I just received the amended notice of availability of a draft SEIR for public review. Unfortunately I will not be able to attend the meetings, but wanted to show my strong support for the Hidden Falls expansion project. I know that many of my neighbors are upset about the project, but there are many of us that want more access to trails to enjoy with our families.

Please let me know how I can help support this project.

Brian Vizzusi
916-380-0584
bvizzusi@yahoo.com

Sent from Mail for Windows 10

1

RESPONSE TO COMMENT LETTER I443: BRIAN VIZZUSI

Response to Comment I443-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.444 LETTER I444

Letter I444

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 1:18 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Van Voris
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	Our El Dorado Hills family are avid mountain bikers and hikers. We are IN FAVOR of expanding this project! Enjoying nature is a vital source for rejuvenation after a long week of work! Expansion allows for safer parking, improved health of the community and families, and more space for people to experience the beauty our area provides! Please pass this expansion !
Attach a document	*Field not completed.*

I444-1

Email not displaying correctly? View it in your browser.

137

RESPONSE TO COMMENT LETTER I444: VAN VORIS

Response to Comment I444-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.445 LETTER I445

Letter I445

RECEIVED
MAY 04 2020
CDRA

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, Ca. 95603

Re: Response to Hidden Falls Trail Expansion DSEIR, supporting a full build out options in concert with Placer Land Trust and their conservation requirements.

Dear Planning Commission,

I445-1

I support the Hidden Falls Trail expansion project.

I support the full buildout option, including 30 miles of trails, three additional parking areas, including horse trailer parking and other park and safety amenities as discussed in the DSEIR.

The issue of traffic for the most part is less than significant and can be mitigated. The two intersections on Highway 49 were shown to be significant. However, these intersections will be improved over time whether or not Hidden Falls is expanded. The DSEIR adequately addressed the concerns about wildlife as being less than significant.

As a neighbor I look forward into the future of this needed explanation for the growth Placer County. The Hidden Falls will l provide generations of enjoyment on open spaces, and promote healthy outdoor recreation that is well needed in Placer County for equestrians, hikers, bike riders, and bird watchers. This expansion will also fulfill "Placer Legacy" as well as the Taylor Family's wishes of what this land was to be used for.

The full bailout option should be the only option, no alternatives with the understanding that Placer Land Trust will work with Placer County to ensure that Trail Design, and construction are compatible with the conservation objectives

Sincerely,

Tamara Vukovich

Tamara Vukovich

RESPONSE TO COMMENT LETTER I445: TAMARA VUKOVICH

Response to Comment I445-1

The commenter expresses support for the full build-out of the project.

The support is noted. No further response is required.

2.7.446 LETTER I446

Letter I446

Shirlee Herrington

Subject: FW: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Sunday, May 10, 2020 5:03 PM
To: Andrea Dashiell <ADashiel@placer.ca.gov>; Kara Conklin <KConklin@placer.ca.gov>; George Rosasco <GRosasco@placer.ca.gov>
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Chris Walker
Email Address (Optional)	Walkerstrategies@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion — SUPPORT
Comments	My name is Chris Walker and my family and o reside in Sacramento. One of our favorite past times on the weekends is visiting the trails in Auburn. These include Stagecoach, Foresthill Divide Loop Trail and Hidden Falls. Outdoor time with family is so important on many levels. We notice the trails are increasingly being used by the public. This is great! But it is starting to get more crowded. We support the expansion of Hidden Falls trails system and more parking options located elsewhere so that no one neighborhood is being impacted. We love Auburn trails and food and beer afterwards. Please approve the expansion.
Attach a document	*Field not completed.*

I446-1

Email not displaying correctly? View it in your browser.

1

RESPONSE TO COMMENT LETTER I446: CHRIS WALKER

Response to Comment I446-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.447 LETTER I447

Letter I447

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 8:07 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Jalen Walker
Email Address (Optional)	Jaelenlwalker@icloud.com
Agenda Item (Optional)	*Field not completed.*
Comments	I love to see an expansion of the Hidden Falls trail system I believe it bring great joy to the community and adding more would just make it that much better.
Attach a document	*Field not completed.*

I447-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I447: JALEN WALKER

Response to Comment I447-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.448 LETTER I448

Letter I448

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 9:41 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Justin Walstad
Email Address (Optional)	justin.walstad@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion
Comments	Greetings, I'm writing in to express my support for the Hidden Falls Expansion. Please approve this great project to add even more trails to this awesome trail system. Very Respectfully, Justin Walstad
Attach a document	*Field not completed.*

I448-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I448: JUSTIN WALSTAD

Response to Comment I448-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.449 LETTER I449

Letter I449

Shirlee Herrington

From: noreply@civicplus.com
Sent: Monday, May 11, 2020 5:19 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Cleat Walters III
Email Address (Optional)	cwiii68@hotmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion
Comments	Our area is quickly becoming a place for outdoor recreation vacations. The expansion of the Hidden Falls trails will bring jobs and revenue to the area, and provide local residents with an outstanding recreation area. Please vote to expand the trail system.
Attach a document	*Field not completed.*

I449-1

Email not displaying correctly? View it in your browser.

284

RESPONSE TO COMMENT LETTER I449: CLEAT WALTERS III

Response to Comment I449-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.450 LETTER I450

Shirlee Herrington

From: Leslie Warren <allianceforenviroleadership@gmail.com>
Sent: Monday, April 20, 2020 9:31 AM
To: Jane Wurst
Cc: Marilyn Jasper; Cindy Gustafson
Subject: Protect Rural Placer Conservation Altert
Attachments: Call-in+comnt submission info-Plng Comm-4-23-20.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jane,

I450-1

Despite our pleas that non-essential project decisions be postponed until after the stay-at-home order to afford citizens the opportunity to attend hearings in person, the County has not been deterred from processing very controversial projects.

This is one that I discussed w you at our meeting at your house. Protect Rural Placer will see that this proposed ZTA will have the same and compounding effects In our rural environment as will the Hidden Falls Expansion.

Under the proposed ZTA under consideration on Thursday this week, a person w two acres of vineyard, can construct and operate an events center w commercial kitchen and hold events (weddings etc.) for 50 people 7 days a week. The site disturbance for the vineyard, building the events centers/kitchen facilities and parking lots for cars; air quality impacts from vehicle miles traveled to attend these events from distant locales and the NOISE of events that are permitted to amplify music until 10: pm.-all of it equates to habitat loss, diminution of farm operations and are rural environment wrecking balls.

The impact/cost to our sheriff and fire services and the safety of residents who will experience delayed response time is incalculable.

Below is info on how to call in and comment. Attachments give more info.

In Sonoma County, 158 events centers at vineyards are booked out two years in advance and charge $5,000 -$50,000 just to use the vineyard/events center space (no kitchen, chairs, tables...just space!)

Destination weddings are bursting at the seams there and Placer County is going to be their relief valve...the $ incentive is going to prompt property owners to turn 5 acre parcels into party places.

The cumulative impact of the Hidden Falls Expansion and the Winery and Brewery operations on the agriculture economy, roads, VMT, public safety among many other concerns, has not been addressed in any way, shape or form.

Additionally, there has be no analysis of the loss of rental housing that shelters families and agricultural workers. In Sonoma, there has been a wholesale conversion of long term rentals to short term Air B and B use to accommodate the event attendees.. The winery-event venues create a secondary industry for absentee investors who buy-up multiple rental units, evict long-term tenant families and operate a short term rental business w a staff hired for that purpose. They earn as much in one weekend as they can w a month of rental income.

I450-1
Cont'd

On Apr 20, 2020, at 12:47 AM, Marilyn Jasper <mjasper2@gmail.com> wrote:

Yes it is on for Thursday--tele conf meeting. Another winery (never heard of it) is on the agenda also. ZTA is slated for 11 am.
If you can send out anything, that would be great. It's now even worse; they've made "Modifications" and loosened it further.
Main talking point for citizens is that rural residents--families living in residential zones--should Never have to put up with commercial breweries or wineries that want to hold unlimited events in addition to their tasting rooms.
Currently, County code prohibits restaurants and bars in rural residential zones, but this Zoning Text Amendment changes all that and allows them (bars are still not allowed, but they'll hold Happy Hours and call them "events." They belong in Commercial zoned areas.
The big push is for "Agri-Tourism." When did citizens approve or vote to have their homes become impacted via profiteering tourist destination attempts? That might be fine for an entertainment center or for a fairgrounds in a commercial zone, but it's is incompatible with rural residential areas. If wineries want events for tourists, then they need to follow current code and only have six events per year. Period. Or, like everyone else, they can rent one of the many, fine event venues in Placer County to hold their events.
The whole purpose of planning is to keep incompatible land uses separate, but because some vintners and brew masters want to make more money, the County is acquiescing.
The actually have even more than just the six per year now: "Countywide" events are under a different permit, such as Farm and Barn Tour, Wine and Ale Trail, and many more--don't have all at my finger tips.
Sorry, it's been a long day, and tomorrow is another one! If I can think of more, will send. In the meantime, I've attached comments (none of the attachments) from SMW plus what I sent. Both are in the 350 page Staff Report/packet--huge file!
Thanks,
Marilyn

On Sun, Apr 19, 2020 at 8:42 PM Leslie Warren <allianceforenviroleadership@gmail.com> wrote:

> Is the W and B hearing on Thurs.?
> I can do an 'Action Alert' if you send me details.
> Leslie
>
> Sent from my iPhone

I450-1
Cont'd

We need a big response at the ZTA hearing on Thurs at 11 from PRP members! On the other hand, it is immoral that this hearing is being conducted at all, considering the circumstances and the 6-year campaign that citizens have waged against this ZTA.

See call- in info below. Can you put out a call to action to your members?

Together, we're a stronger voice.
Thank you!

Leslie Warren, Chair
Alliance for Environmental Leadership

Sent from my iPhone

Begin forwarded message:

From: Marilyn Jasper
Date: April 20, 2020 at 8:21:14 AM PDT
To: Leslie Warren
Subject: Re: Thursday

Attached and pasted below. Thanks!
M

1. Per agenda "**Observe the hearing**" of Plcr Co Plng Comm on 4/23/20 at 10 am via:

https://www.placer.ca.gov/2403/Planning-Commission On this website, however, may have to hunt a bit for "live" or other link to watch hearing live. Another website may also work for live streaming: https://www.placer.ca.gov/3925/Meeting-Videos

2. When the chair opens public comment, the call-in number is **530-886-1800**. Once connected, just stay on the line. There is a 30-second delay from live streaming to call in audio.

3. Other info: **The 11am item is:** WINERY AND FARM BREWERY ZTA ZONING TEXT AMENDMENT (PCPJ 20130151)—Final EIR, etc. The Staff Report link is provided on the agenda—very large file, 350 pages.

Alternatively, citizens **may submit their comments** in written form at the following link: **https://www.placer.ca.gov/FormCenter/Community-Development-Resource-Agency-11/Public-Comment-Submission-158**

On Mon, Apr 20, 2020 at 7:03 AM Leslie Warren <allianceforenviroleadership@gmail.com> wrote:

> I can CNPS Redbud to blast info too.
> Can you cut, paste and send me the detailed call in instructions?
> Thanks.
>
> Sent from my iPhone

2

RESPONSE TO COMMENT LETTER I450: LESLIE WARREN

Response to Comment I450-1

Th commenter expresses concerns about the public comment process.

Please see Master Response 1 – Public Comment Process.

The commenter expresses concern about cumulative impacts of the proposed project and future projects.

Please see Draft SEIR Chapter 8.0 “Transportation and Circulation,” Section 8.6.6 “Cumulative No Project Traffic Operations,” and Section 8.6.7 “Cumulative Plus Project Traffic Operations” for analysis of traffic impacts. Please see Chapter 18.0 “Other CEQA Sections”, Section 18.4 “Cumulative Impacts” for analysis of overall cumulative impacts. Please also see Response to Comment I428-1.

No further response is required.

2.7.451 LETTER I451

Letter I451

Shirlee Herrington

From: Leslie Warren <lesliewarren52@gmail.com>
Sent: Wednesday, May 20, 2020 4:27 PM
To: Shirlee Herrington
Subject: [EXTERNAL] Comment on Hidden Falls Expansion

May 20 2020

Dear Ms. Herrington:

Please accept this letter as a comment on the DSEIR for the Hidden Falls Expansion, proposed by the County of Placer.

I451-1 I am concerned that the Draft Supplemental Environmental Impact Report (DSEIR) on the proposed Hidden Falls Park Expansion fails to consider cumulative impacts in the near, median and long term. The Hidden Falls Expansion and the Winery and Brewery Ordinance, together, have the potential to combine with related impacts to compound environmental harm and jeopardize public safety. The DSEIR must explain why the the Hidden Falls Expansion and Winery and Brewery Ordinance's individual effects, when considered together, are not considered significant and why they do not compound or increase other environmental impacts. This analysis should consider all potential cumulative impacts from individual intersections (i.e. Craemer and Hwy. 49) to landscape scale wildlife, noise, traffic and VMT cumulative impacts.

I451-2 **According to Placer Land Trust, "The Big Hills Preserves consist of four separate preserves and permanently protect critical lands in the Raccoon Creek and Bear River watersheds.,** ***This region includes the largest remaining unfragmented oak woodland in Placer County; and one of the last relatively "wild" places in Western Placer County."*** *For many years, Placer Land Trust has managed the* Big Hills Preserves, Taylor Ranch, Kotomyan, Outman Preserves and Harvago Bear River Preserves *with the "deep ecology" philosophy that maintains* ***all creatures, flora and fauna, have a right to exist beyond their usefulness to humans.*** *I am concerned that development of these Preserves for active regional-serving recreation destination is inconsistent with the purposes for which acquisition funding was awarded to the Trust. The DSEIR fails to establish that development and development impacts are consistent with grantor objectives associated with grants awarded to the Trust.*

I451-3 As shown in maps developed for the California State Fish and Wildlife and CalTrans' "California Connectivity Project", (2010), the *Preserves within the Hidden Falls Expansion area overlay a critical wildlife corridor between the Sierra and the Sacramento Valley.* The DSEIR fails to address how wildlife movement through the wildlife corridor will be impacted and affected by proposed grading for parking, recreational trails, introduction of dogs and horses and human/wildlife interface among other concerns. Biological analyses demonstrate that public intrusion into wild lands causes a shift in native fauna away from indigenous species and toward species that are tolerant of human interaction. The SDEIR is incomplete untl it determines what fauna and avian populations will be impacted and displaced. There is a perception that these species that cannot tolerate human interaction (even indirectly) can move. In Western Placer County, there is simply nowhere to move to - so this a death sentence for certain species as the DSEIR should disclose.

I451-4 The Hidden Falls Expansion provides for excavation for fishing lakes. The DSEIR fails to adequately address the impact of the fishing lakes on listed native birds that require riparian habitat habitat for nesting and on ground nesting birds that will be disturbed by fishing activity - including dogs accompanying people who are fishing. The SDEIR fails to determine degree to which native fish, amphibian and reptile populations, some of which are listed species, as these artificial lakes become dumping grounds for pet fish and turtles (red-sliders) which become predators to native wildlife. The DSEIR seeks to mitigate impacts to native species by avoiding excavation during nesting season. This is not a mitigation because elimination of critical habitat and introduction of incompatible uses and species will render the site useless to native species.

1

I451-4 Cont'd The Auburn Ravine/Coon Creek watershed is the focus of restoration efforts to bring back salmon and steelhead populations. The introduction of stocked fish ponds and the likely dumping of exotic fish and turtles into artificial lakes potentially threatens these restoration efforts because exotic predatory fish and turtles will feed on native fry and adolescent fish and turtles - eventually eliminating these native species. This matter is not adequately addressed in the DSEIR.

I451-5 *The DSEIR fails to establish how the* Hidden Falls Expansion Project is consistent with Placer County's General Plan provisions *supporting agriculture.*

I451-6 The DSEIR is required to analyze place of origin in calculation of vehicle miles traveled. Because it has not done so, estimates of VMT, new CO2 generation and auto emissions are inadequate.

I451-7 The DSEIR also fails to analyze growth-inducing impacts. The Hidden Falls Expansion may have the unintended impact of fostering population growth as 1) out-of-area-visitors determine to relocate to Placer County, 2) by creating infrastructure which removes obstacles to construction of additional housing in the surrounding environment and 3) by using public tax monies to create recreation and service facilities that will foster population growth in excess of what is assumed in pertinent Community Plans. The DSEIR is incomplete without this analysis.

I451-8 The DSEIR fails to analyze economic and social impacts on farm operations related noise, traffic and human/stock interface. There is near-universal opposition to the Hidden Falls Expansion from local families that have farmed and ranched in the area for 150 years. An analysis potential economic impacts to cattle operations is necessary to address farm families' concerns. Not only are these families at risk of suffering economic loss for their existing operations, they will incur costs to mitigate threats to their farm operations as many transients enter their pastoral communities - including loss of privacy, fire security and security of homes and fence-lines. The DSEIR should quantify the adverse economic impacts to farmers and establish a compensation mechanism for them.

I451-9 The County considered and dismissed a shuttle bus service transport-service for visitors to Hidden falls that would originate from DeWitt. The County determined that the transit system was not financially self-supporting. This determination is not supported by substantial evidence because the transit system is not compared against all costs projected for the recommended Alternative. The feasibility of a transit system as a Project Alternative in the DSEIR.

I451-10 CEQA provides that traffic mitigation must be feasible and funded and not a future bond measure. The DSEIR has not demonstrated that funds are available for capial improvement costs. The SDEIR should consider a fee for use mechanism to allow the County to recapture costs in this time of financial insecurity due to the COVID crisis.

I451-11 The DSEIR should present a clear picture of how Hidden Falls project development would be funded in the short and long term and whether *other* County park districts would suffer a loss of investment as a result of Hidden Falls. *Because the Hidden Falls project will serve primarily out-of-County users who will not measurably contribute to the Placer economy (source: HFE DSEIR), the DSEIR should evaluate the feasiblity of out of County users paying a fee for use to* generate funding sufficient to support park expenses and impacts within and outside of the Hidden Falls Expansion area

I451-12 The Hidden Falls Expansion area is identified by Cal Fire as a High Fire Severity Zone and also as a Wildland Urban Interface, which is where there is the highest potential for loss of life and structures, The DSEIR fails to establish that emergency response budgets, resources and planning and water storage is inadequate for the high fire threat. Residents are already assessed to provide supplemental support to their local fire districts because the County and State are unable to adequately fund local fire districts and additional costs due to Hidden Falls Expansion must me determined and a funding source identified.

I451-13 The DSEIR does not adequately analyze response time in the event of a fire or enforcement of curfew, illegal parking, trespass, camping among other issues. The impact of the Hidden Falls Expansion on public safety service delivery is unclear in the SDEIR. Supplemental costs to provde emergency services are undetermined and therefore the SDEIR is

I451-13 Cont'd incomplete. The SDEIR fails to evaluate the feasibility of evacuation plans for the 6,000 families and daily recreational users in the event of fire.

I451-14 CEQA requires agencies to evaluate qualitative factors as well as eonomic and technical factors and long and short term benefits and costs. This SDEIR fails to address qualitative issues of residents who will suffer the impacts of the Hidden Falls Expansion. Additionally the community feels that the objectives of the EIR reflect interests of selected recreation users and fail to reflect resident economic and family farm interests. Alternative 1, the "No Project Alternative", is not considered feasible in the DSEIR due to the fact that it does not meet these "Objectives". Residents maintain that their interests were not sought out and heard. They feel that the Project Objectives would be materially different had local residents and local economic interests been afforded fair and equal voice at the EIR scoping sessions. It will serve no good purpose to certify this DSEIR when citizens and farmers who will be directly impacted by the Hidden Falls Expansion express a sense of ill-will, injustice and disenfranchisement over this process.

I451-15 If this is Western Placer County's the last wild place, should it become a regional serving recreation destination? As Wendell Berry explained in his repudiation of the anthroposophic view, the environment does not exist to serve humanity, nature has inherent value. Maybe we all should leave well enough alone.

Sincerely,

Leslie Warren
Auburn, CA

RESPONSE TO COMMENT LETTER I451: LESLIE WARREN

Response to Comment I451-1

The commenter expresses concern about cumulative impacts of the proposed project and future projects.

Please see Draft SEIR Chapter 8.0 "Transportation and Circulation," Section 8.6.6 "Cumulative No Project Traffic Operations," and Section 8.6.7 "Cumulative Plus Project Traffic Operations" for analysis of traffic impacts. Please see Draft SEIR Chapter 18.0 "Other CEQA Sections", Section 18.4 "Cumulative Impacts" for analysis of overall cumulative impacts. Please also see Response to Comment I428-1.

Response to Comment I451-2

The commenter expresses concern about recreation being consistent with the PLT objectives.

Please see Master Response 5 – Agriculture. Additionally, the County's contribution towards the acquisition of the PLT-owned properties included the provision for a public recreation component.

Response to Comment I451-3

The commenter expresses concern about wildlife movement and fauna and avian populations being displaced.

As discussed in Draft SEIR Section 12.4.3 "Issues Not Discussed Further," the construction and long-term use of the project would not substantially interfere with the movement of any resident or migratory fish or wildlife species, nor would it affect important deer migration routes. The proposed pedestrian bridges over Raccoon Creek will span the creek well above the waterline and will not create barriers to movement of fish or other aquatic species (p. 12-41).

Response to Comment I451-4

The commenter expresses concern about impacts from excavation of fishing ponds on native birds that require riparian habitat for nesting, and people dumping non-native predatory fish and turtles in artificial lakes that may threaten native adolescent fish and turtles.

Construction of fishing ponds were included in the original EIR for Hidden Falls Regional Park and referenced in the Draft SEIR. There are no new fishing ponds proposed as part of the Trails Expansion Project that is the subject of the current SEIR.

The Draft SEIR Mitigation Measure S12-1: Implement Measures to Protect Aquatic Habitats and the Native Fish Community states the following: "The County shall consult and coordinate with CDFW to develop regulations and limits for angling in Raccoon Creek, restrict angling activities while adult steelhead and salmon are present, and coordinate on enforcement of the area to monitor and regulate fishing activities" (p. 12-54). The dumping of fish is illegal and is an enforcement issue. The particular issue is not a CEQA issue, however. The County will continue to enforce laws and regulations, as appropriate.

Response to Comment I451-5

The commenter believes the Draft SEIR fails to establish how the project is consistent with the County's General Plan provisions supporting agriculture.

Please see Master Response 5 – Agriculture.

Response to Comment I451-6

The commenter believes estimates of VMT, new CO_2 generation and auto emissions are inadequate.

As stated in the Draft SEIR Chapter 8.0 "Transportation and Circulation," Section 8.4.3 "Operating Characteristics," the trip distribution was developed based on the home zip code of visitors to the existing HFRP on weekends and holidays. An average trip length was developed that represents the average distance from HFRP to the home zip code of visitors. The trip lengths were applied to the trip distribution percentages and then multiplied by the number of trips generated. The result of the calculation is a VMT estimate that does take the place of origin into account.

Please also see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I451-7

The commenter believes the Draft SEIR fails to analyze growth-inducing impacts.

Please see the Draft SEIR Section 18.3 "Growth-Inducing Effects" (p. 18-2 to 18-3).

Response to Comment I451-8

The commenter expresses concern that the Draft SEIR does not analyze economic and social impacts on farm operations.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382). No further response is required.

Response to Comment I451-9

The commenter mentions a shuttle bus transport-service for visitors.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required. Prior to the implementation of the reservation system, the County researched various parking options, including the possibility of a bus shuttle service from the DeWitt Campus to the existing Mears parking area. However, with the implementation of the reservation system, which limits the number of patrons on weekends, holidays and other peak usage days, the need for a shuttle system was negated.

Response to Comment I451-10

The commenter expresses concern about the cost for traffic mitigation and whether it would be feasible and funded.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382). If the proposed project is approved, the County will be obligated to implement the mitigation described in Section 4, the Mitigation, Monitoring and Reporting Plan. No further response is required.

Response to Comment I451-11

The commenter expresses concern about funding.

Please see Response to Comment I451-10.

Response to Comment I451-12

The commenter expresses concern about wildfire, safety, and emergency response.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter also expresses concern about funding.

Please see Response to Comment I451-10.

Response to Comment I451-13

The commenter expresses concern about emergency response and evacuation plans in the event of a fire.

Please see Response to Comment I451-12.

The commenter expresses concern about enforcement regarding curfew, illegal parking, trespassing, and camping.

Please see Master Response 4 – Land Use Compatibility.

Response to Comment I451-14

The commenter believes the Draft SEIR fails to address qualitative issues of residents and that residents' interests were not sought out and heard.

Please see Response to Comments I403-5 and I372-2.

Response to Comment I451-15

The commenter states his believe that Western Placer County should not be developed.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

2.7.452 LETTER I452

Letter I452

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 10:49 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Aubree Watkins
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Expanding Hidden Falls
Comments	Hidden Falls is a gem! The parking lot is often full, but there is plenty of trails for ALL to enjoy. Having more parking & more park space will alleviate the current burden at the sole Hidden Falls parking lot. Hidden Falls has something for everyone & is an alternative to using the Auburn SRA.
Attach a document	*Field not completed.*

I452-1

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169

RESPONSE TO COMMENT LETTER I452: AUBREE WATKINS

Response to Comment I452-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.453 LETTER I453

Letter I453

From: Linda Watts <ln8watts@gmail.com>
Sent: Monday, April 20, 2020 10:46 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject:

I453-1 Please postpone the Hidden Falls meeting until we can all go in person. I want my voice heard. I don't understand how to use the conference calling. Plus we are out of town till it is safe to come home to Auburn.

Nate and Linda Watts
9700 Cramer Rd.
Auburn, 95602
530.320.2934

We are not for the access off Bell Road. I is a quiet, Rural community and needs to stay that way.

RESPONSE TO COMMENT LETTER I453: LINDA AND NATE WATTS

Response to Comment I453-1

The commenters request postponement of the May 14, 2020 public meeting.

Please see Master Response 1 – Public Comment Process.

The commenters state their opposition to access off of Bell Road.

The opposition noted. No further response is required.

2.7.454 LETTER I454

Shirlee Herrington

From: caron@foothill.net
Sent: Wednesday, May 20, 2020 12:48 PM
To: Placer County Environmental Coordination Services
Subject: [EXTERNAL] Lone Star Rd. danger warning Hidden Falls project

Hello:

I454-1 my name is Carolyn Weaver. I am the property owner at 5785 Lone Star VALLEY Road. I need to tell you
about some dangers about using Lone Star Road as a "cut thru" from highway 49 to the proposed Hidden
Falls extension..that to my knowledge have never been addressed.These are potential DEATH TRAPS
In short these are the SIGNIFICANT dangers to human life.
1. Lone Star VALLEY Road is located at the head of the dangerous 100% BLIND CURVE at the top of a huge hill on Lone Star RD.
Visibility is completely blocked from BOTH directions.THERE ARE FREQUENT NEAR MISSES of head on crashes.People ignore
the 10 mph road signs.These near misses occur both for the residents attempting to enter Lone Star VALLEY rd from Lone star rd.
or for others trying to simply round the curve to go to or from the area.fortunately there never has been much traffic on Lone Star rd
but soon there will be.
This is difficult for me to properly explain so PLEASE send someone out here to see for themselves..a drone isn't going to see it.

2.Lone Star VALLEY RD has 10 nicely kept homes on it.It is located in UNINCORPORATED Placer County.Placer county does NOT maintain this road ,the residents do. I t is a dead end there is no way out except to Lone Star Road . If someone parks at the head of the road we wont be able to get out and fire engines will not be able to get thru ' . AGAIN another potential DEATH TRAP. Please come
and see for yourselves.

I will be happy to show you around my phone is 530-269-1852.
Please let me know if you are coming
Thank you, Carolyn Weaver for Lone Star Valley RD.

.it

RESPONSE TO COMMENT LETTER I454: CAROLYN WEAVER

Response to Comment I454-1

The commenter expresses concerns with road safety and evacuation related to wildfire.

Please see Master Response 3 – Transportation, Circulation and Parking.

Please also see Master Response 2 – Wildfire, Safety, and Emergency Response

2.7.455 LETTER I455

Letter I455

-----Original Message-----
From: Vera Weddle <weddlefch_vera@yahoo.com>
Sent: Wednesday, May 13, 2020 4:36 PM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>
Cc: Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Reg. Pk, Trails

It appears our county leaders haven't a clue what the impact will be to all residents of Bell Rd and connecting areas, even though locals have been sharing their concerns since this problem came to be.

Prior to 1975, we lived on Mt. Vernon Rd., Hastings Lane to be exact. Mears Rd. was right up the road, a peaceful, quiet area! We know people who still live there, and they are angry about this whole mess, to say the least.

Wild Fires - we already have problems w/Fire insurance availability for our homes, and we are careful to protect our property. When a fire occurs- will everyone get out safely on our narrow, twisty, winding roads??

I455-1

Traffic - some days Bell Rd. is very busy. You have to be careful leaving your driveway. With a downhill turn on one side of your property and an uphill turn on the other, and there are lots along this road, you take your life in your hands. And some go too fast for conditions.

No shoulders for hikers or bikers to move over. Hidden Falls access certainly will not improve safety for all.

Please include this letter as part of Public record.

Thank you, from residents of 45 years on Bell Rd.

James & Vera Weddle
5150 Bell Rd.
Auburn CA 95602

Sent from Yahoo Mail. Get the app

RESPONSE TO COMMENT LETTER I455: VERA AND JAMES WEDDLE

Response to Comment I455-1

The commenter expresses concerns regarding fire insurance availability, evacuation, traffic and road safety.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response; and Master Response 3 – Traffic, Circulation, and Parking.

Please also see the Draft SEIR Section 8.4 “Impacts” in Chapter 8.0 “Transportation and Circulation” for an analysis of transportation and circulation impacts.

2.7.456 LETTER I456

Letter I456

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 8:00 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Rob Wehner
Email Address (Optional)	RNSWEHNER@gmail.com
Agenda Item (Optional)	New Trails and access
Comments	Very supportive!
Attach a document	*Field not completed.*

I456-1

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205

RESPONSE TO COMMENT LETTER I456: ROB WEHNER

Response to Comment I456-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.457 LETTER I457

Letter I457

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 10:55 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Jessica West
Email Address (Optional)	mwest0216@yahoo.com
Agenda Item (Optional)	Hidden Falls Expansion
Comments	In Favor: My family settled along Hubbard Road near the proposed Hidden Falls expansion project during the Gold Rush as farmers who homesteaded here from the East Coast where they'd farmed for decades. They raised agriculture on their homestead that contributed to the local mining economy and ancestors still live on part of that property today. I once resided on the property with my grandparents. My grandpa was born on the property, built a home on property his parents gifted him when he returned from fighting in World War II, a Purple Heart recipient. He continued to raise cattle on that land into his seventies. We spent countless hours hiking Big Hill and the surrounding Coon Creek watershed enjoying the scenery. He would be honored to have the land neighboring the few remaining ranches in the area preserved for generations of remaining settlers' ancestry and the public to enjoy rather than the alternative seeing it infill with higher density housing occupied by transplants from more populated regions of our country who don't appreciate the history of the area.
Attach a document	*Field not completed.*

I457-1

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10

RESPONSE TO COMMENT LETTER I457: JESSICA WEST

Response to Comment I457-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.458 LETTER I458

Shirlee Herrington

From: Judith Whitman <judie@jwhitman.net>
Sent: Monday, February 24, 2020 6:29 PM
To: Cindy Gustafson; Kelly McCaughna
Cc: Placer County Environmental Coordination Services
Subject: Public Meeting for Hidden Falls Expansion

I458-1 Hello Supervisor Gustafson and Ms. McCaughna – we recently received the Notice of Availability of a Draft SEIR for Public Review setting a public meeting for 10 AM on Thursday, March 26, 2020. It does not appear that an evening meeting has been contemplated. Since many people work and are not able to attend a meeting during the day, it would seem necessary to provide an evening meeting for those people. This is an extremely important matter for the community and each and every individual who wishes to participate in a meeting should have the ability to do so. Your assistance in making sure your constituents are fairly and fully represented will be appreciated.

Thank you, James and Judith Whitman

RESPONSE TO COMMENT LETTER I458: JUDITH WHITMAN

Response to Comment I458-1

The commenter expresses concern about the timing of the public meeting.

Please see Master Response 1 – Public Comment Process.

2.7.459 LETTER I459

Letter I459

Shirlee Herrington

From: Judith Whitman <judie@jwhitman.net>
Sent: Friday, April 17, 2020 5:54 PM
To: Cindy Gustafson; Kelly McCaughna
Cc: Robert Weygandt; Shanti Landon; Jim Holmes; Beverly Roberts; Todd Leopold
Subject: May 14th HFRP Expansion Public Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

I459-1 Dear Supervisors – I join in the plea of others in our community to respectfully request that the Public Meeting on 5/14/20 for discussion of the Hidden Falls Expansion Project be continued or postponed until it is approved and safe for us to gather. I understand the County plans to hold the meeting and participants can take part via the internet. As you surely know, some of our community are not tech-savvy, some do not have internet at all and some have limited internet so holding this important meeting in this fashion effectively precludes many people from having an opportunity to express their views on this important matter. This meeting must be held when the community is able to attend in person – there is no reason and no urgency to do otherwise.

Thank you for your consideration of this request.

Judith Whitman

1

RESPONSE TO COMMENT LETTER I459: JUDITH WHITMAN

Response to Comment I459-1

The commenter requests that the public meeting be postponed.

Please see Master Response 1 – Public Comment Process.

2.7.460 LETTER I460

Shirlee Herrington

From: Placer County Environmental Coordination Services
Subject: FW: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

From: Judith Whitman <judie@jwhitman.net>
Sent: Friday, May 15, 2020 6:05 PM
To: Sue Colbert <SColbert@placer.ca.gov>; Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>; Donna Biles <dkbiles@att.net>; eric.moss <eric.moss@att.net>; Judy Isaman <jgisaman@aol.com>; Jane Wurst <jawurst@yahoo.com>; Tim O'Leary <toleary69@sbcglobal.net>; Bob Mantz <bobmantz@gmail.com>; Lydia Schrader <schradermd@icloud.com>; copperstar28@gmail.com
Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

I460-1

Ms. Colbert, Supervisor Gustafson and Ms. McCaughna – I would like to report to you on the conduct of last night's Planning Commission meeting. Specifically, the audio system used to broadcast the callers was terrible and resulted in those of us listening not being able to hear many of the callers and the important points they were making. Those comments were simply unintelligible and it appeared from the look on the reporters face that the people in the hearing room were also unable to understand what the callers were saying. This problem should have been anticipated and resolved with a better sound system long before the hearing was conducted.

Further, it does not appear that anyone who did not make an advance reservation was able to get through to voice their thoughts. Although the below email assured us that everyone would get a chance to speak, that simply did not happen. It seems clear that no one is really interested in what those who oppose the project have to say.

When comparing the callers in favor of the project to those opposed to it, opponents outnumbered proponents almost 3 to 1 (13 in favor; 30 opposed) with many of the proponents living outside of Auburn. While I would hope that would be impactful, I suspect it will not be. For the most part, the proponents did not offer any facts or evidence to support their positions – they simply want to recreate in our area. While the opponents presented fact-driven information specifically related to the Draft SEIR, I wonder how much that will matter since it seems the County is determined to push this project through regardless of its adverse impact on many of the communities in our area. The caller from Roseville made a valid point – why are all of the County's tax dollar for parks, etc. being spent on this project when there are so many promised but not provided parks, sports fields, playgrounds and the like in other Placer County cities.

It is extremely disappointing to watch our County be managed in this one-sided, prejudicial fashion.

Judith Whitman

From: Judith Whitman
Sent: Tuesday, May 12, 2020 11:26 AM
To: Sue Colbert <SColbert@placer.ca.gov>; Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene

Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>
Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

This explanation only creates further confusion – it was no mystery that the content of this hearing would generate many callers – why did Placer County wait until 3 days before the hearing to address that issue? And why was it not explained that either call in method would be acceptable? It seems clear that the intent was to create confusion and uncertainty which it definitely did. Postponing this hearing so the entire notice issue and call in instructions can be properly circulated and clarified is critical – anything less points to a clear decision on the part of the County to exclude vital comments about this significant issue.

From: Sue Colbert <SColbert@placer.ca.gov>
Sent: Tuesday, May 12, 2020 9:48 AM
To: Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>
Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

Good Morning Folks,
The call-in number hasn't changed – the County IT has offered another option: the ability to make a reservation to make a comment. The original number is still to be used, but only has the capacity for 20 callers at a time. Our operators will be answering calls on the original number as well as calling 'reserved' commenters (new number distributed and posted yesterday) and transferring them into the hearing room. Anticipating the possible hundreds of telephonic commenters and the frustration of being on hold for hours, this option was created to ease the bottle neck and benefit the public.
Be well ~

Sue Colbert
Senior Board / Commission Clerk
(530) 745-3113 | scolbert@placer.ca.gov

From: Janet Tarantino <jan_tarantino@sbcglobal.net>
Sent: Tuesday, May 12, 2020 7:44 AM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Janet Tarantino <jan_tarantino@sbcglobal.net>; Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>
Subject: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

Cindy/Kelly/Sue:

This is absolutely absurd and will result in unplanned, limited participation. I am on Supervisor Gustafson's list and have been very active on the Hidden Falls topic (including a F2F meeting with Supervisor Gustafson at the site - and did **not** receive this notice! It is imperative everyone on this lists noted by Sue Colbert PLUS all 6,000 individuals who received earlier notices by mail regarding the Hidden Falls topic be

advised of this last minute change - or the meeting MUST be postponed. The change constitutes minimal notice to a limited number of people which is is not legal or acceptable. Please immediately remedy this situation.

Respectfully,

Janet Tarantino
Auburn Valley

----- Forwarded Message -----
From: Judith Whitman <judie@jwhitman.net>
To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <kmccaughna@placer.ca.gov>
Cc: Michael Krug <mikekrug@gmail.com>; jan_tarantino@sbcglobal.net <jan_tarantino@sbcglobal.net>; MM L <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Tim O'Leary <toleary69@sbcglobal.net>; Frank Noey <franknoey@gmail.com>; Jackie Caswell <jackiefcaswell@gmail.com>; Caswell Peter & Jackie <pmcaswell@comcast.net>; Caswell Peter & Jackie <thecaswells1@comcast.net>; kayhallberg2@aol.com <kayhallberg2@aol.com>; Kaylene Hallberg Ed and <drehallberg33@aol.com>; Kaylene Hallberg <dredmondo@aol.com>
Sent: Monday, May 11, 2020, 5:42:59 PM PDT
Subject: FW: May 14th Planning Commission Hearing Update

Ladies --- this just came in – I do not know who else received it. However, this instruction for how to participate in the call-in portion of the meeting is completely different from what we have been told and what was stated in the agenda for the meeting, which was posted a few days ago, and the correspondence from Shirlee Herrington dated May 8th. The County could not have made this any more confusing if it had tried – this meeting is never going to be acceptable since the instructions for participating are so confusing and conflicting. Let's get it straight – this is an important matter for many of us and we are entitled to have fair hearing. I think the notice below, if it must be followed as to the way to call-in, has to be sent to all persons in the community who have a right to attend this meeting and speak at it. It may be too late for a mailing for 6000 community members – perhaps this meeting needs to be continued until proper notice has been given.

Please let me know how you intend to address this serious issue.

Thank you, Judith Whitman

From: Sue Colbert <SColbert@placer.ca.gov>
Sent: Monday, May 11, 2020 2:09 PM
To: Sue Colbert <SColbert@placer.ca.gov>
Cc: Shirlee Herrington <SHerring@placer.ca.gov>; Lisa Carnahan <LCarnaha@placer.ca.gov>; Leigh Chavez <LChavez@placer.ca.gov>; Kara Conklin <KConklin@placer.ca.gov>; EJ Ivaldi <EJIvaldi@placer.ca.gov>
Subject: May 14th Planning Commission Hearing Update

PLANNING COMMISSION

3

If you wish to listen to the Planning Commission Hearing ONLY, please dial 1+ (619) 483-4068 and enter I.D. 223370375#.

Online public participation for the

May 14th Planning Commission Meeting

4:00 p.m. Start Time

5:00 p.m. Hidden Falls Trails Expansion Item

Published May 11, 2020

UPDATE: For the Thursday, May 14th hearing - Make a reservation for Public Comment by calling the Placer County Planning Commission Public Comment Line (530) 886-1810. Leave your name, phone number and item you wish to provide public comment on. Staff will contact you to verify your sign up; you will be called during the meeting proceedings to provide comments for the relevant item.

Best regards,

Sue Colbert

LISTS: Hidden Falls(2)

Hidden Falls Homeowner's

Hidden Falls

CEQA Noticing – All Projects

Sue Colbert

Senior Board / Commission Clerk

Community Development Resource Agency

Planning Services Division

3091 County Center Drive

Auburn, CA 95603

(530) 745-3113 | (530) 745-3080 fax | scolbert@placer.ca.gov

4





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RESPONSE TO COMMENT LETTER I460: JUDITH WHITMAN

Response to Comment I460-1

The commenter expressed frustration with the call-in procedure for the May 14, 2020 Planning Commission meeting.

The commenter incorrectly claims that anyone who did not make an advanced reservation to speak was not able to present their comments. Commenters successfully utilized both the advanced reservation line and the call-in line during the meeting to provide public comment. Both the posted agenda for the meeting and the website for the proposed project explained the two different options for calling in.

Please also see Master Response 1 – Public Comment Process.

2.7.461 LETTER I461

Letter I461

April 16, 2020

Honorable Board of Supervisors of Placer County
175 Fulweiler Ave
Auburn, CA 95603

Re: Postponement of May 14,2020 Hidden Falls Expansion Public Hearing and cancellation of change to remote public access format

Dear Supervisors,

As county supervisors who are the stewards of Placer County for the good of all the general public, we would like to request you reconsider staff's decision to proceed with the currently scheduled Hidden Falls Expansion Public Hearing slated for remote public access on May 14,2020.

As supervisors directly representing your constituents, we know regarding county matters you are concerned about our needs over your own, as well as those of the of county staff who serve the public. We also know with everything going on right now, you might not be fully cognizant or mindful of the "who's", "where's" and the "when & why's" regarding this meeting and the burden it puts on many of your constituents. We need this meeting rescheduled until it can truly be "public".

There are three very real obstacles that must be considered:

- Limited and inconsistent internet access
- The advanced age and reduced technical abilities of many residents residing in the area most affected by the meeting outcome
- The affect that the Covid-19 pandemic is having on many of the residents residing in the area.

I461-1 Please consider that not everyone is sheltered in place with open work schedules. In fact, many of us who are affected by this project are working in industries still considered essential, including agricultural, construction and healthcare. Many who are working more hours during this crisis. Personally, we have furloughed eight employees, but our farm and winery are still operational. Likewise, our tasting room is still open for curbside pick-up and delivery, however, we are manning the farm, so-to-speak. On top of normal operational duties, we are spending additional hours securing funding and re-creating our normal business plan. Please genuinely consider that there are those of us putting in 60 to 80 hours a week during this unprecedented time trying to save our businesses and cope with this new normal. This leaves little time to do earnest preparation in attempting to bring the rural constituent's valid arguments to the process. We would hate to think this is even partially the intention of holding this meeting in such a manner.

We understand that while the public can't physically attend, you are allowing them to "call in" to make a comment, but we all know that the public experience is going to be significantly diminished if it is not held in public and in person. This meeting format is not acceptable, pandemic or not!

We understand that the situation in which you find yourself is re-setting many important tasks at the county and that your goal is likely to move forward as best you can to delay a large back log of hearings and meetings. We imagine it is a re-scheduling nightmare. However, this project is one that will fundamentally change the rural farm zone in district 5 and the decision that you will make as a board is historical in proportion.

I461-1
Cont'd

The draft SEIR was extremely costly to the county and is lengthy. Many of us who will be the most affected have portioned off sections to evaluate and comment upon. Although we personally have access to technology, many of the people who live in the area still rely on libraries and county facilities to read the SEIR document and to research the subject matter. We understand this may seem antiquated or unrealistic to county staff, who have technology and interdepartmental resources in which to aid their work, but it is a rural reality. Perhaps a fundamental misunderstanding of the rural agrarian lifestyle in general, explains why the staff leading this project is often confused by our arguments and disagreements on the project.

At best, it seems short-sided to proceed with the May 14th date. The Hidden Falls Expansion and the properties it threatens are valuable resources in Placer County; not all people are on the same fundamental mission to see this park expanded, therefore you must adequately let all voices be heard Like many others, I have had to put my work on this project on hold in the past month. The same is largely true of the winery ordinance, which is schedule to be heard even sooner. I ask you, my elected representatives, to take seriously this request to postpone both meetings until such a time they can genuinely be held in public. Once this project goes through, we all know that it cannot and will not be undone. The farmland will not be replaced once it is lost to recreational zoning, so every step and every person involved is accountable.

Please do not make the irrevocable mistake of proceeding at this time and not allowing due diligence for those of us who are opposed to the project and who reside in the area.

Sincerely

Teena & Craig Wilkins
Protect Rural Placer
Owners/Vina Castellano Winery

RESPONSE TO COMMENT LETTER I461: TEENA AND CRAIG WILKINS

Response to Comment I461-1

The commenters express concerns about the public meeting.

Please see Master Response 1 – Public Comment Process.

2.7.462 LETTER I462

Letter I462

Shirlee Herrington

From: noreply@civicplus.com
Sent: Monday, May 11, 2020 4:13 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	CRAIG S WILSON
Email Address (Optional)	cswfj14@gmail.com
Agenda Item (Optional)	Hidden Falls Trails Expansion
Comments	Dear Placer County Board of Supervisors, Please approve the approximately 30 miles of new trails and improved trail access and parking for Hidden Falls. As an avid hiker and mountain bike rider I feel that approval of this plan for trails is vital to families, hikers, runners, equestrians, and bikers and will improve the health of trail users, reduce parking issues, and reduce impact on the most used trails. Expanding the Hidden Falls trail network will be a priceless asset to Placer County, preserving the rural landscape for our children, and our children's children for generations to come.
Attach a document	*Field not completed.*

I462-1

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I462: CRAIG WILSON

Response to Comment I462-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.463 LETTER I463

Letter I463

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 7:18 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Denny Wilson
Email Address (Optional)	dennyrwilson@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I am in support of the hidden falls trail expansion project. Oftentimes the park seems to be at capacity. Adding a few more trailheads and miles of new trail would help disburse the crowds a bit as well as open up more space for community members to enjoy the beautiful park!
Attach a document	*Field not completed.*

I463-1

Email not displaying correctly? View it in your browser.

43

RESPONSE TO COMMENT LETTER I463: DENNY WILSON

Response to Comment I463-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.464 LETTER I464

Shirlee Herrington

From: jackie witt <jackiewitt@hotmail.com>
Sent: Sunday, March 15, 2020 2:01 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls

As I received a proposal regarding the expansion of Hidden Falls, I am writing a response to express concern. If the powers that be would ask themselves if this is good for the neighborhood (imagine if you lived there) or is this simply about more out of towners coming up and tearing things up, what would be your honest answer? This is all about money, which is always the wrong way to make a decision. I think our local Auburnites care deeply about our town and recreational areas and just don't see this as a benefit at all.

I464-1

- We don't see any need to expand this area,
- The poor residents are experiencing parking issues, trash issues, even people defecating and urinating in their yards, and you want to expand and exacerbate this issues,
- The trails are being destroyed by horses and ORV and bikes,
- This seems to be being pushed by those trying to bring in **revenue**, rather than preserving the area as naturally as possible,
- There are miles of bike and hiking trails here already all over the area,
- The small town feel is already being destroyed and this will only add to this problem.

We hope you listen to the locals and not base this decision on revenue; though we are afraid we are losing faith in our local leaders and will adjust this as elections come up.

Sincerely,

Jackie and Wendell Witt

RESPONSE TO COMMENT LETTER I464: JACKIE WITT

Response to Comment I464-1

The commenter expresses opposition to the proposed project.

The opposition is noted. No further response is required.

2.7.465 LETTER I465

Letter I465

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 2:35 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Patricia Wivk
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Trails
Comments	I am in support of increasing the trails at Hidden Falls.
Attach a document	*Field not completed.*

I465-1

Email not displaying correctly? View it in your browser.

117

RESPONSE TO COMMENT LETTER I465: PATRICIA WIVK

Response to Comment I465-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.466 LETTER I466

Letter I466

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 12:42 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Marco Wright
Email Address (Optional)	Marcolwright@iCloud.com
Agenda Item (Optional)	*Field not completed.*
Comments	LETS expand the trails at hidden falls
Attach a document	*Field not completed.*

I466-1

Email not displaying correctly? View it in your browser.

143

RESPONSE TO COMMENT LETTER I466: MARCO WRIGHT

Response to Comment I466-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.467 LETTER I467

Letter I467

Shirlee Herrington

From: noreply@civicplus.com
Sent: Saturday, May 16, 2020 8:35 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Robert Wright
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Laulima Lakeside Redevelopment Project
Comments	Please vote no on this project. Creating more private developments for wealthy second homeowners will destroy the rustic character of Kings Beach and diminish beach access for local residents and tourists. Kings Beach has the best public beach on the North Shore. This project will decrease public access to our public beach and privatize cherished public lands. We do not need another Tonopalo in Kings Beach.
Attach a document	*Field not completed.*

I467-1

Email not displaying correctly? View it in your browser.

1

RESPONSE TO COMMENT LETTER I467: ROBERT WRIGHT

Response to Comment I467-1

The commenter comments on the Laulima Lakeside Redevelopment Project, which is not related to the Hidden Falls Regional Park Expansion Project.

This comment letter was erroneously included with comment letters directed at the proposed project.

2.7.468 LETTER I468

Letter I468

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 12:12 PM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Nick Wright
Email Address (Optional)	wright.nikolas@gmail.com
Agenda Item (Optional)	New Trails in Hidden Valley
Comments	I understand that there's a proposal to add 30 miles of trails to Hidden Falls. As an avid mountain biker at Hidden Falls, I support this proposal. The prevailing mountain bike community in Sacramento, Auburn, and NorCal is a responsible group of recreational users who would cherish such an expansion. With the vocal involvement of FATRAC, the regional mountain bike advocacy, I am assured that any such expansion, from the planning to implementation and trail care, would be in good hands. FATRAC (of which I'm a member) commands a willing army of volunteers to care for trails, and educate the trail users on best practices for riding and usage. Hidden Falls is a fantastic park, although it can get crowded in the areas within a mile of the trailhead parking lot. An expansion of the trail system would reduce friction between MTBers, equestrians, and hikers, creating an enjoyable park for all. As an avid cyclist and mountain biker, I support this expansion. Nick Wright Sacramento wright.nikolas@gmail.com

I468-1

150

Attach a document *Field not completed.*

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I468: NICK WRIGHT

Response to Comment I468-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.469 LETTER I469

Letter I469

Shirlee Herrington

Subject: FW: HFRP Expansion Public Hearing

From: Jane Wurst [mailto:jawurst@yahoo.com]
Sent: Monday, April 13, 2020 9:15 AM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Bonnie Gore <BonnieGore@placer.ca.gov>; Kirk Uhler <KUhler@placer.ca.gov>
Cc: Todd Leopold <TLeopold@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Lindsay Romack <LRomack@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>; Landon Wolf <LandonWolf@placer.ca.gov>; Ashley Brown <ANBrown@placer.ca.gov>; Anders Hauge <andersplan@me.com>; George Alves <galves.pcs@earthlink.net>; mark@whstrat.com; Judy Isaman <jqisaman@aol.com>
Subject: HFRP Expansion Public Hearing

April 13, 2020

Dear Cindy, Robert, Jim, Bonnie and Kirk,

Thank you for all of your efforts on behalf of Placer County residents during these unprecedented challenges from the COVID-19 Pandemic.

Placer County Health Officer Dr. Aimee Sisson has issued a new order that clarifies, strengthens, and extends the terms of the physical distancing order through May 1. Besides this new order, Dr. Sisson acknowledges that models are not an exact science, one projecting a surge in Placer County in May and one in August. What is clear, is that it won't be "life as usual" even in May.

Due to the COVID-19 Pandemic we are requesting that you, our supervisors take action to table the Public Hearing for the HFRP Expansion Project which is set for May 14. We can all see, that large group gatherings still won't be allowed by that date, even when Dr. Sisson and the governor do start loosening restrictions.

I469-1 County CEO, Todd Leopold had the foresight to state at the March 24, 2020 Supervisors Meeting, "*We have another number of boards and commissions that have either been postponed or we have pushed out some of their key items, specifically ones that may have some public comment that we recognize that individuals want to come and talk at.*"

We realize that the County wants to provide critical services and conduct essential business during this pandemic, but the HFRP Expansion Project Public Hearing is not an essential service or business item. As you may know, the SDEIR was projected to be out in October of 2018, then December 2018, then February 2019, then June, then August. We all waited through missed deadlines .... and it didn't come out until February 20, 2020. **Clearly there is no urgency to conduct a public hearing without the public.**

The HFRP Expansion in fact, isn't even an "action item" for the Planning Commission. This meeting is intended to be a time for the public to hear a presentation by the Parks Division and allow time for questions and public comment. It has been deemed so important to have public participation, that 6,000 letters were sent out informing residents of the hearing. Judging from the Scoping Meeting on June 14, 2018, and the controversy and interest surrounding this particular project, there will be several hundred people at a public hearing for Hidden Falls.

1

I469-1
Cont'd

Remote access is not a viable option, when you're looking at the numbers of people in our rural communities that do not have adequate internet service. Though we realize that a call-in number is utilized for public comment, being able to watch the live streaming of the meeting, the presentation and the comments is a critical piece. This is not the time to compromise the integrity of Placer County's policy and commitment to making sure that the public has full access and the ability to be involved through public hearings.

We also believe that the COVID-19 pandemic is not the time to even put residents in the position of having to deal with this and think about this divisive issue. You know better than we do, the depth and breadth of the impact and fallout of the pandemic… and how much people are struggling through-out Placer County.

"Stronger together", "We're here for you", "We're in this together", "Take care of yourself and each other," are not just catchy slogans. These are appeals to be our best selves as individuals, as neighbors, and as communities. They are meant to encourage, provide hope and strength, and stir people to be compassionate, helpful, and stay at home as much as possible. Our focus should be united right now, and your efforts and ours, need to be on caring for our families, our neighbors, our communities and surviving this pandemic.

Cindy, Robert and Jim, we are trusting you to represent your constituents and take the steps today to cancel/postpone until further notice, the Public Hearing for the HFRP Expansion Project.

We look forward to hearing from as soon as possible regarding this request.

Take care and be well.

Sincerely,

Curt and Jane Wurst, *Protect Rural Placer*

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RESPONSE TO COMMENT LETTER I469: JANE AND CURT WURST

Response to Comment I469-1

The commenters express concern about the public review process.

Please see Master Response 1 – Public Comment Process.

2.7.470 LETTER I470

Letter I470

April 13, 2020

Dear Cindy, Robert, Jim, Bonnie and Kirk,

Thank you for all of your efforts on behalf of Placer County residents during these unprecedented challenges from the COVID-19 Pandemic.

Placer County Health Officer Dr. Aimee Sisson has issued a new order that clarifies, strengthens, and extends the terms of physical distancing order through May 1. Besides this new order, Dr. Sisson acknowledges that models are not an exact science, one projecting a surge in Placer County in May and one in August. What is clear, is that it won't be "life as usual" even in May.

Due to the COVID-19 Pandemic we are requesting that you, our supervisors take action to table the Public Hearing for the HFRP Expansion Project which is set for May 14. We can all see, that large group gatherings still won't be allowed by that date, even when Dr. Sisson and the governor do start loosening restrictions.

County CEO, Todd Leopold had the foresight to state at the March 24, 2020 Supervisors Meeting, *"We have another number of boards and commissions that have either been postponed or we have pushed out some of their key items, specifically ones that may have some public comment that we recognize that individuals want to come and talk at."*

I470-1

We realize that the County wants to provide critical services and conduct essential business during this pandemic, but the HFRP Expansion Project Public Hearing is not an essential service or business item. As you may know, the SDEIR was projected to be out in October of 2018, then December 2018, then February 2019, then June, then August. We all waited through missed deadlines .... and it didn't come out until February 20, 2020. **Clearly there is no urgency to conduct a public hearing without the public.**

The HFRP Expansion in fact, isn't even an "action item" for the Planning Commission. This meeting is intended to be a time for the public to hear a presentation by the Parks Division and allow time for questions and public comment. It has been deemed so important to have public participation, that 6,000 letters were sent out informing residents of the hearing. Judging from the Scoping Meeting on June 14, 2018, and the controversy and interest surrounding this particular project, there will be several hundred people at a public hearing for Hidden Falls.

Remote access is not a viable option, when you're looking at the numbers of people in our rural communities that do not have adequate internet service. Though we realize that a call-in number is utilized for public comment, being able to watch the live streaming of the meeting, the presentation and the comments is a critical piece. This is not the time to compromise the integrity of Placer County's policy and commitment to making sure that the public has full access and the ability to be involved through public hearings.

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I470-1
Cont'd

do, the depth and breadth of the impact and fallout of the pandemic… and how much people are struggling through-out Placer County.

"Stronger together", "We're here for you", "We're in this together", "Take care of yourself and each other," are not just catchy slogans. These are appeals to be our best selves as individuals, as neighbors, and as communities. They are meant to encourage, provide hope and strength, and stir people to be compassionate, helpful, and stay at home as much as possible. Our focus should be united right now, and your efforts and ours, need to be on caring for our families, our neighbors, our communities and surviving this pandemic.

Cindy, Robert and Jim, we are trusting you to represent your constituents and take the steps today to cancel/postpone until further notice, the Public Hearing for the HFRP Expansion Project.

We look forward to hearing from as soon as possible regarding this request.

Take care and be well.

Sincerely,

Curt and Jane Wurst, *Protect Rural Placer*

RESPONSE TO COMMENT LETTER I470: JANE AND CURT WURST

Response to Comment I470-1

The commenters express concerns about the public review process.

Please see Master Response 1 – Public Comment Process.

2.7.471 LETTER I471

Shirlee Herrington

From: Jane Wurst <jawurst@yahoo.com>
Sent: Wednesday, April 15, 2020 12:20 PM
To: Kelly McCaughna; Cindy Gustafson
Cc: Todd Leopold; Lindsay Romack; Beverly Roberts; Shanti Landon; Landon Wolf; Ashley Brown; Anders Hauge; George Alves; mark@whstrat.com; Judy Isaman
Subject: Re: HFRP Expansion Public Hearing

Cindy and Kelly,

Thank you Kelly for the clarification. I appreciate all your assistance.

When can we expect an answer to our request for the cancellation and postponement of Hidden Falls Expansion Public Hearing?

Hope you are both staying healthy. Thank you for all of your efforts on behalf of Placer County residents during these challenging times.

Take care,

Jane Wurst, *Protect Rural Placer*

I471-1

On Tuesday, April 14, 2020, 09:35:00 AM PDT, Kelly McCaughna wrote:

Hi Jane. Your email was forwarded along to the head of the Department of Public Works, Ken Grehm, and I spoke with him yesterday about it. Cindy has also been meeting with the county CEO and county council. It seems a lot can change in a month's time and staff is taking all of the information we receive into consideration.

Take care,

Kelly

Kelly McCaughna

District Aide

Office of Supervisor Cindy Gustafson

kmccaughna@placer.ca.gov

(530) 305-9735

County Website/D5



From: Jane Wurst [mailto:jawurst@yahoo.com]
Sent: Tuesday, April 14, 2020 7:59 AM
To: Kelly McCaughna
Cc: Todd Leopold ; Lindsay Romack ; Beverly Roberts ; Shanti Landon ; Landon Wolf ; Ashley Brown ; Anders Hauge ; George Alves ; mark@whstrat.com; Judy Isaman ; Cindy Gustafson
Subject: Re: HFRP Expansion Public Hearing

Hi Kelly,

Thank yo for getting back to me.

Would you please clarify, what you meant by, "send it along", and to whom?

Take care and be well,

Jane

On Monday, April 13, 2020, 02:41:27 PM PDT, Kelly McCaughna <kmccaughna@placer.ca.gov> wrote:

I471-1 Cont'd

Hi Jane. Thank you for the email. We will send it along and see what we can do. I hope you and your family are well and staying healthy!

Take care,

Kelly

Kelly McCaughna

District Aide

Office of Supervisor Cindy Gustafson

kmccaughna@placer.ca.gov

(530) 305-9735

County Website/D5



From: Jane Wurst [mailto:jawurst@yahoo.com]
Sent: Monday, April 13, 2020 9:15 AM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Bonnie Gore <BonnieGore@placer.ca.gov>; Kirk Uhler <KUhler@placer.ca.gov>
Cc: Todd Leopold <TLeopold@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Lindsay Romack <LRomack@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>;

I471-1
Cont'd

breadth of the impact and fallout of the pandemic… and how much people are struggling through-out Placer County.

"Stronger together", "We're here for you", "We're in this together", "Take care of yourself and each other," are not just catchy slogans. These are appeals to be our best selves as individuals, as neighbors, and as communities. They are meant to encourage, provide hope and strength, and stir people to be compassionate, helpful, and stay at home as much as possible. Our focus should be united right now, and your efforts and ours, need to be on caring for our families, our neighbors, our communities and surviving this pandemic.

Cindy, Robert and Jim, we are trusting you to represent your constituents and take the steps today to cancel/postpone until further notice, the Public Hearing for the HFRP Expansion Project.

We look forward to hearing from as soon as possible regarding this request.

Take care and be well.

Sincerely,

Curt and Jane Wurst, *Protect Rural Placer*

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Landon Wolf <LandonWolf@placer.ca.gov>; Ashley Brown <ANBrown@placer.ca.gov>; Anders Hauge <andersplan@me.com>; George Alves <galves.pcs@earthlink.net>; mark@whstrat.com; Judy Isaman <jgisaman@aol.com>
Subject: HFRP Expansion Public Hearing

April 13, 2020

Dear Cindy, Robert, Jim, Bonnie and Kirk,

Thank you for all of your efforts on behalf of Placer County residents during these unprecedented challenges from the COVID-19 Pandemic.

Placer County Health Officer Dr. Aimee Sisson has issued a new order that clarifies, strengthens, and extends the terms of the physical distancing order through May 1. Besides this new order, Dr. Sisson acknowledges that models are not an exact science, one projecting a surge in Placer County in May and one in August. What is clear, is that it won't be "life as usual" even in May.

Due to the COVID-19 Pandemic we are requesting that you, our supervisors take action to table the Public Hearing for the HFRP Expansion Project which is set for May 14. We can all see, that large group gatherings still won't be allowed by that date, even when Dr. Sisson and the governor do start loosening restrictions.

County CEO, Todd Leopold had the foresight to state at the March 24, 2020 Supervisors Meeting, "*We have another number of boards and commissions that have either been postponed or we have pushed out some of their key items, specifically ones that may have some public comment that we recognize that individuals want to come and talk at.*"

I471-1
Cont'd

We realize that the County wants to provide critical services and conduct essential business during this pandemic, but the HFRP Expansion Project Public Hearing is not an essential service or business item. As you may know, the SDEIR was projected to be out in October of 2018, then December 2018, then February 2019, then June, then August. We all waited through missed deadlines .... and it didn't come out until February 20, 2020. **Clearly there is no urgency to conduct a public hearing without the public.**

The HFRP Expansion in fact, isn't even an "action item" for the Planning Commission. This meeting is intended to be a time for the public to hear a presentation by the Parks Division and allow time for questions and public comment. It has been deemed so important to have public participation, that 6,000 letters were sent out informing residents of the hearing. Judging from the Scoping Meeting on June 14, 2018, and the controversy and interest surrounding this particular project, there will be several hundred people at a public hearing for Hidden Falls.

Remote access is not a viable option, when you're looking at the numbers of people in our rural communities that do not have adequate internet service. Though we realize that a call-in number is utilized for public comment, being able to watch the live streaming of the meeting, the presentation and the comments is a critical piece. This is not the time to compromise the integrity of Placer County's policy and commitment to making sure that the public has full access and the ability to be involved through public hearings.

We also believe that the COVID-19 pandemic is not the time to even put residents in the position of having to deal with this and think about this divisive issue. You know better than we do, the depth and

RESPONSE TO COMMENT LETTER I471: JANE WURST

Response to Comment I471-1

The commenter expresses concern about the public review process.

Please see Master Response 1 – Public Comment Process.

2.7.472 LETTER I472

Letter 472

Shirlee Herrington

From: noreply@civicplus.com
Sent: Wednesday, May 13, 2020 8:55 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Jane Wursst
Email Address (Optional)	jawurst@yahoo.com
Agenda Item (Optional)	Hidden Falls Expansion DSEIR
Comments	Please accept my comments attached below as part of the permanent record of this meeting. Thank you, Jane Wurst
Attach a document	Comments for Public Hearing May 14.docx

Email not displaying correctly? View it in your browser.

201

Placer County Planning Commission: May 14, 2020

Re: Hidden Falls Regional Park Expansion Draft SEIR

Hello, my name is Jane Wurst and I am part of Protect Rural Placer

I472-1 The largest of the 3 proposed new parking lots for the expansion is on Bell Road and is 70% larger than the current Hidden Falls lot. The SEIR projects that there could be 700 people on a single Saturday. That's 2,100 people on a 3-day weekend from that one parking lot alone. The Taylor Preserve is only 300 acres; just ¼ the size of the current Hidden Falls. Sounds pretty crowded, doesn't it?

I472-2 Can you imagine being a wild turkey hen with her chicks, a fox, a blue heron, or a mama cow with her calf... and having your home, your habitat invaded by hundreds of hikers, cyclists, horses and dogs, day after day?

I472-3 The SEIR states that the Twilight Ride parking lot will generate 600 vehicle trips on a single Saturday, the Harvego parking lot 573. Together that's 1,173 additional vehicle trips on the narrow and winding roads of Bell, Cramer, and Lone Star ... on a single day!

The SEIR states that the Hidden Falls Expansion Project will exceed thresholds for acceptable VMT, Vehicle Miles Traveled... and that it is a **significant but unavoidable impact!** But it is absolutely avoidable, all the negative impacts are avoidable

I472-4 There is a way to preserve the balance of nature, agriculture and recreation and keep families, homes, property, livestock, roads and communities safe and secure.

That is to wisely choose Alternative 1. To limit public access, by continuing to provide docent led hikes and cycling events, educational outdoor experiences, to host scout troops and school groups, and to invite artists and photographers for guided activities on the preserves.

I472-5 The expansion area consists of the Big Hill Preserves; four separate preserves, that permanently protect critical lands in the Raccoon Creek and Bear River watersheds. This region includes the largest remaining unfragmented oak woodlands in Placer County, and one of the last relatively "wild" areas in western Placer County. Why would we want to spoil that? Recreation is not a substitute for conservation.

Let's allow the wildlife and riparian habitats to continue to flourish and have their space. Let's care more for the earth than ourselves. Let's care more for the safety and welfare of our neighbors than in satisfying our desire for "wanting more" of something that there already is an abundance of in Placer County .... Trails.

Please accept my comments as part of the permanent record of this meeting. Thank you

RESPONSE TO COMMENT LETTER I472: JANE WURST

Response to Comment I472-1

The commenter expresses concerns about new parking lots and the number of visitors to the park.

Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenter notes that Twilight Ride parking lot will be 70% larger than the Mears parking lot.

The comparison to the Mears parking lot is incorrect. The Mears parking lot has 105 auto spaces, plus 12 equestrian spaces, for a total of 117 parking spaces. Adding in the proposed 25 spaces would provide 142 spaces. At full build-out, the Twilight Ride parking lot would have 140 spaces, which is less than the Mears parking lot.

Additionally, the commenter notes that only 300 acres would be available to the public at full build-out of the Twilight Ride parking area.

This statement is incorrect. After Phase 1 of the Twilight Ride trailhead and parking area are constructed, existing trails within both the Taylor Ranch (321 acres) and the Kotomyan Preserve (160 acres) would be available to the public. By the time full-build out of the Twilight Ride parking area is complete, connectivity to the entire Trails Expansion area would be complete.

Response to Comment I472-2

The commenter expresses concerns about impacts to wildlife and habitat.

Please see Draft SEIR Section 12.4 “Impacts” in Chapter 12.0 “Biological Resources” for an analysis of impacts to wildlife and habitat.

Response to Comment I472-3

The commenter expresses concern about traffic, circulation, and parking, and specifically VMT.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I472-4

The commenter would like the County to choose Alternative 1.

The comment is noted. No further response is required.

Response to Comment I472-5

The commenter feels that recreation is not a substitute for conservation.

The County believes that recreation is compatible with the current land uses of the expansion area. Please see Master Response 5 – Agriculture.

2.7.473 LETTER I473

Letter I473

Date: May 18, 2020

To: Community Development Resource Agency, Environmental Coordination Services

Placer County Supervisors

Placer County Planning Commission

From: Curt and Jane Wurst, 9455 Orr Creek Lane, Auburn, CA 95602

Re: HFRP Trails Expansion Project SDEIR

I473-1 We are 46-year residents of our 72-acre ranch in North Auburn and members of the grassroots organization *Protect Rural Placer*. It is with great concern that we write to you regarding the HFRP Trails Expansion Project and DSEIR. We will be negatively impacted on all four sides by the proposed project. To the north we share a fence line with the Twilight Ride Property, the site of the largest of the three proposed new parking lots. To the south is Orr Creek Lane and to the west is the Taylor Ranch Preserve, which we lease for our cattle. To the east is a dangerous section of Bell Road with a blind entrance into Orr Creek Lane. Not only will the project undermine our ability to keep our family, home, property, and livestock safe and secure, the project will jeopardize our ability to retain our current fire/homeowner's insurance, and will also lower the value of our home and property.

I473-2 Of even greater concern is the negative impact that the proposed project would have on our rural community and agriculture. It is from the shared concerns of our neighbors that *Protect Rural Placer* was born. These are the true stakeholders, the people that have the most to lose. There are 8 new young families (that we are aware of) that have moved in along Bell Road within a mile of us in the last 5 years. They came here to raise their children in a safe, peaceful rural community. This project will shatter that. Some have said they won't stay. The community's public safety should be of highest concern for our County staff and elected officials and yet, this project undermines our ability as residents to keep our families, roads and community safe. The DSEIR disregards public safety with unsubstantiated assumptions and shallow mitigations.

I473-3 We are also compelled to speak up for the earth, because we have grave concerns that the area's wildlife, habitats and air and water quality will be compromised by the project. Should we as humans always get what we "want" at the expense of the environment? Recreation is not the equivalent of conservation. The 2,765 acres that make up the HFRP expansion area, the Big Hill Preserves, have been described as critical lands in the Raccoon Creek and Bear River watersheds. This area includes the largest remaining unfragmented oak woodlands in Placer County, and one of the last relatively "wild" areas in western Placer County. So why does the County want to spoil it and open it up to the destruction caused by over use and over tourism brought on by an urbanized trail network drawing hundreds of people 365 days a year?

I473-4 Based upon the unsubstantiated assumptions in the DSEIR, the lack of adequate mitigations, and the negative impacts from the project to the environment, agriculture, roads, and to the very communities who were not included in any of the 15-year planning, we oppose the HFRP Expansion Project. Specific issues are brought forth in our comments below. We ask that in the Final SEIR, that you answer all of our questions, provide evidence and data requested and address all of our issues and concerns.

SECTION 3.0 PROJECT DESCRIPTION

3.2 EXISTING SETTING HFRP

I473-5 The SDEIR states that to *lessen impacts on nearby landowners* the County Parks Department:

Encourages visitors to use HFRP during the off-peak days and times, carpool, and arrive early. The SDEIR fails to provide any evidence of how they do that. How and where do they do provide this information? Does it state this on the 50+ internet sites that advertise HFRP?

3.2.2 2019 PROPOSED TRAILS EXPANSION AREA

The SDEIR fails to address the legality of the County's trails easement on the Liberty Ranch property.

I473-6

- The Liberty Ranch is part of a private gated community and Country Club Lane is a private road.
- The connector trail through Liberty Ranch will take visitors across this private road (Country Club Lane).
- Hundreds of visitors daily will be able to follow Country Club Lane, either direction they want, which is all private property in a security gated private community.
- Is it legal for the Placer County Parks Division to attract and allow access to hundreds of people daily into this private community, 365 days a year?
- Is it legal for the Placer County Parks Division to allow thousands of people access onto a private road 365 days a year?
- Is it legal for the owner of Liberty Ranch, Rob Freiheit to grant (sell) a trail easement to Placer County that would allow hundreds of people to use a private road and access a private community 365 days a year?

TAYLOR RANCH

The DSEIR in its description of the Taylor Ranch Preserve fails to identify and address that:

- NID has a road running the length of it, and is used daily by NID staff
- Orr Creek that runs through the Taylor Ranch Preserve is an NID water way and is captured at the Southwest corner of the Preserve in a dam which is owned and regulated by NID
- The dam will be promoted on social media has a great swimming hole. The DSEIR fails to disclose and address the potentially dangerous situation this dam poses. From the 3' wide dam surface, which can be easily accessed from the NID road, it is an approximate fall of 20 feet to the rugged, rocky stream bed below
- The DSEIR fails to mention that the NID road and NID canal continues through to the adjoining private property and runs clear to Lincoln.
- The DSEIR fails to identify and address the potentially significant impact of hikers and cyclists ignoring posted signage (as they do now) and going over gates and through fences in order to follow the NID road or canal.

Exhibit 3-4

I473-6 Cont'd: The DSEIR fails to provide information on the proposed expansion connector trails that run from the Outman Preserve and connect in two places with the Harvego Bear River Preserves. Who owns these properties and has the County secured conservation and trail easements and at what cost? Do easements allow for public access 365 days a year across this property? The SDEIR fails to give any specifications for those connector trails as it does for the Liberty Ranch trail easement.

3.4.1 MULTI-USE TRAILS

I473-7:

- This sections states that there would be no e-bikes (other than those allowed through ADA). The DSEIR fails to mention that there have been issues with e-bikes and e-scooters at HFRP. Parks Division staff, Parks Commission members, and the public at the January 30, 2020 meeting, all sited incidents at HFRP where visitors rode e-bikes and e-scooters, cycled on days where "no cycling due rainy/muddy conditions" was posted, and smoked even though all were posted. There was a discussion regarding the inability to enforce rules and it being an ongoing issue.

I473-8: This section states that trail refinements were based on resource surveys (see Exhibit 3-5), but Exhibit 3-5 is not included in our copy of the SDEIR.

3.4.2 AMENITIES

I473-9: The DSEIR is inaccurate in its statement of amenities at HFRP. The groundwater well has not been functioning since 2015, so for the last 5 years there has NOT been drinking fountains, restrooms (other than porta-potties) and horse watering.

3.5 TRAIL AND FACILITY CONSTRUCTION

I473-10: The DSEIR claims in Impact 13-3 that the Project will *reduce the potential for fire within the proposed project area and enhance access to park areas for emergency response vehicles*, and yet this section and the entire DSEIR fails to provide evidence, maps or descriptions of trails wider than 5 feet or access roads throughout the 2,765 acres of additional trails, therefore negating the claim the Project will enhance access to park areas.

CONSTRUCTION SCHEDULE

I473-11: Section 10.0 NOISE state the noise from construction will be short term, and yet here it states that construction "*would be over multiple years as funding allows.*" The DSEIR fails to state that residents will have to put up with construction noise over many years.

3.6 OPERATION AND MAINTENANCE

I473-12: The DSEIR fails to give evidence of what herbicides it plans to use for maintenance. The DSEIR fails to disclose that scientists and many people in the public now strongly believe there is evidence that chemicals for weed control have harmful health effects.

I473-13: The DSEIR fails to disclose the Placer County and the Placer County Parks Division are unable to complete the maintenance tasks on the properties they are currently responsible for. From the department's OPERATION SUMMARY BY TASK spreadsheet provided at the November 21, 2019 Parks Commission Meeting all 9 tasks relating to trails had high percentages in the deferred Task Column (the Task Spreadsheet has been sent as an attachment)

- Trail Tree work/pruning 75% deferred
- Trail Vegetation clearing/weed eating 85% deferred
- Trail pesticide application 20% deferred
- Trail tread repair 100% deferred

- Trail litter removal 65% deferred
- Trails inspection 80% deferred
- Trails storm debris clean-up 70% deferred
- Trail culvert/storm drain clean-up 75% deferred
- Trails class 1 sweeping 50% deferred

I473-13 Cont'd

The SDEIR also fails to disclose that with the County's current funding, they are not adequately funding maintenance on current County properties. In a County document, provided by the Department of Public Works Parks Division, at the February 5, 2018 Supervisors Meeting, they outlined "deferred maintenance" by category. Document can be found at: https://www.placer.ca.gov/DocumentCenter/View/34355/7A-PDF

Of interest in regard to the Hidden Falls Expansion are the following areas:

- *Trail Maintenance: "During the recession, annual funding for maintenance of the countywide trail system was eliminated. Without funding for maintenance of trails, deterioration will continue."*
- *Hazardous and Healthy Tree Program: "Continues to be in a deferred status since the cutbacks during the last recession."*
- *Fuel Load Reduction: "In addition to the Hidden Falls Regional Park, Traylor Ranch Nature Preserve, Griffith Quarry Park , and natural areas at the Placer County Government Center, the County owns dozens of other miscellaneous parcels throughout fire hazard zones that also require fuels treatments for fire reduction but do not currently have ongoing funding to perform this work.""*

The DSEIR fails to provide evidence of the County having the funds and budget that will adequately provide for maintenance of all County properties and a timeline of how many years it will take to complete all deferred maintenance tasks.

The DSEIR fails to disclose that required under the Conditional Use Permit for HFRP, it sates under Environmental Health that, *Animal solid waste shall be handled, stored and removed in accordance with provisions of Placer County Code Section 8.16.120(B)* and that from the County Task Maintenance Spreadsheet, 90% of the Equestrian Area/Staging Service is deferred. Assuming this is referencing animal solid waste removal, it can be concluded that this condition of environmental health department is not being done, that HFRP is in in violation, and that this must be disclosed and addressed in the Final SDEIR.

The DSEIR fails to identify and disclose that adding the additional responsibilities for ongoing trail maintenance, fuel reduction, and tree mortality issues on the additional 2,765 acres of the proposed HFRP expansion, will jeopardize the ability of staff to maintain the existing parks, trails and areas of responsibility for the Parks Division.

The DSEIR fails to provide evidence of the County having the funding to add staff and equipment (vehicles, etc.) to stay on top of ongoing maintenance at current parks, trails and areas of responsibility and the 2,765 acres of the proposed HFRP Expansion.

3.6.1 TRAFFIC MANAGEMENT

I473-14

The DSEIR fails to disclose that the 63% of the visitors to HFRP that live outside Placer County do not pay the taxes that fund HFRP and the HFRP Expansion. The local taxpayers will be funding the Expansion project and its ongoing staffing and maintenance and be the ones to bear the burden of increased danger on the roads, increased wildfire danger, crime, and noise in their rural communities.

3.7.1

I473-15

The DSEIR fails to specify who or what agency Certifies the Final SDEIR for the Expansion Project.

The DSEIR fails to specify who or what agency will hold the County Parks Division accountable for the Mitigation Monitoring Reporting Program.

Who has monitored and held the County Parks Division accountable for deferred maintenance of HFRP?

- No water, insufficient well since 2015
- Deferred maintenance in critical areas of fuel reduction, dead tree removal and trail maintenance

SECTION 4.0 LAND USE AND AGRICULTURAL RESOURCES

4.1.1

I473-16

This first section references the 2010 HFRP Certified EIR which states that, "*the park would continue to be used for livestock.*" This is false because when the Spears (the seller) pulled their cattle off in 2013 there has not been any cattle grazing.

The DSEIR fails to identify any concrete steps or evidence that the County has taken to reintroduce cattle grazing back onto the property. This fact substantiates that Hidden Falls Regional Park undermines agriculture.

4.2.2

I473-17

In the 15 years of planning toward the HFRP Expansion by Placer County Parks Division, they have failed to communicate, collaborate and work with the stakeholders/cattle ranchers that are either leasing preserves from PLT, grazing cattle adjacent to the proposed expansion area, or leasing private property to graze up on Big Hill.

AECOM has drawn conclusions that there will be *no significant impact* to cattle grazing without any input or information about the cattle operations of the stakeholders. Their assumptions and conclusions are unsupported by evidence due to this failure to collaborate with stakeholders or provide any ag industry data. This renders AECOM's assumptions and conclusions to be inaccurate, unsubstantiated and false and should be discounted for the purposes of the entire SECTION 4: LAND USE AND AGRICULTURAL RESOURCES of this SDEIR.

Section 4.2.4

I473-18

This section states that *land surrounding the project area is privately owned and used for agriculture, grazing, and rural residences,* but it fails to identify and address any of the impacts and issues for these stakeholders/property owners and cattle ranchers.

- Cyclists and hikers will simply go over gates and fences, on to private property in order to see and do what they want. This is currently being done now. We have repeatedly stopped hikers and cyclists on Orr Creek Lane informing them that there is no public access. Some say they are going anyway and do. Residents on Big Hill repeatedly face the same situation with cyclists lifting their bikes over the locked security gates on the private roads leading up to Big Hill. (Garden Bar Road and Country Club Lane)
- Private property owners will experience illegal trespassing, vandalism, theft, littering, and camping.

I473-18 Cont'd

- Private property owners will be put in harm's way by having altercations with those trespassing and don't want to be told they are on private property and need to get off.
- In order to police and secure their own homes and property and protect their families, the property owners on Big Hill will need to put up boundary fencing (at their own expense) which will eliminate the open grazing that is done now. Many of the parcels will not be able to sustain cattle grazing leases due to lack of a water source for cattle on their property.
- This will create a situation where the County will be endangering the property owners by preventing the fuel reduction that the cattle provide.
- This will take away grazing land from the rancher and impact his operation and livelihood.
- Private property owners and cattle ranchers will face liability issues if someone is injured on their property or by their cattle. A mama cow sees unfamiliar humans as predators and a threat and if they deem necessary will charge in order to protect their calf. Of heightened concern are small children and dogs. We had a close call with a toddler and did have a dog ripped into by a protective cow.
- What is the County and Placer Land Trust's culpability and legal liability in the occurrence of such an injury?

Section 4.3.2

I473-19 This section addresses the Williamson Act, but it fails to address that when we, the stakeholder experience negative impacts to our cattle operation and cannot continue grazing on the Taylor Ranch Preserve and the Kotomyan Preserve, we will not generate the ag income to maintain our Williamson Act contract and status.

Section 4.3.3

This section addresses the Placer County General Plan.

- GOAL 7.A : *To provide for the long-term conservation and use of agriculturally-designated lands.* Policy 7.A.1 states that *the County shall protect agriculturally-designated areas from conversion to non-agricultural uses.* Both the Placer County Farm Bureau and Tahoe Cattlemen's Association have come out against the HFRP Expansion because it will undermine the current agricultural operations and the sustainability of agriculture in Placer County. (See Letters in Appendices)
- Policy 7.A.3 *The County shall encourage continued and, where possible, increased agricultural activities on lands suited to agriculture uses.* Cattle grazing ended on the current HFRP in 2013 and over the last 7 years the County has not provided in the SEIR any specific or concrete steps or evidence of their plans to reintroduce cattle and it is now 2020. Actions speak louder than words. Cattle grazing on the Twilight Ride Property, the PLT preserves, and private property will be undermined and potentially lost. I473-5

I473-20

Placer Legacy Open Space and Agricultural Conservation Program goals will also be violated and undermined, specifically the objective to "Maintain a viable agricultural segment of the economy."

Current grazing leases on both PLT preserves and private property will be undermined due to:

- High Density of hikers, cyclists and equestrians (and their dogs)
- The Twilight Parking Lot alone could generate approximately 700 visitors to Taylor Ranch Preserve per weekend day and holidays. Plus, it is open 365 days a year, from dawn to dark.
- The Twilight Ride parking lot will be 70% larger than the current HFRP, yet the Taylor Preserve that it open onto is just 310 acres, ¼ the size of HFRP.
- Parks staff have stated that 90% of visitors to HFRP remain within the first mile of trails. With that information we know that 90% of the visitors entering at the Twilight Ride trailhead, will

I473-20
Cont'd

remain on the Taylor Ranch Preserve, which is only 310 acres. It will be over-run with visitors and the high density of hikers, cyclists, equestrians and their dogs, in that small of an area will significantly disturb the cattle and the existing cow-calf operation. The SDEIR fails to provide information about mixing cattle and recreation and the County failed to meet with stakeholders/cattle ranchers.

- The current HFRP cannot control the use of e-bikes, e-scooters, and dogs off leash, (as stated and discussed at the County Parks Commission Meeting on Jan 30, 2020), which would all be problematic, just as cyclists would be.
- According to a recent study out of Texas A&M funded by the Agricultural Research Foundation, cattle that are scattered, disturbed and separated are stressed and have elevated cortisol, which is the hormone released during the "fight or flight" response. (SimTalk Magazine) Stressed cattle result in negative impacts on weight gain, milk production, and conception, which will result in "failure to thrive", which translates in to economic lose.
- Two friends were on a docent led hike on the Taylor Ranch Preserve in the spring of 2019 and texted us to let us know that, when the hikers came upon a group of our cows and calves, it sent them running, and as they scattered in different directions, two of the small calves panicked and went through a barbed wire fence and got separated from their mothers. We know that this stressed out the cows and calves, and that in time, the cows would start bawling for their babies and the calves would run up and down the fence line, and eventually go back through the fence to reunite. With open public access, this scenario will happen over and over again, on any given day.
- Scattering and separating a herd, will cause undo running and stress on the bull, will impact the bull's soundness and mobility, and directly correlates to fertility and conception rates. Lower conception rates, results in economic loss.
- With hundreds of hikers, cyclists and equestrians all over the Taylor Ranch Preserve daily, it will be a challenge each time we need to gather our cattle and herd them down to our corrals to sort, doctor, and do necessary animal husbandry. There will be no clear route without people.

The 50-acre Twilight Ride Property has historically been used for cattle grazing since the 1850s. An access road, a large parking lot, restrooms, amenities, picnic area, septic system, water storage tank and helicopter pad will leave little acreage for cattle grazing. The property has an NID allotment for irrigation water and is a prime piece of agricultural real estate. By putting this property into the ownership of Placer County and turning it into a parking lot and trailhead for the HFRP Expansion, it undermines the sustainability of agriculture in Placer County, by not allowing it to be purchased by a family(s) that desires to live in the country, have a rural ag lifestyle and potentially an ag commodity.

I473-21

Section 4.4.3 IMPACT ANALYSIS

Impact 4.1

The DSEIR fails to give supporting evidence of how the *project elements would ensure compatibility with land use in the project area.*

- The DSEIR fails to give evidence of how cattle grazing will co-exist with the high density of hikers, cyclists, equestrians and dogs on the Taylor Ranch Preserve, and on the Kotomyan Preserve, the Liberty Ranch and the Harvego Preserves, which are also currently cattle grazing land.
- The DSEIR fails to produce the Management Plans and Placer County Public Recreation Ordinance that the DSEIR states will *ensure regulation of public activities that have the potential to impact agricultural operations on expansion properties.*

- The DSEIR fails to address the potential for loss of grazing properties and grazing leases resulting in the economic loss and livelihood for the stakeholders/cattle ranchers and a loss of ag commodity income in Placer County.

AECOMS conclusions at the top of page 4-13:

Significance: *Less that Significant (Consistent with prior analysis in 2010 HFRP Certified EIR)* can be fully and totally discounted because cattle grazing was not only significantly impacted, it was eliminated in 2013 and has not been reintroduced.

I473-21 Cont'd

Mitigation: *None Required* and Residual Significance: *Less than Significant* can also be discounted because the DSEIR gives no evidence of meeting with the stakeholders/cattle ranchers, no evidence of knowledge regarding raising cattle, no evidence of knowledge of the impact on cattle from recreation, no evidence of knowledge of the current cattle operations on preserves in the HFRP expansion area, no evidence of knowledge of the private cattle grazing on Big Hill and the impacts to the stakeholders/property owners and cattle ranchers, and no evidence of any Management Plans or Placer County Public Recreation Ordinance.

AECOM's conclusion that that Impact 4.2 is Less than Significant is not based on complete or comprehensive evidence. Recreation of this size and impact is not compatible with the existing land use of grazing and agricultural use and should be determined to be a *Significant Impact*.

2019HFRP Trails Expansion Project Summary:

Page 4:15 states that the "*trail easement for the Liberty Ranch requires the placement of fencing adjacent to trail easement in key areas to keep the public confined to the trail and away from adjacent private property.*" Yes, that will be necessary and required, but it creates significant issues that the SDEIR fails to identify and address:

I473-22

- A confined, fenced trail will keep the hikers, cyclists and equestrians and their dogs in and the cattle out. The fence will have to be strong enough and at least 5 feet high to keep cattle out. This will **trap** the hikers, cyclists and equestrians in the event of an emergency or a wildfire.
- If the trail is fenced with barbed wire, calves can get through it, and they will.
- A confined, fenced trail endangers those using it. Cyclists will scare equestrians and there will be horses spooked, becoming alarmed and thrashing around, which will endanger the rider, horse and others on the trail. Dogs, even on leash could cause a similar situation.
- There was a dangerous incident at the current HFRP in February 2020 where a horse was spooked by a motorized scooter on the trail and the rider was injured. This is an example of the inability of park staff/rangers to monitor the trails and enforce rules.
- The fenced trail will divide the Liberty Ranch into two unequal halves and may prevent the cattle from getting to the only water source which is a stream flowing through low lying land on the property.
- Lack of cattle on the half without water will reduce fuel reduction on the Liberty Ranch. This will create a situation where the County will be endangering the property owners by preventing the fuel reduction that the cattle provide.

Though this section mentions fencing, it fails to address the need for self- closing gates between paddocks or on other fence lines and new cattle guards. The current cattle guards have caused injury to our cattle. One had to be put down.

I473-22 Cont'd

AECOM's conclusion that Impact 4.3 is Less than Significant is not based on complete or comprehensive evidence. Recreation of this size and impact is not compatible with the existing land use of grazing and agricultural use and should be determined to be a Significant Impact.

I473-23

IMPACTS OF WILDFIRE ON CATTLE GRAZING AND AGRICULTURE:

The HFRP Expansion DSEIR fails to identify and address wildfire as a risk to livestock and livelihoods, even though Section 16.0, page 16-13 of the SDEIR states, *The potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of the trail system*.

Wildfires present the issues of:

- gathering, loading and transporting cattle at the time of a wildfire
- death of livestock from the wildfire
- loss of grassland forage for the cattle
- loss of stored hay and feed
- loss of fencing
- economic loss

I473-24

SECTION 8 TRANSPORTATION AND CIRCULATION

8.2.1 ROADWAYS

The DSEIR states that Caltrans provides annual reports of the volume of traffic on the state highway system. Why did the DSEIR use 2016 data rather than more current data? The DSEIR fails to provide adequate data by not using 2017 and 2018. The DSEIR fails to provide comprehensive data that covers a 10 year period.

I473-25

There is no CHP presence on the rural roads in the HFRP Expansion area. Repeatedly at Rural Lincoln MAC meetings and North Auburn MAC meetings residents complain about speeding on rural roads. CHP Officer Luthey repeatedly reports that the CHP has inadequate number of officers to cover anything more that the main highways (I 80, SR 49 and Hwy 65).

I473-26

State Route 49:

The DSEIR fails to include data for crashes, collisions and fatalities for SR 49 in the Project area, specifically in North Auburn on the stretch from Lone Star to Bell Road.

The DSEIR fails to provide comprehensive data over a 10-year period, which would give a more accurate picture of how dangerous this section of SR 49 is.

From December 2019 to March 2020 there were 4 additional fatalities SR 49 between Lone Star and Dry Creek Road.

The DSEIR fails to identify this as a significant impact, that will be acerbated by adding more vehicles, truck and trailers and cyclists to this dangerous stretch of road.

The DSEIR fails to disclose that when there are accidents (or fires) in this section of SR 49 that close down the highway, traffic is rerouted to go Lone Star Road or Cramer Road to Bell Road to SR 49. This happens several times a year.

Bell Road:

The DSEIR fails to give any data for Bell Road from SR 49 to Joeger. Bell Road will be a major access artery to the Twilight Ride parking lot, the Curtola/Harvego parking lot, as well as to the Mears Place parking lot and Garden Bar parking lot. Appendix D states that 90% of visitors to HFRP come from Auburn, Sacramento, Roseville and SF Bay Area.

The DSEIR fails to provide road specifications for Bell Road, which as stated in Appendix D, is typically 20 to 22 feet in width, which is shy of the County's rural roadways specifications for 12' travel lanes.

The DSEIR fails to identify and evaluate the lack of shoulder on narrow Bell Road and the potentially significant impact for cyclists and motorists trying to share the road.

The DSEIR makes the statement on page 8-28, "that roads are used frequently by recreational bicyclists who share the roads which lack bicycle lanes or wide, paved shoulders." The DSEIR provides no evidence of how compatibly or safely they share the roads with motorists. As 46-year residents we have local personal knowledge that the increase in cyclists is problematic and dangerous. Cyclists fail to stop at the 4-way stop at Joeger and Bell. They speed down the hills in the middle of the lane. Motorists just have to slow down and follow them clear to their driveway, because the cyclists don't move over. Other less cautious motorists cross over double yellow center lines to pass them, even on hills.

I473-27 The DSEIR fails to provide the specifications, for speed at which motorists can negotiate horizontal curves and fails to identify the horizontal curves on Bell Road, as provided in Appendix D.

The DSEIR fails to state that the Bell Road has a combination of topographical features and intersecting roadway locations resulting in curves that would not meet County standards for new construction, as provided in Appendix D.

The DSEIR fails to identify that south of Cramer Road, on Bell to Joeger Road, *"there are a series of short radius turns that begins around Carter Canyon Road to New Hope School Road. These horizontal curves combine with vertical roadway alignment and adjoining topography to limit sight distance at private driveways and Orr Creek Lane."* (Appendix D) The SDEIR fails to disclose that the grade of the road contributes to the speed of cyclists and vehicles on these short radius turns.

We have local personal knowledge of turning onto Bell Road from Orr Creek Lane, looking up the hill for traffic and pulling out, and having a cyclist come out of nowhere, flying down the hill. It was a near collision.

The DSEIR fails to identify, disclose and evaluate that truck and trailer rigs, need to cross over into the oncoming lane of traffic in order to widen their turning radius in order to navigate some of the tight radius/blind curves. We have local personal knowledge and experience with this when pulling our trailer.

We have local personal knowledge that excessive speed and passing over double yellow lines occurs on Bell (and Cramer and Lone Star).

The DSEIR fails to use these traffic study findings provided in Appendix D, and sited above, to identify, disclose and evaluate how the increase in vehicles, truck and trailer rigs and cyclists generated by the Project will be a potentially significant impact.

Lone Star Road:

I473-28 The DSEIR fails to provide road specifications for Lone Star Road, which as stated in Appendix D, is typically 18 to 22 feet in width, which is shy of the County's rural roadways specifications for 12' travel lanes.

The DSEIR fails to provide the findings from the Traffic Study that states, "*Lone Star Road features several small radius curves, including several locations where road intersections were reconstructed. There are seven curves with radii ranging from 60 to 200 feet, including a tight curve immediately adjoining the Lone Star Road/SR49 intersection. As notes with Bell Road, the combination of horizontal/vertical alignment and adjacent topography can limit sight distance. This is particularly true in the area of the Lone Star Valley Road intersection where sight distance to adjoining property is appreciably limited.*" (DSEIR, Appendix D)

The DSEIR fails to identify and evaluate the lack of shoulder on narrow Lone Star Road and the potentially significant impact for cyclists and motorists trying to share the road.

I473-28 Cont'd

The DSEIR fails to provide the specifications, for speed at which motorists can negotiate horizontal curves and fails to identify the horizontal curves on Lone Star Road, as provided in Appendix D.

The DSEIR fails to state that the Lone Star Road has a combination of topographical features and intersecting roadway locations resulting in curves that would not meet County standards for new construction, as provided in Appendix D.

The DSEIR fails to identify all the horizontal curves on Lone Star Road that combine with vertical roadway alignment and adjoining topography to limit sight distance at private driveways and off shoot feeder roads. The SDEIR fails to disclose that the grade of the road contributes to the speed of cyclists and vehicles on these short radius turns.

The DSEIR fails to identify, disclose and evaluate that truck and trailer rigs, need to cross over into the oncoming lane of traffic in order to widen their turning radius in order to navigate some of the tight radius/blind curves.

The DSEIR fails to use these traffic study findings provided in Appendix D, and sited above, to identify, disclose and evaluate how the increase in vehicles, truck and trailer rigs and cyclists generated by the Project will be a potentially significant impact.

Cramer Road:

The DSEIR fails to provide road specifications for Cramer Road, which as stated in Appendix D, is typically 20 to 22 feet in width, which is shy of the County's rural roadways specifications for 12' travel lanes. It also fails to mention that Cramer Road does not even have a center yellow line.

The DSEIR fails to provide the findings from the Traffic Study that states, "*The roadway alignment passes through several short radius curves, and seven curves appear to have radii in the range of 75 feet to 200 feet. When the combination of roadway curvature and adjoining topography limits sight distance at driveways in some locations, the area roughly 500 to 1,000 from SR49 lacks shoulder through an area where the roadway lies along an embankment.*" (Appendix D)

I473-29

The DSEIR fails to identify and evaluate the lack of shoulder on narrow Cramer and the potentially significant impact for cyclists and motorists trying to share the road.

The DSEIR fails to provide the specifications, for speed at which motorists can negotiate horizontal curves and fails to identify the horizontal curves on Cramer Road, as provided in Appendix D.

The DSEIR fails to state that the Cramer Road has a combination of topographical features and intersecting roadway locations resulting in curves that would not meet County standards for new construction, as provided in Appendix D.

The DSEIR fails to identify all the horizontal curves on Cramer Road that combine with vertical roadway alignment and adjoining topography to limit sight distance at private driveways and off shoot feeder

I473-29 Cont'd

roads. The SDEIR fails to disclose that the grade of the road contributes to the speed of cyclists and vehicles on these short radius turns.

The DSEIR fails to identify, disclose and evaluate that truck and trailer rigs, need to cross over into the oncoming lane of traffic in order to widen their turning radius in order to navigate some of the tight radius/blind curves.

The DSEIR fails to use these traffic study findings provided in Appendix D, and sited above, to identify, disclose and evaluate how the increase in vehicles, truck and trailer rigs and cyclists generated by the Project will be a potentially significant impact.

Auburn Valley Road:

The DSEIR fails to address the legality and regulations for turning a residential street, through a residential neighborhood into a route to the proposed project, that will generate 573 vehicles on a single weekend day and the proposed project is open 365 days a year.

What are the specific regulations or policies as defined in the County Master Plan or Transportation Codes that regulate the use of roads through residential communities to access public/County projects?

I473-30

Garden Bar Road:

The DSEIR provides for public access, with only minimal road improvements: added signage and stripping for Phase 1A and pullouts for Phase 1B. This demonstrates a lack of regard for the safety of the residents. The DSEIR fails to identify and address the obvious issue that once access is opened up at any level (Phase 1 = weekends) the public will come what-ever day they want, and park where ever they want and find a way in. We have local personal knowledge of people who have an attitude of entitlement and access the Taylor Preserve by way of Orr Creek Lane, even though there is a locked gate and visible signage that it is not open.

The DSEIR fails to provide any engineered specifications and mapping of locations where pullouts would be added along Garden Bar Road. The language in the SDEIR, "Pull outs would be installed at key locations on Garden Bar Road where existing right of way is available and where physical constraints make it possible to widen the road," is vague and unacceptable.

I473-31

8.2.3 PEDESTRIAN/BICYCLE FACILITIES

The DSEIR fails to disclose that none of the key roads in the expansion area, Bell, Lone Star, Cramer, Auburn Valley, and Garden Bar qualify as Class III Bikeways according to the definition provided on page 8-7, "Class III Bikeway (Bike Route) specifies that roadways designated as Class III Bike Routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians.

As stated above, the roads don't even meet specifications for legal road width for motorists. The SDEIR inaccurately states on page 8.7 that, "nearly all project area road fall under this classification."

I473-32

8.2.4 COLLISION HISTORY

The DSEIR states that Cramer Road is rates above the state average, but inaccurately dismisses this as irrelevant when it states that, "these three collisions are not indicative of a particular pattern of accident cause or location." The DSEIR gives no evidence to support this conclusion.

- According to DMV and other sources the leading causes of accidents in California are: driver distractions (cell phones, eating, etc.), impaired driving/under the influence of alcohol or drugs, unsafe speed, crossing into the wrong side of the road.

- The DSEIR fails to utilize comprehensive data. It used from 2014 thru 2016. This is an inadequate number of years to make conclusions upon and also does not include 2017 or 2018.

As 46-year residents we have local personal knowledge that many accidents on our rural roads are never reported. We have had motorists lose control on our curve at Bell Road and Orr Creek Lane. Our mailboxes have been leveled three times and motorists have gone through fences. Often these accidents go unreported because the perpetrator leaves the scene.

I473-32 Cont'd

The DSEIR sites data from the Regional Bikeway Plan indicating that there were eight bicycle-related collisions in the study area between 2014 thru 2016 in the study area. The DSEIR fail to utilize comprehensive data. It used from 2014 thru 2016 which limited and inadequate in scope and number of years. Cycling has picked up dramatically in our area and so we request the Final SEIR present data for 2012- 2020.

The DSEIR fails to provide bicycle-related collision data for SR 49 in North Auburn from Bell Road to the Placer County line. This critical information that must be included in the Final DSEIR, if the County is going to make an accurate and informed conclusion regarding potentially significant impacts to traffic safety and bicycle safety on the roads that will be utilized and impacted with the HFRP Expansion.

8.3 REGULATORY SETTING UPDATE

Senate Bill 743 as it relates to VMT:

The Final DSEIR, which will certainly have a release date after July 1, 2020 must evaluate the VMT based on the adopted standards, Placer County Sustainability Plan and Regional Transportation/Sustainable Communities Strategy to see that it aligns with CEQA Guidelines Section 15125(d), which requires that an EIR should discuss inconsistencies between the proposed project and the regional transportation plan.

I473-33

In order to comply with VMT targets and standards, the County must begin taking the tough steps to limit, not increase VMT.

8.4.3 OPERATING CHARACTERISTICS

Trip Generation Forecasts:

The DSEIR recognizes that they do have to turn away motorists who arrive without a permit. The SEIR fails to disclose that these motorists will find alternate entry and access by way of Orr Creek Lane, Hubbard Road, Cramer Road extension, Country Club Lane and Auburn Valley Road.

The DSEIR fails to disclose that this illegal parking and entry is currently happening on these roads and there is an abundance of "No Hidden Falls Access" and "No Trespassing" signs.

I473-34

Trip Distribution:

Table 8-7 gives HFRP trip length assumptions. The mileage only reflects one way at the most. The DSEIR fails to give accurate trip length based on total mileage to and from HFRP.

- Auburn: 16 mile round trip
- Lincoln: 16 mile round trip
- Roseville: 42 mile round trip
- Sacramento: 76 mile round trip
- Beyond: Davis: 110 mile round trip
- San Francisco: 256 round trip

I473-34 Cont'd

VMT calculations are developed by multiplying the trip generation by the average trip length and the average trip distribution percentages for each geographic area where visitors originate from. It is critical that calculations are redone utilizing more accurate trip lengths.

8.4.4 THRESHOLDS OF SIGNIFICANCE

The County Bike Plan (Future Study Area Bicycle Facilities) describes facilities that may be developed in the future and notes "priority," with those facilities that would be expected be constructed first having higher scores from 0 to 8. Table 8.2 states that roads in the expansion project area all have low priority for bike lane improvements, yet the HFRP Expansion Project would generate an increase in cyclists to these roads.

- Bell (Lone Star to Joeger) a 2
- Cramer a 0
- Lone Star Road a 0
- Garden Bar Road a 1

I473-35

Under CEQA guidelines this conflict between the HFRP Project and Bike Plans, is a safety issue that must be listed as a potentially significant impact on traffic and circulation.

Impact 8.2

The DSEIR fails to provide comprehensive information regarding the risks of cycling to the Twilight Ride, Harvego, Garden Bar parking lots. The County will be inviting and encouraging cyclists to come to the HFRP expansion area, while also increasing vehicle and horse trailer traffic, and yet the SDEIR fails to disclose that the County has no plans or funding to upgrade bike lanes or road widths or shoulders to ensure safe cycling to and from the parking lots. The SDEIR fails to identify and disclose this as a significant impact.

Impact 8.3

The DSEIR fails to provide accurate data/miles for Table 8.7. Tables 8.5 and 8.6 must use accurate mileage to determine VMT. The DSEIR states that 63% of the visitors to HFRP are from outside Placer County and that the majority are from Roseville and Sacramento. Appendix D states that West-South Sacrament/Roseville/SF Bay Area account for 70% and North of Lone Star on SR 49 (Nevada County) account for 5% of the HFRP visitors. It states that this is the "assumption" they are using for the Project Trip Distribution.

I473-36

The DSEIR states that, "it can be concluded that the potential increased activity associated with the proposed project would conflict with the MTP/SCS' Strategy for reducing VMT. The DSEIR projects that the project will generate approximately 78,000 VMT on a peak Saturday, which is a 77% increase over the 18,000 VMT that the current HFRP generates. The DSEIR concludes that the project will substantially increase VMT beyond the baseline condition and it is not consistent with the MTP/SCS land use plan, the proposed project would result in a **significant impact."**

The DSEIR states that this impact will be Significant and Unavoidable. The impact is avoidable. By continuing to allow only docent led activities on the Expansion area preserves, without opening them open to the public 365 days a year, it will limit VMT dramatically and help Placer County achieve its goals under the Sustainability Plan. Docent led hikes and activities are generally 2 times per month with approximately 20 people and 10 to 15 cars per activity.

The DSEIR provides no evidence or data to support their assumption that the reservation system serves to promote carpooling and control the amount of VMT generated. The reservation system allows the

I473-36 Cont'd

parking lot to be full all day, and is based on what time of day visitors want to arrive and whether they want a half day or full day reservation. Reservations have nothing to do with the number of people in a car, and number of people is not part of the VMT calculation. The reservation system will allow for a total of 1,173 vehicle trips to and from the Harvego and Twilight parking lots on a weekend day. The SDEIR fails to compare that to the number of vehicles for a docent led activities on those same preserves.

Impact 8.4 POTENIALLY SIGNIFICANT IMPACT ON TRAFFIC

Mitigation S8-5, LEFT HAND TURN LANE, is absolutely essential for Phase 1 Twilight Ride Parking Lot. The safety of residents living in North Auburn and driving Bell Road, their family members and guests, and visitors to the area should be paramount.

The DSEIR fails to mention the traffic generated by visitors to the area beyond that of those driving and cycling to the Twilight Ride Parking lot. Activities and events in that area include:

- Wineries: wine tasting and special events at wineries such as weddings, parties and concerts
- Auburn Valley Country Club golf course, restaurant and event center
- Golf Tournaments at AVCC
- North Auburn Open Studio Art Tours
- Special Events at Nicholson Blown Glass
- Agri Tourism Events

The DSEIR fails to accurately calculate the number of motorists on Bell Road and fails to project the traffic on busy weekends due to special events and activities from March to November, which are peak months for park visitors.

I473-37

The DSEIR fails to identify that if and when Caltrans puts in a barrier at SR 49 and Cramer, all traffic coming from I80/SR 49/Bell Road, will come out Bell Road, adding to the number of motorists that will make a left turn off of Bell.

The DSEIR fails to provide engineering specifications and diagrams for the Phase 1 entrance and Phase 2 entrance (entry taper bay lanes and left-turn lane) at the Twilight Ride parking lot.

The DSEIR fails to provide engineering specifications and diagrams for the Phase 1 entrance and Phase 2 entrance (entry taper bay lanes and left-turn lane) at the Twilight Ride parking lot, and specify whose property to the north, south or east that will be encroached into, how much property will be encroached into, are these "willing sellers", and how the County plans to acquire that property.

In determining the need for a left-hand turn lane, the DSEIR fails to identify and quantify the speed of motorists driving south on Bell Road leading toward the Twilight Ride Entrance. We have local personal knowledge that, due to the downhill grade and straight road, the majority of motorists exceed the speed limit on this stretch from Cramer and even cross over the double yellow line to pass other motorists on this stretch from Cramer on.

Deceleration distance must be calculated by factoring the grade of the road and excessive speed. Deceleration distance must also be calculated for truck and trailer rigs.

The DSEIR fails to identify and address the issue of visitors turning left out of the Twilight Ride entrance and not having a clear line of site due to trees and undulating hills. It is a dangerous driveway to exit, even with the current traffic.

I473-37 Cont'd

The DSEIR fails to identify and address that truck and trailer rigs that can't accelerate or decelerate quickly which compounds traffic safety issues when making both a turn into and out of the Twilight Ride entrance.

The DSEIR fails to provide engineering for a right hand turn into the Twilight Ride parking entrance, taking into account that a truck and trailer rig have a wider turning radius. To navigate the turn the truck and trailer rig will need to cross over the center line to widen this turning radius.

The DSEIR fails to identify and evaluate that the radius once on the Twilight Ride Property as illustrated in Exhibit 5-6 is also tight for a truck and trailer rig. Is it even engineered so that a truck and 20' trailer rig could make the entrance turns?

I473-38

Impact 8.5

The DSEIR states that, "the projects impact on Cramer Road is considered to be **potentially significant.**

The DSEIR also states that, "the traffic increase would not appreciably worsen the existing situation for cyclists." First, they provide no evidence to support this assumption and second, if the hazards are potentially significant for motorists, it also must be concluded that hazards would be potentially significant for cyclists.

Of the mitigations they provide for this, S8-1 through S8-4, only one even pertains directly to Cramer Road and that is improving signage. The DSEIR fails to provide evidence that improved signage will lower collisions. The DSEIR fails to identify and disclose that signage does nothing to improve the width of the road, the curves and hills, or the additional vehicle and cycling traffic the project will generate. Mitigation S8-1 which is the reservation system, still allows for 1,173 vehicle trips (to Twilight Ride and Harvego parking lots) on a single weekend day. As stated in the DSEIR, Cramer Road would experience a 74% increase in vehicles on a Saturday. This can hardly be considered insignificant.

We also want to make note that we think the County "No Parking" signage would be an eyesore and a blight on our beautiful rural roads and community.

I473-39

8.6.6 CUMULATIVE NO PROJECT TRAFFIC OPERATION

Reasonably Foreseeable Projects:

The DSEIR uses 2% annual growth rate, but in the project area of Hwy 49 and Bell Road it fails to the high-density project that would realistically but that area above 2%.

The DSEIR fails to identify several high density and high traffic generating projects that have been approved in the Project area:

- County Government Center (Dewitt) Plan which was approved in 2019 and will add large government buildings, commercial buildings, residential buildings
- Mercy Housing, a multi-story, high density multi-family housing project in Dewitt.
- The County Health and Human Services Building has been approved to start
- The Villas at TIMBERLINE is an 800 residential unit, commercial and medical development at Bell and Richardson. It has already started
- Coyote Ride Estates is on Bell
- Gateway Commons Subdivision
- Other smaller residential and commercial developments

The DSEIR fails to identify other existing businesses and public venues in the area of Bell Road and SR 49 and the cumulative impact of added traffic. The SDEIR fails to disclose the frequency in number of emergency vehicles being called to respond in a concentrated area and their impact on traffic.

- Hospital
- Medical businesses
- Elementary Schools
- Skilled Nursing Facilities
- Senior Living Housing
- County Government Center
- Home Depot and other commercial businesses
-

I473-39 Cont'd

The DSEIR fails to address the cumulative effect of traffic and VMT generated from all the current commercial/residential/public establishments, approved projects, and proposed projects (HFRP Expansion).

The DSEIR fails to identify the traffic, vehicle trips and VMT impacts addressed in the Winery and Brewery Ordinance EIR and calculate the cumulative effect when combined with the added traffic, vehicle trips and VMT projected in the HFRP Expansion DSEIR.

The projected cumulative traffic and VMT must be identified, quantified and evaluated in terms of their impact on North Auburn traffic, circulation, traffic safety and air quality standards and goals.

With SR 49 and Bell Road being two of the main roads leading to the HFRP Expansion area the SEIR must evaluate how the cumulative traffic will potentially be a significant impact to traffic safety and public safety.

8.6 TRAFFIC OPERATIONS ANALYSIS

The DSEIR fails to provide comprehensive Peak Hour Intersection Traffic Counts. It fails to mention any counts during the AM on weekdays or weekends.

The DSEIR identifies LOS for SR 49 and Lone Star Road as an "F" and states that the project's contribution to the SR 49/Lone Star Road intersection is considered substantial.

The DSEIR states that the SR 49 /Cramer Road intersection would degrade from LOS D to LOS E during peak hours with the project and the project's impact at this intersection is potentially significant.

I473-40

We question why the DSEIR fails to identify and disclose that these two intersections are **Significant and Unavoidable impacts?**

The Placer County Winery and Brewery Ordinance EIR identifies and discloses that Cramer Road at SR 49 is a Significant and Unavoidable Impact. We ask that this be addressed in the Final SDEIR. Why did that EIR disclose it and the HFRP Expansion DSEIR not?

The DSEIR mentions repeatedly that Caltrans is studying possible improvements on the section of Hwy 49 from Dry Creek to Lone Star. But it clearly states that, "any improvements to the state highway is subject to an additional level of analysis before a decision can be made as to the applicable choice of traffic control." Also, stated in the SDEIR is that, "the County cannot guarantee that the improvements would occur." And that, "this project (Caltrans) has not yet been programmed or funded at the time of the release of the NOP." With the current fiscal fallout in County, State and Federal budgets due to COVID-19, one cannot assume that funding will be available at any level. The EIR, Intersection Control Evaluation report and analysis for this Caltrans project could takes years.

The DSEIR must disclose SR 49/Lone Star and SR 49/Cramer as potentially Significant and Unavoidable for traffic and public safety.

SECTION 10.0 NOISE

10.2.1

The DSEIR statement, "Noise is generally defined as sound that is **loud, disagreeable, unexpected, or unwanted,**" has been fully and completed disregarded in AECOM's assumptions and conclusions. The proposed HFRP Expansion Project would forever change the peace and serenity of our rural communities in North Auburn and Lincoln.

The Final EIR and Conditional Use Permit for HFRP states on page 12, in a document that was provided for the Planning Commission on January 14, 2010:

"The establishment, maintenance or operation of the proposed Hidden Falls Regional Park will not, under the circumstances of the particular case, be detrimental to the **health, safety, peace, comfort and general welfare of the people residing** or working in the neighborhood of the proposed use, or be detrimental or injurious to property or improvement in the neighborhood or to the general welfare of the County."

The Placer County Parks Division and Supervisors know, with absolute certainty and proof that this statement can now be said to be blatantly false. If you speak to the residents they would still say (even with the reservation system) that HFRP has had a huge negative impact on them personally and on their once serene rural community. (See document from Mears Drive resident in Appendices)

I473-41

The DSEIR may have noise and vibration studies, but they do not quantify and accurately reveal the true impact of noise, traffic, people, dogs, horses and the disturbance they will generate, 365 days a year, for the local residents that surround each of the proposed parking lots, live near the trail network, and on the rural roads leading to them, 365 days a year.

The DSEIR states on page 10-6, in reference to *day-night noise level:* "noise events that occur during the noise-sensitive hours between 10pm and 7am...noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours."

Opening the parking lots at 6am obviously falls within that sensitive time frame. Is this to be our "unwanted" alarm clock? Knowing that vehicles, truck and trailer rigs, human voices and dogs barking will be waking people up, demonstrates a complete disregard for the residents.

The DSEIR states on page 10-7, "noise events that occur during the noise-sensitive hours between 7pm and 10pm, which are typically reserved for relaxation, conversation, reading and television."

Closing the parking lots one half hour after dusk, obviously falls into that sensitive time frame, as closure will be after 7pm for 7 months of the year. Three months of the summer it will close after 9pm. Knowing that vehicles, truck and trailer rigs, human voices and dogs barking will impact residents as they try to have their own quiet leisure time, demonstrates a complete disregard for the residents.

We request that in the final SEIR and Conditional Use Permit, that the Parks Division acknowledges that the HFRP Trail Expansion <u>will</u> disturb residents during these sensitive time frames.

With that acknowledgment, the final SEIR and Conditional Use Permit cannot claim that the HFRP expansion, "will not, under any circumstance, be detrimental to the health, safety, peace, comfort and general welfare of the people residing or working in the neighborhood." We ask that you are honest and accurate in your declaration in the final SEIR and Conditional Use Permit that is provided to the Supervisors.

10.2.2, 2019 HFRP TRAILS EXPANSION PROJECT – EXISTING NOISE ENVIRONMENT

It is important that AECOM and Placer County Parks Division understands that the little valley, tucked between Orr Creek, Big Hill and the Twilight Ride Property, is very quiet and sound really carries. As 46-residents in this valley we have local personal knowledge of the impact of a single conversation. From our home to the house on the ridge to the east, we can hear every word spoken if a person is out on the porch talking on the phone or conversing with another person. That is approximately ¼ mile away, just as the Twilight Ride property is.

I473-41 Cont'd

AECOM's assumption and conclusion that the increased recreation use and associated noise (people talking, children playing, dogs, horses, and bicycles in the three proposed parking lots and on the trail network, would be **less than significant** is a false assumption and a blatant disregard for the residents impacted near the parking lots and surrounding or near the trail network. There is a cumulative effect from hundreds of people, all day, every day. Any business that is open 365 days a year, from dawn to a half hour after dusk and draws hundreds and hundreds of people daily will be noisy, disruptive and upsetting. You will ruin the quiet and peaceful communities in North Auburn and Lincoln with the proposed HFRP Expansion.

The Winery and Brewery Ordinance restricts business days, events, numbers of people and hours of use just for this reason. As a County project, do you not have to follow the same guidelines, courtesies and respect for the surrounding rural communities?

Impact 10.1 SHORT -TERM CONSTRUCTION GENERATED NOISE EXCEEDING COUNTY STANDARDS

10.1 states that, "short term exterior noise levels at the closest existing noise-sensitive receptors could exceed 70 dBA without feasible noise controls." It is important to emphasize that these existing noise-sensitive receptors are actually real PEOPLE and there are 3 proposed parking lots and trailheads involved.

I473-42

The DSEIR fails to evaluate, predict and indicate just how many months or years the residents will be impacted by the elevated, excessive noise from construction vehicles, equipment, activity and construction workers. "Short term" is an erroneously false statement. What is the Parks Division's projection for length of construction?

A "less than significant" conclusion by AECOM, simply because construction crews will be working from 7am to 8pm, weekdays and 7am to 6pm on Saturdays, is a grossly inadequate mitigation and explanation to support their conclusion. We point out that after 7pm is in the sensitive time frame.

LONG TERM OPERATIONAL IMPACTS

IMPACT 10.3 LONG TERM OPERATIONAL IMPACTS

Adding 1,705 daily vehicle trips is a **significant impact**, in relation to noise for everyone that lives along Bell, Cramer, Lone Star, Auburn Valley, Curtola Ranch and Garden Bar Roads. Once again, the SDEIR fails

I473-43

to identify and quantify that truck and horse trailers (and diesel engines in many trucks) are louder in comparison to cars.

The DSEIR accurately states that, "long-term exterior traffic noise levels would increase at nearby existing noise-sensitive receptors by more than 3dBA on proposed park entry access roads. As a result, this **impact would be significant**." The DSEIR provides no evidence or data to prove that the mitigations suggested, Measure 10-1 (hours of use/dawn to ½ hour after dusk) and S1-2 (pavement) will

substantially reduce this **significant impact.** These mitigations have no basis, validity or data to support them and will not reduce noise. THE NOISE IS STILL THERE!

Impact 10.3 will remain a **significant impact** and under CEQA law must be disclosed as a **significant impact** and **state that there are no feasible measures available to address this impact.**

The DSEIR

- fails to identify quantify and evaluate the noise of sirens and emergency vehicles as an impact. The DSEIR fails to provide the CAL FIRE Incident stats from HFRP from 2010 through 2020 which reveals the large number of calls. The SDEIR fails to provide CAL FIRE Incidents stats that tell how many units (engines, support vehicles, helicopters) were at each incident. The SDEIR fails to evaluate and determine (based on CAL FIRE Incident stats) the noise impact for the local residents surrounding each of the proposed parking lots and on the rural roads leading to them. (CAL FIRE stats have been provided as an attachment.)
- fails to identify, quantify and evaluate the noise from fuel reduction crews and equipment during construction and in years of ongoing fuel reduction.
- fails to identify, quantify and evaluate the noise from truck and trailer rigs and how much louder they are than a car.

I473-43
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We are requesting that in order to give complete and accurate information about ALL the protentional noise impacts, that the Final HFRP Expansion SEIR provide the following information, data, and predictions:

- CAL FIRE Incident stats from HFRP from 2010 through 2020 which reveals the number of incident calls. CAL FIRE Incidents stats that tell how many units (engines, support vehicles, helicopters) were at each incident. Quantify, evaluate and determine (based on CAL FIRE Incident stats) the noise impact for the local residents surrounding each of the proposed parking lots and on the rural roads leading to them from emergency vehicles.
- Identify, quantify, evaluate and determine the noise from fuel reduction crews and equipment during fuel reduction projects in the initial construction phase as well as yearly fuel reduction maintenance.
- Identify, quantify, evaluate and determine the noise of a truck and trailer rig in comparison to a car and how that increased noise is quantified in noise level studies. Take into account that many pick-ups are diesel.

SECTION 11 HYDROLOGY AND WATER QUALITY

11.1 FINDING OF FACT

From the 2010 EIR finding:

I473-44 When referring to the well at **HFRP** it states, "installation of groundwater wells for uses related to the proposed facilities could increase the demand for groundwater, however park-related groundwater demand would not be substantial..." The DSEIR fails to qualify that this statement is now false, as the engineered well at HFRP went dry in 2015.

The DSEIR fails to disclose that they County has not had the funds for the following 5 years to rectify this situation and put in a new well.

The DSEIR fails to address the issue of funding for new wells at the Twilight Ride, Harvego and Garden Bar Parking lots when they don't have money to take care of the well issue at HFRP.

11.3.3 PLACER GENERAL PLAN

Policy 6.A.4.e and Policy 6.A.7 will be violated by the Twilight Ride Parking Lot, both during construction and general on-going use.

I473-45 The DSEIR fails to disclose the potentially significant impact of storm water run-off, during heavy storms that will put pollutants into the watershed/streams/ponds at the lowest point on the Twilight Ride Property which will flow directly onto the Wurst property to the south, which will flow through their stock pond and on into Orr Creek, which feeds into Nevada Irrigation District canals and Racoon Creek.

Below is a photo taken on April 5, 2020 when 3 inches of rain fell in 32 hours. A river of water 50+ feet wide is shown flowing from the Twilight Ride Property onto the Wurst property. We have local personal knowledge that this scenario happens several times every winter.

The DSEIR fails to provide evidence that any drainage system will prevent this pollution into the watershed during a storm surge.



11.4.2 THRESHOLD OF SIGNIFICANCE

This evidence above proves that the proposed project will violate CEQA Guidelines, because will result in a potentially significant impact on hydrology and water quality. The evidence above proves that it will substantially alter the existing drainage pattern of the site or area, which during a storm surge will exceed the drainage system and provide substantial additional sources of polluted runoff from the parking lot.

I473-45 Cont'd

11.4.3 IMPACT ANALYSIS

IMPACT 11.1

The DSEIR states that construction could cause degradation of water quality and could carry soil and construction-related contaminants to on-site drainages before they are ultimately discharged to Racoon Creek. SEIR fails to mention the adjacent property and stock pond and the Nevada Irrigation water system to the south of the Twilight Ride parking lot.

The DSEIR fails to provide evidence that mitigations 11.1 and 5.1 will prevent polluted storm water runoff during storm surges.

IMPACT 11.2

I473-46

The DSEIR fails to define "an extreme weather event."

Again, the DSEIR fails to provide evidence that that mitigations 11.1 and 5.1 will prevent polluted storm water runoff during storm surges/extreme weather event.

I473-47

The DSEIR refers to long-term and ongoing maintenance of trails to reduce erosion and to repair weather related damage that could contribute to erosion. The SDEIR fails to disclose that the Placer County Parks Division is unable to complete the maintenance tasks on the properties they are currently responsible for. From the department's OPERATION SUMMARY BY TASK spreadsheet provided at the November 21, 2019 Parks Commission Meeting all 9 tasks relating to trails had high percentages in the deferred Task Column. (see Task Spreadsheet in Appendices)

- Trail Tree work/pruning 75% deferred
- Trail Vegetation clearing/weed eating 85% deferred
- Trail pesticide application 20% deferred
- Trail tread repair 100% deferred
- Trail litter removal 65% deferred
- Trails inspection 80% deferred
- Trails storm debris clean-up 70% deferred
- Trail culvert/storm drain clean-up 75% deferred
- Trails class 1 sweeping 50% deferred

The DSEIR also fails to disclose that with the County's current funding, they are not adequately funding maintenance on current County properties. In a County document, provided by the Department of Public Works Parks Division, at the February 5, 2018 Supervisors Meeting, they outlined "deferred maintenance" by category. Of interest is the lack of funding for Trail Maintenance.

Trail Maintenance: "*During the recession, annual funding for maintenance of the countywide trail system was eliminated. Without funding for maintenance of trails, deterioration will continue.*"

IMPACT 11.3

I473-48

The DSEIR fails to provide evidence that septic systems will not change groundwater quality.

I473-48 Cont'd

The Twilight Ride Property restrooms will serve 700 people on a busy weekend day, 2,100 people on a 3-day holiday weekend. The DSEIR fails to quantify and evaluate the usage at each proposed parking lot and how it will impact groundwater quality and quantity and how that will impact groundwater for neighboring wells.

The DSEIR states that, "*the potential still exists for changes in groundwater quality to occur if on-site wells are not properly constructed and maintained.*" Due to well issues at current HFRP, extensive deferred maintenance, and budget issues the DSEIR must conclude that this will remain a significant potential impact.

I473-49

IMPACT 11.4

The DSEIR fails to quantify and evaluate water usage at each proposed parking lot and provide evidence that the wells and introduction of pavement will not impact groundwater recharge.

I473-50

IMPACT 11.5

This section fails to disclose that on the Taylor Preserve there are dangerous sections of Orr Creek, that there is a Nevada Irrigation District Dam and canals that all could be hazardous and a safety risk.

I473-51

11.5 MITIGATION MEASURES

Mitigation 11.1 and 11.2

These mitigations all rely on ongoing maintenance and inspections. With current lack of funding for maintenance, staffing, and oversight these will end up on deferred maintenance lists. Just as the current HFRP well has gone unaddressed for 5 years, these sites will go unattended and fall out of compliance as well.

I473-52

Mitigation Measure 11.3 Calculate Water Demands for Fire Suppression

If the well at each proposed parking lot is used it will significantly impact groundwater and effect neighboring wells.

The DSEIR mentions *yields found in nearby private wells (1.3 to 7 gpm),* but it fails to provide any comprehensive evidence to support that gpm. How many property owners were contacted? There is no evidence of any survey of property owners in the area to get real data. There is no evidence of the actual well issues that nearby residents have had with their wells during the recent drought years.

The DSEIR states that The County may utilize Nevada Irrigation District raw irrigation water sources for fire suppression. As we have local personal knowledge of the NID water in the area of the Twilight Ride Property, we ask:

- Will the County purchase the seasonal NID water that is allotted to the Twilight Ride Property?
- How many miner's inches is that?
- Will the County have to pay for it as we do?
- Will the County use their purchased NID water to fill their water storage tank?
- In the event that NID water is utilized for fire suppression, will CAL FIRE be taking our NID water as well, since we share the same Ruud Canal for our NID water?

SECTION 12: BIOLOGICAL RESOURCES

I473-53

12.2.2 WILDLIFE HABITAT

As 46-year residents we have local personal knowledge that there have been mountain lions and otters on the Twilight Ride Property. Neither are mentioned in the SDEIR.

12.3 REGULATORY SETTING

GOAL 6.B: To protect wetland communities and related riparian area throughout Placer County as valuable resources.

I473-54

The DSEIR fails to specifically identify and disclose the potentially significant impact to the wetland community and related riparian area along Orr Creek on the Taylor Preserve, just ½ mile to the south of the Twilight Ride Parking lot. The DSEIR projects 700 people on a single weekend day at that parking lot. Park's staff have stated that 90% of visitors to HFRP stay within 1 mile of the parking lot. This open and accessible area of Orr Creek with be frequented heavily by park visitors and their dogs and horses.

Policy 6.C.1 The County shall identify and protect significant ecological resource area and other unique wildlife habitats critical to protecting and sustaining wildlife populations. Significant ecological resource areas include the following:

- e. large areas of non-fragmented natural habitat, including blue oak woodlands, valley foothill and montane riparian, and vernal pool/grassland complexes.

Policy 6.D.6 The County shall ensure the conservation of sufficiently large, continuous expanses of native vegetation to provide suitable habitat for maintaining abundant and diverse wildlife.

I473-55

The Big Hill Preserves consist of four separate preserves, and permanently protect critical lands in the Raccoon Creek and Bear River watersheds. This region includes the largest remaining unfragmented oak woodlands in Placer County, and one of the last relatively "wild" areas in western Placer County.

Why would we, the County and its residents allow that area to be spoiled with hundreds of hikers, cyclists and equestrians daily? We know the damages wrought by over tourism. Recreation is not a substitute for conservation. When will be put the earth and its creatures ahead of our "wants" and sense of entitlement?

As stated above, the Taylor Preserve will be heavily used. The Twilight Ride parking lot is the largest of the 3 proposed new parking lots for the expansion. It will be 70% larger than the current Hidden Falls parking lot. The DSEIR projects 700 people on a single Saturday. That's 2,100 people on a 3-day weekend from that one parking lot alone. The Taylor Preserve is only 300 acres; just ¼ the size of the current Hidden Falls.

The DSEIR fails to identify that this will create a high density of people, horses, dogs, bikes in a relatively small area. The disruption and destruction of habitats and wildlife must be disclosed as a significant impact.

PLACER COUNTY CONSERVATION PLAN

2.6.7.1.4 Recreation

I473-56

The PCCP will develop limited recreation opportunities with the Reserve System according to the requirements in Section 5.3.2.2.1

Gregg McKenzie, PCCP Administrator, stated that the current HFRP can only partially qualify as a Conservation acquisition due to parking lots, access roads, the volume of wide trails, destruction of habitat, the number of visitors which results in urbanization not conservation.

The PCCP provided a map at the August 1, 2019 Public Hearing, of the PCCP Reserve Acquisition Area. The Twilight Ride Property, Taylor Preserve, Kotomyan Preserve, Outman Big Hill Preserve, Harvego Bear River Preserve, Liberty Ranch are all indicated to be Existing Reserves.

I473-56
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The DSEIR fails to identify that the HFRP Expansion Project will put several of these reserves into non-compliance with PCCP requirements. As mentioned above the Twilight Ride Property and Taylor Preserve will have a high density of trails and people and compromise the integrity of PCCP's primary goal of conservation. The scope and scale of the entire HFRP expansion is not "limited recreation."

The "limited recreation opportunities" that are currently being offered by Placer Land Trust, maintain the balance of nature, conservation and recreation.

12.4.4 IMPACT ANALYSIS

IMACT 12.1 Implementation of the proposed project could result in temporary and **long-term degradation of aquatic habitats, loss of instream cover, and increased injury and mortality of fishes, because of increased angling pressure.**

Significance: Potentially significant

Mitigation S12-1 and Mitigation S12-2 only mitigate during the construction phase, addressing only the temporary impacts.

I473-57

Mitigation S12.1 states that there will be regulations and limits for angling in Raccoon Creek and coordinate on enforcement of the area to monitor and regulate fishing activities. Signage, which is a project component, has been identified by parks staff (Parks Commission Meeting, January 30, 2020) as insufficient in enforcing rules and regulations at HFRP.

The DSEIR fails to mitigate the long-term impact and degradation of aquatic habitats, specifically at Orr Creek, that is caused by people, dogs, horses, swimming and fishing.

The DSEIR fails to disclose the potential for disturbance and degradation to this riparian habitat will remain a significant impact.

IMPACT 12.2 **Potential Disturbance of California Red-Legged Frog**. Construction and use of proposed trails, bridges, parking areas and structures across or adjacent to stock ponds, creeks with backwaters, and freshwater marshes could degrade and possibly result in removal of aquatic habitat or could result in physical injury to red-legged frog.

Significance: Potentially Significant

I473-58

IMPACT 12.3 **Potential Disturbance of Foothill Yellow-Legged Frog and Western Pond Turtle.** Habitat for foothill yellow-legged frog and western pond turtle occurs in the project area. Construction of trails across drainages could degrade aquatic habitat or could result in physical injury to yellow-legged frog and pond turtle.

Significance: Potentially significant

IMPACT 12.3 fails to include the sentence, "Construction and use of proposed trails, bridges, parking areas and structures across or adjacent to stock ponds, creeks with backwaters, and fresh marshes."

I473-58 Cont'd

The DSEIR fails to specifically address the potential for degradation of aquatic habitat and injury to the red-legged frog, the yellow-legged frog and the western pond turtle at the pond and wetlands that sit at the entrance to the Twilight Ride Property entrance.

As a heavy equipment operator and also being very familiar with the Twilight Ride Property, Curt knows that the pond and wetlands at the entrance will be encroached upon in order to excavate and construct the entrance road.

The DSEIR fails to identify and address that the entrance road will sit higher than pond, and that all the road contaminants will run-off into the pond.

We have local personal knowledge that there are western pond turtles in our stock pond and our neighbor's pond.

I473-59

IMPACT 12.9 IMPACTS ON OAK WOODLAND HABITAT

The proposed project would result in the removal of trees that are 5 inches dbh or larger from oak woodland habitat.

Significance: Potentially significant

The oak trees are dying at an alarming rate in the foothills, so it is very disturbing that the County would take out live trees. It is an insult to conservation and to the taxpayers that you can use our tax dollars and simply pay "in-lieu" fees.

The DSEIR fails to address that when all of the trees are taken out for roadway construction along Bell (turn lane), Garden Bar Road and Curtola Ranch Road, it is much more than a "Visual Quality Impact."

I473-60

SECTION 13.0 PUBLIC SERVICE AND UTILITIES

13.4.2 CEQA THRESHOLDS

Utilities: The project would have a significant impact on public services or utilities if it would:

... have insufficient water supplies available to serve the project

The DSEIR fails to address that the current well at HFRP has not been functioning since 2015. For 5 years the thousands of visitors to the park have not had water for toilets, drinking fountains, horse watering and faucets. This is a health and safety issue. It is a violation of CEQA. Even after the above average rainfall winters of 2017-18 and 2018-19 the well was not available.

It also speaks to the issue of, insufficient County funds to remediate the current well issues or put in a new well.

13.4.3 IMPACT ANALYSIS

IMPACT 13.1

If the highly engineered well at HFRP can go dry, so can any well that is put in at Garden Bar 40, Twilight Ride and Harvego Bear River entrances.

- The DSEIR fails to provide quantitative information about the use of flush toilets. The Twilight Ride parking lot will serve 70% more people than the current HFRP, putting the demand and use of water 70% higher. The restrooms will serve 700 people on a weekend day. It will serve 2,100

I473-60
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people on a 3-day weekend. Each person could realistically use the restroom, before and after hiking, bringing the total to 4,200 flushes in a 3-day weekend. Added to this is the use of drinking fountains, horse watering, and water faucets.

- The DSEIR fails to use specific data to evaluate and determine impact on well/water, on septic system, water tables, and ground water pollution.
- The DSEIR fails to identify the potential impact on neighboring resident's wells.

I473-61

IMPACT 13.2 INCREASE IN DEMAND FOR POLICE SERVICES

The DSEIR states that the, *Implementation of the proposed trails expansion project could increase demand for police services.*

This statement in a gross understatement. What is true, is that the HFRP expansion project **will** increase demand for police services.

- The DSEIR fails to provide the Placer County Sheriff's Department incidents stats for HFRP and the surrounding area, specifically Mears Drive and Mears Place from 2010 through 2019.
- We request that the Final SDEIR provide and disclose the crime stats for the Mears Drive, Mears Place and HFRP from 2010 through 2019.
- Crime has been rampant in the years since the Spears section opened, and the public, through massive internet exposure of HFRP, has overrun the park and the neighborhood. Also, important to ask is, how many crimes go unreported? Trash, broken sprinklers and pots, damaged mailboxes and dog poop. (see comments from a Mears Drive resident in the appendices)
- The DSEIR fails to disclose that almost every resident along Mears Drive and Mears Place, put up wrought iron security gates, at their own expense in order to curb the illegal trespassing and crime. Some still have cones and barricades in front of their gates and property.
- The DSEIR fails to disclose the information regarding the burned body that was found at the site of a campfire at HFRP September 29, 2015. The body was found by the staff person unlocking the gate at 6am on September 30, 2015. This speaks to the issue of camping and campfires that parks staff are unable to monitor and prevent.
- Parks Division staff, Parks Commission members, and the public at the January 30, 2020 meeting, all sited incidents at HFRP where visitors rode e-bikes and e-scooters, cycled on days where "no cycling due rainy/muddy conditions" was posted, and smoked even though all were posted. There was a discussion regarding the inability to enforce rules and it being an ongoing issue.

The DSEIR makes the assumption that controlling the number of visitors to the expansion areas on high volume days through the use of parking reservations will mitigate the need for increased police services. The DSEIR fails to provide any data to support this conclusion.

- The HFRP Expansion will attract thousands of people, 63% from outside Placer County to our quiet rural neighborhoods on any given day of the week. On any given Saturday, the Parks Division projects 700 people at Twilight Ride trailhead, 650 people at Harvego trailhead, and 350 at Garden Bar 40 trailhead. The expansion will add 1,700 people on a Saturday and 5,100 on a 3-day weekend. With increased people comes increased crime.
- The DSEIR fails to identify, quantify, evaluate and determine the **potentially significant impact** of added crime (trespassing, vandalism, theft, littering) to the North Auburn and Lincoln communities of the expansion area and the impact on local law enforcement.
- The DSEIR fails to identify, quantify, evaluate and determine the **potentially significant impact** of illegal trespassing, illegal parking and crime in the Auburn Valley Country Club neighborhood where people have open yards close to the street.

I473-61
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- The DSEIR fails to identify, quantify, evaluate and determine the **potentially significant impact** to the residents on the roads near the proposed entrances, that will experience illegal parking and trespassing in order to gain entrance into the trail network. These roads are Hubbard Road, Lone Pine (a private road), Orr Creek Lane (NID road), Cramer Road extension (a private road), Country Club Road (a private road), Auburn Valley Road, Sisson Lane and Garden Bar Road; all of which will show up on GPS as access roads into the trail network.
- The Parks Division and Supervisors have been made aware of the issue regarding the hikers and cyclists that have been accessing Placer Land Trust trails and private roads up on Big Hill illegally by way of Orr Creek Lane, Country Club Lane, Curtola Ranch Road and Garden Bar Road.
- The Parks Division had knowledge of this issue and the risk to property owners, yet failed to disclose it and have it addressed in the DSEIR.
- We have local personal knowledge of scores of incidents in the last 5+ years where we have spoken to hikers and cyclists on Orr Creek Lane, advising them that there is no public access to the PLT trails or HFRP. Some willingly turn around, others say they are going anyway and go.
- May 8, 2020 while walking at 7pm along Orr Creek Lane, an old Toyota pick-up, with a youngish couple inside, stopped and said they were out to the trails. The guy smoking a cigarette and if I hadn't been there, they would have parked in a pull-out and accessed the trails, and probably with cigarette in hand.
- There are a large number of signs up along Bell Road that say, "No Hidden Falls Access" and "No Trespassing" at the locked gates, but that doesn't stop them. Signs are NOT an adequate mitigation.
- The size of the parking lots (Phase 1 of the Twilight Ride parking lot and any phase of Harvego) won't change the impact of illegally entering the park. Once there is any open public access, the public will show up in droves due to internet advertising and social media. In fact, social media will tell everyone to go down Orr Creek Lane, or park in the Auburn Valley Country Club's parking lot and get in for free.
- The DSEIR fails to identify the potential for illegal trespassing, parking and vandalism at the small privately owned family (Oest/Goodrich/Merriott) cemetery on Orr Creek Lane.
- The DSEIR fails to identify the danger the Parks Division is putting residents in, when they are forced to police their neighborhood and have altercations with trespassers. These incidents will go up dramatically if all the PLT Preserves are opened up to the public.
- The DSEIR fails to identify and address the attitude of entitlement, where people think can have what they want, where and when they want. This has been evidenced in the incidents sited above, in the blatant disregard and over tourism all over our planet and during the COVID-19 pandemic.
- What is the AECOM and the County's solution, beyond signage for this illegal activity sited and endangering the residents?

The DSEIR makes the assumption that proportionately increasing the number of ranger staff and County Parks maintenance staff on each site, will mitigate the need for increased police services.

- The DSEIR provides no data or evidence to support this conclusion.
- The word, "ranger" is a misleading term. These are not fully educated and equipped State Park Rangers. The Parks Division has provided no information in the DSEIR regarding their qualifications, duties and responsibilities or the number utilized and on site at the HFRP. What authority do the rangers have? Do they carry a gun?
- Page 3-46 of the DSEIR states that the rangers *serve as eyes and ears for law enforcement and emergency medical services.* Nowhere does it state that they replace them.
- How many rangers do they have on site (HFRP), from 6am to dark on a weekend day to cover the entrance kiosk, the parking lot and the trail network? How many on a weekday?

- The DSEIR fails to disclose that there is no contract ranger staff at the HFRP on weekdays. On May 2, 2020 a contract ranger stated that normally there are no contract rangers at the park on week days, until just recently when the Park began requiring reservations on weekdays due to the COVID-19 pandemic.
- With the park opening at 6am and closing ½ after dusk, a 6am to 9pm day is 15 hours, requiring more than one shift. Will there be two contract ranger staff to cover the entrance kiosk, and two more to cover the trail network? Can the County afford 4 ranger staff a day at each parking lot?
- The HFRP Expansion will triple the acreage of the trail network from 1,200 acres to 3,600 acres. How many rangers will be needed to cover 3,600 acres?
- How many rangers will be needed to cover the Twilight Ride entrance kiosk, parking lot and trail network? Harvego Bear River? Garden Bar 40? How many rangers will be needed for the connectivity trails and bridges.
- How will rangers monitor and patrol the private property at the center of the trail network? How will the rangers keep visitors from illegally entering private property? We have local personal knowledge that signage, locked gates and fences don't stop people.
- With such a large trail network, how will rangers monitor illegal camping and transients?
- In reference to increasing rangers and County staff: Where is the money coming from to increase staff? County staff require not just today's salary, but pension funding and insurance. The DSEIR fails to give supporting information for funding these added positions.
- County Parks Staff, Andy Fisher and Lisa Carnahan have stated at MAC meetings through- out the County in the spring of 2019, when they were presenting the Parks and Trails Master Plan, that the County in fact, did not have sufficient funds for staffing in order to keep up on Parks Division Maintenance Tasks.
- How many vehicles (ATVs and pick-ups) will be needed for ranger staff and County Park staff at each of the 4 parking lots/trailhead sites? Where is the funding for purchase, fuel and maintenance coming from?

I473-61
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The DSEIR fails to even mention in SECTION 13, the California Hwy Patrol (CHP) as another branch of first responders that would be impacted.

- The DSEIR fails to provide and evaluate CHP incident reports in the current HFRP vicinity (Mt Vernon Road and Mears Drive for 2010 through 2019.
- The DSEIR fails to provide and evaluate CHP incident Reports for Bell, Cramer, Lone Star Roads and Hwy 40 from Lone Star to Bell Road from 2010 through 2019.
- The DSEIR fails to utilize the increase in traffic projections in the Report to identify and quantify the potentially significant impact on CHP.
- The Final DSEIR must provide CHP Incident Reports, as stated above, and increase in vehicle traffic projections to proposed parking lots, in order to accurately and knowledgably come to any conclusion about the impact and demand on first responders, of which CHP should be included.

IMPACT 13.3 INCREASE IN DEMAND FOR FIRE AND EMERGENCY MEDICAL SERVICES

I473-62

Construction and use of trails expansion facilities ***will likely increase calls to provide emergency medical response*** *and* ***may increase the need for the need for fire services at the proposed trail expansion areas because more people would be allowed into areas that are not currently open to the public****, with the exceptions of docent led tours.*

I473-62
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- The DSEIR fails to give data or evidence to support that the proposed mitigation, providing a light rescue vehicle, would decrease the need for and number of emergency medical assistance/rescue calls.
- The DSEIR fails to provide evidence of funding for a light rescue vehicle.
- At the May 14, 2020 Planning Commission Meeting, HFRP Public Hearing, CAL FIRE Chief Hudson stated that the new LRV (mitigation S13-1) would not be an additional response vehicle for the Atwood Station, but would replace a LRV that needs to age out.
- The Final DSEIR must disclose that the new LRV will have no impact on reducing response time or providing any additional first responders/vehicles.
- The DSEIR fails to provide the CAL FIRE INCIDENT Reports for HFRP from 2010 through 2019, which state the significant number of medical emergency calls to HFRP. Data provided for 2016-2018 are incomplete, only siting partial incidents for each of those years. (CAL FIRE INCIDENT stats provided as an attachment)
- The DSEIR fails to provide the CAL FIRE INCIDENT Reports, which give how many units (engines, support vehicles and helicopters) and personnel that were dispatched for each incident from 2010 through 2019.
- The DSEIR fails to utilize CAL FIRE INCIDENT Reports for HFRP, from 2010 through 2019 to determine the number annually and predict the number of calls annually for the entire expansion project.
- How can the DSEIR come to any conclusion without this data and information?
- The DSEIR failed to disclose that during the second week of June 2019 there were 3 emergency calls to HFRP, one incident required 5 units and a helicopter.
- The HFRP Expansion Project will triple the number of acres and add 1,700 people daily to the numbers already visiting the current HFRP.
- The DSEIR makes a completely false and unsupported conclusion that emergency services and demand for first responder won't increase and they won't be impacted.
- At the May 5, 2020 Supervisors meeting CAL FIRE Chief Estes stated that demand for services goes up at rate of 4% each year.
- The DSEIR fails to identify and quantify the data for incident calls, in order to knowledgeably evaluate and determine the demands on our first responders for recreation related emergency medical/rescues.

The DSEIR fails to identify how the demand for recreation medical/rescues is acerbated by:

- The large size of the County
- Over 900 miles of trails over diverse and steep topography and terrain
- The rivers and lakes where water rescues are done
- The hot, dry temperatures
- The millions of people each year that flock to our recreation areas
- The internet sites and social media communications which promote, both popular and out of the way trails and access points, to the masses

The DSEIR fails to use comprehensive County-wide data to determine that the HFRP project would be a potentially significant impact.

We request that in the Final SEIR provide the data and incident stats to evaluate the increase in demand on CAL FIRE.

Further evidence that substantiates the impact on first responders as being a Significant Impact:

- Chief Kirk Kushen of Placer Hills, Foresthill, Newcastle Fire Districts stated in the October 2019 Auburn Journal "Salute to our Emergency Responders" stated, "Continually increasing numbers

of emergency calls being received by our emergency responders, without having the ability to add additional staffing to meet these needs, seriously impacts our ability to serve our constituents."

- CAL FIRE INCIDENT REPORT stats from 2010 through 2019 giving medical rescue calls will alone, still not provide a complete picture. In order to provide an honest and accurate documentation of the demands on our first responders you would need to also include yearly incident reports for their medical rescue calls, fire incident calls, traffic accident incident calls, and residential and business incident calls in the greater North Auburn and Lincoln communities.
- Communities and Fire Districts all across the County have gone to ballot measures, asking for an additional tax (add-on to property taxes) in order to have adequate fire protection personnel and equipment in their community. (See add-on assessment tax information in Appendices)

AECOM's assumptions and conclusions are unsubstantiated and thus false and the Final SEIR must conclude that the increased demand for CAL FIRE and first responders is a **significant impact**.

For AECOM and the County Parks Division to state in the SDEIR, that the impact to our first responders is "less than significant" shows a blatant disregard and disrespect for our first responders and ALL that they do.

IMPACT 13-4 INCREASE IN EMERGENCY RESPONSE TIMES AND NEED FOR EXPANDED FACILITIES

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The DSEIR fails to provide quantitative evidence that response times for others in need in our community would not be impacted by the large number of incidents, staff and equipment that will be generated by the HFRP Expansion Project. The SDEIR fails to provide comprehensive data from CAL FIRE and the Placer County Sheriff's Department to support their conclusion.

- The DSEIR fails to provide evidence that by providing one Light Rescue Vehicle, that it will offset the increased demand for emergency assistance from, 3 new parking lots and trailheads, 2,765 additional acres of trails and hundreds of additional people daily.
- Page 13.8 provides goals from the Placer County General Plan. GOAL 4.1, Policy 4.I.1 which encourages fire protection agencies in the County to maintain the following response time, c. 10 minutes in rural areas. We are 10 minutes from the Atwood Station and yet it took one hour for a first responder to arrive, when we called 911, when Curt's mother had a stroke on 11/11/18.
- Our first responders can be stretched very thin and must rely on their agreement for "mutual aid" across Fire Districts and law enforcement agencies. This does impact response times.
- The DSEIR fails to address the demands that North Auburn puts on its first responders due to the hospital, medical facilities, skilled nursing facilities and numerous senior living facilities.
- The DSEIR fails to address the demands that North Auburn and Lincoln puts on its first responders due to the homeless population and housing of the homeless at the Gathering Inn in the Dewitt complex.
- The DSEIR fails to address the ever-growing North Auburn community and the impact all the growth will have on first responders. At Bell Road and Richardson in North Auburn we will see significant growth over the next 5 to 10 years due to the build out of the County Government Center for commercial, residential and government expansion, the 800-housing unit development just north of that and the other smaller developments that have also been approved.

In order to accurately and comprehensively address the impact of the HFRP Expansion Project on first responders and on the residents, both in close proximity to the HFRP project and in the greater North Auburn and Lincoln area, we are requesting that the Final SEIR, utilize and provide comprehensive CAL

I473-62 Cont'd FIRE ,Placer County Sheriff's Department, and CHP incident reports including the number of units and personnel for each incident from 2010 through 2019.

SECTION 16: WILDFIRE

16.2.1 ENVIRONMENTAL SETTING

The DSEIR fails to identify where the nearest air attack base and lookouts are located in relation to the HFRP Project area.

The DSEIR makes the assumption that since there have only been 14 wildland fires in the past 55 years in the area of the HFRP Project that there is low potential for future wildfires. You cannot make a conclusion based on an assumption. The last three years of unprecedented extreme wildfires in the state of California informs us of how great the risk is.

16.2.2 PLACER COUNTY FIRE DEPARTMENT

When identifying the CAL FIRE and fire departments in Alta, Colfax, Bowman, North Auburn, Ophir, Lincoln, and Dry Creek that are funded by Placer County; the SDEIR fails to disclose that there are numerous special tax add-ons to property taxes in all of these communities that the citizens have had to pass in order to fund fire departments. This is evidence of the lack of sufficient baseline funding by our state and county government. (See add-on tax assessment information in Appendices)

I473-63 To make the assumption on page 16-2 that the fire station at the intersection of SR 49 and Lone Star Road would reopen to support the potential increased risk on wildfire brought on by the HFRP Expansion Project is not substantiated in any way by the Placer County budget. Do the Supervisors, the Community Development Resource Agency, and the Parks Division assume that they can go to the voters to request another special tax add-on in the North Auburn area? The residents have overwhelmingly stated they do not support the HFRP expansion, so you cannot make the assumption that we would pass a special add-on assessment to cover the added risk to wildfires that the County Parks Division would be creating.

16.2.3 WILDFIRE CLASSIFICATIONS AND BEHAVIOR

The DSEIR fails to disclose that fire season has gotten longer and more extreme due to climate change and extreme weather patterns.

In describing Red Flag Warnings that are common throughout the summer and fall, the SDEIR fails to disclose that the current HFRP park has never shut down on Red Flag Warning days in order to minimize risk. It hasn't even taken the precaution to shut down when PG&E has also declared the high potential for wildfire and had Public Safety Power Shut-offs.

When describing the topography, the DSEIR fails to identify and describe the steep, densely forested steep canyon in the Racoon Creek watershed which is part of the south-eastern segment of the HFRP project area.

WEATHER

The DSEIR states that, average summer temperatures often exceed 90 F with extremely low humidity, but fails to identify that this is also true of September, October and November. The SDEIR fails to correlate this with strong dry winds and that this is an area with high potential for wildfires.

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FUELS

The DSEIR fails to accurately describe the fuels present in the steep gorges that are represented in Exhibit 16.1 and comprise approximately 50% of the HFRP expansion area.

The DSEIR does not provide any evidence in Exhibit 3.4 of any fuel breaks on the Harvego Preserves.

16.2.4 FIRE HAZARD SEVERITY ZONES

The CAL FIRE zones designated as Moderate and High Severity Zones is from 2007. Are there any more current designations?

The SDEIR fails to identify that CAL FIRE has classified North Auburn (the HFRP expansion area) as a WILDLAND URBAN INTERFACE, which is an area with the greatest potential for loss of life and property in the event of a wildfire

The DSEIR fails to disclose that PG&E and insurance companies have, through extensive study and data determined that, the North Auburn foothills where the HFRP Expansion is located is in a "high risk" for wildfire area. Hundreds of residents in the Project area have been cancelled on the fire/homeowner insurance because of the high risk.

16.3.2 STATE PLANS, POLICIES, REGULATIONS, AND LAWS

State Insurance Commission, Ricardo Lara, stated in a Town Hall Meeting in Auburn in 2019 that state and county governments have a responsibility to make land use decisions that make fire prevention and public safety a priority.

For Placer County public officials to approve a project that would put hundreds of visitors daily into an identified WILDLAND URBAN INTERFACE is reckless and irresponsible.

From the 2018 California Strategic Fire Plan:

Assess public and private resources that could be damaged by wildfires.

- There is no evidence in the SDEIR that the State or the County have done this in relation to the HFRP Project.
- The DSEIR fails to identify the 6,000 families that live within, adjacent to and surrounding the project area that would potentially be damaged or destroyed by a wildfire.
- The DSEIR fails to identify the County Government Center, Sutter Auburn Faith Hospital, multiple nursing home facilities, multiple senior living facilities, multiple medical buildings, and multiple elementary schools that are within 4 miles of the HFRP expansion area and would be damaged or destroyed by a catastrophic wildfire.

Develop pre-fire management solutions and implement cooperative programs to reduce the community's potential wildfire losses.

- The DSEIR fails to provide any evidence of any programs that the State or County have done.

The NEVADA-YUBA-PLACER STRATEGIC FIRE PLAN identifies two priorities:

1. *To reduce the risks to citizens and emergency responders from wildland fire*.
   - The responsibility lies in wise land use decisions in a WUI.
   - This project clearly puts residents and first responders at risk, because the SDEIR states, "the potential exists for the project to expose people to an **uncontrolled wildfire** and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system, ... and the potential for increased demand for fire services as a result."

2. *Develop a "land stewardship" ethic in the residents of the Unit.*
   - Residents and ranchers in the project area have a strong "land stewardship" ethic, but with 63% of visitors to the park from outside Placer County, we know that not all will share the same "stewardship" ethic.
   - The trash and cigarette butts are evidence in parks and trails everywhere, including the current HFRP.

PLACER COUNTY GENERAL PLAN, has similar goals:

Goal 8C: To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires.

The PLACER COUNTY LOCAL HAZARD MITIGATION PLAN is clear in stating the need to have, "strategic planning to limit risk in WILDLAND URBAN INTERFACE. The Expansion area is a WUI, so land use decisions should not be increasing risk.

CEQA THRESHOLDS could not be more clear. This project would be out of compliance of CEQA.

*The project would have a significant wildfire impact if it would be in or near state responsibility areas or lands classified as **Very High Fire Hazard Severity Zone.*** On page 16-5 it states that the expansion area borders an area that is rated **Very High Hazard Severity Zone.** Much of the project area itself is rated High Fire Hazard Severity Zone.

ISSUES NOT ANALYZED FURTHER

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Emergency Response /Emergency Evacuation Plan

- The DSEIR fails to provide any evidence of attaining information and input from the Placer County Sheriff's Department who is the local agency who is responsible for issuing any "warning" or "order to evacuate" and for executing and managing an evacuation.
- What does the Placer County Sheriff's Department determine to be the potential issues and concerns in the event of an evacuation along the Bell Road, Lone Star Road and Garden Bar Road areas of North Auburn/Lincoln?
- The DSEIR fails to identify and quantify the number of vehicles at the HFRP and the number of residents in the project area, that would need to evacuate in the event of a wildfire.
- How many vehicles could there potentially be in the Twilight Ride and Harvego Project areas and how many miles of vehicles end-to-end would that line of vehicles encompass?
- Given the numbers of potential vehicles, the SDEIR fails to address the potentially significant impact of extreme congestion during evacuation on Bell, Cramer, Auburn Valley and Lone Star road during an evacuation.
- The DSEIR fails to identify the number of residents coming off of "Big Hill" and other off shoot roads. Many of the roads are one lane and the ability of both egress by residents and ingress by emergency vehicles would be disastrous.
- The DSEIR fails to identify that Auburn Valley POA consists of 145 homes. Auburn Valley will also have visitors from the golf course, restaurant and event center.
- The Twilight Ride parking lot would have 140 vehicles at any given time that would need to evacuate.
- Harvego / Curtola Ranch Road parking lot would be another 130 vehicles. The SDEIR fails to identify and disclose that there is only one way out. Visitors to HFRP, visitors to AVCC and all the residents have to evacuate on Auburn Valley Road.
- The DSEIR fails to address the impact from truck and trailer rigs generated from the project and from residents as they try to evacuate their animals and livestock.

- Garden Bar Road is the only way in and out on the Lincoln side of Big Hill. The SDEIR fails to identify and quantify the number of residents and visitors to the park that would need to evacuate in the event of a wildfire. The road is so narrow that emergency vehicles couldn't ingress while residents are evacuating.
- The DSEIR fails to identify and address that in the event of a wildfire on Big Hill and depending the location and direction the fire is going, evacuation for ALL park visitors may need to be out Big Hill to Garden Bar Road or out to the east side to Bell, leaving people stranded without vehicles.
- The DSEIR fails to identify and address the visitors to the park that are located within a fenced connector trail at the time of a wildfire and how that will inhibit their ability to escape.
- Due to the added volume of park visitors, the project puts residents at greater risk of safe evacuation in the event of a wildfire in the Big Hill area. This needs to be disclosed as a significant impact.
- The recent Camp Fire has given us fore warning that lives are lost in evacuations during a wildfire.

Mitigation S13-1, the purchase of a Light Duty Response Vehicle does nothing to mitigate the increased risk of wildfire or the evacuation issues stated above.

16.4.3 IMPACT ANALYSIS

The DSEIR states that, "**The potential exists for the project to expose people to uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system."**

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Significance: Potentially Significant

Mitigations proposed:

Mitigation S16-1a: Only relates to the construction phase and maintenance, so it does not mitigate for increased risk of wildfire during general use of park 365 days a year.

Mitigation S16-1b: Provide on-site source of water during certain construction and maintenance activities. This too does not mitigate for increased risk of wildfire during general use of park 365 days a year.

Mitigation S13-1: County shall purchase one LRV. This does not mitigate for increased risk of wildfire during construction, maintenance and general use 365 days a year. It also must be disclosed that CAL FIRE Chief stated that the LRV is NOT an additional new emergency vehicle, but simply will replace an older LRV.

The DSEIR fails to provide mitigation measures that will eliminate or decrease the increased risk of wildfire that the project will cause. The SDEIR must disclose that increased risk of uncontrolled wildfire remains a Significant Impact.

EXISTING HFRP

The DSEIR fails to disclose that even though smoking is prohibited in HFRP and signage posted, they still find cigarette butts along the trails.

The DSEIR fails to disclose that even though e-bikes and scooters are prohibited, they do have people using them illegally at HFRP.

The DSEIR fails to disclose that the Parks Division cannot currently enforce these regulations and the risk that they pose for causing a wildfire cannot be adequately mitigated at the current HFRP. (As disclosed by the Parks Division staff at the January 30, 2020 Parks Commission Meeting)

The DSEIR fails to disclose that e-bikes and smoking will be pose a risk of increasing the potential for wildfire in the proposed expansion area as well.

Maintenance Activities:

- The DSEIR fails to provide any mapping or specific specifications detailing where there will be fire breaks/defensible space.
- Due to the scope and size of the project, the Final SDEIR must define where these fire breaks will be on the additional 2,765 acres?
- Where is the funding and labor coming from to create these fuel breaks?
- The easement through Liberty Ranch is a 15-wide trail; it is steep and in a High Hazard Fire Severity Zone. Does the easement allow you to create a fuel break and fuel reduction on that property?
- The connector trail through the property to the north of the Outman Preserve is also a High Hazard Fire Severity Zone. Will there be a fuel break and fuel reduction on that property?
- There is approximately an additional 3,500 acres up on Big Hill at the center of the Expansion area. The proposed area will open up the entire Big Hill area, and people will be illegally trespassing which increases the risk for wildfire on those properties as well. How will the County ensure that there is sufficient fuel reduction on that acreage?

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The DSEIR also fails to disclose that with the County's current funding, they are not adequately funding maintenance on current County properties. In a County document, provided by the Department of Public Works Parks Division, at the February 5, 2018 Supervisors Meeting, they outlined "deferred maintenance" by category. Document can be found at:
https://www.placer.ca.gov/DocumentCenter/View/34355/7A-PDF

Of interest in regard Wildfire prevention and fuel reduction are the following deferred maintenance categories:

- *Fuel Load Reduction: "In addition to the Hidden Falls Regional Park, Traylor Ranch Nature Preserve, Griffith Quarry Park , and natural areas at the Placer County Government Center, the County owns dozens of other miscellaneous parcels throughout fire hazard zones that also require fuels treatments for fire reduction but do not currently have ongoing funding to perform this work.""*
- *Hazardous and Healthy Tree Program: "Continues to be in a deferred status since the cutbacks during the last recession."*

The DSEIR fails to provide evidence of the County having the funds and budget that will adequately provide for maintenance of all County properties and a timeline of how many years it will take to complete all deferred maintenance tasks.

The DSEIR fails to provide evidence that the County has the funds to ensure that the Parks Division will stay on top of the fuel reduction and tree mortality issues on the additional 2,765 acres proposed HFRP expansion.

At the May 5, 2020 Supervisors Meeting, CAL FIRE /Placer County Fire, Placer County Sheriff's Office, and the Placer County Office of Emergency Services made a presentation on "Emergency Preparedness and Wildfire Mitigation Activities" outlining activities within the County pertaining to emergency preparedness and wildfire mitigation.

- CAL FIRE Chief Estes stated that they are conducting a phased approach to bring all County properties into compliance with fuel load reduction and dead tree removal. Figuring in all costs, it comes to $1,700 per tree.
- What is the timeline/years projected for the County to be brought into compliance for current County properties? What is the cost? Has funding been appropriated or is it "as funds become available?" Who will do the work?
- Is Placer Land Trust in compliance with fuel reduction and dead tree removal on the Preserves in the proposed expansion area: Taylor, Kotomyan, Outman, Harvego?
- If the County moves forward with the HFRP Expansion who is responsible for bringing these properties into compliance and keeping them in compliance, the County or Placer Land Trust?
- Who is responsible for the fuel reduction and dead tree removal on the properties with trail easements through them?
- The DSEIR provides no evidence of a survey of how many dead trees there are on the PLT Preserves and the private properties where trails easements exist.

With the current COVID-19 fiscal fallout and the County's history of insufficient funds for fuel reduction, trail maintenance and the Hazardous and Healthy Tree Program, the SDEIR must disclose that the County will fall short of doing the ongoing fuel reduction necessary to lower the potential for increased wildfire risk on the HFRP.

With the HFRP Expansion area being classified as a "High Fire Hazard Severity Zone" and a WILDLAND URBAN INTERFACE, it would be reckless and irresponsible to open up public access without having all the PLT Preserves and the private property with trail easements in complete compliance with fuel load reduction and dead tree removal.

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Public Access:

The DSEIR states that, "**With increased public access there is an increased potential for wildfire that is caused by human activities.** The DSEIR fails to disclose that CAL FIRE stats reveal that 95% of wildfires are caused by human behavior. CAL FIRE Chief Hudson has stated at County meetings that, "human behavior cannot be mitigated."

The DSEIR fails to address in the WILDFIRE SECTION that the volume of people that will be using the full proposed HFRP on any single weekend day could be as high as 2,000 people.

With an expanded trail system that is 3,965 acres, and 60 miles of trails, the SDEIR fails to identify the potential for illegal overnight camping and the inherent risk of illegal campfires.

The DSEIR fails to identify the potential for transient and homeless camps on the expanded trail network and private property. At the May 5, 2020 Supervisors Meeting, during budget presentation from the Health and Human Services Department it was stated that homeless numbers were up 26% in the mid-County/Auburn area. Homeless facilities are at capacity with waiting lists. It also must be disclosed that some homeless prefer to illegally camp.

At the Rural Lincoln Fire Safe Council Meeting on 9/17/2019, CAL FIRE Chief Counts stated that transients starting fires in rural Lincoln had been a problem that summer.

The DSEIR claims that the following project components will improve CAL FIRE's response in the event of a wildfire. The DSEIR fails to provide evidence that the project components will improve response time. The DSEIR fails to disclose that none these components will eliminate or decrease of a wildfire being started. The DSEIR provides no evidence to support the conclusion that these components will offset the potential increased risk of wildfire.

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- 12,000-gallon water tank: They are located at the parking lot, so will do little good for a wildfire up on Big Hill. A water tank is a finite source of water.
- Construction of helicopter pad at parking lot sites: Great for evacuations, but no impact on preventing wildfires. The DSEIR fails to identify uses for the helicopter pad.
- Construction of Bridges: The proposed bridges are at the south end of the expansion project and have no correlation to preventing wildfires. In 2018 the bridges were estimated to cost $1M per bridge. The DSEIR fails to address whether the County has this expense in the Capital Improvement Fund.
- Improved access to remote areas: The SDEIR provides no mapping, specifications, or locations of access/interior roads. In SECTION 3: PROJECT DESCRIPTION, it mainly talks about 5' trails, which are not wide enough for an LRV.
- There are already access roads up on Big Hill throughout the preserves: private roads, NID roads, dirt ranch roads. The DSEIR fails to provide evidence that the proposed project is providing any new access roads.
- On Page 16-7, #2 states that 12'wide drivable fire access roads are components that are required in order to address CAL Fire/Placer County Fire Department requirements
- The DSEIR fails to provide mapping, specifications, or locations of 12' emergency access roads to interior portions of the HFRP Trails Expansion. (Tables 3-2, 3-2 and 3-4 do not provide this information.)
- Daily presence of staff: Will there be dedicated staff to monitor and patrol the entire 3,965 acres and the private property up on Big Hill? Are there staff on site even on weekdays when there are no reservations? The DSEIR fails to disclose that at the current HFRP, contract ranger staff are not onsite on non-reservations days. During typical scheduling (as compared to COVID-19) there are ranger staff on site on weekends at the entrance kiosk. That is only 29% of the days the park is open. If they are only at the entrance kiosk and if no one is on site 71% of the time, DSEIR cannot claim they have any impact on fire prevention or response time.

It is clear that they DSEIR has failed to provide evidence to substantiate the conclusion that the HFRP Expansion Project will have no significant impact on uncontrolled wildfire risk. The increased risk for wildfires out-weigh the unsubstantiated and shallow mitigations.

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SECTION 17 ALTERNATIVES

17.2.1 ABILITY OF THE ALTERNATIVE TO ATTAIN MOST PROJECT OBJECTIVES

The DSEIR mentions only Goal 5C from the Master Plan as if it is the only important goal from the General Plan in relation to the project and alternatives. Was this Goal added to the General Plan in the 2013 Update? If so, it is just too convenient that it would be added in order to substantiate the HFRP Expansion.

The DSEIR makes the statement, "Provide expanded opportunities for public passive recreation and educational access **without overburdening natural resources, local roadways or adjacent communities**."

- In previous pages, we have identified where the DSEIR states that the project will negatively impact and overburden natural resources, local roadways and adjacent communities.
- We have also provided information concerning the current HFRP and how it has overburdened local roadways and adjacent communities (Mears Drive and Mears Place). (see letter from Mears Drive resident in Appendices)

The DSEIR makes the statement, "Expand the existing multi-use, natural trail surface trail system to provide recreational opportunities for the residents of Placer County and the region, while maintaining the safety for park users, visitors, and nearby residents," can clearly be argued, as we have addressed in the previous pages.

- How many other citizens have sent in letters, made public comments at numerous County meetings since June 2018 expressing that the project will endanger them through increased traffic, road safety issues, wildfire, evacuation, crime and altercations with trespassers?
- The SDEIR actually states that "the potential exists for the project to expose people to an **uncontrolled wildfire** and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system."
- The SDEIR also discloses the dangerous intersections of SR 49 and Lone Star Road and SR 49 and Cramer Road and that Cramer Road has been identified as having a collision rate higher than the state average.
- Residents would argue that Bell, Cramer, Lone Star, Garden Bar, and SR 49 are all dangerous roads that are inadequate to handle the increase in traffic generated by the project and that in terms of public safety, this project endangers residents, park users, visitors.
- Will the lead agency, the Placer County Public Works Department, Parks Division and the Placer County Board of Supervisors willingly and knowingly undermine public safety and endanger the 6,000 identified families that live within, adjacent to or surrounding the expansion area?

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17.2.2 FEASIBILITY OF THE ALTERNATIVES

The DSEIR states, that the, "lead agency's staff has determined that the alternative is potentially feasible based on:

- The alternative's economic viability
- Availability of infrastructure

Alternative 1 is the only alternative that has economic viability and availability of infrastructure.

The DSEIR fails to provide evidence that there is funding for the construction, mitigations, and ongoing maintenance and staffing for the proposed Project or Alternatives 2 and 3.

- In fact, County Public Works Department/Parks Division documents actually state that there is considerable deferred maintenance within the Parks Divisions maintenance tasks due to lack of funds and staff.
- Due to the COVID-19 fiscal fall-out, are there currently funds or will there be funds in the near future to support the HFRP Expansion Project, whether it is the proposed project or Alternative 2 or 3?
- The Final SDEIR must provide a line item budget of all costs for construction, mitigations, and ongoing maintenance and staffing and prove that there are adequate funds available.

The DSEIR fails to provide evidence that there is funding to support the increase in demand for public services that will take place in the HFRP Expansion area whether it is the proposed Project or Alternative 2 or 3.

- CAL FIRE Incident stats reveal the high volume of calls to HFRP; many requiring multiple units. (See attached CAL FIRE Incident Stats)
- Based on tripling the acreage from 1,200 acres to 3,965 acres it can be projected that CAL FIRE incident calls will triple.
- The DSEIR fails to provide evidence that there is adequate County and State funding to support an increase in staff and equipment to cover the call demand.

- The DSEIR fails to disclose that due to insufficient funding, all local fire districts have needed to pass special add-on tax assessments to fund fire departments. (See appendices for tax add-ons)
- The SDEIR fails to provide call stats for Placer County Sheriff's Department and California Highway Patrol for calls at HFRP and the surrounding streets over the past 10 years.
- These stats must be provided and evaluated in the Final SEIR to quantify the demand for law enforcement due to illegal parking, trespassing, vandalism, theft, speeding and accidents in HFRP and the surrounding community.
- The SDEIR fails to project the increase in illegal parking, trespassing, vandalism, theft, speeding and accidents in the Hidden Falls expansion area and surrounding communities and the demand that would be placed on Placer County Sheriffs and CHP.
- The SDEIR fails to provide evidence that there is adequate County and State funding to support an increase in law enforcement staff and vehicles to cover the increased call demand for the proposed project, or Alternative 2 or 3.

The DSEIR fails to provide evidence that there is funding for making improvements to sub-standard, dangerous infrastructure.

- SR 49 and Lone Star Intersection
- SR 49 and Cramer Intersection
- Cramer Road which has blind curves and is so narrow that it doesn't meet County standards to even a center line
- Twilight Ride access off of Bell; taper lanes and a left-hand turn lane
- Garden Bar Road improvements; pullouts and/or widening
- Due to the COVID-19 fiscal fall-out are there currently funds or will there be funds in the near future to support the proposed Project, or Alternative 2 or 3?
- The Final SDEIR must provide specific funding sources for the necessary improvements to infrastructure.
- Improvements must be done prior to opening any new parking lot. Failure to do this would make the lead agency, the Placer County Public Works Department/Parks Division and the Placer County Board of Supervisors culpable for willingly and knowingly undermining public safety and endangering residents and visitors to the area.

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17.4 ALTERNATIVES SELECTED FOR ANAYSIS

ALTERNATIVE 1:

Along with the members of *Protect Rural Placer*, we support Alternative 1.

- Alternative 1 is the only alternative that will maintain the balance of nature, agriculture and recreation and ensure that the 6,000 families can keep their families, homes, property, livestock, roads and community safe and secure.
- Alternative 1 allows for "limited recreation" which is one of the goals of the PCCP.
- Alternative 1 supports many of the goals in the General Plan, as we have sited in previous section comments.
- Alternative 1 allows for a wide variety of recreational and educational activities: hikes and cycling, geology and wildflower hikes, yoga and photography activities, youth activities for scouting and school groups.

ALTERNATIVES 2 AND 3:

There are several critical reasons why we and *Protect Rural Placer* cannot support Alternatives 2 or 3 as a compromise.

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Illegal trespassing, parking and entrance into the Expansion area:

- These alternatives fail to provide evidence that opening up public access, of any degree, 365 days a year will in any way prevent the illegal parking and access into the expansion area via Orr Creek Lane, Cramer Road extension, Country Club Lane, Auburn Valley Road, and Garden Bar Road that is currently happening.
- Though we and others have made this problem known to PLT, Supervisors and the Parks Division, the SDEIR failed to disclose the problem and address it.
- Open public access will only further the proliferation of information on social media, internet trail mapping sites and GPS that direct visitors to the alternate, but illegal access points. (Sisson Lane will also show direct access into the Harvego Preserve.)
- The DSEIR fails to acknowledge and address that "open public access" with the proposed project or Alternative 2 or 3, will acerbate the problem of illegal parking, trespassing and entry via Orr Creek Lane, Cramer Road extension, Country Club Lane, Auburn Valley Road, and Garden Bar Road.
- The numbers of people gaining illegal entry into an "open" trail system will overwhelm these small roads and the residents on them.
- Residents along these roads will continually be putting themselves in harm's way through altercations with these trespassers.
- Having unwanted visitors accessing our local off-shoot roads opens up our property and homes to theft and vandalism. It will be hard to even think about leaving our ranch for a vacation.
- By opening up "Big Hill" to thousands of visitors, you open up the private property as well.
- It is common knowledge that there are some people that "go where they want to" and "do what they want to" regardless of signs.
- This is well documented in coverage of "over tourism" and the destruction and devastation left behind at recreation sites all over the world.
- At the January 20, 2020 Parks Commission Meeting, both Parks staff and Parks Commissioners identified rules and regulations that go unheeded at HFRP and other recreation areas and acknowledged that it is difficult to enforce rules and regulations.

Wildfire Risk:

- Whether there are 400 people or 700 people accessing the park at the Twilight Ride parking lot it increases wildfire risk. This is true of Harvego and Garden Bar trailheads as well.
- Alternative 2 and 3 "expose people to an **uncontrolled wildfire** and exacerbate risk of wildfire during construction, maintenance, and public use of trail system," just as it does in the proposed project.
- Alternative 2 does not provide the same level of emergency service improvements (helicopter pad and water storage tank, etc.), which undermines the first responder's ability to fight a fire and thus puts residents at greater risk.
- Alterative 1 is the only alternative that does not increase the potential for wildfires. There are currently several roads through the Preserves and up on Big Hill for fire fighters to gain access.
- The residents believe that opening up access to non-residents creates the greatest risk for increasing wildfires.
- The mitigations for Alternative 2 and 3 do not outweigh the added risk.

Land Use and Agriculture:

- As stated earlier in our comments, the DSEIR fails to adequately and accurately address agriculture, just at Alternative 2 and 3 fail to do.
- Cattle grazing and livelihoods would also be impacted with Alternative 2 and 3.

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Transportation and Circulation:

- Alternative 2 fails to identify that for the safety of the residents, visitors to the park, and other venues, a left-hand turn lane should be required.
- The DSEIR states that for Alternative 2 (and 3) the cumulative levels of vehicle on the roads and VMT would remain significant and unavoidable.
- This impact is absolutely avoidable by choosing Alternative 1.
- Alternatives 2 and 3 fail to identify that the inadequate roads, are narrow, hilly with blind curves and present traffic safety issues that need to be mitigated before any phases of the project begin.

In the final comments from this section, it states that Alternative 2 would not provide the same level of benefit to the community offered by the proposed project because it reduces the number of visitors and equestrian facilities.

- The current HFRP is used primarily by people outside Placer County, 63%.
- The County already has 900 miles of trails with more being built from trail projects already approved.
- Wanting more of something that there is already an abundance of is a "want" not a "need."

We believe that catering to this "attitude of entitlement" at the expense of public safety, the environment and agriculture is and unnecessary burden on the residents, Placer County taxpayers and first responders.

I473-65

ONE LAST CONCERN AND ISSUE:

The Draft SEIR failed to address the concerns, issues and questions that we raised in our letter from July 2018, that was sent in during the initial public comment period. (See letter provided in the Appendices)

We request that you address these concerns (from that letter) in the Final SEIR:

Have you met with the California State Parks Department to find out what the necessary Ranger presence would need to be in the Hidden Falls Park and the proposed 2,500-acre trail system of the proposed expanded Hidden Falls Park?

- How many trained California State Park Rangers would be needed to monitor that extensive trail system? How many daily (nightly)?
- How do the Rangers monitor and deal with people that stay in the park after the park closes?
- Will you be able to contract with the California State Parks Department to use trained professional rangers?
- What would be the cost annually for Park Rangers?

Have you met with the Placer County Sheriff Department to address issues arising from such a large public venue that is open 365 days a year?

- How will they prevent and deal with trespassing, vandalism, theft, intoxication, transient/homeless issues that will affect local residents?
- Will they budget for and provide an officer on site?

Have you met with the CA Hwy Patrol to discuss and come up with a plan to provide for safe roads and safe driving and cycling on the winding, hilly, narrow roads with blind curves that lead to the proposed park entrance (Bell Road, Cramer Road and Lone Star Road)?

I473-65 Cont'd

- Will there be Hwy Patrol presence on these roads daily/hourly?
- How will they prevent littering on all these roads?
- How will they enforce the speed limit?

I473-66

CONCLUSION:

We will conclude by asking one last critical question to the lead agency, the Placer County Public Work Department/ Parks Division and the Board of Supervisors, **"What level of harm and risk to the residents and the environment are you willing to accept, in order to have more trails?"**

We respectfully submit these comments and look forward to seeing all of our concerns and issues addressed, our questions answered and our requests for information, stats and data provided in the Final SEIR.

Thank you,

Curt and Jane Wurst, *Protect Rural Placer*

APPENDICES OF SUPPORTING DOCUMENTS

1. Letter from Farm Bureau
2. Letter from Tahoe Cattlemen's Association
3. Letter from Mears Drive resident
4. Add-on Tax Assessments for Support of Fire Districts
5. Letter from Public Comment period in June/July 2018

April 29, 2020

Placer County Farm Bureau: A letter to the Placer County Supervisors, Members of the Planning and Agricultural Commissions

To the Honorable Board of Supervisors and Appointed Members of the Planning and Agricultural Commissions of Placer County:

The Placer County Farm Bureau's (PCFB) purpose is to protect and promote agricultural interests throughout the county of Placer and to find solutions to the problems of the farm, farm home and the rural community. The PCFB strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a reliable supply of food and fiber through the responsible stewardship of Placer County's resources.

Placer County Farm Bureau is a member of the California Farm Bureau Federation. Our role is to support not just existing farmers and ranchers, but to support farming and ranching as a way of life and to secure its future existence and growth county wide.

Population growth and concurrent shrinkage of the work week has increased the demand of recreational space, jeopardizing the agricultural productivity of land in favor of its incidental recreational capability. Having said that, both the Placer County and Statewide Farm Bureau Federation recognize the need for sound programs of outdoor recreational development and we advocate cooperation with the public agencies responsible for such programs, however our primary goal is to see that agricultural interests are adequately protected when recreational uses are proposed in agricultural areas.

The PCFB is, in part, a watchdog organization who has a responsibility to assure that lands are not incrementally and unwittingly taken from agricultural use and put into other incompatible uses. In Placer County, agricultural uses are not just allowed in Agricultural Exclusive zoning. Other zoning designations which include necessary farm uses are: Farm, Forestry, Open Space, Resort and Residential Agriculture. It is our goal to assure uses in all zones allowing agriculture do not threaten to incrementally diminish agricultural uses, thereby functionally eliminating the ability for interested property owners to legitimately use the land for agricultural purposes, both presently, as well as in the future.

To this end, although we support the Agricultural Conservation Easements, we are concerned with the non-agricultural easements that do little or nothing to secure and protect agriculture in the surrounding area, particularly when those open-space easements allow recreational uses that conflict or are incompatible with current and future agricultural activities. The Hidden Falls Project is the functional equivalent of taking land out of agriculture and rezoning it as public recreation. Although we recognize the proposed use of cattle grazing for fire prevention, the project use of it does not go far enough to legitimately qualify as the protection of agriculture.

The PCFB hosted a joint round table style meeting between The *PCFB,* Members of the *Placer County Parks Commission*, the *Placer Land Trust*, and agricultural members of the grass roots group, Protect Rural Placer. During this meeting it became apparent that the protection of family farms, and working ranches is not a primary goal of the Placer Land Trust and the Placer Legacy Program in the Hidden Falls Project area. The majority of the acquired properties in the Rural Placer Agricultural Zone where the Hidden Falls expansion is to occur are not Agricultural Conservations Easements, but rather open space easements with little or insignificant private agriculture which is limited to contracted cattle grazing.

We question as to whether the regional park and adjacent parking lots being proposed conform to the local general plan by proposing public access to what has historically been private agriculturally zoned land. The Placer County Farm Bureau is concerned that the county is not giving serious consideration to detrimental physical impacts which may include, but are not limited to, garbage, fence damage, compaction, crop damage, animal harassment and trespassing on adjacent properties. Likewise, we are concerned about the liability to the landowners which is inherently created by locating trails adjacent to or through private property. It is our further concern that established governmental recreational programs frequently become self-sustaining.

Fifty Percent of the land in California is owned by the government. This offers adequate opportunity for outdoor recreational development without the need for further land acquisition by public agencies. This government land ownership is well dispersed over the state, including thousands of acres in Placer County. Much of this land is already accessible and suitable for the type of recreation proposed with the Hidden Falls Expansion, including the existing park. But there is also existing public land outside of the ever-diminishing agricultural zones that could expand recreation through the development of access ways and the include the necessary onsite facilities.

The PCFB supports existing farmers and ranchers, however, we are also charged with securing the future of farming and ranching in Placer County. Movements, such as regional Farm-to-Fork campaigns, Certified Farmers Markets and Eat Local Programs are creating momentum back to locally sourced agriculture. Farming and Ranching which has historically been part of the fabric of Placer County is continuing to grow and be a valuable and sustainable commodity. The Agricultural Zones in Placer County are seeing redevelopment in both the historical areas of livestock and range programs, but also in the other areas which are new or returning, including but not limited to, mandarin and other orchardists, Christmas tree farms, horticultural properties, U-pick operations, produce farms, vineyards and hop farms, and even a highly-regulated dairy operation has returned to the landscape. As such, farmland loss to development and public recreational trails is of great concern, in both the acquired and yet to be acquired undeveloped rural agricultural zone of Placer County.

The PCFB supports legitimate Agricultural Conservation easements, but opposes the expansion of the existing Hidden Falls Park and adjacent parking lot(s). We believe these trails are incompatible with existing and potential future agricultural uses. These trails increase the likelihood of theft, vandalism, ecoterrorism, bioterrorism and create other problems for neighboring agricultural lands. Unless these issues are addressed to the satisfaction of impacted landowners and lessees, no trails should be constructed in agricultural areas.

Finally, much of the existing Hidden Falls Project wreaked havoc and significantly impacted adjacent landowners and nearby residents with increased exposure and liability. Trash, trespassing, fire hazard, theft, and parking issues are a few of the registered complaints issued on the existing project and are of grave concern to current landowners in the proposed expansion area. Is the Public agency responsible for the trails also responsible for the indemnification of all property owners affected negatively and financially by the existing park and the expansion?

Both the California Farm Bureau Federation and the Placer County Farm Bureau believe that the preservation of open space lands for visual and recreational benefits within urban centers is a valid concept. However, by no means should the concept of "open space" be confused with the idea of "agricultural preservation". Again, we support existing and future Agricultural Conservation easements. We support laws, rules, regulations, actions and economic policies which encourage agricultural productivity in the agricultural zone and oppose those that do the opposite. All commissions and committees concerned with planning recreational facilities, particularly those in designated agricultural zones, should include both the agricultural commissioner as well as representatives from the affected agricultural community.

Loren Oest
Placer County Farm Bureau
President

Augustina Wilkins
Rural Communities Outreach/Issues
Representative

TAHOE CATTLEMEN'S ASSOCIATION

REPRESENTING THE STOCKGROWERS OF PLACER AND NEVADA COUNTIES

Post Office Box 1044

Lincoln, CA 95648

March 10, 2020

Placer County Board of Supervisors

175 Fulweiler Avenue

Auburn, CA 95603

Re: ***Hidden Falls Regional Park Access and Expansion Project***

The Tahoe Cattlemen's Association by this letter wishes to voice its strong opposition to the Hidden Fall Regional Park Access and Expansion Project. The Tahoe Cattlemen's Association represents livestock operators in Placer and Nevada counties and is the local affiliate of the California Cattlemen's Association which is the state's primary representative of cattle grazers.

Safety is an everyday concern in the ranching world. Large animals, large equipment, steep hillsides, mud, fire and remoteness make for an environment where danger is always present. The proposed project could greatly increase those risks. Dogs and bicycles around cattle can be problematic, but more pressing concerns relate to mobility, fire and crime. The proposal to expand the Hidden Falls Regional Park appears to call for new access and parking lots off of Bell Road and Garden Bar / Big Hill, a vastly expanded trail system and some sort of management with the Placer Land Trust.

Our rural Placer County Roads are all too often chip seal on top of red clay and little more than one lane wide.

- Opening the Hidden Falls access off of Mt. Vernon created a nightmare. Mt. Vernon is the primary route between Auburn and the area north of Lincoln. Parking on the sides of the road was addressed by no parking signs, but the load of traffic on that narrow and steep road is unabated and makes pulling a stock trailer on that road very difficult and dangerous.
- Bell Road is narrow with sharp turns and can be hectic when operating a truck and trailer now. Addition of a major parking lot / access facility welcoming hikers, bikers and amateur equestrians pulling horse trailers is going to be another traffic nightmare.
- Garden Bar / Big Hill are not designed for high traffic, or ANY real traffic.
- Gathering cattle off of the Garden Bar area has historically necessitated sending a car ahead of cattle trucks to intercept oncoming vehicles and get them off the road somehow so the trucks can pass.
- The county has historically considered vineyard tasting rooms / entertainment venues as problematic because many of our country roads cannot accommodate two way traffic. The roads

impacted by the proposed project cannot.

Roads have an enhanced importance in fire country. Placer and Nevada counties are fire country. Ranchers, who have historically managed the Hidden Falls area, have a vested interest in fire prevention and are themselves a major source of fuel reduction through grazing. Turning over management to Placer Land Trust or the county itself removes decision making from people whose focus is on preserving the feed and avoiding fire risks. In 2008 the Gladding Fire which started on the PLT's Doty Ravine preserve ran over five miles and burned out half a dozen ranch families.

- The area of the Gladding Fire, from Gladding at Merritt to Fowler at Virginiatown, has some of the best roads and fire equipment access in the county.
- If a fire started on the expanded Hidden Falls preserve use areas off of Garden Bar we would have another Paradise situation where fire fighters would be unable to respond because they would need to allow the one lane road to be used for escape from the area.
- Humans cause most fires. Adding thousands of people into the tinderbox foothill areas with no commensurate increase in fire preparedness is likely to be disastrous.

And, there is the inherent problem of a non-resident (transient) populous coming into a rural, sparsely populated area. As with the American River Parkway, crime invariably increases. Placer County citizens in the areas around the expanded Hidden Falls will be impacted with more traffic, unwelcome strangers having access to their isolated homes, and vastly increased risk of catastrophic fire with no adequate escape routes. And the ranchers of the area, even those not close to the project areas, will be confronted with a load of trucks, cars and bicycles that will make movement through the area very difficult. We encourage the Board to reject the proposed project and preserve rural Placer County.

Very truly yours,

Bonnie Anderson, President

Tahoe Cattlemen's Association

cc :

Supervisors and district directors by email

Brian Estes, Cal Fire

Josh Huntsinger, Agricultural Commissioner

This statement was prepared by Julie, a resident of Mears Drive, the road leading into the existing Hidden Falls Regional Park. She read these comments at a meeting with Supervisor Weygandt on August 1, 2018.

This statement was also read (at Julie's request) at a meeting with Supervisor Uhler on August 20, 2018. All of the supervisors have been provided with a copy of these comments, as well as MACs.

*I would like to start by saying that in the very beginning, it was explained to the Mears Drive homeowners that Hidden Falls Park was going to be a county park for the people of Placer County. Since then the supervisors/planners of Placer County have fallen prey to grandiose thinking and large- scale planning without the consent or consideration of the people/homeowners/taxpayers that they are elected by and/or hired to serve. Mears Drive residents could never have begun to know the level that the county had planned to go with the Hidden Falls Park, with its expansion of the park, and its out-of-county recruitment of park goers. (SHOW LIST OF WEBSITES) This list of websites touting Hidden Falls. It took me about 10 minutes to compile and there are more.**

My husband, and I have lived on and enjoyed our quiet, shady, dead-ended, rural Mears Drive home for 33 years. We purchased the property because of those characteristics. We raised our kids there and Placer County has destroyed it. Since the park opened:

- *Our neighborhood has been introduced to many undesirable people*
- *Our vehicle has been broken into*
- *Several neighbors have been robbed several times*
- *Vehicles in the park have been vandalized and broken into in, as seen in Auburn Journal crime log regularly*
- *We find garbage in our mailbox*
- *All of our mailboxes were broken into and our mail was thrown down the street*
- *We have had strangers coming to our door at night asking for a ride because their friend left them at the park*
- *We have constant noise pollution and air pollution*
- *There has been up to and sometimes more than 500 cars a day on our road which means 1000 trips coming and going*
- *We have speeding cars*
- *The signage added to our street is an eyesore*
- *A fire cracker was thrown at us while working in the yard*
- *We have had people walking onto our property casing it*
- *We have all put up gates. A neighbor's gate got crashed into when a park-goer used their driveway as a turn around*
- *Speeding cars have ignored the stop sign on Mears Place and crashed into our fence and property and left us to fix it twice*
- *The Roberts who bought 20 acres and built their dream home over 20 years ago now have a huge parking lot next door and have to endure constant noise from sun up to sun down*
- *We all have the horrible, anxiety-producing threat of fire. And when the park burns up and lives are lost, Placer County will be held responsible just like PG&E is for the Santa Rosa fire.*
- *It is impossible to have a Neighborhood Watch program with so many strangers*
- *There was a man that mysteriously burned to death, after-hours, in the park parking lot. That was extremely creepy and nerve racking*

- *There are bike riders that go into and come out of the park at late hours of the night after the park is closed with headlamps on and they race down the street*
- *There are many emergency vehicles flying down our narrow road often*

This situation is extremely frustrating. If I wanted to open a free petting farm on Mears Drive there would be many fees, permits, strict rules, regulations, studies, limitations, guidelines, minimums, noise requirements, air quality confines, etc. so that the "neighborhood would not be impacted." Can you please explain to me WHY the County does not have to follow the same rules and laws it imposes on its citizens?!!! I could not open a business that allowed 500 cars a day to visit my property on Mears Drive due to "THE IMPACT ON THE NEIGHBORHOOD!!" I know that for a fact because neighboring rural businesses have told us what they are put through by the County and the limiting guidelines they must endure due to "the impact on the neighborhood."

Again...we thought you were opening a county park, not a national park. The county is not doing its job protecting our rural communities and peaceful way of life. I'm sorry that you did not plan this better, but you didn't, and the communities should not have to suffer for your lack of planning and foresight. If there is not a way to expand parking without destroying another neighborhood, then neither the park nor parking plot should be expanded. I am here to ask, after you have destroyed one peaceful neighborhood, how can you seriously ram this down the throat of another quiet rural community?

All that your 2500 acre expansion is going to do, is attract many more people from afar, that do not care about our neighborhoods. Mears Drive homeowners ABSOLUTELY reject the widening of our roads, increased people, increased parking, and any expansion in neighboring communities as well.

**This is a result of a quick 10 minute search which I did of websites touting and encouraging Hidden Falls traffic.*

Bringfido.com
Alltrails.com
Inspirock.com
Tripadvisor.com
Hikingproject.com
VisitPlacer.com
Americantowns.com
Foothill.com
Singletracks.com
Calexplornia.com
Theoutbound.com
Trailforks.com
Trails.com
Foursquare.com
MTBProject.com
MVTrails.com
Trover.com
GeekHiker.com
Meetup.com
RNRAdventures.com
Trailrunproject.com
Winecountry.com
Waterfallswest.com
Tripleblaze.com
Backpackerverse.com
Placercountyonline.com
Stepoutside.org
VisitAuburnCa.com
Hikeitbaby.com
Sacramentokids.net
Dogtrekker.com
Shutterstock.com
Lincolnhillshikers.org
Pinterest
Coolhorsetrails.com
Trekaroo.com
Groups.google.com
Local.aarp.org
Forumspopphoto.com
Tripcarta.com
Sites.goodle.com
Motherlodetrails.com

April 21, 2020

Good afternoon Jane,

Here is the information regarding special fire districts add-on parcel taxes that you requested on March 26, 2020. Some have been placed on the property tax bills several years ago and some recently.

Foresthill Fire Protection District, 2 add-ons. The first is $138.74 and the most recent is $240.38. Total annual tax: $379.12

Loomis Fire Protection District, 2 add-ons. The first is $112.84 and the one that was passed in 2007 is $229.38. Total annual tax: $342.22.

The 2007 parcel tax increase allowed the Loomis Fire Protection District to consolidate with South Placer Fire Protection District in 2017. The consolidation brought Advanced Life Support (ALS) to the area and stabilized their funding into the future since the elected board can raise the fee by up to 4% annually.

Newcastle Fire Protection District, 2 add-ons. The first is $84.08. The second one passed in 2012 is $164.84. The total annual tax: $284.92.

Penryn Fire Protection District, 2 add-ons. The first is $75.00. The second one passed in 2018 is $259.58. The total annual tax: $334.58.

Placer Hills Fire Protection District. 3 add-ons. The first 2 are $72.26 and $62.50 and the most recent is $185.00. The total annual tax: $323.76.

North Auburn/Ophir "zone of benefit" (formerly Placer Consolidated Fire Protection District). 1 add-on $48.00. This was passed by the Placer Consolidated Board of Directors in the early 1990's and allowed the District to purchase two new much needed fire engines. This was before the passage of Proposition 218 in 1996. Prior to Prop. 218 the elected Board of the Fire Districts could hold Public Hearings and pass a parcel tax by a 2/3 vote of the board of directors. Proposition 218 took the taxing authority from the elected representatives and gave it to the voters of the respective districts.

As you can see it is very difficult for a special district to obtain a 2/3 majority of the voters to approve a parcel tax increase.

In 2004 the Placer Consolidated Fire Protection District (PCFPD) entered into negotiations with Placer County to bring it into the Placer County Fire Department. In 2006 the PCFPD dissolved and the North Auburn/ Ophir zone of benefit was formed thus allowing the $48.00 parcel tax to contribute to the cost of providing protection to the North Auburn/Ophir area. It is interesting to note that I was the President of the PCFPD in 2004 and on the Board of Supervisors in 2006.

In 2012 there was a ballot measure to add another parcel tax that failed and I believe it was a poorly run campaign. The cost of providing fire protection has gone up dramatically since the 1990's. One of the goals of the Placer County Ad Hoc committee made up of Supervisor Gustafson and myself is to determine the amount of a parcel tax that is feasible to ask the voters in the North Auburn/Ophir zone of benefit.

Thank you for asking for this information and please feel free to contact if you have any further questions. Jim Holmes

July 5, 2018

To: Shirlee Herrington, sherring@placer.ca.gov

From: Curt and Jane Wurst

Re: Acquisition of Twilight Ride Property and Access and Expansion of HFRP

Questions for the members of the Parks Commission and the Placer County Supervisors:

Have you met with the California State Parks Department to find out what the necessary Ranger presence would need to be in the Hidden Falls Park and the proposed 2,500 acre trail system of the proposed expanded Hidden Falls Park?

- How many trained California State Park Rangers would be needed to monitor that extensive trail system? How many daily (nightly)?
- How do the Rangers monitor and deal with people that stay in the park after the park closes?
- Will you be able to contract with the California State Parks Department to use trained professional rangers?
- What would be the cost annually for Park Rangers?

Have you met with the Placer County Sheriff Department to address issues arising from such a large public venue that is open 365 days a year?

- How will they prevent and deal with trespassing, vandalism, theft, intoxication, transient/homeless issues that will affect local residents?
- Will they budget for and provide an officer on site?

Have you met with the CA Hwy Patrol to discuss and come up with a plan to provide for safe roads and safe driving and cycling on the winding, hilly, narrow roads with blind curves that lead to the proposed park entrance (Bell Road, Cramer Road and Lone Star Road)?

- Will there be Hwy Patrol presence on these roads daily/hourly?
- How will they prevent littering on all these roads?
- How will they enforce the speed limit?

Have you met with Cal Fire to get their input into the increased fire danger that will threaten rural residences and plant and life within the Hidden Falls Park and Expansion area as well as the rural communities on the north, south, east and west of the Park?

- How will they fight wild fires in the dry brushy canyons and oak woodlands that have no access?
- Do they have adequate personnel to combat such fires during the peak season?

Have you planned and budgeted for Park staff to:

- open and close the park gate daily?
- monitor the extensive trail system daily and at night to prevent hikers and transients from camping overnight?
- pick up litter throughout the extensive trail system?

Incident Report by Location & Final Type

12/6/2018

1/6/2011 to 12/31/2011

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2011001968	01/25/2011 12:53:41	MEDC2	MEDC2	38.951108	-121.158461	7830 MEARS DR ,PCFD	911
2011009018	04/21/2011 02:07:38	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2011015311	07/10/2011 11:54:42	MED	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2011019966	09/04/2011 15:36:06	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2011025180	11/13/2011 15:55:29	MEDC2	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

Total Incidents for **CAPCF** are **5**

Total Incidents for this report are **5**

Incident Report by Location & Final Type

12/6/2018

1/1/2012 to 12/31/2012

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2012022917	10/18/2012 16:17:39	MEDC2	MEDC2	38.950810	-121.168733	7230 MEARS DR ,PCFD	911
2012011733	06/03/2012 15:04:09	FWL	FWL	38.948805	-121.158429	7970 MEARS DR / 8000 MT VERNON RD ,PCFD	911
2012003834	02/18/2012 12:17:41	MVISTG	MVISTG	38.948805	-121.158429	8000 MT VERNON RD / 7970 MEARS DR ,PCFD	SEVN
2012008235	04/15/2012 17:13:05	PAA	PAA	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2012010672	05/20/2012 15:27:23	OAM	OAM	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2012014944	07/10/2012 12:24:28	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2012016394	07/27/2012 16:27:35	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2012016460	07/28/2012 14:15:41	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2012017043	08/04/2012 13:09:54	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN

6

Total Incidents for **CAPCF** are **9**

Total Incidents for this report are **9**

Incident Report by Location & Final Type

12/6/2018

1/1/2013 to 12/31/2013

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2013020085	08/30/2013 20:12:49	MED	MED	38.951377	-121.170330	7130 MEARS DR ,PCFD	911
2013011179	05/21/2013 13:20:06	FVP	FVP	38.951520	-121.158470	7805 MEARS DR ,PCFD	911
2013005218	03/02/2013 15:15:35	PAA	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2013009384	04/28/2013 11:58:34	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2013011319	05/23/2013 11:57:47	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013013404	06/16/2013 17:09:36	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013013712	06/20/2013 10:55:22	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013013905	06/22/2013 17:40:07	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013015585	07/10/2013 15:51:38	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2013018095	08/07/2013 15:22:46	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013018450	08/11/2013 13:17:03	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2013018478	08/11/2013 16:52:28	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013022688	10/02/2013 11:29:11	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2013024681	10/30/2013 15:49:34	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013027850	12/11/2013 15:12:40	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2013029206	12/28/2013 14:38:34	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

14

Total Incidents for **CAPCF** are **16**

Total Incidents for this report are **16**

Incident Report by Location & Final Type

12/6/2018

1/1/2014 to 12/31/2014

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2014017959	08/05/2014 03:05:17	FWL	FWL	38.951152	-121.170246	7150 MEARS DR ,PCFD	SEVN
2014014255	06/27/2014 10:40:17	MED	MED	38.951108	-121.158461	7830 MEARS DR ,PCFD	911
2014030043	12/29/2014 12:27:03	MED	MED	38.951108	-121.158461	7830 MEARS DR ,PCFD	SEVN
2014017325	07/29/2014 14:20:09	MVI	MVI	38.948805	-121.158429	8000 MT VERNON RD / 7970 MEARS DR ,PCFD	SEVN
2014002500	02/01/2014 13:03:07	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014005815	03/14/2014 14:57:56	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014005979	03/16/2014 15:37:46	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014007712	04/07/2014 20:44:29	PAP	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	RAD
2014008665	04/20/2014 16:11:21	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014012554	06/07/2014 17:59:53	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2014015788	07/13/2014 10:09:57	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014016361	07/19/2014 12:41:20	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2014017045	07/26/2014 12:16:10	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014017226	07/28/2014 12:55:07	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2014018759	08/13/2014 11:01:44	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2014024524	10/21/2014 12:59:57	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

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Total Incidents for **CAPCF** are **16**

Total Incidents for this report are **16**

Incident Report by Location & Final Type

12/6/2018

1/1/2015 to 12/31/2015

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2015017170	07/17/2015 16:53:01	MEDC2	MEDC2	38.951669	-121.170393	7105 MEARS DR ,PCFD	911
2015017300	07/18/2015 20:27:46	MEDC2	MEDC2	38.952627	-121.163027	7587 MEARS DR ,PCFD	911
2015001597	01/19/2015 14:07:30	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015004581	02/22/2015 11:38:02	MED	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015009834	04/26/2015 17:48:26	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015011426	05/16/2015 08:23:16	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015015024	06/24/2015 14:49:23	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015015799	07/02/2015 16:04:02	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015016659	07/11/2015 15:53:06	MEDC2	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015018548	08/02/2015 13:12:02	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015019685	08/16/2015 11:27:57	MED	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015020295	08/23/2015 14:09:15	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015021413	09/06/2015 17:33:24	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2015023272	09/29/2015 05:39:36	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015023293	09/29/2015 12:26:16	PAA	OAM	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015026780	11/14/2015 11:33:37	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2015028682	12/08/2015 16:10:09	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

Total Incidents for **CAPCF** are **17**

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Total Incidents for this report are **17**

Incident Report by Location & Final Type

12/6/2018

1/1/2016 to 12/31/2016 20

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2016008150	04/06/2016 06:26:26	MED	MED	38.950810	-121.168733	7230 MEARS DR ,PCFD	911
2016031524	12/31/2016 11:32:20	MTC	MTC	38.955514	-121.163445	7575 MEARS PL ,PCFD	SEVN
2016023201	09/24/2016 10:04:06	MEDC2	MRE	38.951602	-121.158472	7800 MEARS DR ,PCFD	SEVN
2016023992	10/03/2016 10:57:25	FOD	FOD	38.948805	-121.158429	7970 MEARS DR / 8000 MT VERNON RD ,PCFD	SEVN
2016006304	03/13/2016 21:46:54	PAA	PAA	38.948805	-121.158429	8000 MT VERNON RD / 7970 MEARS DR ,PCFD	SEVN
2016003817	02/14/2016 16:21:55	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016007295	03/26/2016 20:06:34	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016009037	04/17/2016 15:16:59	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016010032	04/30/2016 16:36:42	MRE	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016011697	05/21/2016 13:03:56	MEDC2	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016012908	06/04/2016 14:11:04	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016012991	06/05/2016 12:12:41	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016014980	06/26/2016 14:01:45	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016015566	07/02/2016 12:15:30	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016016104	07/07/2016 14:16:19	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016016637	07/13/2016 18:34:40	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016017568	07/23/2016 17:50:26	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016018049	07/28/2016 19:17:03	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016018329	07/31/2016 12:39:32	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016019545	08/13/2016 15:24:52	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016023327	09/25/2016 13:41:41	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2016023328	09/25/2016 13:58:23	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	RAD
2016023330	09/25/2016 14:20:23	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	RAD
2016024465	10/09/2016 12:33:57	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2016030805	12/24/2016 16:45:42	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

Total Incidents for **CAPCF** are **25**

Total Incidents for this report are **25**

Incident Report by Location & Final Type

12/6/2018

1/1/2017 to 12/31/2017

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2017023697	09/08/2017 12:58:10	MED	MED	38.951372	-121.167838	7325 MEARS DR ,PCFD	911
2017029817	11/22/2017 12:27:40	MEDC2	MRE	38.952627	-121.163027	7587 MEARS DR ,PCFD	911
2017006073	02/26/2017 13:23:01	MEDC2	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017007848	03/19/2017 15:41:00	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017013380	05/25/2017 17:40:37	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017013555	05/27/2017 14:30:53	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017013675	05/28/2017 17:11:30	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017014435	06/06/2017 11:21:35	PAP	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	BUS
2017015111	06/13/2017 19:15:32	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2017017575	07/07/2017 11:15:02	MEDC2	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017017717	07/08/2017 15:14:35	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017020210	08/02/2017 18:52:23	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017020602	08/06/2017 15:42:48	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017021137	08/12/2017 11:31:00	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2017021144	08/12/2017 12:05:31	MED	MED	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	RAD
2017021293	08/13/2017 18:22:54	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2017024022	09/12/2017 13:20:12	MRE	MEDC2	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2017027443	10/22/2017 11:41:10	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911

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Total Incidents for **CAPCF** are **18**

Total Incidents for this report are **18**

Incident Report by Location & Final Type

12/6/2018

1/1/2018 to 12/6/2018

CAPCF

Incident Number	Incident Date	Initial Type	Final Type	Latitude	Longitude	Location	SOURCE
2018001188	01/13/2018 12:34:30	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	SEVN
2018006055	03/10/2018 12:33:55	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018007491	03/27/2018 14:45:05	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018009617	04/23/2018 04:28:06	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	SEVN
2018011242	05/13/2018 00:39:42	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018011459	05/15/2018 15:30:57	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018012777	05/31/2018 14:54:07	MED	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018013393	06/07/2018 01:35:38	PAP	MEDC2	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018017207	07/19/2018 13:37:40	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018017909	07/27/2018 00:10:01	MED	MED	38.950846	-121.167996	7270 MEARS DR ,PCFD	911
2018019041	08/07/2018 13:10:55	PAP	PAP	38.950846	-121.167996	7270 MEARS DR ,PCFD	SEVN
2018025022	10/15/2018 17:34:00	MED	MED	38.951108	-121.158461	7830 MEARS DR ,PCFD	911
2018009521	04/21/2018 20:06:53	MED	MED	38.948805	-121.158429	7970 MEARS DR ,PCFD	911
2018011505	05/16/2018 13:53:42	MTC	MTC	38.948805	-121.158429	8000 MT VERNON RD / 7970 MEARS DR ,PCFD	SEVN
2018005222	03/01/2018 09:21:55	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2018007941	04/01/2018 18:22:08	MED	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018013867	06/12/2018 14:10:47	PAP	PAO	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	911
2018016195	07/08/2018 15:41:40	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018016923	07/16/2018 14:31:30	MRE	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018021937	09/08/2018 12:49:08	PAO	PAO	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018023090	09/21/2018 13:34:09	PAP	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018026360	11/01/2018 18:29:51	MEDC2	MRE	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN
2018026616	11/05/2018 12:28:24	PAP	PAP	38.955360	-121.163438	HIDDEN FALLS REGIONAL PARK @ 7587 MEARS PL ,PCFD	SEVN

Total Incidents for **CAPCF** are **23**

Total Incidents for this report are **23**

PLACER COUNTY PARKS DIVISION

OPERATIONS SUMMARY BY TASK

Revision: November 1, 2019

Task Code	Task Description	Total Annual Hours (Current + Deferred)	Currently Being Performed				Deferred Tasks			
			Contract Performance (%)		Staff Performance (%)		Total Deferred Tasks		Deferred - Contract recommended	Deferred - Staff Recommended
			%	Hours	%	Hours	%	Hours	Hours	Hours
ARER	AERATE RIDE	313.0	24%	75.1	0%	0.0	76%	237.9	237.9	
AREW	AERATE WALK	243.6	47%	114.5	0%	0.0	53%	129.1	129.1	
BBFT	BELLY BEAT - FERTILIZER	59.4	70%	41.6	0%	0.0	30%	17.8	17.8	
BBPS	BELLY BEAT - PESTICIDES (GRANULAR)	8.2	20%	1.6	0%	0.0	80%	6.6	6.6	
BHSW	BLOWING HARDSCAPES / SIDEWALKS	5010.9	80%	3,006.5	20%	1,002.2	20%	1,002.2	1,002.2	
CARP	CARPENTRY AND REPAIRS	1212.0	25%	303.0	25%	303.0	50%	606.0	303.0	303.0
CBQF	CLEAN BBQ / FIRE PIT	170.1	50%	85.0	50%	85.0	0%	0.0		
CDIG	CLEAR STORM DRAINS	1406.1	0%	0.0	50%	703.1	50%	703.1	703.1	
CDKF	CLEAN DRINKING FOUNTAINS	173.0	100%	173.0	0%	0.0	0%	0.0		
CEQL	CLEAN EQUIPMENT / LUBE	960.0	0%	0.0	100%	960.0	0%	0.0		
CGPP	COMMUNITY GROUP PARTNERSHIP PROGRAM (GRANITE BAY LEAGUE SUPPORT)	564.0	0%	0.0	75%	423.0	25%	141.0		141.0
CLSI	CLEAR SPILLWAY INLETS	72.0	0%	0.0	100%	72.0	0%	0.0		
CLWF	CLEAN WATER FEATURE	24.0	0%	0.0	100%	24.0	0%	0.0		
CPAV	CLEAN PAVILION	340.0	100%	340.0	0%	0.0	0%	0.0		
CRSR	CLEAN RESTROOMS	4167.0	98%	4,069.0	0%	0.0	2%	98.0	98.0	
DITC	DITCH CLEANING	150.0	0%	0.0	20%	30.0	80%	120.0	120.0	
DRCS	DRAIN / CLEAN STATUE / FOUNTAIN	100.0	0%	0.0	20%	20.0	80%	80.0		80.0
EARS	EQUESTRIAN AREA / STAGING SERVICE	250.0	0%	0.0	10%	25.0	90%	225.0	225.0	
EDGE	EDGING	699.0	100%	699.0	0%	0.0	0%	0.0		
FBSR	FENCE / BACKSTOP REPAIR	80.0	0%	0.0	25%	20.0	75%	60.0		60.0
FBWK	FIRE BREAK MAINTENANACE	3852.1	50%	1,926.0	5%	192.6	45%	1,733.4	1,386.7	346.7
FEEC	FEE COLLECTION	4.0	100%	4.0	0%	0.0	0%	0.0		
FTCV	FERTILIZING / TURF CONDITIONING - VICON	91.5	100%	91.5	0%	0.0	0%	0.0		
GRAZ	GRAZING CONTRACT OVERSIGHT	300.0			100%	300.0				
HDGI	HEDGING IVY	135.4	100%	135.4	0%	0.0	0%	0.0		
INSP	FACILITY INSPECTIONS (SAFETY/FUNCTIONAL)	1423.0	0%	0.0	75%	1,067.3	25%	355.8		355.8
IRAC	IRRIGATION - ADJUST CONTROLLER	25.8	0%	0.0	25%	6.4	75%	19.3	19.3	
IRCK	IRRIGATION - CHECKS	989.4	75%	742.0	10%	98.9	15%	148.4	148.4	
IRHW	IRRIGATION - HAND WATER ANNUALS	115.2	100%	115.2	0%	0.0	0%	0.0		
IRRP	IRRIGATION - REPAIRS	5613.0	50%	2,806.5	50%	2,806.5	0%	0.0		
IRSH	IRRIGATION - SETUP HOSE / SPRINKLERS	63.4	100%	63.4	0%	0.0	0%	0.0		
KMNT	KIOSK MAINTENANCE	198.0	0%	0.0	10%	19.8	90%	178.2		178.2
LCAN	LITTER - TRASH CANS	608.3	100%	608.3	0%	0.0	0%	0.0		
LFGD	LIFEGUARD DUTY	1128.0	100%	1,128.0	0%	0.0	0%	0.0		
LFRM	LEAF REMOVAL	1125.2	80%	900.1	20%	225.0	0%	0.0		
LGCK	LIGHTING CHECKS	4.0	0%	0.0	100%	4.0	0%	0.0		
LPIC	LITTER - LITTER PICK	1860.0	80%	1,488.0	20%	372.0	0%	0.0		
MOW1	MOWING - PUSH	943.1	100%	943.1	0%	0.0	0%	0.0		
MOW2	MOWING - RIDER MIDSIZE	288.3	100%	288.3	0%	0.0	0%	0.0		
MOW3	MOWING - RIDER	1547.7	100%	1,547.7	0%	0.0	0%	0.0		
MOW4	MOWING - ROUGH	307.9	100%	307.9	0%	0.0	0%	0.0		
MOW5	MOWING SHADED FUEL BREAKS	2565.0	100%	2,565.0	0%	0.0	0%	0.0	0.0	0.0
OCON	CONTRACT OVERSIGHT / QC	4000.0	0%	0.0	80%	3,200.0	20%	800.0		800.0
OSTD	OVER SEEDING / TOP DRESSING	211.0	15%	31.7	0%	0.0	85%	179.4	179.4	
PAIN	PAINT	250.0	0%	0.0	10%	25.0	90%	225.0		225.0
PEST	PEST CONTROL	200.0	50%	100.0	0%	0.0	50%	100.0	100.0	
PLAC	ADD POOL CHEMICALS	38.1	100%	38.1	0%	0.0	0%	0.0		
PLBF	BACKWASH FILTERS	0.0	100%	0.0	0%	0.0	0%	0.0		
PLCF	CHECK CHEMICAL FEEDERS	0.0	100%	0.0	0%	0.0	0%	0.0		
PLCS	CLEAN SKIMMERS AND STRAINER	0.0	100%	0.0	0%	0.0	0%	0.0		
PLDC	DELIVER POOL CHEMICALS	15.0		0.0	100%	15.0	0%	0.0		
PLMT	PARKING LOT MAINTENANCE	1054.0	50%	527.0	5%	52.7	45%	474.3	474.3	
PLNA	PLANT ANNUALS	16.1	100%	16.1	0%	0.0	0%	0.0		
PLPM	PUMP MAINTENANCE	24.0	50%	12.0	25%	6.0	25%	6.0		6.0
PLTC	TEST POOL CHEMICALS	63.5	100%	63.5	0%	0.0	0%	0.0		
PLUM	PLUMBING REPAIR SERVICE	160.0	0%	0.0	25%	40.0	75%	120.0	60.0	60.0
PPMT	PROPERTY PERIMETER MAINTENANCE	72.0	0%	0.0	50%	36.0	50%	36.0		36.0
PRWA	PRESSURE WASH	170.5	80%	136.4	0%	0.0	20%	34.1	34.1	
PSBP	PESTICIDE - BACKPACK	183.4	50%	91.7	25%	45.8	25%	45.8	45.8	
PSGC	PRUNE SHRUBS / GROUNDCOVER	1547.4	100%	1,547.4	0%	0.0	0%	0.0		
PSID	PESTICIDE - INSECT / DISEASE	80.0	0%	0.0	0%	0.0	100%	80.0	80.0	
PSTK	PESTICIDE - TANK	430.0	50%	215.0	25%	107.5	25%	107.5	107.5	
PTBN	PICNIC TABLES / BENCHES	271.2	75%	203.4	25%	67.8	0%	0.0		
SCRP	SPORTS COURT REPAIR	84.0	0%	0.0	25%	21.0	75%	63.0	63.0	
SDCU	STORM DEBRIS CLEAN UP	315.5	20%	63.1	20%	63.1	60%	189.3	94.7	94.7
SIGN	SIGN FABRICATION, INSTALL, REPAIR	207.0	0%	0.0	25%	51.8	75%	155.3	77.6	77.6
SNOW	SNOW REMOVAL / DE-ICING	50.0	0%	0.0	0%	0.0	100%	50.0	50.0	
SPFP	SPORTS - FIELD PREP	440.0	0%	0.0	25%	110.0	75%	330.0	247.5	82.5
STWA	STORM WATER PROGRAM MANAGEMENT	40.0	0%	0.0	25%	10.0	75%	30.0		30.0
TBOL	TREAT - BOLLARDS	62.8	0%	0.0	0%	0.0	100%	62.8	62.8	
TBTB	TREAT - BRIDGES / TABLES	160.0	0%	0.0	0%	0.0	100%	160.0	160.0	
TFPE	TURF PRE-EMERGANT (GRANULAR)	160.0	0%	0.0	0%	0.0	100%	160.0	160.0	
TLAU	TOT LOTS - AUDITS	60.0	100%	60.0	0%	0.0	0%	0.0		
TLIN	TOT LOTS - INSPECTION / REPAIR	250.0	0%	0.0	25%	62.5	75%	187.5		187.5
TR01	TRAIL TREE WORK/PRUNING	1200.0	0%	0.0	10%	120.0	90%	1,080.0		1,080.0
TR02	TRAIL VEGETATION CLEARING/WEED EATING	600.0	0%	0.0	15%	90.0	85%	510.0	510.0	
TR03	TRAIL PESTICIDE APPLICATION	287.5	80%	230.0	0%	0.0	20%	57.5	57.5	
TR04	TRAIL TREAD REPAIR	253.0	0%	0.0	0%	0.0	100%	253.0	126.5	126.5
TR05	TRAIL LITTER REMOVAL	202.1	25%	50.5	10%	20.2	65%	131.4	131.4	
TR06	FENCE & BARRICADE MAINTENANCE	51.2	0%	0.0	0%	0.0	100%	51.2		51.2
TR07	BRIDGE WORK	150.0	0%	0.0	10%	15.0	90%	135.0		135.0
TR08	TRAIL INSPECTION	389.6	0%	0.0	20%	77.9	80%	311.7		311.7
TR09	TRAIL STORM DEBRIS CLEAN UP	201.3	20%	40.3	10%	20.1	70%	140.9		140.9
TR10	TRAIL CULVERT/STORM DRAIN CLEANING	90.0	0%	0.0	25%	22.5	75%	67.5	67.5	
TRAU	TREE AUDIT	600.0	0%	0.0	0%	0.0	100%	600.0		600.0
TRAV	TRAVEL*	288.5	0%	0.0	100%	288.5	0%	0.0		
TRBK	TRAILS (CLASS I SWEEPING)	104.2	50%	52.1	0%	0.0	50%	52.1	52.1	
TRWK	TREE WORK / PRUNING	3500.0	10%	350.0	10%	350.0	80%	2,800.0	1,960.0	840.0
VAND	VANDALISM	216.0	25%	54.0	25%	54.0	50%	108.0	54.0	54.0
VOLT	VOLUNTEER OVERSIGHT	600.0		0.0	10%	60.0	90%	540.0		540.0
WATS	WATER SAMPLES	24.0	100%	24.0	0%	0.0	0%	0.0		
WDET	WEED - EATING (LINE TRIMMER)	950.1	80%	760.1	10%	95.0	10%	95.0	95.0	
WDPL	WEED - PULLING	995.2	50%	497.6	0%	0.0	50%	497.6	497.6	
WETM	WETLAND MAINTENANCE	100.0	10%	10.0	0%	0.0	90%	90.0	63.0	27.0
	Total Hours	60,608.5		29,742.8		13,887.2		16,978.5	10,008.3	6,970.2
	Total FTE	**37.2**		**18.2**		**8.5**		**10.4**	**6.1**	**4.3**

#30.3 # STAFF
BASED ON 2000 Hrs/Annually

RESPONSE TO COMMENT LETTER I473: CURT AND JANE WURST

The commenter attached to the letter an Appendices that includes the following:

1.Letter from Farm Bureau
2. Letter from Tahoe Cattlemen's Association
3. Letter from Mears Drive resident
4. Add-on Tax Assessments for Support of Fire Districts
5. Letter from Public Comment Period in June/July 2018 with attachments

The appendices listed above are addressed in the context of the comments because they provide supporting information for the comments.

Response to Comment I473-1

Portions of this comment are introductory to the remainder of the comments and are not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor do they contain an argument raising significant environmental issues.

The commenters express concern regarding the Twilight Ride parking lot. Please see Response to Comment I472-1.

The commenters express concerns regarding roadway safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenters express concern that increased fire risk may impact insurance availability.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenters express concerns regarding land use conflicts and security.

Please see Master Response 4 – Land Use Compatibility.

Response to Comment I473-2

The commenters state that the development of the Trails Expansion Project will shatter the ability of young families to raise their children in a safe, peaceful rural community.

The comment is noted. No further response is required.

The commenters express concerns about conflicts with land use compatibility and agriculture.

Please see Master Response 4 – Land Use Compatibility and Master Response 5 – Agriculture.

Response to Comment I473-3

The commenters feel that recreation is not a substitute for conservation.

The County believes that the ability of the public to personally experience publicly owned open space is important to understanding the value of preserved lands and the willingness of the public to invest resources in conservation. Recreation is a stated goal of the Placer Legacy Open Space and Agricultural Conservation Program of Placer County and compatible with the current land uses of the expansion area.

Please also see Master Response 5 – Agriculture.

Response to Comment I473-4

The comment is introductory to the remainder of the letter and expresses opposition to the project.

The commenters state that their community was not included in the planning process for this Project.

In 2000, the voters of Placer County were presented with a ballot measure to express their desire for the Placer Legacy Open Space and Agricultural Conservation Program (Placer Legacy) and responded in the affirmative. Placer Legacy established the framework and funding mechanisms for the open space acquisition and outdoor recreational amenities that were brought to fruition through the HFRP and Trails Expansion Project properties. For each of the 11 property acquisitions that make up HFRP and the Trails Expansion Project properties to which the County was a party, beginning in 2003 the actions by the Board of Supervisors were noticed and discussed in public meetings, and the recreational components of each purchase and sale agreement were disclosed (See Appendix B of the Draft SEIR for the public trail descriptions associated with each property). As a development plan proceeded for each property, the County met or exceeded the public outreach guidelines for environmental review for each project including a previous Mitigated Negative Declaration and EIR. In the case of the current Project, the County provided multiple mailed notices to over 6,000 property owners in the vicinity of the Project in 2017 and 2018. There were two scoping meetings (in 2017 and 2018) that were both heavily attended by local residents, as evidenced by the scoping meeting attendance sheets and speaker sheets beginning in 2016. The Project has been discussed in over 40 public meetings since late 2016 (including scoping meetings, Municipal Advisory Council meetings throughout western Placer County, Parks Commission, Planning Commission, Board of Supervisors, and other community groups upon request such as the Greater Auburn Area Fire Safe Council). Notices have been posted on the County web site, and multiple press releases and stories by local media outlets have been broadcast about the Project.

Additionally, the County Parks Division offered to meet with any local residents who wished to discuss the proposed project. Parks staff met on three separate occasions with local residents who were interested in meeting with Parks Division staff. In February of 2019, the County invited members of the Protect Rural Placer group to participate in a site visit to the Santa Clara Open Space Authority's Sierra Vista Open Space Preserve to learn how the East Bay area has successfully integrated public use of trails with on-going cattle operations. Additionally, the County met specifically with the Protect Rural Placer group and Supervisor Gore on May 28, 2019 to address the groups' questions and concerns. Lastly, the Notice of Availability for the Draft SEIR was again sent out to over 6,000 homeowners. Over 500 comments were received during the public comment period which included numerous comments from local residents and members of the Protect Rural Placer group.

The commenters express their opposition and question the validity of the Draft SEIR.

The opposition is noted. The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-5

In reference to Section 3.2 "Existing Setting" of the Draft SEIR, the commenters ask where the County provides information regarding reservations and usage conditions for visitation.

The introductory video and text included on the Hidden Falls Regional Park home page (https://www.placer.ca.gov/6106/Hidden-Falls-Regional-Park) provides detailed information on reservations and conditions. The County does not control the web site content of pages that do not belong to the County. However, the County Public Information Office regularly reviews outside web pages and contacts those pages to update their content to reflect accurate conditions.

Response to Comment I473-6

The commenters question the portion of trail proposed through the Liberty Ranch and Taylor Ranch properties.

The Liberty Ranch remains privately owned with a conservation easement owned by the Placer Land Trust and Trail Easement owned by the County. The trail easement crosses Big Hill Road which is gated. The County owns and maintains many public trails throughout Placer County that cross private property, gated subdivisions, utility access roads, and/or private roads including in the communities of Granite Bay, Loomis, Auburn, Foresthill, Donner Summit, Martis Valley, Alta, and Tahoe. Trespassing from trails onto private property is addressed as problems arise. Deterrents to trespassing have included signage, gates, and other physical obstacles. The County routinely works with utility companies on the management of public access near utility infrastructure. An irrigation canal extends through the existing Hidden Falls Regional Park. The County has been working with Nevada Irrigation District (NID) since its development on infrastructure design and management of utility structures within HFRP and will continue to cooperate with utility companies on management of facilities near County trails as conditions warrant.

Response to Comment I473-7

The commenters state that the project description of "Multi-Use Trails", Section 3.4.1 of the Draft SEIR, says there would be no e-bikes.

This is incorrect. The project description states that "County staff is monitoring the rising popularity of electric bikes (e-bikes), and will make recommendations to the Board of Supervisors on their regulated use within public recreation areas through the Public Recreation Ordinance (Placer County Code Section 12.24) as standards and policies are developed throughout the industry."

Response to Comment I473-8

The commenters state that Exhibit 3-5 was not included in their copy of the Draft SEIR.

Exhibit 3-5 is included in the Draft SEIR and is a photo of a surveyor conducting a survey for the connectivity study conducted between the existing HFRP and Taylor Ranch in support of this SEIR.

Response to Comment I473-9

The commenter note that the groundwater well is currently out of service at the existing Mears Drive parking area.

At the time of publication, County Parks and Environmental Health staff were assessing the viability of the well to return to service. Improvements to the restroom facility have been made to reduce demand including improved filtration to stop wear on seals that led to leakage, adjustment of the pump within the well column, and installation of low flow flush and sink valves. If the existing well cannot be returned to service, a capital project has been funded to provide a new well. The well serves a drinking fountain, 2-stall restroom, and horse watering spigot. There is no landscaping served by this well.

Response to Comment I473-10

The commenters state the Draft SEIR claims the project will reduce the potential for fire within the proposed project area and enhance access to park areas for emergency response vehicles, and yet the section for Impact 13-3 fails to provide evidence, maps or descriptions of trails wider than 5 feet or access roads throughout the 2,765 acres of additional trails.

Draft SEIR Impact 13-3 in Chapter 13.0 “Public Services” Section 13.4.3 “Impact Analysis” relates to public services and utilities and if the project would cause an increase in demand for fire and emergency medical services. Mitigation Measure S13-1 provides for the County to purchase one Light Rescue Vehicle for use by Placer County Fire Department/CAL FIRE to use for rapid medical and fire response in remote terrain throughout the region served by Placer County Fire. Draft SEIR Chapter 3.0 “Project Description” includes a description of supporting facilities that would be constructed including fire suppression facilities and emergency/maintenance access roads. The proposed trail alignments are located within existing trail easements established over portions of the expansion area. However, the final trail alignments could require adjustment of the easements in some places. Trail alignments within the easement over the Liberty Ranch property are limited to a 15-foot-wide corridor, and trail alignments on Taylor Ranch and the Kotomyan Preserve were designed and previously constructed as described above. The County has “blanket” trail easement rights over the Harvego Preserve, owned in fee by the PLT, which presents more flexibility to adjust future trail refinements. Additional parking areas would allow more access to park areas for emergency response vehicles, and Exhibit 3.9 shows bridge improvements connecting HFRP to Taylor Ranch expansion area; note the black lines that symbolize dirt access roads. As in the case of the existing HFRP, County staff has continued to improve rutted and muddy sections of dirt roads for all-season travel. On Exhibit 3.9, emergency access roads that cross private property were not shown so as not to mislead the reading public about which roads are included in the Project and which are not. However, an expanded emergency access map will be provided to fire personnel prior to the opening of any new trailhead area that depicts the status of all available emergency egress routes. A draft version of this map is provided in the Master Response 2 – Wildfire, Safety and Emergency Response. Wildfire impacts are discussed are analyzed in Draft SEIR Chapter 16.0 “Wildfire”, Section 16.4 “Impacts”, which carried forward additional fire suppression/reduction measures, including the construction of two new helicopter landing zones for emergency use, defensible space around parking areas and interior roads, a hydrant and an emergency water storage system at each parking area, and improved service roads for emergency access. Please also see Master Response 2 – Wildfire, Safety and Emergency Response.

Response to Comment I473-11

The commenters believe the Draft SEIR fails to state that temporary construction noise will impact residents over many years.

Please see Response to Comment I473-42.

Response to Comment I473-12

The commenters express concern over herbicide use.

In all Placer County public recreation areas, staff and contractors are required to be state certified pesticide applicators. Parks staff are regulated by the Office of the Placer County Agricultural Commissioner for conformance with current herbicide and pesticide standards.

Response to Comment I473-13

The commenters express concern over the County's ability to maintain property in its inventory and references a spreadsheet prepared by the County Parks Division titled "Operations Summary by Task" and a staff report to the Board of Supervisors dated February 5, 2018.

Since the 2018 report to the Board of Supervisors and the 2019 printing of the referenced spreadsheet, the Board of Supervisors has increased appropriations to the Parks Division for fuels management, tree work, and trail maintenance.

Response to Comment I473-14

The commenters express concerns about local taxpayers funding the expansion project and its ongoing staffing and maintenance and that they will be the ones to bear the burden of increased danger on the roads, increased wildfire danger, crime, and noise in their rural communities.

Please see Response to Comment I473-13, Master Response 2 – Wildfire, Safety, and Emergency Response, Master Response 3 – Traffic, Circulation, and Parking, Master Response 4 – Land Use Compatibility, and Section 10.4 "Impacts" in Chapter 10.0 "Noise" of the Draft SEIR.

Response to Comment I473-15

The commenters are unclear about which agency will certify the Final SEIR and have questions about the project description.

The certifying body will be the Placer County Board of Supervisors. The Mitigation Monitoring and Reporting Program identifies each individual mitigation measure and the responsible party for implementation of the measure.

Response to Comment I473-16

The commenters express concerns regarding impacts on the existing agricultural land uses of the park, specifically cattle grazing.

Please see Master Response 4 – Land Use Compatibility and Master Response 5 – Agriculture. Response to Comment I473-17 identifies the steps that the County has taken to collaborate with the local agricultural community.

The commenters contend that grazing has not continued at HFRP later than 2013.

Although the cattle grazing lease has expired, neighbors' limited, informal cattle grazing has continued on the HFRP property. Additionally, the County has contracted with a, goats/ sheep herder since 2015 for grazing at HFRP, with no plans to discontinue grazing.

Response to Comment I473-17

The commenters state that the County has not collaborated with stakeholders/cattle ranchers.

County staff have reached out to stakeholders and cattle ranchers and will continue collaboration into the future. For example, in 2019 the County hosted a tour of open space managed by the Santa Clara Valley Open Space Authority on their practices for integrating grazing and public trails within open space areas. Attendees included this commenter, Parks Commissioners, County staff from the Parks Division and Agricultural Commissioner's Office as well as the Placer Land Trust. County staff have engaged the Placer County Farm Bureau and presented on future projects contained in the draft Countywide Park & Trail Master Plan. Please also see Response to Comment I473-4.

Response to Comment I473-18

The commenters express concerns about park visitors crossing over into private property, crime, littering, camping, elimination of grazing lands, liability of visitors encounters with cattle, and the type and placement of fencing on the Liberty Ranch.

Please see Master Response 4 – Land Use Compatibility and Master Response 5 – Agriculture. Additionally, the County will consult with the landowner of the Liberty Ranch in the placement of fencing in accordance with the Management Plan for Liberty Ranch Big Hill Preserve Section 9.2 (see Draft SEIR Appendix B).

Response to Comment I473-19

The commenters express concern about impacts to their cattle operation if they cannot continue grazing on the Taylor Ranch Preserve and the Kotomyan Preserve.

PLT has prepared management plans for each of the properties for which they have operational authority. Activities on the proposed Trails Expansion area are restricted to those that are consistent with management plan's objectives to protect local watersheds, preserve oak woodlands, continue grazing practices and promote use of open space for recreational use. Each management plan lists the responsibilities and activities for the long-term management of the land and the habitat on the properties that are maintained by PLT. Prior to opening the expansion parcels to public use, the management plans would be reviewed and modified as applicable, in consultation with PLT, Placer County Parks and Grounds Division, and the Office of the Placer County Agricultural Commissioner in order to address potential impacts of increased public presence on grazing operations. Attention would be given to the regulation of the public's use during times of calving. The plans

provide guidelines for a management regime using the concept of adaptive management (Draft SEIR p. 4-2 to 4-3). Please see Master Response 5 – Agriculture.

Response to Comment I473-20

The commenters express concerns over the compatibility of the proposed project with the Placer County General Plan and Placer Legacy Open Space and Agricultural Conservation Program.

Please see Response to Comment I473-19 and Master Response 5 – Agriculture.

Response to Comment I473-21

The commenters believe the Draft SEIR fails to give supporting evidence of how the project elements would ensure compatibility with land use and cattle grazing in the project area.

Please see Master Response 4 – Land Use Compatibility and Master Response 5 – Agriculture. Also see Response to Comment I473-19.

Response to Comment I473-22

The commenters express concerns about fencing, gates, and new cattle guards at Liberty Ranch.

Please see Response to Comment I473-18.

Response to Comment I473-23

The commenters express concern about wildfire risks and impacts to cattle grazing and agriculture during construction, maintenance, and public use of the HFRP Trails Expansion Project.

Draft SEIR Chapter 16.0 “Wildfire,” Section 16.4 “Impacts,” found the HFRP Trails Expansion project to have a “less than significant” impact from wildfire with implementation of Mitigation Measure S16-1a (curtail certain construction and maintenance activities during high-risk wildfire periods), Mitigation Measure S16-1b (provide on-site source of water during certain construction and maintenance activities), and Mitigation Measure S13-1 (County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE).

The potential for wildfire exists without implementation of the proposed project. The Project will construct additional emergency egress points at trailheads and improved surfacing to maintenance access roads within the Project parcels. The Project would not block any existing livestock loading or egress facilities.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response, and Master Response 5 – Agriculture.

Response to Comment I473-24

The commenters express concern that current data was not used regarding transportation and circulation.

The information in the Draft SEIR reflected data available as the traffic analysis was being prepared. Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I473-25

The commenters believe that there is no CHP presence on the rural roads in the HFRP Trails Expansion area.

Please see Master Response 3 – Traffic, Circulation, and Parking. CHP cooperates with Placer County on traffic and parking enforcement as needed and provides patrols on County roads.

Response to Comment I473-26

The commenters believe the Draft SEIR fails to include information about crashes, collisions and fatalities for SR 49 in the project area, specifically in North Auburn on the stretch from Lone Star Road to Bell Road.

Please see Master Response 3 – Traffic, Circulation, and Parking, which includes discussion of SR 49 collision history and updated collision rates for Lone Star Road and Bell Road (Master Response 3 - Table B).

Response to Comment I473-27

The commenters believe the Draft SEIR fails to analyze traffic safety, design and enforcement issues on Bell Road.

Please see Master Response 3 – Traffic, Circulation, and Parking. The master response specifically addresses safety, speed limit enforcement and design issues associated with the roads in the project area.

Response to Comment I473-28

The commenters believe the Draft SEIR fails to analyze traffic safety, design and enforcement issues on Lone Star Road.

Please see Master Response 3 – Traffic, Circulation, and Parking. The master response specifically addresses safety, speed limit enforcement and design issues associated with the roads in the project area.

Response to Comment I473-29

The commenters believe the Draft SEIR fails to analyze traffic safety, design and enforcement issues on Cramer Road.

Please see Master Response 3 – Traffic, Circulation, and Parking. The master response specifically addresses safety, speed limit enforcement and design issues associated with the roads in the project area.

Response to Comment I473-30

The commenters believe the Draft SEIR fails to analyze traffic safety, design and enforcement issues on Garden Bar Road.

Please see Master Response 3 – Traffic, Circulation, and Parking, and a discussion of Garden Bar Road improvements. The master response specifically addresses safety, speed limit enforcement and design issues associated with the roads in the project area.

Response to Comment I473-31

The commenters believe that the Draft SEIR fails to disclose that Bell Road, Lone Star Road, Cramer Road, Auburn Valley Road, and Garden Bar Road do not qualify as Class III Bikeways according to the definition provided on page 8-7.

Please also see Response to Comment I73-20.

Response to Comment I473-32

The commenters believe that the Draft SEIR fails to use comprehensive collision data for automobiles and bicycle-related collisions.

The information in the Draft SEIR reflected data available as the traffic analysis was being prepared. Please see Master Response 3 – Traffic, Circulation, and Parking. There is no evidence provided by the commenters as to what additional data they believe should be used. No further response is necessary.

Response to Comment I473-33

The commenters believe the SEIR must evaluate VMT based on the adopted standards, Placer County Sustainability Plan and Regional Transportation/Sustainable Communities Strategy.

For Placer County, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The Draft SEIR discusses consistency with the MTP/SCS on page 8-12.

For more information about VMT analysis, please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I473-34

The commenters express concerns over illegal parking and entry.

Please see Master Response 3 – Traffic, Circulation, and Parking; and Master Response 4 – Land Use Compatibility.

The commenters believe the Draft SEIR fails to give accurate trip length based on total mileage to and from HFRP.

The average trip length in Draft SEIR Chapter 8.0 “Transportation and Circulation,” Table 8-7 is a one-way trip length. The trip generation numbers in Table 8-6 includes trips both in and out of the proposed project. When the trip generation estimate is multiplied by the average trip length, the result is VMT that captures trips to and from the proposed project. As stated in the Draft SEIR, the trip distribution assumptions were based on over 21,000 individual parking reservations at the existing HFRP made on weekends and holidays between 2017 and 2019.

The parking reservation system does serve to limit the amount of VMT generated by the proposed project. This is evident from past operation of the existing HFRP. Prior to the implementation of the parking reservation system, visitors would park along County and private roadways and walk into the park, creating numerous concerns from

residents and visitors in the area. The parking reservation system has dramatically reduced VMT to the existing park by limiting the number of vehicles that access the site on weekends and holidays.

Response to Comment I473-35

The commenters believe the proposed project conflicts with the County's Bike Plan.

The proposed project does not conflict with the County's Bike Plan because it would not preclude or alter the implementation of the facilities identified in the Plan. Bicycle use of public roadways is allowed by the State Vehicle Code. Please see Master Response 3 – Traffic, Circulation, and Parking for additional discussion of bicycle safety and statistics.

Response to Comment I473-36

The commenters believe the Draft SEIR fails to provide accurate data to determine VMT and that there is no evidence or data to support the County's assumption that the reservation system serves to promote carpooling and control the amount of VMT generated.

Please see Response to Comment I473-34 and Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I473-37

The commenters express concerns about the left-hand turn lane on Bell Road into the Twilight Ride parking lot and cumulative impacts from drivers visiting nearby wineries, golf courses and events, open art studios, and agri-tourism events.

Please see the "Twilight Ride Area Access to Bell Road" section of Master Response 3 – Traffic, Circulation, and Parking. The Draft SEIR evaluated the maximum extent of potential future phases of the project, which include the Phase 1 and Phase 2 entrance designs for the Twilight Ride parking lot referenced by the commenter. The Phase 1 project design will accommodate the turning radius of large vehicles including truck and trailers.

Chapter 8.0 "Transportation and Circulation," Section 8.6.6 "Cumulative No Project Traffic Operations" and Section 8.6.7 "Cumulative Plus Project Traffic Operations," and Chapter 18.0 "Other CEQA Sections," Section 18.4 "Cumulative Impacts" in the Draft SEIR analyze traffic and other cumulative impacts.

Response to Comment I473-38

The commenters believe that Impact 8-5 as it relates to Cramer Road was not properly analyzed in the Draft SEIR.

Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenters believe that the County "No Parking" signage would be an eyesore and a blight on the beautiful county rural roads and community.

The comment is noted. Traffic signs would be placed consistent with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The MUTCD defines the standards used by road managers

nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA).

Response to Comment I473-39

The commenters believe the Draft SEIR fails to identify and analyze the cumulative impacts of the proposed project as it relates to traffic.

See Response to Comment I473-37 for references to the traffic and other cumulative impacts evaluations in the Draft SEIR.

Please also see Response to Comment I428-1.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-40

The commenters believe the Draft SEIR provides an inadequate analysis of traffic operations, specifically at the Lone Star Road/SR 49 and Cramer Road/SR 49 intersections.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I473-41

The commenters express concerns about noise impacts on local residents and states that the Draft SEIR may have noise and vibration studies, but they do not quantify and accurately reveal the true impact of noise, traffic, people, dogs, horses and the disturbance they will generate, 365 days a year, for the local residents that surround each of the proposed parking lots, live near the trail network, and on the rural roads leading to them. The commenters also express concern over noise when open hours of the park would coincide with noise sensitive hours in the morning and evening.

The existing HFRP generally experiences low usage during the early morning and late evening open hours. County staff has not received noise complaints to date for activities in the early and late open hours. Neighbors to the existing HFRP are a similar distance from the parking lot as neighbors would be to the proposed Twilight Ride parking lot. The threshold for significant impacts associated with noise are defined in the Draft SEIR and are based on standard thresholds used for similar projects.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required. Please see Draft SEIR Chapter 10.0 “Noise” and Section 10.4 “Impacts” for an analysis of noise impacts.

Response to Comment I473-42

The commenters state that residents will have to put up with construction noise over many years.

While phased construction may take place over many years, the individual projects would be disbursed across the Project property, primarily at the proposed trailhead locations. Construction noise at one trailhead would not be

discernable to residents near any of the other trailhead. For reference, construction of the trailhead facilities at Mears Place lasted for a period of approximately 5 months. New trailheads are expected to be similar or smaller in terms of construction duration. The existing Conditional Use Permit (CUP) limits construction work hours, and those limitations are anticipated to be included in the CUP for the Expansion Project.

The commenters express concern over long term operational noise impacts, such as traffic, and believes this is a significant impact and that the mitigation measures proposed have no basis, validity or data to support them and will not reduce noise to less than significant. Also, the commenter believes the Draft SEIR fails to quantify and evaluate noise from sirens and emergency vehicles, noise related to vegetation fuels management, and noise from truck and trailer rigs.

Noise from emergency service vehicles exists today in the region and the HFRP Trails Expansion area would not be expected to increase this noise level significantly. Fuels management work is an ongoing activity at HFRP and the Trails Expansion properties by the County and Placer Land Trust and would continue regardless of Project implementation. Trucks and trailer rigs are existing vehicles and accessories common to the rural roads in the HFRP Trails Expansion area and the proposed project would not increase these significantly.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required. See also Response to Comment I473-41 for additional discussion of the noise impacts.

Response to Comment I473-44

The commenters express concerns about hydrology and water quality impacts.

Please see Draft SEIR Chapter 11.0 “Hydrology and Water Quality” and Section 11.4 “Impacts” for an analysis of hydrology and water quality impacts. The commenters also express concern over the use of groundwater and notes that the existing well at the Mears Place parking area is out of service.

The existing well is currently being evaluated for re-entry into service by County Parks and Environmental Health staff. The well is used to serve a two-stall restroom, drinking fountain, and horse watering spigot. The existing well does not serve any irrigation function. Improvements have been made to restroom fixtures to reduce water consumption. If the well is not re-approved for service a capital project has been established to construct a new well. At the proposed parking areas, new wells are similarly not anticipated for irrigation use. The County has rights to surface canal water for irrigation at the Twilight Ride and Garden Bar locations.

Response to Comment I473-45

The commenters express concern about water quality during storm events.

Mitigation Measure 5-1 requires the County obtain authorization for construction and operation activities with the Central Valley Regional Water Quality Control Board and implement erosion and sediment control measures as required (Section 5.5 “Mitigation Measures” p. 5-31 – 5-33 of Draft SEIR). These measures include stormwater BMPs that will be designed in accordance with the West Placer Storm Water Quality Design Manual. Additionally, a RWQCB permit will be obtained under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit, which requires reporting to the Board’s Stormwater Multiple Application & Reports Tracking System (SMARTS). Mitigation Measure 11-1 requires the preparation and

implementation of a grading and drainage plan (Section 11.5 “Mitigation Measures” p. 11-19 – 11-20 of Draft SEIR). These mitigation measures list a number of BMPs that will be used during construction and post-construction for erosion and sedimentation control of all project components.

During the production of construction documents, the drainage and water treatment systems at each parking area will be designed by a registered engineer and reviewed by the County Engineering and Survey Division prior to beginning of construction.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-46

The commenters believe the Draft SEIR fails to provide evidence that Mitigation Measures 11-1 and 5-1 will prevent polluted stormwater runoff during storm surges.

Mitigation Measures 11-1 and 5-1 are the County’s standard mitigation measures that implement the RWQCB’s stormwater requirements and regulations.

Response to Comment I473-47

The commenters express concern that Placer County Parks Division is unable to complete maintenance tasks on the properties they are currently responsible for due to lack of funding.

Please see Response to Comment I473-13.

Response to Comment I473-48

The commenters believe the Draft SEIR fails to provide evidence that septic systems will not change groundwater quality.

Chapter 11.0 “Hydrology and Water Quality,” Section 11.4.3 “Impact Analysis” of the Draft SEIR analyzes Impact 11-3 “Hydrology and Water Quality—Change in the Quality of Groundwater related to Installation of a Septic System.” As stated on page 11-16 of the Draft SEIR, although on-site soils are capable of supporting engineered septic systems, there is still the potential for the new or existing septic systems to change groundwater quality if on-site wells are not properly installed and maintained. This impact would be potentially significant. Implementation of Mitigation Measure 11-2, which requires a well permit and would include associated conditions of approval to protect groundwater, would reduce this impact to a less-than-significant level.

Response to Comment I473-49

The commenters believe the Draft SEIR fails to quantify and evaluate water usage at each proposed parking lot and provide evidence that the wells and introduction of pavement will not impact groundwater recharge as it relates to Impact 11-4.

The Draft SEIR did evaluate current and projected water usage for the HFRP Trails Expansion Project, which does not propose extensive water development. Water supplies to meet project facility needs would reflect typical patterns of recreation (i.e., most use by individuals visiting the expansion area for dispersed recreation, mostly on

weekends). Three new groundwater wells, constructed under the Transient Non-community Water System Permit, would be installed to supply water for drinking fountains and restrooms, minimal landscaping, and the 12,000-gallon water tanks for emergency response at each parking area (Draft SEIR p. 11-17).

The reported maximum daily demand for groundwater at the existing Mears Place entrance was 917 gallons per day based on recorded meter readings when the existing well was actively producing. Maximum daily demand for each of the additional trailhead and parking areas are anticipated to be similar to that of the Mears Place entry. At minimum, Placer County requires a 1.0 gallon per minute yield for each new well unless a maximum daily demand calculation indicates a higher yield is necessary. The required well yield would be determined by a method approved by Placer County Environmental Health at the time the application for a domestic water supply permit is submitted. As part of this permit, the Health Department requires monitoring and testing to show new wells have capacity to meet the calculated demand and the water quality meets potable standards (Draft SEIR p. 11-17).

The Draft SEIR evaluated groundwater recharge impacts due to compaction and paving and found that the amount of land to be covered by impervious surface to provide parking and access driveways is approximately 21 acres (parking and trailhead amenities), which is a small percentage relative to the approximately 2,765 acres included in the HFRP Trails Expansion Project area. Because the amount of impervious surfaces would be a very small percentage of the total land available for recharge, the Project would not have a significant impact on groundwater recharge and supply (Draft SEIR p. 11-17).

Response to Comment I473-50

The commenters state that Impact 11-5 of the Draft SEIR fails to disclose that there is a dangerous section of Orr Creek on the Taylor Preserve and that there is a Nevada Irrigation District Dam and canals that could be hazardous and a safety risk.

The trails on the Taylor Preserve do not provide access to the dam. As a part of the project description, a bridge will be provided for the crossing of Orr Creek. The County routinely works with utility companies on the management of public access near utility infrastructure. An irrigation canal extends through the existing HFRP. The County has been working with NID since its development on infrastructure design and management of utility structures within HFRP and will continue to cooperate with utility companies on management of facilities near County trails as conditions warrant. Deterrents to trespassing have included signage, gates, and other physical obstacles. Also refer to Response to Comment I473-6.

Response to Comment I473-51

The commenters express concern over the County’s ability to maintain property in its inventory due to a lack of funding.

Please see Response to Comment I473-13.

Response to Comment I473-52

The commenters express concern about wells for the HFRP Trails Expansion Project impacting nearby private wells. The commenter acknowledges that the Draft SEIR notes that yields found in nearby private wells to be 1.3

– 7 gpm; however, the commenter believes the Draft SEIR fails to provide comprehensive evidence to support that gpm.

The existing tenant of the Twilight Ride property has stated that the domestic well yields 15 gallons per minute.

The commenters have questions about how the County would obtain Nevada Irrigation District raw irrigation water sources for fire suppression on the Twilight Ride property.

As the owner of the Twilight Ride property, the County has access to the 7-8 miners inches of NID raw irrigation water that is allotted to the property.

Response to Comment I473-53

The commenters express concerns about impacts to biological resources.

Please see Draft SEIR Chapter 12.0 “Biological Resources” and Section 12.4 “Impacts” for an analysis of biological resources impacts.

The commenters state that there have been mountain lions and otters on the Twilight Ride Property, and neither was mentioned in the Draft SEIR.

The passage of the California Wildlife Protection Act of 1990 (Proposition 117) by California voters established that mountain lions are a "specially protected mammal" in California. It is unlawful to hunt, possess, transport, import or sell any mountain lion or part or product thereof (including taxidermy mounts). However, mountain lion habitat is not protected. More than half of California is prime mountain lion habitat. Generally speaking, mountain lions can be found wherever deer are present, since deer are a mountain lion's main food source. Mountain lions are not threatened nor endangered in California. In fact, the lion population is relatively high in California and their numbers appear to be stable. Mountain lions are legally classified as "specially protected species". This has nothing to do with their relative abundance and does not imply that they are rare (CDFW 2020, https://wildlife.ca.gov/Conservation/Mammals/Mountain-Lion).

River otters are not considered a special-status species in California and therefore were not analyzed in the Draft SEIR.

Response to Comment I473-54

The commenters state that the Draft SEIR fails to specifically identify and disclose the potentially significant impact to the wetland community and related riparian area along Orr Creek on the Taylor Preserve due to use by park visitors, their dogs, and horses.

Signage instructing park visitors to stay on trails, fencing in key places, and monitoring by rangers would be used to manage visitor behavior. In addition, bridges and other designed crossings of creeks and wetlands will be utilized to avoid and minimize any potential impacts. This is consistent with current park management.

The commenters express concern about overcrowding at the Twilight Ride parking area if users have a limited area in which to disperse.

The comment is noted. The County would use the existing reservation system to limit the number of vehicles and visitors allowed at the Twilight parcel as needed to avoid overcrowding. This system is successfully being used at the existing Mears entrance to the park.

Response to Comment I473-55

The commenters believe that recreation is not a substitute for conservation. The commenter also has concerns about heavy usage by park visitors.

Please see Responses to Comments I473-3 and I473-54.

Response to Comment I473-56

The commenters state that the Project will place reserve lands out of compliance with PCCP requirements.

The County has included this Project Description in the formation process and documents for the PCCP. The PCCP has taken into consideration the area of reserved lands that will be disturbed as a part of this Project and factored those areas into the final PCCP conservation model that is nearing the approval process at the time of this publication.

Response to Comment I473-57

The commenters state the belief that the Draft SEIR fails to mitigate the long-term impact and degradation of aquatic habitats, specifically at Orr Creek, that is caused by people, dogs, horses, swimming and fishing.

Please see Response to Comment I473-54.

Response to Comment I473-58

The commenters wish to include a more detailed description of construction activities that could impact special status species habitats, specifically California red-legged frog, foothill yellow-legged frog, and western pond turtle.

The County understands the current mitigation protocols to apply to any construction site that has the potential to impact special status species and will carry out biological surveys and avoidance measures accordingly as specified in Mitigation Measures S12-3 and S12-4 in the Draft SEIR (p. 12-55 to 12-58).

Response to Comment I473-59

The commenters express concern over the removal of oak trees for the HFRP Trails Expansion Project. The commenter believes removal of trees for roadway construction along Bell Road (turn lane), Garden Bar Road, and Curtola Ranch Road will be much more than a “Visual Quality Impact.”

Project elements at the locations of concern provided by the commenter will be designed to minimize the loss of oak trees and other native trees wherever possible. Where avoidance is not possible, loss of native trees will be mitigated consistent with the County’s Tree Preservation Ordinance. The Draft SEIR acknowledges the potential loss of trees from a variety of project elements and includes Mitigation Measure S12-7 “Protect Oak Woodland Habitat” to avoid and minimize impacts to oak trees. The Draft SEIR has been prepared pursuant to the

requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-60

The commenters express concerns about impacts to public services and utilities that were raised previously in their letter, such as the current well not being in service; insufficient water supply; impacts on well water, septic, water tables, and groundwater pollution.

Please see Draft SEIR Chapter 13.0 "Public Services and Utilities" and Section 13.4 "Impacts" for an analysis of public services and utilities impacts.

The commenters questions were raised previously in this letter. Please see Responses to Comments I473-9, I473-44, I473-45, I473-46, I473-47, I473-48, I473-49, and I473-52.

Response to Comment I473-61

The commenters express concern that the proposed project will increase demand for police services because of crime including trespassing, vandalism, theft, littering, and illegal parking. The commenters state that the Draft SEIR fails to provide Placer County Sheriff's Department incident stats for HFRP and the surrounding area, specifically Mears Drive and Mears Place from 2010 through 2019 and request the Final SEIR include this information. The commenters claim crime has been rampant in the ears since the Spears section opened, and the public, through massive internet exposure to HFRP, has overrun the park and neighborhood. The commenters restate concerns previously raised in this letter about the high volume of visitors to the park and that it will increase crime in the area. The commenters question whether the park rangers are adequately trained and staffed.

The incident referenced by the commenter was unrelated to camping and does not raise an issue with campfires. Campfires are prohibited within the park boundaries. Please see Master Response 4 – Land Use Compatibility, Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter states that the Draft SEIR fails to mention that CHP would be impacted, does not provide CHP incident reports in the current HFRP vicinity, and does not utilize the increase in traffic projections in the Report to identify and quantify the potentially significant impact on CHP.

Please see Master Response 3 – Traffic, Circulation, and Parking, and Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I473-62

The commenters express concern that the proposed project will increase demand for fire and emergency medical services and that the Draft SEIR fails to provide data or evidence to support that the proposed mitigation, providing a light rescue vehicle, would decrease the need for a number of emergency medical assistance/rescue calls.

The commenter does not identify what data or evidence should be used to evaluate this impact; however, emergency service response has been addressed. Please see Master Response 2 – Wildfire, Safety, and Emergency Response and Master Response 4 – Land Use Compatibility.

The commenter states that the Draft SEIR fails to provide CAL FIRE incident report for the HFRP from 2010 through 2019 for emergency calls to HFRP and the emergency response, which is necessary to analyze what resources would be needed for the HFRP Trails Expansion Project. The commenter also states that the Draft SEIR failed to disclose that during the second week of June 2019 there were three emergency calls to HFRP, and one incident required five units and a helicopter. The commenter states the HFRP Trails Expansion Project will triple the number of acres and add 1,700 people daily to the numbers already visiting the current HFRP, increasing the demand for emergency services.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response and Master Response 4 – Land Use Compatibility.

The Draft SEIR Chapter 13.0 "Public Services and Utilities," Section 13.4.3 "Impact Analysis" evaluated the increased need for emergency services within the project area. Mitigation is proposed that would address the increased need for emergency response that would reduce the impact to a less than significant level consistent with the requirements of CEQA. The potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-63

The commenters express concerns about wildfire.

Please see Draft SEIR Chapter 16.0 "Wildfire" and Section 16.4 "Impacts" for an analysis of wildfire impacts. Please also see Master Response 2 – Wildfire, Safety, and Emergency Response.

In regard to the commenters concern about funding for wildfire prevention and fuel reduction maintenance, please see Response to Comment I473-13.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-64

The commenters express concerns about alternatives. The commenters support Alternative 1 and believes it is the only alternative that has economic viability and availability of infrastructure.

The comment is noted. No further response is required.

The commenters state that the Draft SEIR fails to provide evidence that there is funding to support the project.

Please see Responses to Comments I473-4 and I473-13.

The commenters do not support Alternatives 2 or 3 and summarizes all of the reasons.

The comment is noted. No further response is required.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I473-65

The commenters express concern that the Draft SEIR failed to address the concerns, issues and questions the commenter raised in their letter from July 2018 that was sent in during the initial public comment period (see letter provided in the Appendices).

The County has closely coordinated with the Placer County Fire Department/CAL FIRE on this Project and have included their input in both the Draft and Final SEIR. The Notice of Availability for the Draft SEIR was sent to the Placer County Sheriff's Department and other State and Federal agencies for comment**.**

Response to Comment I473-66

The commenters ask the County, "What level of harm and risk to the residents and the environment are you willing to accept, in order to have more trails?"

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

2.7.474 LETTER I474

Letter I474

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 9:52 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	John Yanni
Email Address (Optional)	yannitr6@sbcglobal.net
Agenda Item (Optional)	Hidden Falls Expansion
Comments	My name is John Yanni and I'm a resident of Auburn for 15 years. I'm a Science teacher in Placer County and in support of the Hidden Falls Expansion. Everyday I see more land being built on, sometimes at the expense of having access to open spaces. I love the outdoors and encourage my students to learn more about the natural world around them so that they can appreciate it more. I know we can all agree that children these days are spending way to much time on electronic devices. Providing open spaces dedicated to the natural environment allows opportunity for children, and adults, to go out and revel in its flora and fauna. So much time and energy go into improving our roads, supporting the less fortunate, creating space for new businesses, all of which are important but...I'm hoping that we can dedicate some of that time and energy in creating a quality of life that incorporates a large dose of preserving the natural world in our county of Placer...for generations to come, Thank you for your time and commitment to making Placer County such a wonderful place for us to call home. John Yanni 7th Grade Science Teacher Placer County
Attach a document	*Field not completed.*

I474-1

17

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I474: JOHN YANNI

Response to Comment I474-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.475 LETTER I475

Letter I475

Shirlee Herrington

From: noreply@civicplus.com
Sent: Thursday, May 14, 2020 10:11 AM
To: Shirlee Herrington; Kara Conklin; Sue Colbert; Meghan Schwartz; Lisa Carnahan
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Ted young
Email Address (Optional)	*Field not completed.*
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	I support the Hidden Falls Trail Expansion Project for the health and well being of Placer to Include how more parking, more trailheads, spread out crowds, healthy activities or family activities benefit everyone. Thanks Ted Young Granite Bay, CA
Attach a document	*Field not completed.*

I475-1

Email not displaying correctly? View it in your browser.

16

RESPONSE TO COMMENT LETTER I475: TED YOUNG

Response to Comment I475-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.476 LETTER I476

Letter I476

--oOo--

HIDDEN FALLS REGIONAL PARK

TRAILS EXPANSION

Placer County Planning Commission Meeting

Public Comment

--oOo--

May 14, 2020

--oOo--

Address:

Community Development Resource Agency

3091 County Center Drive

Auburn, California

PLANNING COMMISSIONERS

Jeffrey Moss, Chair

Larry Sevison, Vice Chair
-(appearing via videoconference)

Anders Hauge, Secretary
-(appearing via videoconference)

Sam Cannon

Nathan Herzog

Richard Johnson

Wayne Nader

COUNTY PERSONNEL AND CONSULTANTS

Clayton Cook

E.J. Ivaldi

Lisa Carnahan

Jim Hudson

Andy Fisher

Reported by: Lynne M. Nisson, CSR 7317

PUBLIC CALLERS

Jackie Caswell
Jim Haagensmit
Jim Foltz
Keith Kenworthy
Patrick Cavender
Maureen Henderson
Frank Noey
Chris Walker
Judy Isaman
Jane Wurst
Jane Goddard
Diane Dolley
Tim O'Leary
Jim Goddard
Robert Gilliom
Mike Krug
Donna Biles
Jan Fereira
Patrick Fereira
Bob Mantz
Lou Salantino
Tina Wilkins
Joe Parisi

PUBLIC CALLERS (cont.)

Kent Ferris
Delana Ruud
Zach Dalmau
Height Hansen
Bart Ruud
Gayle Spears
Jeanne Piette
Mike Lutzger
Eric Moss
Linda Adams
Fred Yeager
Thomas Miele
Louis Fenn
Lydia Schrader
Jeff Darlington
Tim Emick
Gary Hall
Michael Garabedian
Holly Sayler
Tiffany Vanderlinden

--oOo--

--oOo--

(Record commencing at 5:37 a.m.)

PROCEEDINGS

--oOo--

MR. HERZOG: I think at this time we'd like to move forward with opening public comment. So I know we have a number of folks that have already -- yeah, thank you. We'll call you back if we have more questions -- that have already had their name on a list and we have their phone number; we'll be calling you in a particular order. But if you're not on a list or don't know, we'd like for you to call in and make sure that you are.

So that phone number is 530-886-1800. And I'd like to remind everyone that no decisions are being made today, and what we're doing is we're making comments on this subsequent EIR, this Draft EIR, that we'd like to get your feedback on. So if we can limit our comments to that, it would be really helpful today. Yes, to the technical aspects of the document.

So as you call in, just a reminder, you'll have three minutes to share your thoughts with us, and then we'll have to move onto the next caller.

So I think we'll go ahead and begin with our

first caller.

MR. NADER: Are we doing reservations first?

MR. HERZOG: Yeah, we're going to move through the reservations first.

MR. NADER: And we have what?

MR. HERZOG: I think we have 43 people that have made reservations. So we'll be moving through those.

But if you call in, what we're going to do is we're going to take your name and number and call you back so you won't to have wait on hold. And as a reminder, we do have a clerk recorder here taking notes for us.

We're ready.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

MS. CASWELL: Hi. This is Jackie Caswell. I live at 6599 Curtola Ranch Road.

The first thing I'd like to point out, that this -- that this discussion of Hidden Falls is not in any way, shape or form related to essential government business. Speakers are all at significant disadvantage in a virtual setting. I cannot take part in this discussion at my house because of very poor internet connection, so I'm putting myself and

I476-1 (Commenter 1)

my hosts at risk by coming to a neighbor's house in order to attend.

I have read the SEIR -- [indiscernible] -- and will not be specific regarding either the impact executing the plan at hand or any remediation efforts that would mitigate these impacts.

No costs have been addressed, no in-depth studies have been done, and no other federal or state agencies have been consulted despite clear impact from the resources within their regulatory control.

I476-1 (Commenter 1) Cont'd

I live right next door to the property at the end of Curtola Ranch Road where you want to put a large parking lot, building and a helicopter pad, and that impact is quite apparent to me.

I have many areas I could cover to today, but can only address one in the time I have. I choose to talk about the wildlife.

This is an area with documented evidence to the following animals: Both Mallards and Canada Geese nest and raise their young in this meadow and are both migratory birds so that any change to this habitat requires analysis and mitigation pursuant to federal law.

Wood Ducks live year round in the pond next to the proposed parking lot. They're threatened

because of the loss of wetlands and associated habitat. The SEIR is silent on these issues.

Tricolored blackbirds nest and live in this meadow. They're protected under state law. This has to be addressed fully, and I have contacted the Audubon Society about theses issues.

Osprey, white egrets and blue herons live, nest and raise their young. They are migratory birds and any change in their environment is an interest in federal and state agencies.

This is an area where yellow-legged tree frogs are found. They're protected, and no in-depth study has been done on the adverse impacts of this project on their habitat.

I476-1 (Commenter 1) Cont'd

I've personally seen river otters in the lakes, streams and ponds next to the proposed parking lot. I have contacted the Wildlife Conservation Society and the National Wildlife Federation on this issue.

There's an abundance of other wildlife in this area. Bobcats, coyotes, foxes -- [indiscernible] -- and Buffleheaded Ducks to name but a few. The destruction of wildlife corridor to these and other species need detailed studies as mitigation under the CEQA.

I476-1 (Commenter 1) Cont'd

In order to completely -- or to complete a correctly structured EIR, a detailed study of each and every one of these topics must be completed by law, but no such studies appear to have been done. These studies must be done properly in coordination and consultation with the appropriate state and federal authorities.

Although, it is only my opinion, it seems to me that the board of supervisors would not want to be involved in any activities that breaks state or federal law.

I476-2 (Commenter 1)

Finally, I'd like to inform you that you will be receiving a detailed written comment letter from our lawyers -- [indiscernible] -- in the next few days -- [indiscernible].

Thank you.

MR. HERZOG: Okay. You know, we're trying to do our best to listen. And if I can make a couple comments.

It would be great to -- for the clerk recorder and for -- if you guys slow down a little bit with your speech. We want to hear everything that you have to stay and listen to your comments.

I think -- I probably should have done this before, too, before we go to our next call.

Counsel, can you -- can you just reiterate our essential business status and how we define that.

MR. COOK: Sure. I'd be happy to.

MR. HERZOG: Thank you.

MR. COOK: So this meeting and the procedure for it is in compliance with both the Brown Act and the Governor's Executive Orders, specifically Executive Orders N-29-20 and N-35-20, which allow public meetings, such as this one, to a occur through teleconferencing means with limited person-to-person interaction.

With respect to whether this meeting is an essential government function, the Governor's orders specifically identify government operations as an essential activity. Direction at the state and County level on the handling of COVID-19 is constantly changing, though. So should be there any change in direction on those fronts, those will be implemented here as well.

MR. HERZOG: Okay. Great.

And how would you like me to address maybe when we can't completely hear callers clearly? Should I stop them and interrupt them for you and communicate that? What's the best way?

(Off the record.)

MR. HERZOG: Yeah. Okay. So for the last caller, if you have what you said in writing, I think we would really appreciate you to send that in.

And for future callers, if we're having difficulty, I hate to interrupt you, but I might just to try to communicate you we need to try to slow down. Let's make sure we get what you're saying.

I appreciate the last caller staying within the three minutes, although we may have missed a few phrases. So please submit that by writing, and we'll do our best with that. So let's go to the next caller.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

MR. HAAGENSMIT: Okay. Thank you.

I'm Jim Haagensmit. I live in Newcastle. And I'd just like to compliment County staff on doing a good job on the Draft Supplemental EIR. Overall it looks really good.

I476-3 (Commenter 2)

I just want to say parks and trails are an asset to the community. As a frequent trail user, I find the trails at Hidden Falls could be one of the -- one of the reasons I love to live in Western Placer County. I frequent -- like I said, I frequent the trails at Hidden Falls, and if I were to have an

I476-3 (Commenter 2) Cont'd

opportunity to buy a house nearby over there, I certainly would.

The park is an asset to the community, and it's done just a really good job of, you know, providing much-needed recreation, especially in times like now when so many other parks weren't able to manage the crowds properly. The County did a really good job with the park and reservation system.

I'd like to also say that while many people are concerned about wildlife -- or I should -- wildfire, the County has done a great job in the existing park, and I believe Placer Land Trust will continue to do a good job of grazing the future park expansion areas. And wildfire, while it's always a risk in undeveloped areas, I think they're doing a really good job of preventing wildfire risk -- or reducing wildfire risk.

So I'd like to just close saying this is an asset that's much needed in the community. Trails are an important part of the community, and I really appreciate seeing it move forward.

Thanks.

MR. NADER: Could you remind that we're just dealing with technical issues?

MR. HERZOG: What we really want to focus on

is really the merits of the EIR and the technical components of that document.

So appreciate the comments and, you know, encouragement, but not on the merits of the project. And so we want to stay focused on comments on the document that is in question here.

So go to the next call.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

MR. FOLTZ: Good evening, Chairman and Commissioners. My name is Jeff Foltz, a resident of Rocklin, member of Placer Trails and a member of Gold Country Trails Council, representing Gold Country Trails Council this evening.

Gold Country Trails Council is an organization created to develop, maintain and advocate for nonmotorized trails with over 400 members, primarily equestrians, with many members residing in Placer County or living adjacent to Hidden Falls.

Our members fully support the overall findings of the DSEIR as being less than significant, including wildfire, and support the complete build-out of the Hidden Falls trail expansion, including 30 miles of trails, three additional

I476-4
(Commenter 3)

parking areas, and other park amenities as proposed.

Gold Country Trails Council, after reviewing the DSEIR, concluded that the overall environmental concerns are less than significant. In many ways the DSEIR mirrors the Certified EIR completed in 2010 for Hidden Falls Regional Park.

Both documents show traffic levels remain at A or B levels of service with a few exceptions: Highway 49, a state highway, which will have increased traffic whether or not Hidden Falls is expanded and is planned for improvements; Garden Bar Road and parking, which was previously approved with the 2010 EIR, showed a significant visual impact under the current DSEIR.

I476-4 (Commenter 3) Cont'd

With proper phasing, management, road alignment, and safety improvements and re-vegetation the impacts can be reduced with the long-term benefit of improved road safety on Garden Bar.

The DSEIR proposed three alternatives to the proposed project. It is GCTC's opinion that these three alternatives don't meet the original goals outlined by the County for Hidden Falls.

Alternative one: A no-project alternative, fails to meet the goals of the Placer Legacy program and Placer County's general plan. The Hidden Falls

I476-4 (Commenter 3) Cont'd

expansion has long been a vision of Placer County and has been designed, funded and contemplated for over a decade and has no feasible, fiscally reasonable alternative.

Alternative two: Reduced parking at the proposed trailheads. Hidden Falls is a popular destination. Reducing parking by 60 percent makes no sense. Mears Place demonstrated parking was inadequate. Don't make the same mistake twice.

MR. HERZOG: Jeff, your time is --

MR. FOLTZ: Build the full amount of parking as proposed.

Alternative three: Calls for reduction of parking at Garden Bar.

MR. HERZOG: Excuse me, Jeff. Can you hear me?

MR. FOLTZ: Yes. Yes.

MR. HERZOG: Okay. Your time has come to a close. Thank you for your comments.

MR. FOLTZ: Okay.

MR. HERZOG: We're going to go to the next caller.

MR. FOLTZ: All right. Okay.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

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MR. KENWORTHY: My name is Keith Kenworthy. I'm a city of -- I'm a resident of the City of Auburn, and I've lived here for 31 years. I'm a frequent visitor of Hidden Falls, and I enjoy recreating there, and so does my family, mountain biking and hiking.

It does get very busy sometimes, and I think having the added parking areas are very important to spread people out. Especially with the busy trails being inaccessible without the new parking lots and especially due to COVID-19, I think it's a good idea to spread people out.

I476-5 (Commenter 4)

I understand that some of the residents have had concerns in the past about the traffic and parking close to their homes, and it's apparent that the new proposal has done a lot to mitigate these concerns, such as reducing the amount of parking and making the parking areas less visible to neighbors and also addressing possible traffic incidents.

Hidden Falls is a unique park and a huge asset to Placer County, and I believe it is important to develop and preserve this natural asset for the enjoyment of future generations.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Thank you.

Good afternoon. Please state your name for the record. You'll have three minutes.

MR. CAVENDER: Hello, my name is Patrick Cavender, and I live in Rocklin, and I've lived in Rocklin for over 20 years.

I support the preferred alternative to the DSEIR. The County's worked with the community to compile and evaluate the impacts of the project to the community.

The DSEIR evaluates a comprehensive list of these impacts. Some of the public expressed certain concerns, which included the possibility of fires due to visitors and increased impacts to first responders to the area, manned-use conflicts between the cattle grazing as trail users as well as conflicts with visitors and the neighbors with the introduction of trailhead parking. Finally, there was a concern with potential increase in traffic.

The DSEIR evaluated those various concerns for potential impacts and determined that each was less than significant with specified mitigation measures. Using all available management practices, a balance can be reached that can accommodate both the needs of the neighbors and the needs of the park

I476-6 (Commenter 5)

17

visitors.

We support the project as find in the DSEIR -- I'm sorry -- however, we do have some concerns about the high percentage of equestrian parking spaces planned in the Bell Road/Twilight Rides trailhead.

As the project is phased in and implemented, we recommend careful monitoring of the needs and impacts of the users in relation to all four trailheads.

The parking management strategy and distribution should be refined as additional details, including implementation timelines, become available to best mitigate user impacts.

I476-6 (Commenter 5) Cont'd

We believe the public benefit before -- before me this -- that this unique open space should be accessible by the public and provide opportunities for volunteers to steward it. Visitors will come to understand the landscape and rich agricultural history surrounding it. Trails will keep the community active and healthy.

The DSEIR outlines how the potential impacts of the trail expansion project can be properly managed. Present and future generations will also ultimately have access to this amazing land trust

I476-6 (Commenter 5) Cont'd

preserves, which is a tremendous gift.

Thank you very much.

MR. HERZOG: Thank you.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

MS. HENDERSON: My name is Maureen Henderson. I reside in and am a property owner and taxpayer in Newcastle. I am speaking on behalf of myself and as the authorized representative of Loomis Basin Horseman's Association.

The existing Hidden Falls trails and new trails proposed in the expansion project are the types of trails our association is seeking to expand and protect.

I476-7 (Commenter 6) Cont'd

Loomis Basin Horseman's Association members have used the existing Hidden Falls Regional Park on an extensive and sustained basis for the past decade.

Our members have found that the existing parking lot is typically crowded on weekends and it is often difficult to park. We welcome a second larger parking lot and trailhead at the proposed Twilight Ride area off Bell Road and a third parking lot at Harvego Preserve.

A review of the Draft SEIR indicates that traffic issues have been addressed and that with the

exception of one road the roads in question for this project fall into the A category.

The danger of wildlife has also been addressed. The full project, as well as alternative three and, to a lesser extent, alternative two, will provide new roads, helicopter access and trails that improve emergency access, including the fighting of a fire, should that unfortunate event occur. To date there have been no wildfire incidents in the existing Hidden Falls Regional Park. Continued grazing on portions of the expansion will assist in reducing the fuel load and minimize the risk of fire.

I476-7 (Commenter 6) Cont'd

Placer County continues to grow. Future residents will be looking for outdoor activities, and many will come to Hidden Falls. There is overcrowding today. What will it be like in ten years? Will the current surrounding property owner commit to not selling their land to developers? When will there be another opportunity to obtain property which will provide public access to these lands? The time is now.

Loomis Basin Horseman's Association enthusiastically supports the full project version of Hidden Falls trail expansion and the preservation of natural open space and rangelands with public access.

I476-7 (Commenter 6) Cont'd

By approving this project Placer County ensures that these lands will be maintained and accessible to the public in perpetuity for the benefit and enjoyment of future generations.

The Draft SEIR shows less than significant impacts for this project.

Thank you for the opportunity to speak to you today.

MR. HERZOG: Thank you.

MS. COLBERT: Good afternoon. Please state your name for the record. You'll have three minutes.

MR. NOEY: Thank you. Frank Noey. I live in Auburn.

Regarding this environmental impact report, I noted that you have 51 calls for fire service out to Hidden Falls in a year's period, and if you add three more trailheads, that's going to 200 fire calls. I'm not so sure Cal Fire and Placer County can handle that.

I476-8 (Commenter 7)

You note additional fire vehicle, firebreaks, water tanks and helicopters. There's no cost mention with regards that what that is going to cost, and I don't know how long -- how dry the park has been so far, but the bathrooms are closed and there's no water currently.

And the three additional trailheads with regarding the sheriff's office response is kind of interesting. You said there was two additional calls within a mile of the park between January of 2019 and August 2019, but the report failed to note 21 night calls for service in the park entrance -- [indiscernible] -- of the activity of the sheriff's department.

The report doesn't go into the heartache of the folks that live on Mears Road, including theft, trespass, illegal parking and dumping of trash along their properties. And at the meetings I've attended those folks have come out and asked the County not to do to other neighborhoods that has -- what has been done to them.

I476-8 (Commenter 7) Cont'd

Another point is Auburn Valley Road is not mentioned in the EIR. Auburn Valley Road is a private road maintained by Auburn Valley, residents and the golf course of Auburn Valley. I'd like to know how the aforementioned subjected are limited to -- who will have an unlimited liability and the County could believe they could use their road. Residents and golf course usage ingress and egress will obviously be hampered with additional vehicles on the road going out to the parking area.

Cost for the road maintenance will increase, but the County will not have to worry about that; only the residents of Auburn Valley.

And 60 years ago agreements were made between Auburn Valley and the County with regards to the use of that road, and it was for residents, their guests, the golf course and maintenance vehicles; not a parking lot by the County.

And another road you want to access is Curtola, which is an actual driveway, and some of the areas are not even 16 to 17 feet across. I don't know how you can allow two-way traffic on a road such as this without taking on some responsibility to that road. And there just doesn't seem to be any respect for those two roads being occupied by the County. I just don't understand how you could avoid those two articles in the EIR, because I think they're very, very important.

The County, in my opinion, has not met their current issues in Hidden Falls, and I don't know how they're going to meet the ones that they're projecting now, and I don't understand why a lot of this stuff has been left out of the EIR, which, personally, I think is very, very important.

Thank you.

I476-8 (Commenter 7) Cont'd

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. WALKER: Good evening. My name is Chris Walker. I am a resident of Sacramento. Thank you, Commissioners, for your time this evening.

I am calling in support of the SEIR and to thank the County staff for the efforts that they have taken. This proposal is essential to increase the recreational opportunities provided by Placer County.

These are the type of opportunities that bring myself, my family, my friends up to Auburn. We frequent the trailheads at Stagecoach. We frequent the trailheads at Forest Hill Divide and Hidden -- Hidden --

I476-9
(Commenter 8)

So what I'd like to say is the impacts on the existing trails are becoming more and more in terms of the volume of users. New capacity is absolutely needed to meet the demand. There is no viable alternative other than expanding the existing parks and trails.

I do understand that there is a lot of opposition from local neighbors. It is understandable, but the land is public land. Public access is the currency, safe and responsible public access to the land is your particular currency for

I476-9 (Commenter 8) Cont'd

economic development. This is what will bring us to continue to come up and travel into Placer County and to use your parklands as well as engage in commerce.

The fear-mongering that I heard goes beyond the pale. It's these times where thoughtful courage and getting through these things and listening to the scientists and the planners is what matters.

We support the Hidden Falls expansion and that we ask for your approval.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MS. ISAMAN: Hello. My name is Judy Isaman. I'm speaking on behalf of myself and Protect Rural Placer.

Good evening, planning commission members and guests. And thank you, Lisa Carnahan of the parks department for your presentation about the proposed expansion.

I476-10 (Commenter 9)

Of the 72 summary of project impacts and mitigation members identified, 69 of these were labeled LTS, or less than significant, after mitigation. Three were labeled SU. I can only guess that SU most likely represents significantly

unavoidable, since this abbreviation is missing from the table key. For quick reference, Table 2.1, Summary of Project Impact and Mitigation Measures, pages 29 and 220, impact items 73-83 and transportation and circulation impacts are labeled SU. The table key lists only LTS, less than significant, and PS for potentially significant.

If I was the parks department, I would give my consultants a pat on the back for this outstanding report that scores their plan a 94 percent; a plan almost 20 years in the making without stakeholder input. That stakeholder being the 6,000 families that will be impacted by this proposed expansion.

I476-10 (Commenter 9) Cont'd

From day one of hearing about this expansion, I, as a stakeholder of the people -- a stakeholder of this project, have made suggestions at MAC meetings, planning meetings, parks meetings and board of supervisors meetings about how to mitigate the environment, financial, safety, and human impact.

Not once was I or any member of Protect Rural Placer contacted by AECOM to provide evidence and specific information about personal observation and local personal knowledge about the proposed expansion area and asked to contribute to this report.

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The 2020 California Environmental Quality Act Statute and Guidelines state in chapter three, Guidelines For Implementation of the California Environmental Quality Act, Article 7, EIR process, section 15087, public review of Draft EIR on page 174, item G: "To make copies of EIRs available to the public, lead agencies should furnish copies of Draft EIRs to public libraries serving the area involved. Copies should also be available in offices of the lead agency."

I476-10 (Commenter 9) Cont'd

Due to the physical closure of our libraries and Placer County offices on March 17th from the county's sheltering-in-place order, I am requesting that this SEIR does not go immediately for certification when it is updated with new information that addresses the issues raised this evening and during the comment period that runs through May 20th.

My request also includes that all 6,000 families receive a mailed notification that a revised version is available for 60 days so a thorough review of the new information may be made by the stakeholders and address at MACs, planning, park and board of supervisors meeting.

Please accept my comments this evening as part of this meeting's permanent record.

I476-10 (Commenter 9) Cont'd

Respectfully submitted, Judy Isaman, Protect Rural Placer Steering Committee.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MS. WURST: My name is Jane Wurst, and I am part of Protect Rural Placer.

The largest of the three proposed new parking lots for the expansion is on Bell Road and is 70 percent larger than the current Hidden Falls lot. The SEIR projects that there could be 700 people on a single Saturday. That's over 2,000 people on a three-day weekend from that one parking lot alone.

I476-11 (Commenter 10) Cont'd

The Taylor Preserve is only 300 acres, just one fourth the size of the current Hidden Falls. Sounds pretty crowded, doesn't it? Can you imagine being a wild turkey hen with her chicks, a fox, a blue heron or a mama cow with her calves and having your home, your habitat invaded by hundreds of hikers, cyclists, horses and dogs day after day.

The SEIR states that the Twilight Ride parking lot will generate 600 vehicle trips on a single Saturday; the Harvego parking lot, just two miles away, 573 vehicles. Together that's over a

thousand additional vehicle trips on the narrow and winding roads of Bell, Cramer and Lone Star on a single day.

The SEIR states that the Hidden Falls expansion project will exceed thresholds for accessible VMT, vehicle miles traveled, and that it is a significant but unavoidable impact. But it is absolutely avoidable. All of the negative impacts are avoidable.

There is a way to preserve the balance of nature, agriculture and recreation and keep families, homes, property, livestock, roads and communities safe and secure; that is to wisely choose alternative one to limit public access by continuing to provide docent-led hikes and cycling events, educational outdoor experiences, to host scout troops and school groups and to invite artists and photographers for guided activities on the preserve.

The expansion area consists of the Big Hill Preserve, four separate preserves that permanently protect critical land in the Raccoon Creek and Bear River watershed. This region includes the largest remaining unfragmented oak woodlands in Placer County and one of the last relatively wild areas in Western Placer County. Why would we want to spoil that?

I476-11 (Commenter 10) Cont'd

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I476-11 (Commenter 10) Cont'd

Recreation is not a substitute for conservation. Let's allow the wildlife and riparian habitats to continue to flourish and have their say. Let's care more for the earth than ourselves. Let's care more for the safety and welfare of our neighbors than in satisfying our desire for wanting more of something that there already is an abundance of in Placer County, trails.

I'd like to thank you, and I'd also like to ask if I might ask a question of Lisa.

MR. HERZOG: No. We're not going to allow that at this time.

Thank you for your comments.

MS. WURST: Okay. Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

I476-12 (Commenter 11)

MS. GODDARD: Hi. My name is Jane Goddard. I'm a member of Placer -- Protect Rural Placer. I have lived on Lone Star Road for 40 years, one of the roads that would be highly impacted by the proposed Hidden Falls expansion. Please accept my comments as part of the permanent record of this meeting.

The use of balance scales dates back to 2000 B.C. The early civilizations placed a significance on balance, and the Egyptians used the balance scale

to determine someone's fate.

Protect Rural Placer is using a balance scale to measure the importance of preserving and keeping of fate of our rural agricultural neighborhood untouched. You see, the most beautiful land is almost -- is most valuable land -- vulnerable land. Excuse me. According to Webster's, vulnerable means susceptible to harm or attack.

On the left side of our scale we have one item, a desire to add more recreational trails to our already existing 900 miles of trails in Placer County. On the right side of our scale we have many items, but due to my time limit I can only state a few.

I476-12 (Commenter 11) Cont'd

Wildfire danger. The danger of wildfires in the area where there are already hundreds of acres of dry grass and dead trees. We lost our fire insurance, and so did many of our neighbors, due to the fact that we live in a designated high fire danger area.

The feeder roads into the proposed parking lots are narrow and rural with many sharp curves and various undulating pavements.

We live in an area where there has been little or no crime. The Mears Road Hidden Falls

neighborhood entrance has seen a huge increase in traffic, crime, litter and trespassing.

We would also experience an increase in noise pollution in our quiet neighborhood and a decrease in air quality due to the increased number of cars, trucks and trailers traveling on our narrow country roads going in and out of the park seven days a week.

The Lone Star fire station must be resurrected into a permanent, active, fully staffed station due to its proximity to the Hidden Falls/Twilight Ride area.

I476-12 (Commenter 11) Cont'd

Drilling wells and digging for septic tanks in an area that has already seen hardships would add another big problem to our rural neighborhood, because they all depend on septic tanks.

I ask should -- I ask should wanting more trails take precedence over our public safety and a negative impact to our local homeowners and their families?

The scale I have presented weighs heavy on our hearts and heavy on the many reasons why the Hidden Falls expansion should not proceed. We are in favor of small organized family docent-led trips to enjoy and share the beauty of the area with our

I476-12 (Commenter 11) Cont'd

neighbors and friends.

Thank you.

MR. HERZOG: Thank you.

Lisa, if people did want to submit written documents or questions to you, how do they get your contact? Is that -- or do they use this one right here?

MS. CARNAHAN: They would write in there. And there's a --

MR. HERZOG: Okay. Good.

If there are questions that you have, you know, those are still being received in comments. So feel free to send those in written form to the contact you see.

Okay. Go ahead.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MS. DOLLEY: My name is Diane Dolley. I live at 9300 Cramer Road, just west of Bell Road.

I476-13 (Commenter 12)

Cal Fire has stated that a wildfire can travel from about 6 to 14 miles per hour. The Draft SEIR for the proposed Hidden Falls expansion fails to address the issue of an increased risk for uncontrolled wildland fires as it relates to the 6,000 or more residents living near this proposed

expansion and the services close by in North Auburn.

The Draft SEIR has failed to address evacuation in the event of a fire. Plans for the residents, community services and businesses of North Auburn should have been included. The report needs to take into consideration the condition of the narrow winding roads and what event that will have on evacuating people as well as fire equipment trying to access the area.

The report stated that -- and I quote -- "Cal Fire states evacuation plans are incident specific. So evacuations routes are determined based on the measure of a particular incident and are not predetermined routes. The site will provide a map system of emergency access routes to the Hidden Falls Regional Park expansion," end quote.

I476-13 (Commenter 12) Cont'd

So what will happen to thousands of people living and working in North Auburn and park visitors all trying to evacuate at the same time, particularly on these narrow, winding county roads? We witnessed what happens. Think Paradise fire. Wildland fires know no boundaries.

The reported knowledge is in Section 16.4.3: Potential increased risk to human health through exposure due to uncontrolled wildfire.

Cal Fire has stated that 95 percent of fires are human caused. The Draft SEIR has downplayed allowing the unsupervised public access to this wildland area and the high potential danger of a fire escaping the confines of the park expansion. The mitigation plans suggested in the section do not provide sufficient prevention measures.

The report should consider measures to lower the risk of a fire, such as no unsupervised public access, which has proven effective to date. Past history has clearly shown this with no public access to the Big Hill area and no major fires in over 55 years. So let's continue with the supervised docent-led tours as a way to mitigate the 95 percent human cause of a fire.

I476-13 (Commenter 12) Cont'd

In closing, the report repeatedly states that their suggested mitigation plans make a high fire danger concerns and narrow winding road -- and I quote -- insignificant or unavoidable, as to suggest that people, businesses and community services don't matter. If that were true, we wouldn't be having this conversation right now.

So I believe that this SEIR draft should be rejected as insufficient and unacceptable.

Thank you for the time to speak.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. O'LEARY: My name is Tim O'Leary. I'm in the Auburn Valley development. I'm going to address hydrology.

Mitigation measure 11-2: "Implement groundwater protection through a transient noncommunity water system permit."

Since June 2018 the current well at Hidden Falls has been deemed dry or closed because of low yields. Hidden Falls is searching for a future source, according to the sign on the restrooms. A 12,000-gallon storage tank is dedicated to fire suppressant only. So there is no drinking water or water-based bathrooms anywhere in the park.

I476-14
(Commenter 13)

This is in violation of the Safe Drinking Water Act. The expansion plans need to be shelved until Mears Place entrance is brought into compliance.

Mitigation measure 11-3: "Calculate water demands for fire suppression."

A 12,000-gallon watertank can serve a two-inch firehose for 24 minutes before it's depleted. That is what is being planned for the

Twilight and Auburn Valley sites, according to the 2019 Hidden Falls Trails expansion plan project impact report analysis.

In every instance under the residual significant heading it lists less than significant. No supporting data. And this assumption was made by a county employee who basically was paid to put perhaps an insurance underwriter could get Hidden Falls some background on liability and cost to protect life and property surrounding the park. Placer County and Placer Land Trust should be held accountable for any costs associated with any damage to neighboring communities.

I476-14 (Commenter 13) Cont'd

On page 11-21 it talks about filling storage tanks during off-peak period when use is limited. When there is a fire how do you get a water truck to refill a storage tank? This is truly a significant issue not honestly shown in the DSEIR.

Placer Land Trust is well aware there are potable water sources near by. It has mostly relied on a 2010 EIR coupled with the 2019 report to attack a haphazard, nonfactual waste of Placer County taxpayer money. It will put our homes and lives in jeopardy.

Placer Land Trust has not managed the water

I476-14 (Commenter 13) Cont'd

resources in Hidden Falls to date. Why should any expansion be allowed? It's clear to me that 22 pages of the number 11 hydrology and water section in the SEIR is mostly nonfactual, biased, dated information that does not reflect the current conditions of Hidden Falls Regional Park.

In closing, the Harvego Bear Reserve does not have suitable water, questionable access, and environmentally dangerous for the concepts written in the SDEIR.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. GODDARD: My name is Jim Goddard. I live on Lone Star Road.

MS. COLBERT: Go ahead, Mr. Goddard.

I476-15 (Commenter 14)

MR. GODDARD: Yes. Thank you for the opportunity this evening.

I have some issues with the SEIR, and I can start by saying I've lived on Lone Star Road for 40 years. It's only been within the last few years that they even put a centerline down Lone Star, and the reason they don't put a centerline down is because there's not ten foot of clearance from the centerline

to the outside. Lone Star is a windy road with blind curves.

Now, the SEIR talks about Cramer Road. Cramer Road does not have a centerline, and it does not have a centerline because the County -- the way I understand it is the County becomes somewhat liable if they put a centerline down a road that doesn't have adequate space to run vehicles in both directions. That's one of the issues.

My other issue is water. We have many neighbors out here that have had dry wells. We have neighbors that have had to drill three or four wells to get three or four gallons a minute with holding tanks. They're 30- or $40,000 worth of expense. We have neighbors that have to use somebody else's property -- even though they have five acres -- somebody else's property to get a well on.

And the way I understand it is is that the one at Mears Road, the Hidden Falls, the well went dry, and to the best of my knowledge they haven't updated that. And now we're going to have them drilling wells down here to supply water for horses, for bathrooms, and, again, drawing tens of thousands of gallons of water out of an area that's, you know, basically dry.

I476-15
(Commenter 14)
Cont'd

I476-15 (Commenter 14) Cont'd

I476-16 (Commenter 15)

We've talked a little bit about the trips. Jane Wurst said that there were approximately a thousand trips on a weekend of new vehicles, and I believe that those that of us that live out here, even though we drive these roads, we still have to be very cautious.

A thousand trips, people coming up here that have never been up here -- and as a matter of fact, two-thirds of those visiting the park on the weekend do not live in Placer County. They do not pay taxes here. They will not pay to maintain the existing -- they don't pay to maintain the existing or the new additions off on Twilight and the Auburn Valley. And so I would challenge the SEIR to look at some of the things that I brought up.

And I thank you for the opportunity.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. GILLIOM: Thank you. My name is Bob Gilliom. I've been an Auburn area resident for 35 years. I support the trail expansion project.

Providing public trail access to more than 2,500 acres of Placer Land Trust preserves will be the culmination of a highly successful partnership of

Placer County and Placer Land Trust. It will be the public payoff from a major County investment.

I found the Draft EIR to be comprehensive in addressing potential impacts and agree with the finding that all but one or two potential impacts would be less than significant. After proper response to comments, it should be finalized and certified.

I have a few comments on the proposed project and alternatives with regard to implementation. First, the No Project alternative would be unacceptable nonaction resulting in minimal public benefit from the millions of taxpayer dollars the County has invested. It does nothing to address the current shortage of access at Hidden Falls; does not meet the goals of the County general plan or legacy program, and does not achieve the planned use of land trusts and County-held properties and easements for public recreation.

I476-16 (Commenter 15) Cont'd

The proposed project in contrast would quadruple present parking spaces and spread parking, emergency access and amenities among all -- among three access points.

I support this concept because it maximizes public access, but I am concerned that the trail

system and preserves may be impacted by such intense use.

If the proposed project is selected, which I recommend, it would be essential that the project phasing and final level of development be subject to land trust and County approval based on levels of trail use and other factors that the County land trust identify.

Alternative three is the same as the proposed project except for reduced development at the Garden Bar entrance. Much of the -- because of the much-reduced impact on mature oaks, I can support alternative three if it's selected despite the reduced public access at Garden Bar.

I476-16 (Commenter 15) Cont'd

Alternative two would have the least impact because it reduces parking and other trailhead facilities at all new access sites. It achieves the environmental benefits of alternative three and substantially reduces road and trail traffic, but public benefits are greatly reduced because of less access.

I can support alternative two as selected, because it's the most protective of preserves, but we may find the facilities are undersized for public demand and that the trail system could support a

I476-16 (Commenter 15) Cont'd

I476-17 (Commenter 16)

higher use.

The bottom line is that the County should move ahead with the Hidden Falls Trails expansion, certify the EIR and work with Placer Land Trust to ensure that the trail expansion provides promised public access while protecting the conservation and agricultural values of the preserves.

Thank you.

MR. HERZOG: Okay. Thank you.

If I do two more -- okay.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. KRUG: My name is Mike Krug. I am addressing traffic study conducted.

It was basic and typical to have no custom insight as to the unique challenges that face the local residents who use Bell Road, Lone Star Road, Cramer Road, etcetera. For example, the traffic study identifies roadways by classification but offers no unique detail about the roads, their widths, limitations or real world capacity.

Capacity in the study is measured in terms of its daily volume, which is not capacity at all. The daily volume is merely a generic planning tool to help in road sizing, such as when a two-lane road

would be need to be made into a four-lane road. It's a long-term planning concept.

Peak hour volumes of traffic were not considered for the roadway segment analysis; safety was not addressed in the study in any practical, hands-on way. No examination of roadways, no discussion of any specific roadway constraints. Just general, generic and brief discussion of roadway types, etcetera.

The study did not analyze Bell Road at Joeger Road, perhaps the most critical and key intersection for residents in the vicinity, an intersection which has a four-way stop control.

I476-17 (Commenter 16) Cont'd

The intersection was critical and significantly failed during the August 31, 2009 fire evacuation, which closed State Route 49 north of Bell Road. Delays in access of one hour were typical for drivers using Bell Road southbound to Joeger. This is an unacceptable and dangerous condition in time of fire evacuation, a situation which actually happened.

No changes to Bell Road and Joeger Road intersection have been made by Placer County since that time to ensure adequate throughput and capacity in case of fire or evacuation.

During a fire-related evacuation, this

intersection should be considered as dangerous choke point, introducing in excess of one-hour delays for drivers stuck on Bell Road trying to get out to safety.

I476-17 (Commenter 16) Cont'd

We will be providing the County with an independent traffic study and expect the County to provide details as to how all of the deficiencies will be mitigated. Safety should be the number one concern of the Board of Supervisors.

After the experience of the Camp Fire that destroyed Paradise and killed 86 people, no project should be approved without an adequate evacuation plan.

Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MS. BILES: My name is Donna Biles, and I live in the Auburn Valley Country Club area.

There are several people here to speak to you specifically about fire danger, traffic, Auburn Valley Road being private, and environmental issues.

I476-18 (Commenter 17)

I'm here to provide input to the human side of this proposed expansion and how it would provide -- how it will impact me personally, my family and my neighbors. We're speaking specifically to Curtola

Ranch Road and the Auburn Valley Road.

It's easy to be in favor of development that is not in your own backward and dismiss all the negative impacts people living by this expansion will experience every day.

Most of the people who have expressed support for this project do not even live in the County, nor taken the time to read EIR or understand the impacts to the community. Why would anybody not impacted by this project bother to look at an ERI -- EIR -- excuse me -- or even know what it is or care. Again, no impact to them personally; no problem. Myself and my neighbors just become one of those victims of significant and unavoidable consequences.

I476-18 (Commenter 17) Cont'd

I might want to also point out that we also do have a state park in Auburn that is very close to us. Lone Star Road, Bell Road and Auburn Valley Road are narrow, windy roads, blind corners, that were never meant to handle the kind of traffic that this project would generate.

The proposed expansion is in my backyard, as Curtola Ranch Road runs right behind my property. We were in our sixties when we purchased this home, and we renovated it because it is private and quiet, which I'm sure you will agree is something we all

I476-18 (Commenter 17) Cont'd

want. Why then do we need to fight to protect our homes, property values and way of life so that most people who don't even live in this County or pay taxes can make traffic unbearable, pollute our air, destroy our peace and quiet and increase fire danger, which can result in us losing our fire insurance?

For a moment pretend this is in your backyard. Can any of you really honestly tell me that this is a good idea if it was in your backyard? I kind of doubt it.

Whatever happened to government protecting the citizens instead of caving to special interests for those people that have vowed to protect us?

The reasons to not approve this expansion are obvious, clearly stated in the EIR and voiced by citizens of this County who will be negatively impacted.

You can try and spin on the data, but there's no denying all the negative impacts which deserve your attention and, most of all, your concern.

Thank you.

MR. HERZOG: Thank you.

I think, you know, we've been hearing a little more than an hour for public comment. We're

going to take a 15 minute break at this time and come back and continue to listen to public comments.

So if you haven't had an opportunity to share, we will definitely get to you, and so we're going to take a 15 minute break.

(Recess.)

MR. HERZOG: I'd just like to remind everyone that no decision is being made today, and we're taking your comments. So if you agree with a previous caller and you'd like to state that. You can maybe even double up on your comment quicker.

I think we still have, you know, 20-some people to get through that have reservations. If you're hanging on but you're not -- you don't have a reservation but you want to call in, we'll definitely get to you. So that's the plan to continue to make progress.

So we'll go to our next caller at this point.

MS. COLBERT: Good evening. Please state your name for the record, and you'll have three minutes.

I476-19 (Commenter 18)

MS. FEREIRA: Hi. My name is Jan Fereira, and I'm a homeowner at 4605 and 4609 Bell Road in Auburn. I am speaking to you tonight to let you know

only a few of my concerns regarding the Hidden Falls Regional Park Trails Expansion SDEIR.

Let me begin with my concern that neither the MACs nor the Planning Commission are being allowed to be a part of the decision process. These are the people that really know if something is right for their community, and they are not politically influenced by their decisions. The potential severe implications to the community warrant a full vetting process, no shortcuts.

My continued concern comes from attending several Placer County parks meetings. It is the common thread of concern at these meetings that they have continued to have grants and development funds to install new parks but severely insufficient funds and staff to maintain, repair and supervise any of these parks.

I476-19 (Commenter 18) Cont'd

In addition to these community parks, more than 900 miles of trails already exist in Placer County. Funding to maintain these existing trails is, in the present, problematic. I firmly believe that the DSEIR should have addressed the financial impacts of this project on other park operations.

Given the current crisis and the fiscal fallout from it, is this really a priority for the

I476-19 (Commenter 18) Cont'd

County to be spending precious tax dollars on?

After 20 years of residency at our current address, I have local personal knowledge of the impacts increased traffic will have on Bell Road. The many times my husband and I have come out of our home to the sound of screeching tires and crash sounds leading us to the hairpin turn at Bell Road and Gambah Drive leads many drivers through the fence and into the homeowner's field if they miss the group mailbox and power poles.

Many of these accidents leave damage to

I476-20 (Commenter 18)

personal and public property, the vehicle and drivers and passengers with personal injury. This does not include the near misses my family and I face on a daily basis with drivers speed, crossing the lines on the turns and the many blind hills.

This is only one of many traffic location impacts that have been insufficiently addressed in the SDEIR. My request would be that if the County is choosing to exclude your commission from the decision process that you'll either as a group or as individuals let your concerns with this process be known.

Thank you for your time this evening. Please include my comments as part of the public

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I476-20 (Commenter 18) Cont'd

comment permanent record.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. FEREIRA: Hello. My name is Patrick Fereira. I live at 4609 Bell Road. Thank you for this opportunity to -- for the public to speak.

For the past several years I have been attending local MAC meetings, fire safety council meetings, parks meetings and supervisors meetings. So I feel I've heard repeatedly the negative impacts to the community -- to the communities that the

I476-21 (Commenter 19)

Hidden Falls expansion would have, with only a handful speaking for that.

Being raised as a third generation family about three-quarters of a mile west of the current Mears entrance, I have seen a destruction to the neighborhoods within several miles of it. The property damage, the lack of respect for private property, the unsightly signage. There are 72 "no parking" signs put within a mile of the entrance either way.

There is no reason to believe that the proposed new access points will be any less destructive to those neighborhoods and the

environment. The Draft SEIR fails to address and, I feel purposely, omitted significant issues.

Under the circulation study the preparer states, quote: "The intersections looked at were based on consultation with Placer County."

There is no mention of the many rural intersections along Lone Star, Cramer or Bell Road. I have personally seen many accidents at Gambah and Bell alone. In January, February and March of last year, 2019, cars and motorcycles had gone through the fence after failing to negotiate the corner. One took out the gang mailbox; the other took out the power pole.

I476-21 (Commenter 19) Cont'd

There was recently a vehicle through the fence just at the top of the hill before as you crest the hill before Gambah. I recently followed a pickup and three horse trailers from Joeger Road to Hubbard Road on Bell. In that mile there was less that 400 lineal feet that the vehicle was not across the double yellow for the fog line. And this is on the most recently widened portion of Bell Road.

The SDI- -- SDEIR's traffic study fails miserably in accounting for the radiant in grades on all roads leading to it on those corners.

Vehicle miles traveled does not take into

I476-21 (Commenter 19) Cont'd

account out-of-towners on unfamiliar roads encountering out-of-towners on unfamiliar roads pulling trailers on narrow, blind corners.

I can't believe the County parks department would consider justifying spending millions of local tax dollars on expansion based on the current shortcomings of this SDEIR.

I476-22 (Commenter 19)

One caller spoke of public lands that we have. Many of these are private lands with purchased easements surrounded by private lands. We are surrounded by tens of thousands of public lands. They are state and national parks. These are our public lands.

Thank you for the opportunity for the community to voice our opinions. Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. MANTZ: My name is Bob Mantz. I live in North Auburn.

I476-23 (Commenter 20)

I want to thank you, Commissioners. I appreciate your attention to this very serious matter. I know it's been a long day for you guys, and it looks like it's going to be even longer.

You know, I really question the urgency to

hold this public hearing today in this manner. You know, the Draft SEIR was delayed several times over the past two years. I'm sure you're aware of that. So all of the sudden it's urgent to have this public comment, and in this method that we're doing it's very poor communications. I think that the County has rushed through to do this because they know it's going to be very poor.

In any event, I want to -- you know, it seems to me that the County is charging ahead, checking the boxes, "Did you get public comment?" "Yes, we did," and doesn't really want input from the community. That's why they're very happy to do this meeting tonight in this method.

I476-23 (Commenter 20) Cont'd

I find it incredibly remarkable and unrealistic that the Draft SEIR of over 2,000 pages has practically mitigated each and every environmental impact to be, quote, less than significant.

In my neighborhood our residents are opposed to the Placer County planning to use the under-improved private roads and driveways through the Auburn Valley community to access the Harvego Bear River Preserve.

Placer County park planning staff have

incorrectly claimed that they have easement rights to these private roads. There will be many legal challenges ahead for the County if they continue to claim the County has easement rights to these roads.

I believe that the hundreds of miles of existing trails in Placer County and El Dorado County are sufficient for recreation, and there's not a need for expansion to the Harvego Bear River Preserve.

Now let me address the fire risk that is in the Draft SEIR.

I476-23 (Commenter 20) Cont'd

The expansion of Hidden Falls significantly increases the risk of wildfire caused by careless hikers, bikers, and equestrians.

The insurance industry, the actuaries and underwriters that issue our insurance, have calculated this risk, the wildfire risk, and they've either cancelled our home insurance policies or raised our rates over 400 percent. One of the underwriters told us it was directly related to Hidden Falls.

The Draft SEIR claims the County has mitigated the fire risks. One of the reasons -- one of the ways they doing that is placing "no smoking" signs at the entrances to the park. I don't think that's going to work.

I476-23 (Commenter 20) Cont'd

Placer County has not mitigated this fire risk. The fire risk is not less than significant. The fire risk is critically more than significant. When our homeowners insurance rates go down, I will start to believe that the fire risk is less than significant.

In closing, I want to say that we are willing to share the Harvego Bear River Preserve property with the residents of Placer County and other surrounding counties. For the last ten years there have been docent-led hikes as well as many educational activities for adults, youth and families on the land that Placer Land Trust have been preserving. These docent-led activities happen periodically and are small groups of about 25 people.

MR. HERZOG: Okay. Thank you.

MR. MANTZ: We believe these docent-led activities --

MR. HERZOG: Sir, your time -- your time has expired. Thank you for your comments.

MR. MANTZ: These are the only the ways to preserve the balance of nature, and I think I support --

MR. HERZOG: Move onto the next caller.

Apologizes, but we need to move on to our

next callers. We heard your comments.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. SALATINO: Good evening. My name is Lou Salatino. I want to congratulate you first on our perseverance. This is like watching grass grow.

My family has lived here in Auburn for 32 years, and we're just over one mile from the proposed Twilight Ride parking lot. I'm a member of Protect Rural Placer. I have five points.

First of all, less than significant effect has been used 18 times in the DSEIR, yet never discussed is what would be significant. Any change is significant to those who live here and will be adversely affected by the amount of traffic and noise that will ensue.

I476-24 (Commenter 21)

27 pages are devoted in that form to describing noise in scientific terms to validate their opinions, but we were never part of any survey or study. Those -- these findings are not valid if they do not include the people. We are part of the environment.

The changes that can take place here are evidence since the onset of the COVID-19 scare. With family staying at home now, we have motorcycle noise

up and down Bell Road during the day, which did not occur before. We also have more golfers traffic since Auburn Valley Country Club was open during this time while other courses down the hill were not. The increase of traffic and noise was significant down Auburn Valley Road.

I476-24 (Commenter 21) Cont'd

Construction noise that will occur here with the proposed parking lot, outbuildings, well drilling, and road widening do not exist now and thus will be significant and impact the peace and quiet we have always enjoyed and one of the reasons we moved out here.

This proposed parking lot lies also directly below a mountain lion habitat on Big Hill, which would probably be disturbed by any change in the noise level. I'm surprised that the DSEIR did not address the issue of effect on the animal life.

Thank you, and please reconsider this plan.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

I476-25 (Commenter 22)

MS. WILKINS: My name is Tina Wilkins. I reside at 8220 Hubbard Road, and I operate Vino Castellano Estate Vineyard and Winery, which is located at 4590 Bell Road in Auburn, which is

approximately a mile from the proposed Twilight Ride parking lot.

I am a 50-year resident of the area, and in fact a 50-year resident of those two properties which I just mentioned, and I have local personal knowledge of the history and present usage of the land in the area. As I am working as a commercial farmer, I have concerns about the very real impact the project will have on my own, other existing, and potential future agricultural operations in the farm zoned land that is Hidden Falls.

Today, however, I'm speaking as the community outreach director on behalf of the Placer County Farm Bureau Board.

Placer County and the Statewide Farm Bureau Federation recognize the need for sound programs as outdoor recreational development, and we advocate in cooperation with the public agencies responsible for such programs; however, our primary goal is to see that the agricultural interests are adequately protected when recreational uses are proposed in agricultural areas. So we are concerned that many parts of this project will be incompatible with existing and actually potential future ag operations.

The Placer County Farm Bureau is in part a

watchdog organization, who has the responsibility to ensure that the lands are not incrementally and unwittingly taken from agriculture and -- agricultural use and put into other incompatible uses. We don't believe that EIR adequately addresses or protects how parts of this project will impact and in fact diminish agriculture both presently and in the future.

The agricultural conservation easements linked to the project were initially seen as a way of protecting agriculture and securing a future in the area. And I want to make it clear that the PCFB still supports the agricultural easement, including that those are part of -- part of the existing -- those that are part of the existing park, but, quite frankly, they don't go far enough to protect the future of ag.

I476-25
(Commenter 22)
Cont'd

And I know I was asked to keep the comments limited to the merits of the EIR, and I'm limited to three minutes, so I'll give you kind of a list of the concerns that we are worried are not addressed satisfactorily.

We believe that the trails are incompatible with existing potential future agricultural uses in that there -- they increase the likelihood of theft,

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I476-25 (Commenter 22) Cont'd

vandalism, ecoterrorism, bioterrorism, and they create numerous other problems for neighboring agricultural lands.

So the bottom line is that unless these issues are addressed to the satisfaction of the impacted landowners and lessees no trails should be constructed in this or any other agricultural area.

Finally, we have firsthand knowledge that much of the existing Hidden Falls project wreaked havoc and significantly impacted adjacent landowners and nearby residents with --

MR. HERZOG: Okay. Thank for your comments.

MS. WILKINS: Okay. Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

I476-26 (Commenter 23)

MR. PARISI: My name is Joe Parisi, and I live in Auburn Valley. Thank you for allowing me to present the following troubling proposed intentions of the County as documented in the EIR that I believe are wrong and deceiving.

Number one: It is wrong in that the EIR documents county access fire Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date. This offer of dedication was not public but was taken from a

contract, the plat, between the Auburn Valley Corporation, Lawrence Curtola, and the County dated April 1961.

Number two: It is deceiving that the County does not disclose Auburn Valley Corporation, Lawrence Curtola, and the County work together in the late 1950s to build a golf course and develop a subdivision that would have the subdivision's water, sewer, roads hooked up to the County water, sewer and roads. They then entered into the plat in 1961.

I476-26 (Commenter 23) Cont'd

Number three: It is deceiving that the County not disclose that the County repeatedly refused to accept road offers from the developers and the Auburn Valley Service Corporation during the subdivision development.

Number four: It is deceiving that the County not disclose that in 1988 the Board of Supervisors authorized an advisory committee to be formed to further study the subdivision water, sewer, and roads matters. The committee met monthly for five years, paid the County for their efforts, and eventually the County refused to participate in achieving the subdivision hookups of water, sewer, or road projects.

Number five: It is wrong that the County

I476-26 (Commenter 23) Cont'd

has an offer of dedication from the Auburn Valley Corporation. Let me repeat that. It is wrong that the County has an offer of dedication from the Auburn Valley Corporation, because in 2005 the Auburn Valley Corporation quitclaim deeded Auburn Valley Road to the Auburn Valley Property Association. As written and as titleholder, the Auburn Valley Property Owners Association have made no offer of dedication to the County.

Respectfully.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

MR. FERRIS: Thank you very much.

I476-27 (Commenter 24)

My name is Kent Ferris. I'm a frequent user of the trail networks throughout Placer County, including but not limited to Hidden Falls.

First I'd like to thank you, Commissioners, for your time today and being present physically to conduct essential County business. We really appreciate your commitment.

My concern today is in regards to the language in the February 2020 SDEIR, specifically page 3-15, section 3.4.1, multiuse trails. It states that no motorized vehicles other than maintenance and

emergency response vehicles and vehicles that provide accessibility assistance consistent with the Americans with Disabilities Act and related law would be allowed within the trails expansion area.

It also states the County staff is monitoring the rising popularity of electric bikes, aka E-bike, and will make a recommendation to the Board of Supervisors on their regulated use within the public recreation areas through the PRO, public recreation ordinance, and that's Placer County code section 12.24.

I476-27 (Commenter 24) Cont'd

My concern is that that code is used throughout the County and can be used to eliminate E-bikes. I support and encourage E-bike access at Hidden Falls Regional Park for three simple reasons.

One, E-bikes allow for all members of my family and friends to join in on the fun of regarding -- riding regardless of their age or physical ability. Two, E-bikes are much like regular bicycles, just with an extra boost. Three, clear E-bike access incentivizes more residents to get outside and enjoy Placer County trails.

Furthermore, I consider the way that the currently it's written following California law that recognizes a three-tier system for access, so a bunch

I476-27 (Commenter 24) Cont'd

of other possibilities there. But I would just like you to please consider allowing E-bikes at Hidden Falls Park -- Hidden Falls Regional Park, and I'd like you to look into testing their use through the adoption of an E-bike pilot program.

Again, I'd like to thank you all for your consideration and allowing me the time to comment.

Thank you very much.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. Please state your name for the record. You'll have three minutes.

[Indiscernible]

MS. COLBERT: Good evening. You're in the hearing room. Please state your name for the record. You'll have three minutes.

I476-28 (Commenter 25)

MS. RUUD: Okay. Thank you. This is Delana Ruud. I reside at 10800 Cramer Road. I'm part of Protect Rural Placer, and I would like my statement to be included as part of the public record for this hearing.

This Draft EIR does not begin to address many issues that the -- [indiscernible] -- about land of the people who live in the Lone Star and Garden Bar areas, should this trail expansion and the parking parks be approved.

The substandard roads built in the 1850s as wagon roads had drivers go by my driveway on Cramer Road 50 to 60 miles an hour all the time. Drivers go down the middle of the road because it is not legally wide enough to have a stripe down the middle. Sometimes when they come to the blind curves they force oncoming drivers into the ditch to avoid a head-on or avoid being sideswiped.

A second concern for those who have livestock, homes, and other property is the probability of wildfire in this Cal Fire-designated high fire danger area. Many have lost their fire insurance; some two, three times. Insurance companies understand that more people on trails lead to hire risk of wildfire. All it will take is an errant cigarette butt, a joint, an escaped campfire from illegal campers or an arsonist.

I476-28 (Commenter 25) Cont'd

Let's say there's a 20 to 30-mile an hour north wind and a fire starts near the Bear River. How are the hundreds of walkers, bike or horse riders to be notified to get out?

Fire season is usually mid-May to when the first rains come; sometimes as late as November. So now those on the trails are trying to get out, livestock owners are trying to rescue their animals,

homeowners are trying to get out, and first responders are trying to get in all on the same narrow, windy, curvy Bell, Cramer and Lone Star roads.

Remember, the Paradise Camp Fire happened on November 8, 2018, and killed 86 people, including seven who burned to death trapped in their cars trying to get out. The people of Paradise didn't think their town would ever burn down, but the truth is many of them were better prepared for calamity than the North Auburn area is. These are just two issues of concern; neither adequately covered in the Draft EIR.

I476-28 (Commenter 25) Cont'd

In addition, the park department budget is inadequate to cover current maintenance, staff, or address the deferred maintenance from years past. With the economy tanking and the state 54 billion in the red, I do not have much hope the park department budget will be increased but instead will be drastically cut.

In closing, I will simply tell you forget the new parking lots, forget the trail expansion. The only reasonable plan is to continue with docent-led tours as currently carried out.

Thank you very much.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. DALMAU: Thank you. Hi, my name is Zach Dalmau. I am a resident of Lake Tahoe, and I work and recreate almost exclusively all in Placer County.

And I just wanted to kind of echo the statements made earlier by Kent in regards to E-bike access to the Hidden Falls Regional Parks trail system, for the -- basically the same reasons that E-bikes will allow myself, who actually would not be able ride mountain bikes now if it weren't for E-bikes because I'm recovering from a leg injury ten years ago.

I476-29 (Commenter 26)

And E-bikes are also just like regular bicycles in regard to most pedals and all of the move, they just give you a little bit of extra help. And E-bike access incentives will help more residents get outside and enjoy the trails, which is a good thing.

And so if you could just please consider allowing E-bikes at the Hidden Falls Park as well as other facilities throughout Placer County through use of an E-bike pilot program would be great.

I476-29 (Commenter 26) Cont'd

And thank you for allowing me time to present this.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record. You'll have three minutes.

MS. HANSEN: Good evening. My name -- oh, there's an echo. Sorry.

My name is Heidi Hansen, and I live on a ranch about a mile and a quarter from Hidden Falls. And I apologize if there's any background noise. I am out in my barn feeding my livestock.

So I've been in Placer County for about 23 years, and I am speaking on behalf of Placer Trails.

I476-30 (Commenter 27)

Placer Trails is a coalition of seven trail groups active in Placer County with a combined membership of approximately 4,200 people.

Our group span the full specter of trail users, mountain bikers, hikers, runners and equestrians, and we are united in supporting the development of the new multiuse trail network and the Hidden Falls Trail expansion project.

As frequent users of our region's trails, we experience firsthand increased overcrowding of popular trailheads and trails, especially at Hidden

Falls Regional Park. The trail expansion project is a unique opportunity for Placer County to more than double the size of Hidden Falls.

Trail network can provide public access to more than 2,500 acres of open space, oak woodlands and preserves owned by Placer Land Trust.

Trail activities are exceptionally popular forms of recreation in Placer County; have proven benefits to individual community health, and are a major contribution to our region's economy.

Nationally, for example, the equestrian industry is $9.1 billion per year. And horses are expenses. I can personally attest to that. Bicycle recreation generates 83 billion across the United States. Numerous Placer County businesses of all sizes sell equipment and supplies refreshments and food for biking, hiking, running and equestrian enthusiasts.

Because of the popularity in trails, however, existing trails and trailheads are in such high demand that they are often overcrowded.

There is broad public support for new trails in Placer County, in addition to more than 4,000 members of our organization, more than 2,200 individuals signed either online or paper petitions

I476-30
(Commenter 27)
Cont'd

in support of Hidden Falls expansion project and the County parks and trails master plan.

The detailed analysis presented in the DSEIR evaluates a comprehensive list of potential impacts of the trail expansion project. All of these potential impacts, including traffic was based on level of service, were found to be less than significant with specified mitigation measures.

Placer Trails agrees with the analysis in the DSEIR and concludes the potential impacts could be reasonably managed.

I476-30 (Commenter 27) Cont'd

Placer Trails supports full build-out of the trail expansion project with the understanding that Placer Land Trust will work with the County to adjust design as needed to ensure that the trail construction and use intensity is compatible with conservation objectives of the preserves.

The County should move ahead with the trail expansion project as proposed to create a truly unique and expansive trail system in the foothills of Placer County.

And personally, I grew up in Carmichael and was around for the development of the American River Bike Trail and Parkway, and it's an amazing jewel of Sacramento County. And I'd love to see this happen

with the Hidden Falls expansion, that it will become a jewel for the next generation to come.

I476-30 (Commenter 27) Cont'd

So thank you for your time. I appreciate it. I have to go back and finish feeding.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record. You'll have three minutes.

MR. RUUD: Good evening, Commissioners. My name is Bart Ruud, Cramer Road, Auburn. I am a member of Protect Rural Placer.

The Ruud family has been farming on Cramer Road or off Cramer Road since July 1, 1940. That's

I476-31 (Commenter 28)

almost 80 years. I would like this statement to be included as a part of the public record for this hearing.

From all appearances, interested parties in the trails expansion project are polarized. Core values differ. It's the masses versus the few. I want you to remember that agriculture feeds the nation.

One group, including Placer County, seems on a mission to create a legacy destination intwined with active recreation. Another group seems to protect rural lifestyle, agricultural and rural

I476-31 (Commenter 28) Cont'd

community safety for the abatement of organization and for the long-term benefits of outdoor, passive-led, docent recreation. Settlement of our differences should reasonably be accomplished through the negotiation and conciliation.

I have five summary points for you.

The SDEIR does not adequately address fiscal costs, safety consideration or liabilities.

I476-32 (Commenter 28)

The SDEIR oversimplifies environmental impacts and the effects of intense active recreational usage of the landscape.

The trails expansion project should not advance without the absolute provision on day one of a fully staffed and operational Lone Star fire station. The cost of that is a very severe consideration.

I476-33 (Commenter 28)

If this project goes forward, the County of Placer and any other associated entity must provide written indemnification to all ranchers, livestock owners and landowners for any liability resulting from their agricultural operation. A modified constitutional use permit should absolutely be denied.

As a matter of fairness to all Placer County taxpayers and parties, the only acceptable trails

I476-33 (Commenter 28) Cont'd

expansion project is one that is limited to docent-led tours. This is a workable and fiscally responsible alternative.

Thank you for your time. Goodbye.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record. You'll have three minutes.

MS. SPEARS: Okay. Thank you.

Gayle Spears. I'm up on Garden Bar Road, right where there are one, two -- let the public start coming in right -- right through our own yard.

Garden Bar Road is the worst road, probably one of the worst roads in Placer County. In 1995 my father-in-law was going to subdivide or sell off some of the parcels, make some -- a few improvements, and he went to the Planning Commission, and they told him way back then that he would have to widen Garden Bar Road.

I476-34 (Commenter 29)

I just don't understand how the County can let all these vehicles come up this road where a lot of places two vehicles cannot pass each other safely without having to do any improvements even to the road. It's just going -- it's going to be a mess.

What else did he say? Yeah.

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I476-34 (Commenter 29) Cont'd

And to put all this expansion on, they can't even take care of what is already open. There's a skeleton screw out here. They can't clean up the downed trees. They can't clean up the brush. I just -- I don't understand why the County can do basically whatever they want without having to, you know, stay within the same -- same rules.

And I just -- I wanted this on record because it's just -- it's going to be a mess for Garden Bar Road.

Thank you.

MR. HERZOG: Thank you.

MS. SPEARS: And I would like to have this on the public record.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MS. PIETTE: Good evening. This is Jeanne Piette. Speaking for Jim and Jeanne of North Auburn and members of the Protect Rural Placer.

MR. HERZOG: Excuse me. We're having difficulty making out your words. So if you could speak clearer. You're coming in a little muffled.

MS. PIETTE: Okay. That just took up some of my time.

MR. HERZOG: No. I'll give you your three minutes.

MS. PIETTE: Is this better.

MR. HERZOG: I just want to make sure we can hear you.

MS. PIETTE: Is this better? Can you hear me now?

MR. HERZOG: Yes, but you might be too close to the phone. Yeah. If you lower your voice, I think we can make it out a little bit better.

MS. PIETTE: Okay. I will try to make it better. May I continue then?

MR. HERZOG: Yes. Go ahead.

MS. PIETTE: All right. Do you want me to start over.

MS. COLBERT: Yes, please. We've started you over. Go ahead.

MS. PIETTE: Okay. Thank you.

I476-35
(Commenter 30)

This is Jeanne Piette speaking for Jim and Jeanne of North Auburn and members of Protect Rural Placer.

Our concerns regarding Hidden Falls Regional Park trails expansion and the DSEIR include fire danger caused by the impact of an increase in visitors; the report having no planned delineated

action through involving management of any significance, no discussion of planning concerning the fire hazard severity zone, and no evidence of studies or planning for an evacuation plan.

Also, we're concerned about the environmental factors that include visual resources, air quality, noise, hydrology, and water quality and biology, among others.

All areas refer back to the 2010 Hidden Falls Certified EIR and the expansion project that relates to construction, figures that report measures of those on construction, and that's the calculations that the results are based on.

I476-35 (Commenter 30) Cont'd

Impacts, when the development is completed, will be including the number of people, vehicles, animals, bicycles, recreation, picnickers, camping, and those are not reported in any statistical or enumerated in any meaningful way. There is nothing about pollution damage and danger in all of those areas that is not related to construction.

Another concern, of course, is transportation. And in the report it says the projected action of introducing a significant increase in vehicles and visitors is reported to have a significant but unavoidable impact, and this

I476-35 (Commenter 30) Cont'd

conclusion is totally unacceptable. Transportation and the people who come in the vehicles, bicycles or even walk increase all of those factors that are of concern.

The report fails to specifically address the areas mentioned and disclose the potential for significant and damaging impacts by referring to the previous EIR and limited studies to activities during construction.

We cannot accept this report and the assumptions made and ask that you reject this project.

Thank you for your time.

MR. HERZOG: Okay. Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. LUTZGER: Good evening. I am Mike Lutzger, and I live on Bell Road.

I476-36 (Commenter 31)

The County is working at cross purposes when it comes to approving the expansion of Hidden Falls.

The County is in the middle of rewriting the wine and brewery ordinance. Why? Because of complaints from the local residents. These complaints have been over increased traffic, safety,

and noise.

The County is also tasked with meeting the statewide sustainability plan. The number one County emission is in vehicle miles traveled, or VMT. It is also one -- it is also the one that calls for the most reduction. The Hidden Falls expansion does just the opposite. It promotes out-of-county VMT into our area raising emissions.

The EIR, page 2-9, considers the increased VMT significant, yet we are to believe the park expansion is good for the environment. The best way to protect the environment, open space and wildlife is to keep out people.

I476-36 (Commenter 31) Cont'd

To mitigate the traffic safety called for in the EIR, page 2-9, is to remove thousands of trees to widen the roads. PG&E is already cutting down thousands of trees in our area. So we are even doing more damage to the environment.

The many trees in the North Auburn area is one of the things that makes it a great place to live. It draws people to move here, but we are losing our draw. Last year was the cost of fire insurance.

I476-37 (Commenter 31)

As a Realtor I lost two sales last year as buyers do not want to pay up to $5,000 for fire

insurance. Then we had the PG&E blackouts. Now you want to fill our rural roads with traffic.

Once you start diminishing the value of living here you diminish your property value, which would translate into reduced property taxes.

This is a trend happening in Placer County. There is a group in Granite Bay trying to stop development there. Lincoln has a group trying to stop ag property from becoming a gas station and strip mall.

I476-37 (Commenter 31) Cont'd

In Loomis on Valley Quail Drive, they had to put up signs to keep people from parking on the private road and walking to the reservoir. Last weekend at the end of Douglas people were parking on private property and causing traffic problems so they could walk into Folsom Dam. Then there are the traffic problems at the American River confluence. Of course, we all know about the problems around the Mears Road entrance to Hidden Falls. You can try and mitigate many of these things, but you will not mitigate people.

We moved to these rural areas to get away from the chaos of city life. Please let us keep our peaceful way of life.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. MOSS: Hello. My name is Eric Moss. I live in Auburn Valley.

I would like to speak to chapter five, soils, geography, seismic and minerals. That was my primary focus, but listening to others tonight I've got a few more points I'd like to cover as well.

My concern is that in the section 511, findings and facts in 2010 EIR findings, that the first bullet point in there speaks about the existence of possibility of asbestos and implementation of a dust control plan. The plan is covered in chapter nine, specifically 9.5, mitigation appears to be applicable during construction. It does not speak to ongoing monitoring upon project completion.

A specific concern is Exhibit 5-3, the proposed grading at Harvego Preserve entry. Consideration of Curtola Road proposed phase plans includes gravel parking which will result in dust liberation. The DEIR does not address ongoing monitoring.

I476-38 (Commenter 32)

Another concern I have is what was the basis outside of this chapter five of the fire protection mitigation and response plan? Specifically, what was the response time and plan for the Harvego Preserve and timing of proposed mitigation? For example, it is not until phase 3 the undersize watertank is planned to be installed. How can you move forward with expansion and put in fire protection three phases down the road?

Further access to the Harvego area due to steep slopes will prevent challenges for firefighting efforts. And how will the fuel be controlled? The report does not speak to this.

I476-38 (Commenter 32) Cont'd

Being a professional fire protection engineer for over 26 years, I'm very concerned, especially where we have high-density real estate within close proximity. For example, Auburn Valley directly adjacent to Harvego Preserve.

Mitigation efforts discussed during the presentation, such as firebreaks at Hidden Falls, are far from adequate, and fuel load in the park is excessive, so much so that in many areas the land is not non-inhabitable due to ground-level vegetation.

Also, it disturbs me that the presentation tonight commented on no history of fire in the area

I476-38 (Commenter 32) Cont'd

for many years. This should not be seen as a positive factor. Fire will occur. It's just a question as to when. And the current plan grossly underestimates the hazard being reduced with far-reaching impact to our community.

In short, the current details regarding the fire mitigation and planning within the plan are inadequate, and expression or expansion should not be considered until significant improvement in the plans are developed and implemented for our current park at Hidden Falls.

I476-39 (Commenter 32)

I think before moving forward the focus should be development of paved bypass along the I-80 corridor to enhance safety for road biking. There is plenty of hiking and mountain bike trails. The risk of further development is too great, and from the response of the majority of the public tonight, I think there will be support.

I476-40 (Commenter 32) Cont'd

And lastly, the report should clearly outline the basis for all less-than-significant comments. What is the foundation for these comments? They're not clear.

Thank you for the time in listening to me.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in

the hearing room. Please state your name for the record, and you'll have three minutes.

MS. ADAMS: Thank you. My name is Linda Adams. I live in Roseville.

My concerns about the Hidden Falls expansion are that any monies spent there takes away from other parts of Placer County. I know here in Roseville and in Granite Bay, especially, there are parks, there are recreation areas that have been promised for years, and nothing has come of those. So I'm very concerned about large -- a large amount of funds being going to -- going to one project, which takes away from many of the other promised projects that have been left unattended at this point.

I476-42 (Commenter 33)

Another concern is the fact that we do not know the cost of the Hidden Falls expansion. So that seems very important for us to know exactly what we're dealing with. Before even -- even these public comments, it would be nice to know what the cost of that project will run so we know how much it will be taking away from other Placer County projects.

So thank you, and those are my comments.

MR. HERZOG: Thank you.

I just want to remind those calling in that we're trying to stay focused on the EIR document and

what's written in there; any challenges you have for the document.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record. You'll have three minutes.

MR. YEAGER: Good evening. This is Fred Yeager. I'm a resident of Placer County; have been for 40 years. And I'm also president of the Placer Land Trust board of directors.

I hope you're all well and staying safe and your families as well. Also, it's a great thing that during this time of isolation in social distancing you can still provide a meeting for public comment. I commend you for doing that.

I476-43
(Commenter 34)

I'd like to -- Placer Land Trust has submitted a letter in response to request for comments on the Draft EIR, and so therefore I'm not going to go through a lot of that, but I would like to emphasize the chief ones.

First one is that Placer Land Trust is in a unique position here relative to the Hidden Falls Park trail expansion project. Placer Land Trust does not own the Hidden Falls Park side, but much of the land over which these trails would pass is owned by Placer Land Trust, or we own a conservation easement.

The County owns -- excuse me -- the County owns easements over those lands that would provide for the trails to pass through. More than 2,500 acres have been acquired by Placer Land Trust and our many partners in the affected area. Collectively, we call these our Big Hill and Harvego Bear River Preserves.

The purpose and vision in acquiring this land is to protect the natural open space and resources, to preserve agricultural land, and provide for public access through a network of multiuse trails. In most cases the funding was provided -- when it was provided was approved with the public access vision in mind. This it is not a new occurrence.

I476-43 (Commenter 34) Cont'd

The third comment is it's important to recognize that preserves such as the ones that we own are different than a publically owned park. Placer Land Trust preserves contain more conservation restrictions than parks, and its preserves are not suitable for a single or density of trails and intensity of use as the current Hidden Falls Regional Park. We do believe, however, that more than 30 miles of trails is feasible within the conservation restrictions on Placer Land Trust preserves. We

simply wanted to point out it is a different experience to expect than one at Hidden Falls.

We are concerned about overdevelopment and overuse of the new trail system and also about management practices necessary to address some of the local neighbors' concern, which we also understand. We believe that any concerns can be managed in the partnership of PLT and Placer County and by carefully adhering to the terms of the governing conservation easements and other agreements.

At this point this subsequent EIR in addition to the original EIR has certainly addressed any potential impact resulting from the proposed project. We agree with the findings stated in the EIR and would point out that with the mitigation proposed potential impacts on such things as habitat, wildlife grazing, wildfire hazard potential, trespassing, and a number of others would be less than significant.

The increased traffic resulting from the project is real, and it's addressed in the EIR. It's pretty clear, though, from the analysis that the results tell us that there are only four road segments that would decrease service from A to B, both of which of are very compatible with the rural

I476-43 (Commenter 34) Cont'd

area.

In order to approve the project with identified impacts, the County must identify the overriding considerations that exist and allow them to make the decision.

I476-43 (Commenter 34) Cont'd

Placer Land Trust believes the benefit --

MR. HERZOG: Excuse me, sir. Your time is up.

MR. YEAGER: -- will far outweigh the few negative impacts, and therefore we enthusiastically support the certification of the EIR and the --

MR. HERZOG: Excuse me, sir. We're going to have to cut you off, sir.

MR. YEAGER: -- County's Hidden Falls Regional Park Trail expansion project.

Thank you very much.

MS. COLBERT: Thank you, sir.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

I476-44 (Commenter 35)

MR. MIELE: Hello. My name is Thomas Miele. I live on Sisson Lane, Auburn.

I have the dubious privilege of being the president of the Sisson Lane Maintenance -- Road

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Maintenance Association, and I represent the 15 residents living along Sisson Lane.

Sisson Lane is located along Lone Star Road, approximately a half mile from Highway 49 on the right-hand side. Sisson Lane extends from Lone Star Road almost to the Bear River and runs parallel to the Bruin Ranch, now called the Harvego Preserve. The 1,776-acre Harvego Preserve is included in the Hidden Falls Regional Park expansion project.

The residents of Sisson Lane are concerned about trespassing on our private road and accessing the proposed project expansion, since there's really nothing from preventing them from doing so. We'd like to know how the County is going to prevent people from trespassing and entering the park illegally by simply driving down Sisson Lane, parking on our road and climbing on or under the fence. We would like the subsequent draft environmental impact report to address trespassing on Sisson Lane and how it will be mitigated.

I476-44 (Commenter 35) Cont'd

We are also concerned about increased to risk of fire. Cattle grazing has always been used to control the vegetation on the Bruin Ranch or the Harvego Preserve. We hope that this practice is going to continue, and if not we ask that the risk of

I476-44 (Commenter 35) Cont'd

fire be readdressed independently of the County's subsequent Draft EIR so we can get a different perspective or maybe come up with the same perspective from a different organization.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. FENN: Hello. My name is Louis Fenn, and I live in North Auburn.

We live today in California with extreme firestorm risk, and we have witnessed extreme wildfires all throughout California in places like Paradise, Redding, Mendocino and many other places. These are sobering examples of the residents of North

I476-45 (Commenter 36)

Auburn and many other places in California fear.

We remember the pictures of the people evacuating Paradise during that firestorm, and it will haunt us forever, to the point that the Governor of California on his first full day on the job issued an executive order addressing the wildfire concerns. The governor announced a series of actions aimed at protecting -- and I stress -- protecting California from the growing threat of wildfires brought on by

climate change, forest health and wildland urban interface that have brought us to a new day in firestorms and catastrophic wildfires in California.

Cal Fire has been tasked with developing response to this risk. Cal Fire statistics reveal that 95 percent of wildfires are caused by humans, and that Chief Jim Hudson stated that you can't mitigate human behavior, meaning humans and wildland urban interface high risk fire areas.

Cal Fire mappings designate the Hidden Falls expansion area as a high risk and moderate risk fire area, with Auburn Valley Country Club area designated as very high risk right next to the Hidden Falls expansion. Professional firefighters have stated that the Camp Fire was beyond anything they ever managed and was the most terrifying fire they have ever witnessed. No one wants to be the next Paradise.

Let's look at the actions of PG&E. Due to catastrophic wildfires, PG&E developed a wildfire safety plan that addresses the possibility of another catastrophic firestorm event implementing on red flag day power shutoffs. I've experienced numerous days without power. The risk was just too high.

Let's look at the action from insurance

I476-45
(Commenter 36)
Cont'd

companies. Many homeowners in rural Placer County have lost their policy. I lost mine this March from Hartford. It clearly stated the reason to be wildfire risk in your area. The only policy available to me was a state policy costing significantly more money. Their risk analysis, their moderating, even though the probability not clear, the costs were too high.

I476-45 (Commenter 36) Cont'd

Let's see. Every agency agrees the risk is too high in dealing with the current fire situation in California. And what does the parks department want to do who can't manage their current parks and maintain them? They want to introduce more --

MR. HERZOG: Sir, your time --

MR. FENN: -- in high density fire area and increase the risk to rural Placer County residents.

It's time to act like adults and protect the residents of rural Placer County as the governor has committed --

MR. HERZOG: Sir, your time has expired at this point.

MR. FENN: -- residents of California.

Thank you for your time.

MR. HERZOG: Thank you.

We need to take a short break and give a

rest. So our reporter needs a break, and so we're going to do that.

So take a five minute break. Is that enough? Okay. So take a five minute break, and then come back and finish up.

(Recess.)

MR. HERZOG: Okay. We're going to call this meeting back to order, if that's okay with everyone.

Is Mr. Hauge and Sevison -- we still have a quorum, so we're going to carry on here with our phone calls.

So just make sure you're calling in if you want to speak, and we'll get you in the queue.

Just a lot of thanks to staff, too, while we're waiting for our next caller. Great job. The calls have been going very smoothly, and appreciate how it's gotten better each week.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

I476-46
(Commenter 37)

MS. SCHRADER: Thank you. My name is Lydia Schrader, and I'm a resident in the Auburn Valley. I appreciate this opportunity to speak to members of the commission.

The SEIR describes how there would be water

I476-46
(Commenter 37)
Cont'd

tanks, fire truck turnarounds and helicopter landing sites in the event of fire. What it does not specifically address is the impact an emergency evacuation order in the event of wildfire would have for those that live within Auburn Valley and along the only two egress roads from Auburn Valley, Lone Star and Bell.

I'm a refugee of that 2018 Paradise Camp Fire. I know that it was well publicized and much has been discussed as far as what happened and why, but from a personal perspective, I lost everything as I evacuated my parents along one of the only three roads, far less rural, far less winding than Lone Star and Bell, as I sat in an endless line of cars for a three-and-a-half-hour drive that typically would take 20 minutes.

I witnessed trees and homes on both sides of the streets fully engulfed in flames. I watched as spot fires flared along the side of my vehicle fully stopped as a result of congestion. I saw vehicles abandoned and damaged. I saw emergency vehicles unable to ascend to Paradise as drivers fleeing in panic were driving on the wrong side of the road.

The Paradise Camp Fire did not start in a regional park. It did not start because of "no

smoking" signs, but due to a confluence of conditions from which Auburn is not exempt, 86 people died in their cars, in their homes, because they could not evacuate safely, despite all the plans that had been instituted by the Town of Paradise and the County of Butte following the Humboldt fire that ravaged a large amount of the same area in 2008.

As mentioned previously by other callers, the addition of some 500 to a thousand vehicles on these otherwise narrow, some less than 17 feet wide, and windy roads on a given weekend is recipe for disaster. Don't ever think it can't happen here. Nobody thought it was going to happen in Paradise. There was never a thought that an entire town of 26,000 people would be obliterated in a matter of four hours or that there would be a need to evacuate 26,000 people as well as animals and trailers in a matter of a couple hours.

I476-46 (Commenter 37) Cont'd

I would simply ask that any plans related to the expansion of the Hidden Falls Regional Park include a very specific discussion and plan as to how you would plan to evacuate as many as 5- to 6,000 people on these vary narrow roads.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record. You'll have three minutes.

MR. DARLINGTON: Hello. My name is Jeff Darlington. I live in Loomis. I'm the executive director of Placer Land Trust and speaking today on behalf of Placer Land Trust.

For more than 15 years Placer Land Trust has been working with Placer County, State of California, foundations, the community and willing landowners to acquire and protect more than 2,500 acres of open space preserves where most of the trail expansion project will occur.

I476-47
(Commenter 38)

As proposed in the Draft EIR, Placer Land Trust supports opening these preserves to public recreational use while maintaining protection of these preserves as required by existing conservation easements and other agreements.

With continued cooperation between Placer Land Trust and Placer County, the project can be achieved in agreement with the intent of past conservation work and in conformance with the specific conservation restrictions.

The Draft EIR shows that almost every potential impact of the proposed project and

alternatives two and three are either less than significant or less than significant with specified mitigation measures. Potential concerns found to be less than significant include potential increases in trespassing, wildland fires, impacts to grazing land, wildlife, habitat and water resources. Placer Land Trust concurs with these findings by the County.

Placer Land Trust supports the proposed project with reasonable project phasing. Placer Land Trust is committed to working with the County on the timing and the need for each future phase of development on Placer Land Trust property consistent with the goals for acquiring these preserves in the first place. By this approach the proposed project provides an upper limit on the recreational development on Placer Land Trust property.

I476-47 (Commenter 38) Cont'd

Placer Land Trust can also support alternatives two or three, should one of these alternatives be selected. Experience may show, however, that these alternatives might not meet public demand and that the trail system can support higher use.

Overall the Draft EIR adequately demonstrates that the impacts of the trail expansion project can be reasonably mitigated and managed by

the County and will more than be offset by the public access to and outdoor recreation on these Placer Land Trust preserves.

I476-47 (Commenter 38) Cont'd

Placer Land Trust encourages the County to certify the EIR and create this unique trail system in the foothills of Placer County.

For more complete information about Placer Land Trust review of the EIR, please see Placer Land Trust written public comment letter submitted to the County on May 8th.

Thank you very much.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. EMICK: Hi. Thank you. My name is Tim Emick, and I live on Garden Bar Road in Lincoln.

My comment today is on the public safety.

I476-48 (Commenter 39)

It seems like it's a second concern -- secondary concern to the County. I have history with the County as a -- as a fire engineer/paramedic working out of Station 70, covering and going on multiple responses into the park.

Rural fire service in Placer County is only two firefighters on an engine that seven times out of

ten is going to make it to a call within ten minutes. I'm here to tell you that ten minutes does not -- that three out of ten is where the calls within the park are going to fall. There may be some calls that -- that would be responded to in ten minutes, but that's to the staging area at the parking lot. That's an extended response time with only two individuals on a fire engine. And then when that fire engine is gone, there's a 90-plus-square-mile response area that does not have immediate fire protection. They're relying on either volunteers that are -- that are lots of times at work or they're relying on fire stations adjacent or across town. So it's putting an undue hardship on the residents in the area in that way.

I476-48 (Commenter 39) Cont'd

The -- in the EIR there's a -- it states that there's going to be fire -- fire facilities built. To the best of my knowledge, that's a shed with a side-by-side. And while that's a great idea and it will help get injured hikers and stuff out of the park, it doesn't improve response times. It doesn't improve the proximity of the stations to the -- to the actual park, and it doesn't improve staffing on the engines.

Staffing on the engines is two -- 2-0

staffing, which just means two bodies on an engines. It isn't even enough to adequately C-spine a patient. You can't do CPR. Multiple times in the eight years of working there as a paramedic I would be running the call and asking family members to do chest compressions on their own family because we don't even have adequate staffing to provide CPR for patients.

And beyond that, don't let the 14 fires over the last 50, 55 years that went above 20 acres in the immediate area fool you. That's all data that is before the park even existed where the land was way more rural and there was far less structures and residents in the area.

I476-48 (Commenter 39) Cont'd

The risk for fire is going to increase, and it's only as we have that many fires with people that are used to fire safety and being in a fire hazard zone, and you guys are trying to have a huge influx of people who have no idea what that means and could possibly start fires just -- just out of not knowing how to prevent them.

As far as law enforcement in the area, it's called the ocean beat for a reason, and it's because it's the ocean. It's enormous and it's similar to the size of station 70 or so in this area, which is

I476-48 (Commenter 39) Cont'd

like 90 square miles.

MR. HERZOG: Sir, your time has expired.

MR. EMICK: Okay.

MR. HERZOG: Thank you.

MR. EMICK: You guys have a good night.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. HALL: My name is Gary Hall, and I'm a civil engineer. And I'm just friends of the friends trying to protect Placer County. And I have three issues, and I'll make it quick.

For those that want to, please go on the website tomorrow and look up placercounty.gov and

I476-49 (Commenter 40)

just punch in "environmental questionnaire," and you will see that this environmental impact report does not address the County's own requirements, but it was determined that it's a CEQA document, so it now has to go to the state clearinghouse in Sacramento, who have filled this out, because it does not comply with the requirements of an environmental impact report.

Now, even if the County gets around that somehow, it should be thrown out, but if they don't issues like Cramer Road, like everyone's has talked

about -- I'm an engineer. I have no personal agenda. Cramer Road currently is illegal per the County's own documents. If you just want to go on the website and look up "engineering design plates/traffic," you'll find a 117 plates with traffic control that shows turnarounds, it shows line of sight, corners. Every driveway on Cramer all the way out to the parking lot is in danger for line of sight, speed, etcetera. There's no mitigation measures that address that.

I do engineering design work, and I have the mitigation fees, and I'm submitting all this in writing too. The mitigation fees that I have is $1.5 million over three years. So that includes fire at $5 million. They said two, but I think it's five. Cramer Road is $5 million. The parking lot is $5 million. There is the no drainage study required by Placer -- there is a drainage study required, but it was not put in here. There is no environmental issues for migratory pathways for the ponds and whatnot. And there's no groundwater monitoring study in there for the commercial septic system out in the middle of nowhere that's going to impact the groundwater with sewage. So when your kids are out playing while you're in the parking lot and they find a little pond that didn't exist before, that's

I476-49 (Commenter 40) Cont'd

because the leach field failed.

And this County has already retained people to do the design of a leach field, the paving of a parking lot. They spent millions of dollars. They have not been authorized under public law. This is public law. You need three competitive bids that need to be approved, and the lowest bid needs not necessarily accepted, they just need to be reviewed.

I never heard of any three competitive bids for this EIR. They tried to coattail it onto the old EIR, which is a failure. And if somebody is going to me that Mears Lane and Cramer Road, the major accesses to these two properties, are the same, then you're delusional. This whole concept of tacking it onto the Mears --

I476-49 (Commenter 40) Cont'd

MR. HERZOG: Sir, your time has expired.

MR. HALL: -- 2010 certified, as they call it, whatever that means. I didn't certify it. I don't think the state certified it. I didn't see a stamp.

MR. HERZOG: Sir, your time has expired.

MR. HALL: The fact that certified didn't mean anything to me. You just can't hang the two together. They're not the same.

MS. COLBERT: Thank you, sir.

MR. HERZOG: Thank you for your time.

MR. HALL: So with that I have nothing else to say. I hope people do their research and --

MR. MOSS: How many remaining?

MR. HERZOG: Three.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MR. GARABEDIAN: Good evening. This is Mike Garabedian speaking for Placer County Tomorrow, and turning to my bachelor or science and forestry conservation, my membership in the Society of American Forester.

The big question here is is this a forest with recreational, or is it conversion of a forest to recreation?

The trails in the north area remind me of the private timberland I've seen where there was some recreation allowed that grew and grew and eventually the company gave up on using it for timber. So that needs to be addressed, along with these other points.

It's not clear from parts of the document if they're talking about the constitutionally agrarian tax limited timber productions on properties or ag -- just ag zoning. We need a map of the TPZ protected

I476-50
(Commenter 41)

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lands. We need data. We need to know what timber harvest plans there have been in the park area and around and what's going on with that.

Now, the EIR is the key to whether or not the conditional use permit mandatory findings can be made. Is it detrimental to just -- is it detrimental, in my case, to forestry or all the other uses? And will it detract from those uses? In this case, forestry.

I476-50 (Commenter 41) Cont'd

Now, I can have a suggestion. The EIR needs a chapter on forest management and timber. There are pieces of it here and there, but we really need to get square into that issue.

The boundaries that have been -- of the existing park and the proposed park, they could not have been drawn better to fragment forestry in this whole part of the County. That has to be addressed.

Now, I do not see a specific requirement that the park has to have an evacuation plan. Maybe I missed something there. And I don't know see anything about whether the new state road regulations apply.

I476-51 (Commenter 41)

And finally, the County has foresters. The water guy has foresters. He's offered them to the County before in planning matters. They didn't use

I476-52 (Commenter 41)

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I476-52
(Commenter 41)
Cont'd

them. It's time to use them.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

MS. SAYLER: My name is Holly Sayler, and my husband and I live on Bell Road.

We're concerned about how the traffic congestion will impact us if this park expansion is approved. Talking to people who live in the Mears community where the park expansion has already occurred, we have learned that the gridlock that occurs on these streets as a result of too many

I476-53
(Commenter 42)

people trying to get into the park has become a nightmare-ish ordeal for these residents. The streets around their houses become completely saturated with cars in both directions. Residents who must go to work cannot even get out of their driveways, and even if they do they get stuck behind long lines of cars and they cannot get to work on time.

Worse than this is the fact that if they have sick or -- sick elderly folks or children who must be taken to the doctor, they cannot get their

loved ones to their appointments on time because of the gridlock.

But worst of all has been the reports that emergency responders have not been able to reach the sick or injured people in time because they cannot get in and out of the gridlock to reach those who are facing emergency situations. Lives are literally on the lines in these situations.

We've already seen electronic signs stating that online reservations are required to use the parking if the lots are full, but the people in these communities report that many people who see these signs just park in front of residents' houses thinking that they can just walk into the park. This further clogs the streets and adds to the traffic problems.

I476-53
(Commenter 42)
Cont'd

These residents also report that vandalism, theft, trespassing, public urination, altercations, and trash have also increased on their properties as a direct result of these conditions since the park expansion occurred in their area.

Simply putting up "no parking" signs doesn't work either, because there's no one to enforce the law. People simply ignore the signs because they feel confident no one will be there to enforce the

"no parking" laws.

These same problems also occur around Folsom Lake and the Apple Hill communities as well as the Mears community. So we have every reason to believe that we will experience the same problems in our area if you approve this current park expansion.

I476-53 (Commenter 42) Cont'd

If you want to know what the environmental impact of this next expansion will be, you don't need to read a 2,000-page report. Just go ask the people who live there, and they will tell you of the devastating impact on their community. Or better yet, go there and observe for yourself the dreadful impact of these communities.

Please do not be responsible for allowing our community to be trashed as well by approving this expansion. Please do not approve this park expansion.

Thank you.

MR. HERZOG: Thank you.

MS. COLBERT: Good evening. You're live in the hearing room. Please state your name for the record, and you'll have three minutes.

I476-54 (Commenter 43)

MS. VANDERLINDEN: Hi. I'm Tiffany Vanderlinden, president of Meadow Vista Trails Association and a member of Placer Trails. Good

evening, Placer County Planning Commission.

Meadow Vista Trails Association, 100 members strong, has been maintaining and establishing safe hiking, biking and equestrian trails throughout Meadow Vista and neighboring communities since 1995. Meadow Vista Trails Association has been very involved since the initial phase of Hidden Falls Regional Park back in 2003.

Our members enjoy using the wonderful landscape and support the planned expansion. After reviewing the DSEIR, we support Placer County in the completion of the expansion project on the following basis.

I476-54 (Commenter 43) Cont'd

Additional trails will reduce the pressure currently faced at the Mears trailhead and parking area while providing more opportunities for hikers, bikers and equestrians.

More parking at all proposed trailheads with ample, dedicated equestrian parking will prevent traffic congestion caused by inadequate parking availability.

Improved emergency vehicle access throughout the entire park for fire and emergency services, as well as additional helicopter pads. This will ensure a safe park experience for the public and adjacent

I476-54
(Commenter 43)
Cont'd

landowners.

Visual impacts all over the County have changed due to the takedown of trees to clear power lines for PG&E transmission lines. This will reduce the fire danger, and the impact is justified.

Continued grazing leases to reduce fire loads, due loads, will improve the fire safety as well as providing grazing access for local ranchers.

I personally have ridden my horse successfully at Point Reyes National Seashore with rancher's cattle on trail easements, as well as tule elk and their preserves.

During our review of the DEI- -- DSEIR, we found that the information regarding traffic impacts as measured by the vehicle miles traveled versus the level of service was conflicting and confusing. Since vehicle miles traveled is generally used in an urban setting, we feel that the level of service is appropriate for this project and shows that the impact is minimal, and specific mitigations are included as part of the project.

Our members strongly support the proposed project. Let's support alternative three which reduced parking at the Garden Bar entrance. While this may result in additional pressure at the Mears

I476-54 (Commenter 43)

and Twilight Ride entrances, it does still provide for first responders to access that area of the park.

MR. HERZOG: Ma'am, your time is up.

MS. VANDERLINDEN: -- trails -- am I --

MR. HERZOG: Yeah, your time has expired.

MS. VANDERLINDEN: Okay. I want to thank you for your service and time. Please have a great evening and stay healthy.

MR. HERZOG: Thank you. You too.

I think that's the end of our list. Can we just do a double check. Anyone else? Okay. We've reached the end of our list.

I want to thank you the public for their comments to improve our document here. And thanks for that feedback. So I'm going to close public comment at this point.

And then I don't know if any Commissioners want to make any comments.

Okay. So bring it to the Commission for comments and updates. And I think -- is our recorder done, or would you like these --

MR. COOK: Keep going.

MR. HERZOG: Okay. Yeah, keep going.

I476-55 (Commenter 44)

So go ahead. Yes, Mr. Nader.

MR. NADER: Lisa, I have a question for you.

I476-55
(Commenter 44)
Cont'd

Could you --

In the document you took -- or you brought in your presentation you mentioned about the -- and it says it in the document as well -- about a rescue vehicle that would be supplied by the parks department for use.

Is that going to be in -- kept at the Atwood station?

MS. MS. CARNAHAN: You know, I am -- we have Jim Hudson here in the other room that could possibly attest to that better. I'm not quite sure the location. Would you like him to come in and --

MR. NADER: Because there's already a rescue vehicle at the Atwood station, and so I just wondered if this is going to be in addition to. Because the Atwood station is the closest station to at least the Twilight Ride side of this project.

MS. MS. CARNAHAN: Right. I think I'd like to invite Jim Hudson in from the other room and answer that just to make sure that the information --

MR. NADER: He's right behind you.

MS. MS. CARNAHAN: Ah, there he is.

MR. HUDSON: Good evening.

Yes, that's correct, it would be housed at the Atwood station. Currently there is one there.

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MR. NADER: Is this going to replace it or in addition to?

MR. HUDSON: Eventually it will replace it. That one is past its service life. But that is just a -- basically a 2,500 chassis with a box on it. This one would be equipped with -- also with a small fire pump and water to access to get to the fires to the trail system a little bit quicker and being smaller, more maneuverable than the large fire engines to extinguish a fire while it's still in the smaller stages, hopefully, is the goal.

MR. NADER: This will service Twilight -- the Twilight Ride area --

I476-55 (Commenter 44) Cont'd

MR. HUDSON: Absolutely.

MR. NADER: -- out to the Bear River location as well?

MR. HUDSON: Yeah. It will be a Placer County Fire Department resource. It's -- it will be available to anywhere in the County from Sutter County to Blue Canyon, where, you know, the -- we -- our jurisdiction ends with the Truckee Fire Department up past that way.

But yeah, so that's the goal. It's not just a light rescue vehicle. It will have medical equipment, but it will also have a small fire pump,

which the current rescue at Atwood station does not.

MR. NADER: Response times to get out to these various park -- park locations?

MR. HUDSON: I don't have -- I can give you generalities right now. I don't have the exact numbers with me.

But right now current Mears entrance you're looking, you know, eight to ten minutes. Probably ten minutes to Twilight. Maybe a little bit less. And then it's the same as basically what we're -- the same response -- it's not going to change our response times to that area.

I476-55 (Commenter 44) Cont'd

And the response times will be to the parking lot like -- and then we have to determine where those people are within the park, and that's where the light rescue vehicle comes in handy, being smaller than the fire engines.

MR. NADER: Right. And Bear River location would, obviously, be a longer response time?

MR. HUDSON: Yeah. So we're probably just under 15 minutes right now to the Auburn Valley Golf Course. So it will be -- you can probably count on that. So ...

MR. NADER: All right. Thank you.

MR. HUDSON: You're welcome.

MR. NADER: And I guess my only other comment that I was going to make is that I do have a concern about the process that we're going through, because -- and we talked about it earlier whether this was going to come back before us, and apparently, again, my understanding is that it's not going to, at least by the schedule that Lisa showed us.

I476-56 (Commenter 44) Cont'd

And I know that Rich already kind of brought up a little bit of a concern about that, because I think when we have these really very complex, very impactful projects, I think the more we vet the better we are in what the end product is to the community, and we try to, obviously, address as many of the impacts as we can as we go through that.

And I'm also concerned that I -- I'm speaking personally -- that when we're evaluating the projects I really listen to what the MACs have to say. Those are people who are really -- you know, they interact in their communities much closer -- especially, you know, if it's outside of where I live -- interact in their communities a lot more than I do.

So I'm concerned about not having the MACs input, because we're talking about different levels

I476-56 (Commenter 44) Cont'd

I476-57 (Commenter 45)

of getting this out so that we have more input into the process. And so I -- I guess I'm just saying that I have a concern about how we're just going through this, and I don't think it's really being vetted as well as it should be. That's just my concern.

MR. JOHNSON: I kind of have a similar comment in that -- in that this project up to this point in time is covered by a conditional use permit, and I'm hearing that the use permit is going to be modified.

And I guess I'm concerned that since this draft document came before the Planning Commission that maybe the public is going to expect the final document to come to the Planning Commission. And if it does, I guess maybe an issue in that I'm seeing is the environmental document has got some mitigations in it, and it's a little bit unclear if it's alternative two or three that's preferred alternative, but at any rate, it seems that the final document is going to be very difficult for -- especially for the supervisors if it goes directly to the supervisors to certify if they don't have the accompanying use conditions that are with it.

So it seems to me the companion document

that's missing or will be missing is the use permit with the conditions in it that really flow from the environmental document. And so I guess that's just a heads-up.

I think the recreation folks kind of have an idea on the process that they're going to follow, but I think maybe they really aren't completely plugged into the draft and final document processes and what that means.

I476-57 (Commenter 45) Cont'd

And now, after this hearing, the developers of the document are going to have to go back and answer all the questions that the public has put in and provide answers that will go into the final document. So there's a lot of work that's ahead in just producing the final document.

So at any rate, heads up to the recreation commission. You know, I think you've headed down a good path so far, but, at any rate, without a modified use permit, I think you're going to probably to run into a buzz saw getting the document -- the environmental document certified.

MR. HERZOG: Mr. Hauge, I think you wanted to share or have some comments.

I476-58 (Commenter 46)

MR. HAUGE: A couple of things. And this would be for the staff.

I476-58
(Commenter 46)
Cont'd

Private roads were brought up as an issue, and I'd like to hear more about how this document is addressing the private roads. And it really gets into the use permit.

And then also E-bikes. And I saw some correspondence from those who are challenged to walk or to normally bike, and I'm wondering how E-bikes are being addressed in the environmental document.

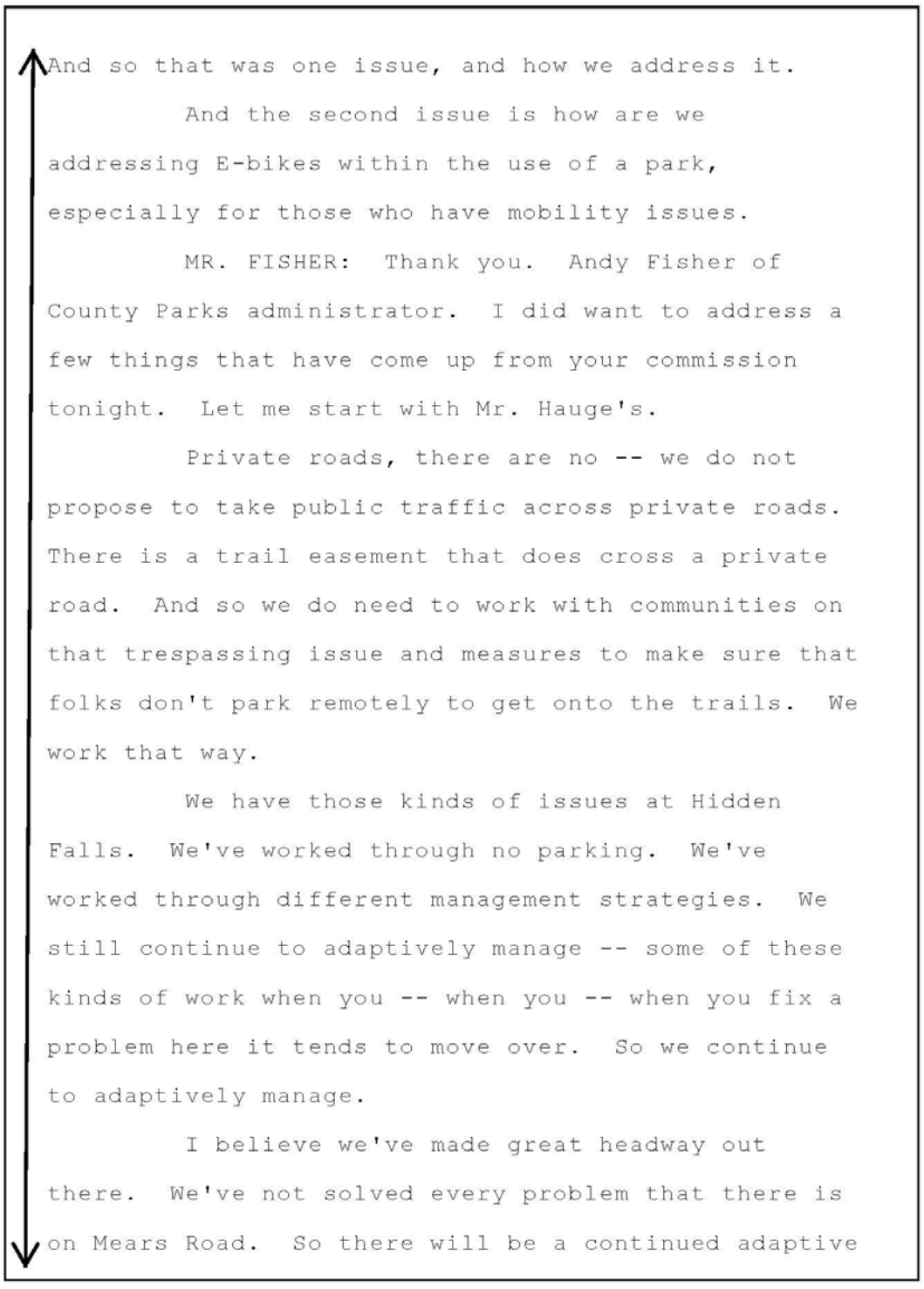
The other thing, I listened to all the comments, and I didn't hear any comments that have not been addressed in the EIR. I realize they'll all have to be responded to by the consultants, but I didn't hear any new evidence to show that the environmental document was inappropriately done. So just a comment.

MR. HERZOG: Did you want to respond to that, or what --

MR. NADER: What, the E-bike?

MR. HERZOG: I think, Mr. Hauge, you wanted to know a little bit more information about private roads.

MR. HAUGE: One, I saw a number of comments that the private roads were an issue, and I was just wondering how -- what the issues are, first of all. Are there agreements to go across the private roads?



And so that was one issue, and how we address it.

And the second issue is how are we addressing E-bikes within the use of a park, especially for those who have mobility issues.

MR. FISHER: Thank you. Andy Fisher of County Parks administrator. I did want to address a few things that have come up from your commission tonight. Let me start with Mr. Hauge's.

Private roads, there are no -- we do not propose to take public traffic across private roads. There is a trail easement that does cross a private road. And so we do need to work with communities on that trespassing issue and measures to make sure that folks don't park remotely to get onto the trails. We work that way.

I476-58
(Commenter 46)

We have those kinds of issues at Hidden Falls. We've worked through no parking. We've worked through different management strategies. We still continue to adaptively manage -- some of these kinds of work when you -- when you -- when you fix a problem here it tends to move over. So we continue to adaptively manage.

I believe we've made great headway out there. We've not solved every problem that there is on Mears Road. So there will be a continued adaptive

I476-58
(Commenter 46)
Cont'd

management for parking problems out there.

We are seeing -- with the COVID issue we're seeing some unique problems right now that I hope to go away. We do understand now -- we've received word that the state parks will begin opening up. The Auburn State recreational area, Folsom Lake, we believe that will take some of the pressure.

And some -- some of the comments tonight are unique to our movement, I think, with the COVID crisis. And we have seen additional traffic and concerns and things that we do hope will mitigate and go away with COVID crisis.

Also, with E-bikes, we have opened up the dialog with our park commission on the use of E-bikes countywide. And that's really how we do want to address it, and how we've addressed E-bikes in the environmental document is we are looking at it as a County policy.

We simply, in our code right now, restrict all motorized vehicles. So we're looking at the legal setting of what the state and federal government both are passing down in their laws concerning the classification of E-bikes as motorized vehicles or not, what laws we're bound to by the state and Federal Government, and then opening up

that public process with our park commission on the use of E-bikes.

So we're hearing both the advantages of E-bikes giving mobility and the potential conflicts with horses and things like that; working through that process through our ordinance section and not strictly just at Hidden Falls, but it would apply to Hidden Falls.

If I may take one more moment. I know it's very late, but I did want to address -- and I remember, Commissioner Johnson, I was here with you when we went through the use permit back in 2010. Not a complete answer to your question, but I think you were kind of getting to it.

I476-58 (Commenter 46) Cont'd

And I want to be clear that the conditions that we worked through with the communities that they were concerned about at the time, the hunting, things like that, that got put into that into that use permit we have no intention of changing. We think the way that the use permit is applied to Hidden Falls right now is working well. We have no intention of changing or -- so folks that live around Hidden Falls that fought for those things then are wondering, we're not intending to change those.

What we do intend to have is and

I476-58 (Commenter 46) Cont'd

all-encompassing use permit for the entirety of the Hidden Falls complex rather than several as we go along. So that's really the intent of the use permit. There will be a modified use permit, but modified really to be encompassing, not to change what we've already worked out with the community at Hidden Falls today.

I476-59 (Commenter 47)

MR. JOHNSON: So I guess what I'm hearing is it is part of the plan to produce a use permit?

MR. FISHER: There will be a use permit that will supercede in the sense of encompassing the entirety of the complex and not just -- the use permit applies to the open part of Hidden Falls today. Our intent is to have one to encompass the entire complex.

MR. JOHNSON: Okay. Well, that answers my question. That's what I was fishing for.

MR. FISHER: Thank you. Okay. Very good.

MR. HERZOG: Mr. Moss.

I476-60 (Commenter 48)

MR. MOSS: I'll try to be really quick here.

First of all, I'd like to say thank you to Sue and Kara and County staff. For those of you who don't know and can see this, this is just a portion of comments that came in in writing that were being distributed to the commissioners very late last

I476-60 (Commenter 48) Cont'd

I476-61 (Commenter 49)

evening and very early this morning. Thank you for taking care of us and keeping us on top of things. I appreciate it.

Second of all, just kind of picking up on Commissioner Nader's comments and that. With regards to the course that the project will take, I think it's very important that a project proposed by the County and reviewed by the County should probably follow the same course of review as any other project, in which case it would be coming back before us, just, if for no other reason, than to avoid the appearance of a potential conflict.

MR. NADER: Well said.

MR. MOSS: And I would leave it at that. Thank you.

MR. HERZOG: Mr. Sevison, did you have any comments?

MR. SEVINSON: No. I'm sympathetic to this. I'm not exactly sure why the Board has chosen to isolate this back to them before it seems like its completely heard all the issues resolved. And maybe, in light of what's transpired, they'll change their mind and say, yeah, we need to do it in the normal way. I don't know.

But I think it's very difficult to take a

community like this one and impose something on them that they think they don't like and maybe they truly don't like it but they're just opposed to it because they didn't feel they had a reasonably good opportunity to vote it in or out. And that's always difficult, because it's like being a doctor and giving you medicine, you know. I'm trying to make you well, but I don't like the taste of it.

So at any rate, I think it's a big task what we're being faced with here. I think it's got a lot of issues involved. I think staff, from my viewpoint, has done a reasonably good job of bringing it all forward, but I think it's -- I think the Board could be making a mistake by not following their normal trend of activities in processing it. So I don't know how they'll -- maybe they'll probably get mad and fire all of us.

At any rate, I generally strongly and support these kinds of activities in the community because communities are going to grow no matter what happens. There's more people. They've got to have places to live. And I just think the better we can provide recreation opportunities for them the nicer the communities are going to be, and I think this is an example of that.

I476-61
(Commenter 49)
Cont'd

I476-61
(Commenter 49)
Cont'd

I think it's difficult, because, as you all are aware, even at Lake Tahoe, where I live, we've just been told for all these many years we couldn't have and aren't allowed to have guesthouses and all that kind of stuff, and now we're going to have to buckle down and land that's been developed and houses built on it are now going to come around and have another full cycle of secondary housing allowed on them at some point in time, perhaps. It's hard to say because we have a regional planning agency that still has to bless all of that.

But I think we're going through a real difficult time because we need more space, we've got more people, but we -- the ones that are here don't want any more. So I don't know it's going to unfold.

I think it's going to be very -- very difficult for a while to satisfy the taste of the people that are here that, frankly, don't want any more people, but the people that are here that want to be here, they want to be here. So I see it's going to be a difficult time in the next half century probably until it's all placated.

I have no other comments at this time. Thank you.

MR. HERZOG: Okay. Thank you.

Mr. Cannon.

MR. CANNON: All I would echo is -- and I don't want to keep the broken record, but I would just echo my fellow commissioners that have said that this process should be the same as the other processes and in the interest of not creating any appearance of impropriety we continue to carry on as we have. And I believe that's four of us that have said that on this commission tonight.

I476-62 (Commenter 50) Cont'd

That's the extend of my comments. Thank you, Mr. Chair.

MR. HERZOG: Okay. Thank you. If nothing else, I'd like to, you know, wrap up of a couple of things.

And, first of all, I'd like to thank staff. Well done with everything today. Holding an evening session, I think, was really valuable for the comments. And we heard the public, we heard the issues that were shared today. We appreciate your involvement and participation and want to make every effort so that you get a voice here.

I476-63 (Commenter 51)

And I agree, I think -- I hope that we have an opportunity to speak into a final EIR. I hope for that. I've heard some issues that, you know, I think the public would just appreciate another opportunity

I476-63
(Commenter 51)
Cont'd

and not push this through. So I agree with others that have shared that as well.

And lastly, I just want to thank the commissioners for your attention tonight. Many hours of listening to phone conversations. I appreciate your attention. We heard the public, and we took the extra time to review the documents. And so thank you for that.

And with that I'll adjourn the meeting. Thank you.

(Conclusion of proceedings 8:52 p.m.)

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RESPONSE TO COMMENT LETTER I476: PLANNING COMMISSION TRANSCRIPT (MAY 14, 2020)

VERBAL COMMENTS ARRANGED IN ORDER OF APPEARANCE

Commenter 1 (Jackie Caswell)

Response to Comment I476-1

The commenter expresses the opinion that biological resource studies should be conducted and included in the SEIR for wildlife species described in her comment.

The Draft SEIR has considered all potentially affected wildlife species in Chapter 16.0, "Wildlife," of the Draft SEIR. No further response is required.

Response to Comment I476-2

The commenter states that the County will be receiving a letter from her lawyers in the next few days.

The comment is noted. It is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 2 (Jim Haagensmit)

Response to Comment I476-3

The commenter expresses support for the project.

The support is noted. No further response is required.

Commenter 3 (Jeff Foltz)

Response to Comment I476-4

The commenter expresses support for the full build-out of the Project.

The support is noted. No further response is required.

Commenter 4 (Keith Kentworthy)

Response to Comment I476-5

The commenter expresses support for the project

The support is noted. No further response is required.

Commenter 5 (Patrick Cavender)

Response to Comment I476-6

The commenter expresses support for the full build-out of the project but is worried that there are too many equestrian spaces proposed for the Twilight Ride parking area. The support is noted. The comment on the number of equestrian parking spaces is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

The commenter states that the parking management strategy and distribution should be refined as additional details, including implementation timelines, become available to best mitigate user impacts.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Commenter 6 (Maureen Henderson)

Response to Comment I476-7

The commenter expresses support for the full build-out of the Project.

The support is noted. Please also see Response to Comment Letter O9. No further response is required.

Commenter 7 (Frank Noey)

Response to Comment I476-8

The commenter expresses concern with the number of calls for medical services that the Trails Expansion Project may produce, and with the cost associated with the construction of the Project, as well as the use of private roads.

Please see Response to Comment Letter I309. Please also see Master Response 3 – Traffic, Circulation, and Parking; and Master Response 2 – Wildfire, Safety, and Emergency Response. Regarding the costs associated with the proposed project, the purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that “An economic or social change by itself shall not be considered a significant effect on the environment” (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

The commenter also expresses concern with the number of calls to the Sheriff’s office. Lastly, the commenter discusses concerns with land use compatibility.

Please see Master Response 4 – Land Use Compatibility.

Commenter 8 (Chris Walker)

Response to Comment I476-9

The commenter expresses support for the project.

The support is noted. No further response is required.

Commenter 9 (Judy Isaman)

Response to Comment I476-10

The commenter noted that the acronym "SU", for Significant and Unavoidable was left out of the legend for Table 2.1.

This has been corrected in Chapter 3 of this Final SEIR (Revisions to the Draft SEIR).

The commenter claims that the local residents and members of the Protect Rural Placer group were not asked to be involved in the process of preparing the Draft SEIR.

Please see Response to Comments I372-2 and I473-4.

The commenter requests that due to the closure of County offices and libraries during the COVID-19 pandemic that the Final SEIR should not go immediately for certification upon completion. She also requests that all 6,000 homeowner's who previously received notice of the Draft SEIR also receive notice when the Final SEIR is published for public review.

Please see Master Response 1 – Public Comment Process.

Commenter 10 (Jane Wurst)

Response to Comment I476-11

The commenter expresses concerns with what she perceives as the acreage available via the Twilight Ride parking area at full build-out, versus the acreage that is available currently through the Mears parking area.

After Phase 1 of construction (54 automobile spaces and 20 equestrian spaces), 481 acres with established trails will be available to the public. By the time full-build out of the Twilight Ride parking area is complete, connectivity to the entire Trails Expansion area (nearly 4,000 acres) would be complete.

The commenter states that exceedance of VMT is avoidable by choosing Alternative 1 (No Project Alternative).

The comment is noted. Please also see Master Response 3 – Traffic, Circulation, and Parking.

Lastly, the commenter states that recreation is not a substitute for conservation.

The majority of the Trails Expansion area parcels are held in a Conservation Easement by the PLT. These Conservation Easements limit the allowable uses on the properties but allow for public recreation. Recreational

uses are allowed within the zone district (Farm) of the project area. The County believes that recreation is compatible with the current land uses of the expansion area. Please see Master Response 5 – Agriculture.

Commenter 11 (Jane Goddard)

Response to Comment I476-12

The commenter discusses her concerns regarding wildfires, road safety, land use compatibility, and use of wells and septic systems.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response, and Master Response 3 – Transportation, Circulation and Parking, Master Response 4 – Land Use Compatibility. - Soils testing for septic systems at the three parking areas has already been conducted with a qualified consultant and all required setbacks and standards have been met. Please refer to Mitigation Measure 11-2, which discusses the requirement to obtain a permit through the Environmental Health Division for any new public wells, and the discussion for Impact 11-3, which states that any new septic systems will be required to meet Central Valley Regional Water Control Board and Placer County Environmental Health Divisions standards.

The commenter also states that the Lone Star Fire Station #184 must be reopened and fully staffed.

The comment is noted. It is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 12 (Diane Dolley)

Response to Comment I476-13

The commenter discusses her concerns regarding wildfires and evacuations.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

Commenter 13 (Tim O'Leary)

Response to Comment I476-14

The commenter states that the well that is currently out of service at HFRP is a violation of the Safe Drinking Water Act.

This is an inaccurate statement. Please see Response to Comment Letter I314. The commenter also states that the PLT manages the well at HFRP. However, the Placer County Parks Division manages the well at HFRP.

Commenter 14 (Jim Goddard)

Response to Comment I476-15

The commenter expresses concerns with road safety, groundwater availability, and the cost of existing and future maintenance which will be paid for by the taxpayers of Placer County.

Please see Response to Comment Letter I159. Please also see Master Response 3 – Traffic, Circulation, and Parking; and Master Response 2 – Wildfire, Safety, and Emergency Response.

Commenter 15 (Robert Gilliom)

Response to Comment I476-16

The commenter expresses support for the project.

The support is noted. No further response is required.

Commenter 16 (Mike Krug)

Response to Comment I476-17

The commenter expresses concerns with the traffic study.

Please see Response to Comment Letter I232. Please also see Master Response 3 – Traffic, Circulation, and Parking; and Master Response 2 – Wildfire, Safety, and Emergency Response.

Commenter 17 (Donna Biles)

Response to Comment I476-18

The commenter expresses concerns with traffic and road safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenter also provides comments not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does they contain an argument raising significant environmental issues.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that “An economic or social change by itself shall not be considered a significant effect on the environment” (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 18 (Jan Fereira)

Response to Comment I476-19

The commenter states that the MAC's and Planning Commission should weigh in this item before it proceeds to the Board of Supervisors.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

The commenter also states that there are insufficient funds to maintain the proposed project.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382).

Please also see Response to Comment Letter I135.

Response to Comment I476-20

The commenter expresses concerns with road safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Commenter 19 (Patrick Fereira)

Response to Comment I476-21

The commenter expresses concerns regarding land use compatibility, and road safety at intersections.

Please see Response to Comment Letter I136. Please also see Master Response 4 – Land Use Compatibility and Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I476-22

The commenter expresses concerns with the cost of the proposed project.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382).

Commenter 20 (Bob Mantz)

Response to Comment I476-23

The commenter states concerns with the public process, use of private roads, wildfire risks, and cancellation of insurance policies.

Please see Response to Comment Letter I254. Please also see Master Response 1 – Public Process, Master Response 3 – Traffic, Circulation, and Parking; and Master Response 2 – Wildfire, Safety, and Emergency Response.

Commenter 21 (Lou Salantino)

Response to Comment I476-24

The commenter states that any change is significant to people who live in the area.

Section 15382 of the CEQA Guidelines states that a "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…". The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment.

The commenter expresses concerns with noise from traffic and construction.

Construction noise was addressed in Impact 10-1 in Chapter 10.0, "Noise," of the Draft SEIR and determined short-term noise impacts would be less than significant. Mitigation Measures 10-1 and S10-2 would reduce operational noise levels to less-than-significant.

Commenter 22 (Tina Wilkins)

Response to Comment I476-25

The commenter expresses concerns that many parts of the proposed project will be incompatible with existing and potential future ag operations.

Please see Response to Comment Letter I461. Please also see Master Response 5 – Agriculture.

The commenter also states that the trails increase the likelihood of theft, vandalism, ecoterrorism and bioterrorism. Please see Master Response 4 – Land Use Compatibility.

Commenter 23 (Joe Parisi)

Response to Comment I476-26

The commenter expresses the opinion that the County has no legal rights to bring the general public on to Auburn Valley Road or Curtola Ranch Road.

While the County appreciates the concerns expressed by commenters regarding the existence of public access along Auburn Valley Road and Curtola Ranch Road, this is not a CEQA issue, but rather a property rights issue

between the project applicant, the County, and any underlying property owners who granted express, implied or prescriptive easements for public access to the County. The County previously provided a staff document dated November 10, 2016, that identified certain public access easement rights along both roadways. Please see Response to Comment Letter I325. Please also see Master Response 3 – Traffic, Circulation, and Parking; and Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter expresses the opinion that the County has not disclosed information.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 24 (Kent Ferris)

Response to Comment I476-27

The commenter would like to have e-bikes allowed within HFRP and the Trails Expansion area.

The comment is noted. It is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 25 (Delana Ruud)

Response to Comment I476-28

The commenter expresses concerns involving road safety, wildfire and evacuation.

Please see Master Response 3 – Traffic, Circulation, and Parking and Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter states that there is inadequate parks department budget.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that “An economic or social change by itself shall not be considered a significant effect on the environment” (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 26 (Zach Dalmau)

Response to Comment I476-29

The commenter would like to have e-bikes allowed within HFRP and the Trails Expansion area.

The comment is noted. This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 27 (Heidi Hansen)

Response to Comment I476-30

The commenter expresses support for the project.

The support is noted. No further response is required.

Please also see Response to Comment Letter O13.

Commenter 28 (Bart Rudd)

Response to Comment I476-31

The commenter states that his family has been farming on Cramer Road or off Cramer Road since July 1, 1940.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues.

The commenter states that the Draft SEIR does not adequately address fiscal costs or liabilities.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that “An economic or social change by itself shall not be considered a significant effect on the environment” (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Response to Comment I476-32

The commenter states that the Draft SEIR oversimplifies environmental impacts of the Project.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I476-33

The commenter states that the Lone Star Fire Station #184 should reopen and become fully operational as a part of the proposed project and that the County should provide written indemnification to all ranchers, livestock owners and landowners for any liability resulting from their agricultural operation.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues.

However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 29 (Gayle Spears)

Response to Comment I476-34

The commenter expresses concern with the safety of Garden Bar Road.

Please refer to Master Response 3 – Traffic, Circulation and Parking.

The commenter states that the County cannot even take care of the current HFRP area.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 30 (Jeanne Piette)

Response to Comment I476-35

The commenter expresses concerns that the Draft SEIR does not adequately cover fire hazard severity zones, evacuation plans, visual resources, air quality, noise, hydrology, water quality, biology and traffic.

The focus of the Draft SEIR is to determine whether the Project and associated improvements would result in impacts not discussed in the prior 2010 EIR, substantially increase the effect compared to that discussed in the prior 2010 EIR, or would be consistent with the findings of the prior 2010 EIR. The Draft SEIR identified additional alternatives to address the significant impacts of the proposed HFRP Trail Expansion Project. The analysis contained in the Draft SEIR is limited to the incremental changes associated with construction and operation of the proposed trail expansion would result in a significant impact.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response and Master Response 3 – Traffic, Circulation, and Parking. Also refer to the response to letter I339 and Response to Comment I341-2 regarding fire safety and the proposed project.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Commenter 31 (Mike Lutzger)

Response to Comment I476-36

The commenter has concerns with VMT. Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenter states that page 2-9 of the Draft SEIR calls for the removal of thousands of trees to widen the roads. Impact 7-3, described on page 2-9, stated that “the park and proposed project would remove vegetation including trees to widen Garden Bar Road, Curtola Ranch Road, and a short section of Bell Road.

The Draft SEIR does not state that thousands of trees would be removed. The Draft SEIR also includes Mitigation Measure S12-7, "Biological Resources": Protect Oak Woodland Habitat that addresses future tree removal impacts and assigns mitigation.

Response to Comment I476-37

The commenter states that because of recent events in the area (insurance increases and PG&E blackouts) added to the traffic from the proposed project, that property values will diminish.

Regarding the costs associated with the proposed project, the purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 32 (Eric Moss)

Response to Comment I476-38

The commenter expresses concerns about Impact 5-2 regarding naturally occurring asbestos (Draft SEIR p. 5-27).

The County will implement Mitigation Measures 9-1 and 9-2 in Chapter 9.0, "Air Quality" Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, If Needed. , and List Standard Air Quality Notes on Grading and Improvement Plans.

Response to Comment I476-39

The commenter also expresses concerns regarding wildfire.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I476-40

The commenter suggests that a paved bypass along the I-80 corridor is needed to enhance safety for road biking.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Response to Comment I476-41

The commenter states that the Draft SEIR should clearly outline the basis for all less-than-significant comments.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Commenter 33 (Linda Adams)

Response to Comment I476-42

The commenter states that the cost of the expansion is unknown.

The purpose of the Draft SEIR is to identify the significant effects of the proposed project on the physical environment and the Draft SEIR is not intended to address social or economic impacts. This is consistent with CEQA guidelines stating that "An economic or social change by itself shall not be considered a significant effect on the environment" (CEQA Guidelines Sections 15131 and 15382). However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 34 (Fred Yeager)

Response to Comment I476-43

The commenter supports the proposed project. The support is noted.

Please see Response to Comment Letter O14. No further response is required.

Commenter 35 (Thomas Miele)

Response to Comment I476-44

The commenter expresses concerns regarding potential trespassing on Sisson Lane, and about risks of wildfire.

Please see Response to Comment Letter I284. Please also see Master Response 3 – Transportation, Circulation and Parking, Master Response 2 – Wildfire, Safety, and Emergency Response and Master Response 4 – Land Use Compatibility.

Commenter 36 (Louis Fenn)

Response to Comment I476-45

The commenter expresses concerns regarding wildfire and insurance for homes.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Commenter 37 (Lydia Schrader)

Response to Comment I476-46

The commenter expresses concerns with evacuation of the area during a wildfire.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Commenter 38 (Jeff Darlington)

Response to Comment I476-47

The commenter expresses support for the project.

The support is noted. No further response is required.

Please also see Response to Comment Letter O14. No further response is required.

Commenter 39 (Tim Emick)

Response to Comment I476-48

The commenter expresses concerns with public safety, emergency response times, insufficient staffing for Placer County Fire/CAL FIRE, wildfire risks, and lack of law enforcement personnel.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response and Master Response 4 – Land Use Compatibility.

Commenter 40 (Gary Hall)

Response to Comment I476-49

The commenter states that the Draft SEIR does not address the County's own requirements.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Please see Response to Comment Letter I176.

Commenter 41 (Michael Garabedian)

Response to Comment I476-50

The commenter asks if the proposed project is a conversion of a forest to recreation.

Please see Master Response 6 – Agriculture.

The commenter states that a timber harvest plan is required.

The Trails Expansion area consists of blue oak woodland, and is encompassed under Conservation Easements held by the PLT. There are no plans to harvest the oak trees within the Trails Expansion area for profit. No THP is required.

Response to Comment I476-51

The commenter states that he does not see a specific requirement that the park has to have an evacuation plan.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I476-52

Lastly, the commenter notes that the County has foresters.

This comment is not directed at the adequacy of the Draft SEIR for addressing adverse physical impacts associated with the proposed project, nor does it contain an argument raising significant environmental issues. However, this comment is published in this Response to Comments document for public disclosure and for decision maker consideration. No further response is required.

Commenter 42 (Holly Sayler)

Response to Comment I476-53

The commenter is concerned that there will be normal traffic congestion in the local areas if the proposed project is approved.

Please see Master Response 3 – Traffic, Circulation, and Parking.

The commenter is also concerned with reports of vandalism, theft, trespassing, public urination, altercations and trash near the Mears entrance and that they would happen in the Trails Expansion areas as well.

Please see Master Response 4 – Land Use Compatibility.

Commenter 43 (Tiffany Vanderlinden)

Response to Comment I476-54

The commenter expresses support for the project, but found the VMT versus LOS discussion in the traffic chapter confusing. The commenters also supports Alternative 3 that would reduce parking in the Garden Bar entrance.

Please see Master Response 3 – Traffic, Circulation, and Parking. The support is noted. No further response is required.

Commenter 44 (Commissioner Nader)

Response to Comment I476-55

Commissioner Nader asks about where the emergency vehicle will be housed and if it will serve the Twilight Ride area and out to the Bear River. The Commissioner further asks about response times to reach various park locations.

Mr. Hudson provided answers to Commissioner Nader's questions regarding the emergency vehicle, service areas within the park, and response times. Please also see Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I476-56

Commissioner Nader expresses concern regarding the SEIR process and if there should be more input from the community and if concerns of the community are adequately addressed.

Please see Master Response – Public Comment Process. The Final SEIR and Conditional Use Permit Modification request will be heard by the Planning Commission before being decided upon by the Board of Supervisors.

Commenter 45 (Commissioner Johnson)

Response to Comment I476-57

Commissioner Johnson expresses concern that the public will expect a final document to come before the Planning Commission and it is unclear if Alternative 2 or 3 is the preferred alternative. The Commissioner is further concerned that the conditional use permit with its conditions will not be provided with the Draft SEIR and Final SEIR and that the public comments will all need to be addressed.

Section 17.0, "Alternatives," of the Draft SEIR, neither Alternative 2 or Alternative 3 were identified as the environmentally superior alternative. The proposed project analyzed throughout the Draft SEIR would be implemented after certification of this Final SEIR and approval of the project.

As discussed in Chapter 1, "Introduction," this Final SEIR allows the public and the County an opportunity to review the responses to comments (see Chapter 2, "Response to Comments"), any resulting revisions to the Draft SEIR (see Chapter 3, "Revisions to the Draft SEIR"), and the Mitigation Monitoring and Reporting Program prepared for the project (see Chapter 4, "Mitigation Monitoring and Reporting Program"). The Final SEIR serves as the environmental document to inform the Municipal Advisory Councils, Parks Commission and Planning Commission on their recommendations and the County Board of Supervisors' consideration of the proposed project. Please see Master Response – Public Comment Process. The Final SEIR and Conditional Use Permit Modification request will be heard by the Planning Commission before being decided upon by the Board of Supervisors.

Commenter 46 (Commissioner Hauge)

Response to Comment I476-58

Commissioner Hauge asks to hear more about how the Draft SEIR is addressing private roads and also expresses concern regarding E bikes.

Mr. Fisher addresses Commissioner Hauge's comments regarding access to private roads and parking as well as explaining E bikes are not allowed in the park per County policy. Please also see Master Response 3 – Traffic, Circulation, and Parking.

Mr. Fisher further states that the County is requesting a modification to the 2010 CUP. This would be an all-encompassing permit for the entire Hidden Falls/Trails Expansion area complex which would not change the key conditions that the community was concerned about, like hunting.

Commenter 47 (Commissioner Johnson)

Response to Comment I476-59

Commissioner Johnson asks for further clarification regarding the use permit.

Mr. Fishers restates the use permit will apply to the existing HFRP as well as the Trails Expansion area park.

Commenter 48 (Commissioner Moss)

Response to Comment I476-60

Commissioner Moss thanks the County staff for their work on the project. Commissioner Moss expresses the importance of following the same review and approval process as other projects proposed in the County.

Please see Response to Comment I476-57.

Commenter 49 (Commissioner Stevinson)

Response to Comment I476-61

Commissioner Stevinson expresses concern regarding the process for approving the project and if the public's concerns have been addresses. Commissioner Stevinson generally supports the project because more space is needed to accommodate more people moving into the area. The Commissioner's support is noted. Please see Response to Comment I476-57.

Commenter 50 (Commissioner Cannon)

Response to Comment I476-62

Commissioner Cannon expresses the importance of following the same review and approval process as other projects proposed in the County.

Please see Response to Comment I476-57.

Commenter 51 (Commissioner Herzog)

Response to Comment I476-63

Commissioner Herzog thanks County staff and the commissioners for their involvement and participation. Commissioner Herzog states that the public would appreciate another opportunity to comment of the project.

Please see Response to Comment I476-57.

LATE LETTERS

Letter I477

JOHN DUTTON
LAW OFFICES

1505 Grass Valley Highway
Auburn, California 95603-2806

(530) 885-1906 Telephone

June 24, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, California 95603

Re: Hidden Falls Regional Park Trails Expansion Project

Dear Placer Supervisors:

I477-1

I have reviewed part of the plan for the project, and I am concerned about whether the plan is for use of Auburn Valley Road for access to the project.

As you probably know, Auburn Valley Road is a private road owned by the property owners of Auburn Valley.

I am a resident and property owner in Auburn Valley, and I pay a regular fee to maintain the roads including Auburn Valley Road.

If the plan envisions use of Auburn Valley Road for public access, please advise me what legal authority the County has to allow such access.

Yours very truly,

John Dutton

JD/ma

cc: Auburn Valley Property Owners Association

RECEIVED
BOARD OF SUPERVISORS
5BOS TI ALL AIDES (mail person)
JUN 26 2020
SUP COB Corr CoCo
AIDE CEO Other

RESPONSE TO COMMENT LETTER I477: JOHN DUTTON

Response to Comment I477-1

The commenter expresses concern about the use of Auburn Valley Road for access to the project, and that it is a private road that homeowners pay to maintain.

Please see Master Response 3 – Traffic, Circulation and Parking.

2.7.478 LETTER I478

Letter I478

RECEIVED
MAY 22 2020
CDRA

Date : May 18, 2020
From : Cornelius Lane and Susan Lane
11380 Lone Star Rd., Auburn, CA 95602
Regarding : Hidden Falls Regional Park Trails Expansion
Please include my letter as part of the public comment in the permanent record.

We are opposed to the Hidden Falls Expansion. We moved to Auburn 44 years ago and have lived on Lone Star Road for 37 years. The amount of traffic has greatly increased the last few years and we can't imagine the danger from further traffic due to this expansion and the enormous amount of proposed increase in traffic. As soon as we pull out of our driveway we are met by a car in our rear window which appears from coming around a corner and down a hill not able to be seen by us. The other direction we can be met by a car coming up the hill which can't be seen.

I478-1

Then we get down to Highway 49 which is basically a freeway with traffic going 65-80 miles per hour. We have had to sit at this intersection for 10-20 minutes at times in order to pull out safely. This expansion will create a more dangerous traffic situation.

pg. 2

We were notified by our insurance company of over 40 years this past year that they were canceling our policy. We had no insurance for 3 months, and became aware we weren't alone. We were finally renewed but not being reassured of a renewal being ongoing. Apparently this area has been designated as having a fire potential increase now. The Paradise fires have made insurance companies reluctant to renew policies. They I478-2 are further concerned because the Hidden Falls Expansion will increase fire danger. It is impacting their decision of not renewing policies if this project passes. Therfore we were given a temporary renewal based on decisions made about this expansion.

I listened to the Public Hearing on May 4 and a person who moved here having experienced the Paradise fire and warned that it could happen here. I think we were all alarmed by that fire and it is frightening to even think people trying to escape from a fire in that area.

The Public Hearing was difficult in that I478-3 people couldn't be understood at times because of the format being used. I would hope

pg 3

I478-3
Cont'd

another meeting will be held once you have time to find answers to questions that were raised. It seems people brought significant issues to the meeting that will have to been addressed before making a safe and responsible decision. So much time has gone into this I don't think any one wants to rush it now. Perhaps people can attend the meeting and be better understood. Hopefully the time is near where we can resume getting together again. At least maybe a few people can attend to represent Protect Rural Placer. A lot of these people have put an enormous amount of time into this and their own money to represent this community. We appreciate the work you have done so far and hope there will be another opportunity to get together and make our concerns known in person.

Thank you,
Susan Lane
Protect Rural Placer

RESPONSE TO COMMENT LETTER I478: CORNELIUS AND SUSAN LANE

Response to Comment I478-1

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

The commenter expresses concerns about traffic impacts and road safety.

Please see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I478-2

The commenter expresses concerns about wildfire and insurance policies.

Please see Master Response 3 – Wildfire, Safety, and Emergency Response.

Response to Comment I478-3

The commenter expresses concern about the public comment process.

Please see Master Response 1 – Public Comment Process.

2.7.479 LETTER I479

Letter I479a

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190,
Auburn, CA 95603

RE: Hidden Falls Regional Park Trails Expansion Project

To whom it may concern:

I479a-1

I am writing in support of the expansion of the HFRP Trails Expansion Project. I have reviewed several sections of the Draft Subsequent EIR and find them adequate and do not take issue with the findings.

I myself am an avid trail runner, mountain cyclist, hiker, naturalist and environmentalist. I have run, hiked and mountain biked nearly all the trails at Hidden Falls and will continue enjoying doing so. Several times I have hiked the proposed additions of Harvego Bear River Preserve, Taylor Ranch and Kotomyan Ranch and find them to be of spectacular quality and fine additions to HFRP. The proposed combination of land parcels would be a gem of a park on par with the Auburn State Recreation Area.

I understand the concerns of many of the neighbors in the area of the additions. However, I believe that the needs of the many outweigh the concerns of the few bordering land owners. The mitigations proposed in the Draft EIR are more than adequate to address their concerns to a reasonable level.

I urge that the Draft EIR be approved and that the project should move forward with the approval of the Board of Supervisors. The proposed park would be a fine legacy to leave to future generations.

Thank you for your consideration.

Sincerely,

Thomas Piette

Cc: Placer County Board of Supervisors

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190
Auburn, CA 95603

Dear Agency:

I479b-1 I want to communicate my support for the Hidden Falls Regional Park Trails Expansion. I believe that we need to preserve the best of the foothill environs and allow our citizens access to the best that nature has to offer.

The mitigation measures proposed in the Draft EIR adequately resolves the problems at the existing park, especially parking and access. With active management by the County, the proposed park expansion will truly be a lasting gift to future generations.

Please approve the Draft EIR and I urge the Board of Supervisors to move forward with the project.

Sincerely,

Mary E Piette

Mary E. Piette

Cc: Placer County Board of Supervisors

Letter I479c

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190,
Auburn, CA 95603

Dear Agency:

I479c-1

I want to express my support for the Hidden Falls Regional Park Trails Expansion. One of my favorite things to do is to hike at the Hidden Falls Park and the Taylor & Kotomyan Ranches through the activities of the Placer Land Trust.

The proposed project takes care of most of the problem at the park, especially parking and access.

Please approve the Draft EIR and I urge the Board of Supervisors move forward with the project.

Sincerely,

Andy Piette

Andrew Piette

Cc: Placer County Board of Supervisors

RESPONSE TO COMMENT LETTER I479A-C: THOMAS, MARY AND ANDY PIETTE

Response to Comment I479a-1

The commenters express support for the project.

The support is noted. No further response is required.

Response to Comment I479b-1

The commenters express support for the project.

The support is noted. No further response is required.

Response to Comment I479c-1

The commenters express support for the project.

The support is noted. No further response is required.

2.7.480 LETTER I480

Letter I480

Shirlee Herrington

Subject: FW: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Thursday, May 28, 2020 3:00 PM
To: Kara Conklin <KConklin@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Yvette Skinner
Email Address (Optional)	lsuche1996@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	On behalf of off-road cyclists and multi-use trail users from across northern California, I am writing to express strong support from the California Mountain Biking Coalition for the approximately 30 miles of new trails and improved trail access and parking for Hidden Falls Park. Approval of the plan for these trails is vital to families, hikers, runners, equestrians, and bikers and will improve the health of trail users, reduce parking issues, and reduce impact on the most used trails. Expanding the Hidden Falls trail network will be a priceless asset to Placer County, preserving the rural landscape for our children, and our children's children for generations to come. As we have seen during the response to the Covid-19 pandemic, having access to public spaces is critical for mental and physical health and we believe that additional public spaces are essential. Having reviewed many of the comment letters submitted on this proposal, we appreciate local neighbor's concerns about increased visitation and the potential negative impacts that could result. However, we believe strongly that by working with local trail advocacy and stewardship groups, including the local high school mountain bike teams, additional education of all visitors can be undertaken to help everyone understand the importance of respecting the rules governing the area's use. These same groups may play a role in undertaking clean-up (as needed) and trail maintenance to help build community and care for the expanded park.

I480-1

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I480-1
Cont'd

	Lastly, while some project opponents have stated that they believe their property values will decrease as a result of this project, the fact is that property values actually increase when public amenities such as trails are added to communities. Many studies conducted in communities across the United States find that substantial premiums are paid for properties located closer to trailheads and, additionally, that homes adjacent to trailheads do not experience negative spillovers that homeowners may experience from increased traffic and congestion. The bottom line is that new trails, when built and managed properly, benefit everyone, especially those that live closest to the trails. Thank you for the opportunity to comment and we look forward to hearing the outcome of this process.
Attach a document	*Field not completed.*

Email not displaying correctly? View it in your browser.

RESPONSE TO COMMENT LETTER I480: YVETTE SKINNER

Response to Comment I480-1

The commenter expresses support for the project.

The support is noted. No further response is required.

2.7.481 LETTER I481

RECEIVED
MAY 22 2020
CDRA

May 20, 2020

To: Placer County Resource Development Agency Environmental Coordination Services, Placer County Planning Commission , Placer County Board of Supervisors.

From Pam Trocha 5540 Fawnridge Road, Auburn, Ca. 95602

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR.

I481-1 My parents and I moved to this area in 1989. We enjoyed the quiet, nature and learning to live rural life. Most of there residences on the road had been here for many years. Now there are only two 30 plus year residents the others on this street have moved here in the past 6 years. Since here, we have seen more wells deepen or re-dug. The NID levels are running lower. With each fire more requirements not recommendations are forced upon us. The Lone star volunteer fire department is closed. Hwy 49 in now 4 lanes. Over the years fire, water, and traffic have always been our concerns. I remember a fire in the area. My Mother and I were returning home and we saw the smoke. We called my father and had him start getting ready to evacuate. It took forever to get down hwy 49 to Cramer road. Once at the house we loaded the cat, grabbed person files, medications, clothes, pictures and personal treasures and filled 2 cars. We were ready and waiting to go down our one lane private road. We experienced the fear and wondering of how fast would the fire spread? Would they notify us to get out before the fire crews would start coming in. Thankfully the fire did not reach this area. We waited and thankful for firemen saving our area. We unloaded our cars. You never forgot that experience. For years my Mom had go ready boxes in the living room in fear this would happen again. Once you have experienced that fear, it never goes away. We live here because we want to. But knowing we are now in high fire danger zone and no nearby fire house is just to scary. I question how this project is ever being considered. I have spent hours looking at these different reports. These reports clearly are written to down play concerns to pass this project. The statements show few actual concerns which are significant but down played. So here are my concerns and questions. Starting with my greatest concerns.

I481-2 **1.** Chapter 16 Wildfire (FIRE is my first concern, second to Water. We have wells and canals of shallow water.)

16.2 Environmental settings. The SDEIR does not discuses effects from Humans presents, and the effect that will have at Twilight Ride. Where is more information regarding the reopening of fire station #184. Actually I did not read the suggestion of the re opening this fire station anywhere else in this report not even in Public Services and Utilities.
Increasing human visitors that do not understand risky behavior scares me. It was mentioned reopening Station 184 (Lone Star) yet no cost involvement is addressed. I can imagine my property taxes going up. Will there be parking charges and park usage charged to cover expenses?

16.2.3 Wildfire classification and behavior. The SDEIR does not address educating the public to fire danger ratings, red flag conditions, fire spread patterns for this area.
Will NO SMOKING or NO FIRES signs be posted? Parks have fire danger signs posted, will this area be closed on red flag days? Most residents will not even have power from PG&E due to shut offs. We don't need people from outside of the area during this time. Will visitors be required to inform someone of their plans so if there is an emergency we can find them? What are the plans for evacuations? Will their be any signage of wind patterns or wind flags so visitors understand their risk? Will there be a way of controlling the amount of people at the parking areas at any given time? I understand there will be parking reservations / permits but it appears that issuing 566 per Saturday thinking people are coming and going could be problematic. It also say permits will be used on holidays and Saturday. How will they control usage during the week, just by the ranger? Will there be an evacuation plan given to visitors so they know what to do? What happens to traffic when a horse trailers goes into a side ditch and/or a head on collision occurs because these are RURAL ROADS. This is also briefly discussed in Public Service & Utilities

16.2.4 Fire Hazard Severity zones. SDEIR contains no cause and effect data on loss of, raised, or canceled insurance. PG&E clearly has made this area high fire danger zone. Insurance companies also have more and more requirements to keep your insurance or stopped providing insurance. Talking to neighbors this confirms my fears PG&E and Insurance companies do not want to be responsible for our properties and adding this parking area I foresee them increases their actions.

16.4.2. Emergency response. Evacuation. The SDEIR has no data about the amount of residents living here or how to empty the park. Add the residents living around the golf course plus visitors using the golf course, Harvego parking area, and in the other direction another winery on Bell. Also where is data with what happens if Bell, Cramer or Lone Star roads are closed due to fire. Even just one road blocked would have dramatic consequences.
Why is there no data on the residents that would have to be evacuated. The SDEIR again down plays the residents. We have a right to not be endangered. It would be problematic as it is today, but the addition of all the people already visiting the area , and the new visitors projected to use this parking area, causes GREAT concern. This report say 600 vehicle trips to Twilight Ride parking lot can occur on a weekend day and Harvego parking lot can have 573 vehicles that's 1,173 more vehicles. I found that Harvego has 4 Phases and when complete will have 98 spaces 4 ADA and 10 horse trailer parking spots. Again more traffic for evacuation in the event of a fire.

I481-2 Cont'd

I'd like you to visualize; take 100 cars and occupants, 4 – 5 horse trailers, a few firetrucks coming into the area, with police cars, and have them evacuated from 5345 Bell Rd property, and get them out safely while residents are trying to get out of their driveways or side streets. Do you have a picture yet, because I'm already praying that God protect us. Now think, all my neighbors will be fearing this 365 days a year till either everything is burnt, and then nobody wants to come here. Or we move from the homes we love, if we can even get anyone to purchase our homes.

I live on Fawnridge Road a private one lane road. There are a least 15 driveways plus a winery tasting room. This is a dead end one lane road with the road going over a NID canal. Once we get to the end of the road at Cramer there is a curve to the left and a rising straight portion of the road to the right. Getting out with more usage will make it difficult especially if firetrucks are trying to get in. We may be blocked from traffic, emergency vehicles and our street neighbors. Also RURAL roads don't handle these situations well.

16.6 Mitigation measures. They have listed measures, which can help but, do not eliminate the risk.
No info on who will be paying for the Lightweight Rescue Vehicle which again is for once the event has occurred not eliminating the event.
Data on the effects of smoking, BBQs, or over night stay with campfires does not take into accounts the risk of FIRES.
Using the past for fire history of the area does not apply global warming effects. We are experiencing different fire patterns and dangers. (read Cal Fire Reports) How is there no data regarding these issues. For they are real issues. Why would we have all the fire prevention regulations we have. Maybe we need a Cal Fire assessment report added to this. I am sure they will not say minimal risk.

2. Chapter 11 Water
Who has water? When there is no rain, rivers and brooks have limited water. Wells get used.
I read these 22 pages. Lets look at what is needed at Mears Place. In less than ten years, a well was reconstructed to pubic standards twice. In 2015 the well could not meet the public water demand. The 12,000 gallons of water for fire use is now being filled by water trucks. Has construction of the new well been done as this report states "new well in the future." Twilight Ride current well pumps 15 gpm potable at the residential dwelling. So a new well needs to be done here. Harvego has a well that is used for pasture irrigation. How will the well provide once there is a parking lot with visitor needs, animal watering, and meeting fire fighting holding tanks

I481-3

I481-3 Cont'd

requirement? In this proposal they also will get a new well. Where is the data about how much water will be needed at each site? As this is also a GREAT fire danger ares what if the 12,000 container will not be filled. Do you know how much water will be used? Where is that DATA. Daily visitor drinking, watering animals takes a lot of water. Gallons! There is a lot of talk about water drainage, from trails, and parking surface that can go to Raccoon Creek. Water quality. It even talks about the depth of wells and how much is pulled in a minute. Talks about where to put septic tanks with drip field / leach fields with ponds and stream and parking lot may be problematic. Finally states if water discharge violates water ways and groundwater this can be a potentially significant impact. It talks of how the water channels go do to feed other areas in the state. So there would be a ripple effect. Yet the 2010 reports says no significant impact when these conditions have not change because the issues have not been created. It does not mean that there is not an issue, it is that they can be a significant issue once construction starts. Page 11 goal 6A has goal of enhancing natural qualities of rivers, streams, creeks, and groundwater. Finally it has quality drinking water. It still seems water is an issue.

Looking at septic appendix J it says they looked at 5 gallons of sewage per person. With average of 140 parking cars times 2 equals 280, times 2.5 visitors 700 visits, x 5 gallons treatment of 3500 gallons of sewage Conclusion is you have waste there is also consumption. If 3500 is waste even 1 gallon per visitor (700) that would mean 4200 gallon per day of well water with out the horse consumption. Is that a lot of water?

I481-4

3. Chapter 13 Public Services & Utilities This was enlightening. I know my house will burn if there is a fire at Twilight Ride parking area. It will depend on the wind pattern as to how much time my family will have. I can hope the storage water if it can reach the source will fight the spread as it will be 8 to 10 minuets before firetrucks will arrive. People will be racing to get away from the area. They will hit the roads, the same time help is trying to get to the fire. Now residents will see smoke, and start packing or trying to save their homes. It has been maybe 20 minuets. How far do you think the fire has spread. People will leave areas such as the winery and the golf course. Visitors will leave and the residents will have to live with the consequences of the fire.
Fire protection is with Cal Fire Nevada -Yuba -Placer. Atwood station #180 is first responder.

13.3.2. Public resources code section 4114 & 4130 authorize by the State Board of Forestry and Fires protection 2010 Strategic Fire Plan. And that plan is?

13.3.3. Goal 4 H provide adequate fire protection. Rural areas will wait 8 – 10 minuets. What do you think the time coming from Lone star station would be? My impression if these parking lots are passed then we should have a fire station due to the increase risk of not just Twilight Ride but also Harvego parking.

This report talks about shade fuel breaks, maintaining vegetation by cattle, goats and sheep. It also states a Ranger will be present. Rangers will also be able to talk to county staff through radios.
The 2010 HFRP under Emergency access bridges has a recommendation of " The County would also provide 2 weeks notification to Placer County Fire Department / Cal Fire of any events that would have greater than 30 vehicles and / or between 100 & 200 participants to allow for improved emergency response if needed. This was considered less than significant. Plus in other areas of this report it is no longer considered to report these conditions, why not? This would be a smart thing to do. But again if you look at the projected use it would be every weekend.

I481-5

13.4.2. Issues Utilities
Insufficient water supplies especial dry or multiple dry years. Matter of fact they state Any Reservation based events that would exceed the capacity of on site wells would be required to supply their own water. Again what is the amount of water needed? If you don't have enough water for usage, you don't have enough water to fight fires.

Page 14 " Park rated moderate to high on the fire Hazard Severity map. Exhibit 16-2 Spears Ranch overnights with campfires in fire pits. Is this still going to happen during fire season?

Page 15 "It was determined that although the project could increase the potential risk of wildfire on the HFRP project area, implementation of various measures would improve Cal/Fire Placer County Fire Departments ability to respond more quickly to fires and would reduce the severity and size of potential fires. Therefore the project was not expected to cause a significant increase in the demands for the fire services. The impact was considered less that significant. Really!!!! I read in this report that Cal Fire and Placer County Fire Departments did not have an evacuation plan. I'd like to see what it is, because living here it would matter a great deal to the residents. So whats their plan, other than react to the fire and everyone is out for themselves.

I481-5 Cont'd

2019 HFRP trail Expansion Project impact analysis Sec 16N " smoking, campfires and motorized vehicles will be prohibited within the expansion areas with the exception of emergency medical or ranger services, maintenance and landowners needs. What will be the consequences of smoking, starting campfires or using motorized vehicles. What happens if homeless encampments are found?

No where in this chapter does it suggested reopening Lone star fire station. Again why not? If the park system would not be held accountable to do this then the County should be finding the financial source as they are making the decision to let these event progress instead of realizing we can not afford to do this expansion. Who do we hold responsible financially for our property losses. Insurance company's will push for someone else to pay the cost. Does PG&E ring a bell.

4. Appendix D Traffic Impact Study 24 hour study Aug 1, 2019
What vehicles could be using Bell Road, Lone star and Cramer? What will traffic look like?
Bicycles on any roads leading to parking areas would be dangerous for auto and biker. The new law of 3 ft would be impossible on some of the curves as you would have to go to the other side of the road to pass. What would happen when there is more than one bicyclist? I have only in 30 year seen one bike on the road. With a park that has bike trails, this many not be the case now.

Pg 19 Bike Table 6	Cramer	Bell to 49	ClassIII	priority 0
	Bell	Lone star to Joeger	Class III	priority 2
	Lone star		Class III	priority 2

Pg 52 Bicyclers felt that they would not ride to the parking area as they would use off road bikes on the trails.

Pg 51-52 Pedestrians if no parking they could park on street. Pedestrian safety / automobile conflicts.
Residents may have to put "No Parking " signs up on Bell Road to prevent parking just like residents did on Wise Road and Mt Vernon.

I481-6

Concerns of using Cramer road. Pg 22 "Increase of traffic on a road that had 3 accidents... in 3 years." Of the three roads this is the one with the most accidents. There are blind curves, and deep shoulders for water run off. In most areas there are no shoulder. There are 10 driveways, 2 streets, and 1 private road. Curve radius 75 ft to 200 ft. means speed limit 30 or less. Width of the road is 20 to 22 feet. My question how wide is a horse trailer. Will they take up more than their side of the road, especially when going around a curve.
This report also has the usage of Cramer on weekdays may go up to 250 vehicles a 45 % increase and on Saturdays 480 an 88% increase. Yet Lone star on weekdays will only go up 22 % and on Saturdays up 52 % (Note EPS directions use Cramer to get to 5345 Bell Road)
On page 52 "The project will add traffic to a road way that experienced collisions at a rate that exceeds the statewide average for similar facilities, and as a result the projects impact to safety on Cramer Road is considered to be potentially significant.
Page 52 They feel putting roundabouts and only right turn at Cramer would help. Also having a raised median.
Page 62 Lone star in the future could need a light if the roundabout has not been done. Yet it would slow speed on highway 49. A "Intersection control Evaluation report" would help determine which would be the best direction to go. This has not been done. Question: Why has decreasing speed limit to 55 as there are so many driveways, and street that enter and exit hwy 49 been done? Ever heard of posting residential area decrease speed. Instead speed limits have been increased(40 to 55 to 65) from Shale Ridge Rd forward towards Lake of the Pines. Why, because people will not do 55, and in most cases drive faster than 65 mph. So the speed just keeps going up since drivers will not drive at a safer speed.

Pg 62 “”No funds has been found to improve SR 49 north of Dry Creek.

Entrance to Twilight Ride off Bell Road. It was suggested to move entrance 240 ft. to make visual viewing for the Left turn needs to be at least 300 ft of clear viewing. Speed limit needs to be 40 mph or less. Addition of Road tapers would give vehicles distance to slow and turn. Twilight Ride entrance is 1800 feet from Cramer Road.

Chapter 8 Transportation and Circulation
2019 HFRP Trails Expansion Project Impact Analysis page 24
“At the Twilight Ride site, the center line for the proposed access location is roughly 80 feet from parcel's southern boundary. Thus the 150 foot taper would begin along the edge of pavement roughly 122 feet south of the property line and widen to about 8 feet at the property line. Depending on the right of way location in this areas, this work may encroach into the adjoining parcel. A shorter taper may be needed to avoid encroaching into the adjoining parcel, and this deviation from Plate 116 would require an engineer to design an acceptable alternative and request an approval from Placer County's Director of Public Works. Mitigation Measure S8-4 requires the preparation of Improvement Plans meeting County standards on plate 116 for installing a separate northbound left turn lane on Bell road and construction of a driveway entrance for the Twilight Ride site.”
Question how would cars or matter of fact horse trailer get in to this property?
Pg 29 2019 HFRP trails expansion project impact analysis States no designated emergency evacuation plans are in place with CAL Fire/ Placer County Fire Department for the existing residential areas surrounding the expansion areas. However, the project improves access to rural areas of the County for emergency responders The project would include improvements to on site access roads in order to provide public and emergency service access to the parking lots and trail heads….. What improvements are they talking about? But of course if the park does not happen we would not need these changes.

I481-6 Cont'd

Measure S8-3 Install or Upgrade Traffic Control Devices along Cramer Road Prior to the public use of the Twilight Ride facility in Phase 1, install or upgrade traffic control devices along Cramer Road to meet current MUTCD standards for message, location and sign conditions to the satisfaction of the Department of Public Works. (pg 30) What does this mean?

Table 8-14 Existing plus Project Roadway Segment Traffic Volumes and level of Service shows traffic will be using Bell road or Cramer as little usage shown, on Bell Road from lone star to Cramer. Yet the Bell rd Joeger to Cramer is almost the same as on Cramer from Bell to SR 49. (pg 40)

pg 52 talked about decreased usage on Cramer could be done if right hand turns on hwy 49 was only allowed. Talk about center wall and roundabouts at Lone star and Lorensen would change the usage on Cramer. “” Any improvement on SR 49 would require approval from Cal trans and the County cannot guarantee that the improvements would occur.
So how much traffic is on highway 49 information from 2017 Cal Trans is shown on :
8-4 Figures of vehicles 34,700 traveling N Bell on highway 49 to Dry Creek, 32,000 to Lorensen, and 30,700 to Nevada County Line.

8.5 Table HFRP Expansion Saturday Trip Generation Estimate.
Twilight Ride will give 232 permits which generate 599 trips.
Harvego will make available 222 permits and 573 trips

There is a lot of information but the results show there will be a lot of traffic. This report purposed changes to highway 49 will help with the traffic on Cramer to go to Twilight Ride. Yet why would you have need of Left hand turn lane on Bell if you came in through Cramer. Maybe traffic should be directed to use Bell Rd.

I481-7 **5.** Chapter 4 Land Use And Agricultural Resources.
In reading the 18 pages it seems the Placer County goal is to ensure land for recreational activity in this case

I481-7 Cont'd

open wild land for hiking, horse back riding or biking. Because this area is rural land. Roads are narrow and there is a need for parking areas. For many years different large homesteads have been acquired for these needs. I question how much land do you need. The plan is to have four locations just for parking. One being Twilight Ride. It will give over 400 parking spaces Of course this piece of property ties all these pieces of property together and brings access to roads. This piece of property and areas around it is in a high risk fire zone. Bringing visitors to this area endangers residents. Humans can cause Fires. Insurance companies are making it harder to get and keep insurance. The cost is also making some homeowners have financial difficulties. Traffic issues on roads that may have been made since this area was plotted. They were made for getting from farms and ranches to town. They were designed for a lot less traffic than this parking lot will bring. Yet the answer is to do road enhancements only because of bringing traffic to this area. I've seen the No parking signs that were installed on properties on Mt Vernon and Wise. We will have the same look. If people are not smart enough to not park on the edges of roads, are the smart enough not to smoke and start a fire?

I481-8

I have read as much as I can. I can not support this project. Does any park need over 2,000. acres. Using this parking area increases fire risk, will cause problems on our roads. Has potential to contaminating water. Not passing Twilight Ride parking will also save putting in a well, a septic system. No water contamination No traffic, decreased risk of fire. Just trying to get onto the property is problematic. Residents have been saying NO for years. Yet every few years we are being pushed into going along enhancing the park. I don't want the fire risk, the traffic, water issues, potential trespassing, homeless encampments, breaking into neighbors homes.

I am supporting a "No" vote to the Enhancement to Hidden Fall Regional Park Trail Expansion SDEIR regardin Twilight Ride Parking area.
Please include my letter as part of the public comment permanent record.

Sincerely

Pamella Trocha

Pamella Trocha

RESPONSE TO COMMENT LETTER I481: PAM TROCHA

Response to Comment I481-1

The commenter questions why the project is being considered and the adequacy of the report, especially with regards to wildfire risk.

The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

Response to Comment I481-2

The commenter expresses concern about wildfires and evacuations.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

The commenter mentions reopening of the Lone Star Fire Station #184.

Reopening of the Fire Station is not a part of the proposed project.

Response to Comment I481-3

The commenter expresses concern about water availability and water quality.

Please see Draft SEIR Chapter 11.0 “Hydrology and Water Quality” and Section 11.4 “Impacts” for an analysis of impacts to water supply and water quality. Also, please see Draft SEIR Chapter 13.0 “Public Services and Utilities”. Mitigation Measure 11-2 requires a public well permit prior to construction of any new wells. As the wells will be public wells, they will be required to conduct annual testing. All new septic systems will be required to adhere to the standards of the Placer County Environmental Health Division and the Central Valley Regional Water Quality Control Board.

Response to Comment I481-4

The commenter expresses concern about emergency response.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I481-5

The commenter expresses concern about water supply and questions the availability of water to supply fire storage tanks and domestic service at the various trailheads.

The County would use a combination of surface irrigation water from existing rights to canal water, new and existing wells, and delivery by water truck to supply water needs at the trailheads.

Please also see Response to Comment I481-3 above and Master Response 2 – Wildfire, Safety, and Emergency Response.

Response to Comment I481-6

The commenter summarizes various sections of the Draft SEIR and expresses concern about traffic and circulation, specifically with reference to accidents and hazards on Cramer Road.

Comments noted. Please see Master Response 3 – Traffic, Circulation, and Parking. The Draft SEIR has been prepared pursuant to the requirements of CEQA, the potential impacts have been thoroughly analyzed, and appropriate mitigation measures have been proposed. No further response is required.

The commenter expresses concerns about bicycles on Cramer Road; however, notes that they have only seen one bicycle on the road in 30 years.

Bicycle use of public roadways is allowed by the State Vehicle Code. Please see Master Response 3 – Traffic, Circulation, and Parking for additional discussion of bicycle safety and statistics.

The commenter questions why the speed limit has not been reduced in this area.

Please see Master Response 3 – Traffic, Circulation, and Parking. The master response specifically addresses safety, speed limit enforcement and design issues associated with the roads in the project area.

The commenter expresses concerns about evacuation plans for wildfires and improvements to on site access roads to parking lots and trail heads for emergency responders.

Please see Master Response 2 – Wildfire, Safety, and Emergency Response for a discussion of evacuation plans.

The commenter asks the question, “Most traffic using Bell or Cramer but very little traffic on Bell Road (from Lone Star to Cramer) and Bell Road at Joeger to Cramer is almost the same as Cramer from Bell to SR 49”?

Based on comparable travel times along each route, traffic destined for the Harvego Ranch Preserve area from most points of origin is expected to primarily use Lone Star Road. Similarly, the shortest route to the Twilight Ride area makes use of Cramer Road and then turns left. As a result, the volume of project traffic on Bell Road between the Cramer Road and Lone Star Road is less than at other locations.

The commenter asks the questions, “Changes to SR 49 would reduce traffic on Cramer headed to Twilight Ride so why is there a proposed left-hand turn lane on Bell if traffic was arriving via Cramer”?

Based on identified funding, the Draft SEIR traffic analysis did not assume that access to SR 49 would be limited at the Cramer Road intersection at the time that the analysis was conducted. The volume of traffic turning left into the Twilight Ride access under those conditions created the need for a left turn lane.

Please also see Master Response 3 – Traffic, Circulation, and Parking.

Response to Comment I481-7

The commenter expresses concerns about land use and agricultural resources.

Please see Master Response 4 – Land Use Compatibility and Master Response 5 – Agriculture.

The commenter states that the Twilight Ride parking area will provide 400 parking spaces.

Per Table 3-1 and the discussion of the Twilight Ride parking area on pages 3-36 through 3-42, a total of 140 parking spaces would be available at the Twilight Ride parking area.

Response to Comment I481-8

The commenter expresses opposition to the project.

The opposition is noted. No further response is required.

2.7.482 LETTER I482

Letter I482

Greater Auburn Area Fire Safe Council

Serving the Communities of:

Auburn City
Newcastle
Penryn
Bowman

May 19, 2020

Honorable Board of Supervisors and Placer County staff,

I482-1 On behalf of the Greater Auburn Area Fire Safe Council (Council) I write you today to provide public comment on the draft Subsequent Environmental Impact Report of the Hidden Falls Trails Expansion Project, specifically to urge the County to take additional wildfire mitigation efforts.

Over the past couple years, our fire safe council has heard concern about the elevated fire risk as a result of the expansion project. We have heard from residents, officials from CAL FIRE / Placer County Fire, as well as the County Parks Administrator. The Council has discussed the project in depth and appreciates the opportunity to provide input into the plan.

We are all aware of the devastating effects of wildfires and the critical importance in preparing for and preventing wildfires. Recent wildfires have highlighted that concern and if we learned anything from the 2009 49 Wildfire, it's that our region is not immune to the dangers posed by wildfires.

I482-2 The Council supports the mitigation efforts outlined in Chapter 16 of Subsequent DEIR.

1. Curtailing construction and maintenance actives during high risk wildfire periods.
2. On-site water during construction and maintenance activities.
3. Purchase one light rescue vehicle.

I482-3 On May 15, 2020, Andy Fischer, Placer County parks administrator, discussed with the Council additional efforts that the County is considering. We appreciate the County adding additional items to the conversation, and urge the County to add these items to the formal Mitigation Measures.

1. Grazing. The Council has long discussed and advocated for increased usage of livestock for fuels reduction. In recent wildfires, grazed lands have burned less severe. We request that funding for on-going grazing being added.
2. Park closure on extreme fire weather days. We completely support the policy discussion being considered where the park will restrict use during extreme fire weather days. County staff have indicated that this policy will be adopted regardless of the outcome of the expansion, but we feel it's a great mitigation that should formally be added.
3. On-going funding. County CAL FIRE staff have presented the past fuels reduction efforts made in and near the Park. We request that funding for Hidden Falls Park fuels reduction be allocated on-going.

I482-4 Lastly, the Council stands ready to continue to support your efforts in preventing wildfires.

Sincerely,

Daniel Berlant
Chairman, Greater Auburn Area Fire Safe Council

RESPONSE TO COMMENT LETTER I482: DANIEL BERLANT, GREATER AUBURN AREA FIRE SAFE COUNCIL

Response to Comment I482-1

The commenter writes to provide public comment on the Draft SEIR, specifically to urge the County to take additional wildfire mitigation efforts. The commenter states that over the past couple of years, they have heard concerns about the elevated fires risk as a result of the expansion project and received input from residents, officials from CAL FIRE/Placer County Fire, as well as the County Parks Administrator. The commenter is aware of the devastating effects of wildfires and the critical importance in preparing for and preventing wildfires and that the region is not immune to the dangers posed by wildfires.

Comment noted. No further response required.

Response to Comment I482-2

The commenter supports the mitigation efforts outlined in Chapter 16 of the Draft SEIR including 1) curtailing construction and maintenance activities during high risk wildfire periods; 2) on-site water during construction and maintenance activities; and 3) purchase of one light rescue vehicle.

Commenter expresses support for the mitigation efforts outline in Chapter 16 of the Draft SEIR. No further response required.

Response to Comment I482-3

The commenter urges the County to add the following items summarized below to the formal Mitigation Measures:

1. Livestock grazing.
2. Park closure on extreme fire weather days.
3. Ongoing funding for fuels reduction.

Regarding livestock grazing, please see Master Response 5 – Agriculture.

Regarding park closures on extreme fire weather days, please see Master Response 2 – Wildfire, Safety, and Emergency Response. Placer County utilizes an adaptive program to implement closures on high fire danger days and this program would continue although it may be modified as new information becomes available.

Regarding funding for fuels reduction, please see Response to Comment I473-13. The Board of Supervisors has increased appropriations to the Parks Division for fuels management, tree work, and trail maintenance. Placer County currently implements some of these activities, but the requested actions are subject to future funding allocations by the Board. Although desirable, this project cannot commit future boards to fund activities that are not required to mitigate impacts of the project.

Response to Comment I482-4

The commenter states that they stand ready to continue to support County efforts in preventing wildfires.

Comment noted. No further response required.

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