

APPENDIX A

Scoping Report with Notice of Preparation (NOP)

Notice of Preparation (NOP)



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

DATE: June 4, 2018

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: **Revised** Notice of Preparation of a Subsequent Environmental Impact Report for the Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project

REVIEW PERIOD: June 5, 2018 – July 6, 2018

Placer County (County) is the Lead Agency for the Hidden Falls Regional Park Trails Network Expansion Project (Project), and is preparing a Subsequent Environmental Impact Report (SEIR) for the Project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.).¹ The purpose of this Revised Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to make meaningful responses as to the scope and content of the SEIR. Your timely comments will ensure an appropriate level of environmental review for the Project.

An NOP was previously issued for the Project, inviting comment from January 31, 2017 through March 1, 2017. This Revised NOP is being released because the project description has been amended to reflect the potential use of 50 acres located at 5345 Bell Road in Auburn (APNs 026-110-012 and 018) (the "Twilight Ride property") for additional trailhead parking (approximately 100 auto and 40 horse trailer spaces), as well as potential horse-boarding.

Project Description: Hidden Falls Regional Park currently includes approximately 30 miles of trails that are open to the public. The Project would expand the trail system into areas northeast, west, and east of the existing park, where the County holds existing trail easements or owns property. In total, approximately 30 additional miles of trails would be added, along with the construction of two additional bridges over Raccoon Creek between the existing regional park trail network and Taylor Ranch (as well as one additional bridge over Raccoon Creek within Hidden Falls Regional Park that was analyzed under the prior EIR), additional parking, access areas, and other improvements, and possible improvement of off-site access roads. The park features in the expansion areas would include accessibility features compliant with the Americans with Disabilities Act, drinking water fountains and restrooms, on-site groundwater wells, fire suppression facilities, equestrian features (e.g., horse watering, hitching posts, barn, paddocks, horse boarding), other potential concessions compatible with the characteristics of the park (e.g., bicycle rentals, nature education classes), picnic areas, benches, bear-proof trash receptacles, and interpretive displays.

The parcels involved in the expansion to the northeast are either owned by Placer Land Trust, or are held in a Conservation Easement by Placer Land Trust, with associated trail easements held by the County. Other connecting areas west and east of the existing park are owned by Placer County or the County holds trail easements within the areas. The Project would require the County's approval of a modified Conditional Use Permit (CUP) to cover the existing Hidden Falls Regional Park as well as the expansion areas. This modified CUP would supersede the existing CUP for the regional park, and would cover the development and operation of the existing and expanded trail network, the associated parking and roadway improvements needed, and other miscellaneous park amenities (listed in the prior paragraph).

The SEIR will evaluate the feasibility of parking and access improvements that would make optimal use of the parking area at Mears Place, would create opportunities to use already-permitted parking off Garden Bar Road on a limited, reservation basis, and would provide new vehicle access to and parking for trail network expansion areas to the north, at both the Harvego Bear River Preserve area and the Twilight Ride property on Bell Road. The

¹ An Environmental Impact Report (EIR) was previously certified in 2010 for the expansion of Hidden Falls Regional Park (State Clearinghouse No. 2007062084).

phasing and associated road improvements discussed in the original EIR for the Garden Bar entrance will be further clarified. The SEIR will also consider a system whereby park access use permits could be issued to adjacent landowners who would provide overflow parking spaces/horse-boarding facilities to visitors, and management strategies that would link available parking to potential park users before they arrive at the site. Lastly, the SEIR will analyze the types of uses which will be allowed throughout the park.

Project Location: The proposed trail expansion area is located northeast, west and east of the existing Hidden Falls Regional Park, and south of the Bear River in Placer County. The Project area is approximately 40 miles northeast of Sacramento (see Figure 1, Regional Location Map). The existing Hidden Falls Regional Park area encompasses approximately 1,200 acres, and includes a parking area at Mears Place, as well as an already-permitted future parking area located off of Garden Bar Road. Figure 2 shows the Project area including regional highways (e.g., State Route 49) and local roads including Big Hill Road through the center of the Project area; Mt. Pleasant Road to the south; Bell, Cramer, and Lone Star Roads to the east providing access from State Route 49; and Garden Bar Road to the west.

The proposed expansion areas to the northeast of the existing park consist of the areas known as Taylor Ranch (321 acres) and Harvego Bear River Preserve (1,773 acres), as well as privately-owned parcels with trail easements, such as the Liberty Ranch (313 acres). The trails will also cross the Kotomyan Preserve (160 acres) and the Outman Big Hill Preserve (80 acres). These areas are owned by the Placer Land Trust and are to be held as conservation land in perpetuity. Entry to these areas is currently limited to guided tours led by the Placer Land Trust. Placer County has trail easement rights within these properties. A parking lot and trail connection is also proposed from a County-owned parcel off of Garden Bar Road to the west of the existing park. Additionally, parking and trailhead access are proposed from the Twilight Ride property on Bell Road, as well as from the Harvego Bear River property. Figure 3 shows the existing regional park and the boundaries of the proposed trail network expansion areas.

For more information regarding the project, please contact Lisa Carnahan, at (530) 889-6837. A copy of this NOP cover letter, as well as additional information on the Project, is available for review at the Auburn Public Library, the Rocklin Public Library, the Lincoln Public Library, the Placer County Community Development Resource Agency (Auburn), and on the Placer County website:

<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir>

NOP Scoping Meeting: In addition to the opportunity to submit written comments, one public scoping meeting will be held by the County to inform interested parties about the Project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. This meeting will be held on Thursday, June 14, 2018, from 6:00-8:00 p.m. at the Placer County Community Development Resource Center, Planning Commission Hearing Room, 3091 County Center Drive, Auburn, CA 95603.

NOP Comment Period: Written comments should be submitted at the earliest possible date, but not later than 5:00 p.m. on **July 6, 2018** to Shirlee Herrington, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603. (530) 745-3132, Fax: (530) 745-3080, cdraecs@placer.ca.gov.

Published in Sacramento Bee and the Auburn Journal, June 10, 2018.

1.1 BACKGROUND

In January of 2010, the Placer County Planning Commission (Commission) approved a Conditional Use Permit (CUP No. 20090391) and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2007062084) which added the property formerly known as the Spears Ranch (979 acres) to the 221-acre portion of Hidden Falls Regional Park (Park) already open to the public. These actions authorized Placer County (County) to operate and maintain the expanded Hidden Falls Regional Park (HFRP).

Presently, the County is considering expansion of the HFRP trail network system onto conservation lands either owned by Placer Land Trust (PLT) or held in a Conservation Easement by PLT, with associated trail easements held by the County, or onto land owned by the County. The project would improve access to the regional trail network by extending the existing HFRP trail system onto the conservation land and providing parking to support recreational activities as described below in Section 2.

The proposed expansion and modification to existing CUP No. 20090391 is a “project” as defined by the California Environmental Quality Act (CEQA) and subject to environmental review. In the case of the proposed HFRP trails expansion project, the County intends to prepare a Subsequent Environmental Impact Report (SEIR) consistent with CEQA Guidelines Section 15162. The focus of the SEIR is to determine whether the proposed HFRP trails expansion would result in effects not discussed in the prior EIR. The SEIR will also determine whether the project substantially increases the severity of previously identified impacts, identify additional mitigation measures, if needed, and determine whether alternatives previously thought to be infeasible and not adopted for the prior project are in fact feasible and should be incorporated into project approvals.

1.2 NOTICE OF PREPARATION

Once a decision is made to prepare an EIR, the lead agency must prepare an NOP to inform all responsible and trustee agencies (agencies) and interested persons that an EIR will be prepared (CEQA Guidelines Section 15082). The purpose of an NOP is to provide stakeholders with sufficient information describing the proposed project and its potential environmental effects to enable agencies and the public to make a meaningful response related to the scope and content of information to be included in the EIR.

The County originally issued an NOP for the proposed HFRP trails expansion in January of 2017. Subsequent to the release of the January 2017 NOP, the County approved the terms of a purchase and sale agreement that could lead to the acquisition of additional land with direct access to the existing trail network and provide additional opportunities for parking. Because of the changes in the proposed HFRP expansion areas from those identified in the January 2017 NOP, the County has elected to release a Revised NOP. Comments on potential environmental issues raised in response to the January 2017 NOP remain valid and need not be resubmitted. The purpose of this notice is twofold:

- (1) to solicit input, by **July 6, 2018**, from interested individuals, groups, and agencies about the desired content and scope of the draft SEIR to be prepared by Placer County for the proposed project, and
- (2) to announce a public scoping meeting on the proposed project, to be held at 6:00 p.m. on June 14, 2018, at the County Administrative Center, located at 175 Fulweiler Avenue, Auburn.

All comments on the Revised NOP shall be submitted to the County no later than **July 6, 2018**. Comments should be submitted to:

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603.
Phone: (530) 745-3132
Fax: (530) 745-3080
cdraecs@placer.ca.gov.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed trail expansion area is located northeast, west and east of the existing HFRP, and south of the Bear River in Placer County, approximately 40 miles northeast of Sacramento (see Figure 1, Regional Location Map). HFRP encompasses approximately 1,200 acres in the Sierra Nevada foothills, consisting of the properties formerly known as the Spears Ranch and Didion Ranch. Figure 2 shows the project area including regional highways (e.g., State Route 49) and local roads including Big Hill Road through the center of the project area; Mt. Pleasant Road to the south; Bell Road, Cramer Road, and Lone Star Road providing access from State Route 49 to the east; and Garden Bar Road to the west. The existing park has two access points, with an existing parking area at Mears Place and an area for an already-permitted future parking lot off Garden Bar Road.

Most of the proposed trail expansion areas are located north and northeast of the existing park within the Taylor Ranch (321 acres) and Harvego Bear River Preserve (1,773 acres), and on privately-owned parcels with trail easements, such as Liberty Ranch (313 acres). Trails will also cross the Kotomyan Preserve (160 acres) and Outman Big Hill Preserve (80 acres). Additionally, parking areas with trail connections are proposed from a County-owned parcel off of Garden Bar Road to the west of the existing park, and from the Twilight Ride property on Bell Road to the Taylor Ranch, and from the Harvego Bear River Preserve to the trail system in that area. Figure 2 shows the existing regional park, the parcel off of Garden Bar Road, the Twilight Ride property off of Bell Road, and the boundaries of the proposed trail network expansion areas.

Figure 3 illustrates the existing and proposed points of access and parking including areas proposed for expansion. The majority of the trails expansion area is located between the existing regional park and the Bear River to the north. Most of these areas are owned by the Placer Land Trust and will be held as conservation land in perpetuity. Entry to these areas is currently limited to guided tours led by the Placer Land Trust. Placer County has trail easement rights within these properties.

2.2 EXISTING SETTING

Existing Regional Park

The existing HFRP encompasses 1,200 acres and contains approximately 30 miles of multi-use trails, with parking located at Mears Place. Trails within the park cross Raccoon Creek (formerly Coon Creek) and Deadman Creek in three locations via pedestrian bridges. Raccoon Creek flows through the park from east to west. Existing park amenities include interpretive displays, restrooms, well, drinking

fountains, picnic areas, benches, trash receptacles, and hitching posts and horse-watering areas for equestrians.

Since fully opening to the public in 2013, HFRP, with its two waterfall overlooks and other recreational amenities, has grown substantially in popularity and visitation. As a result, the public parking area at Mears Place can become congested during holidays and weekends during good weather, and visitors have been turned away during these peak-use periods.

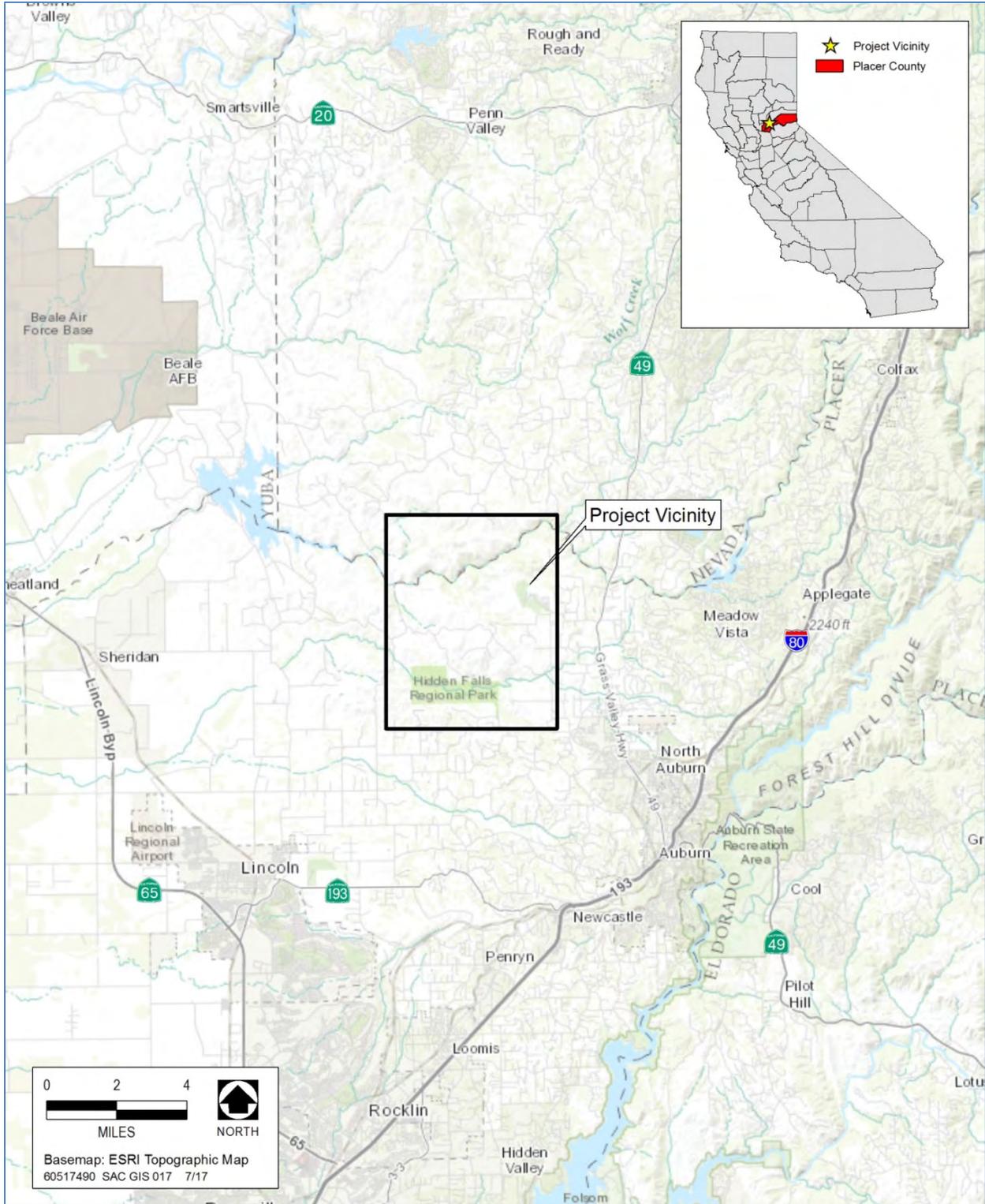


Figure 1 Regional Location

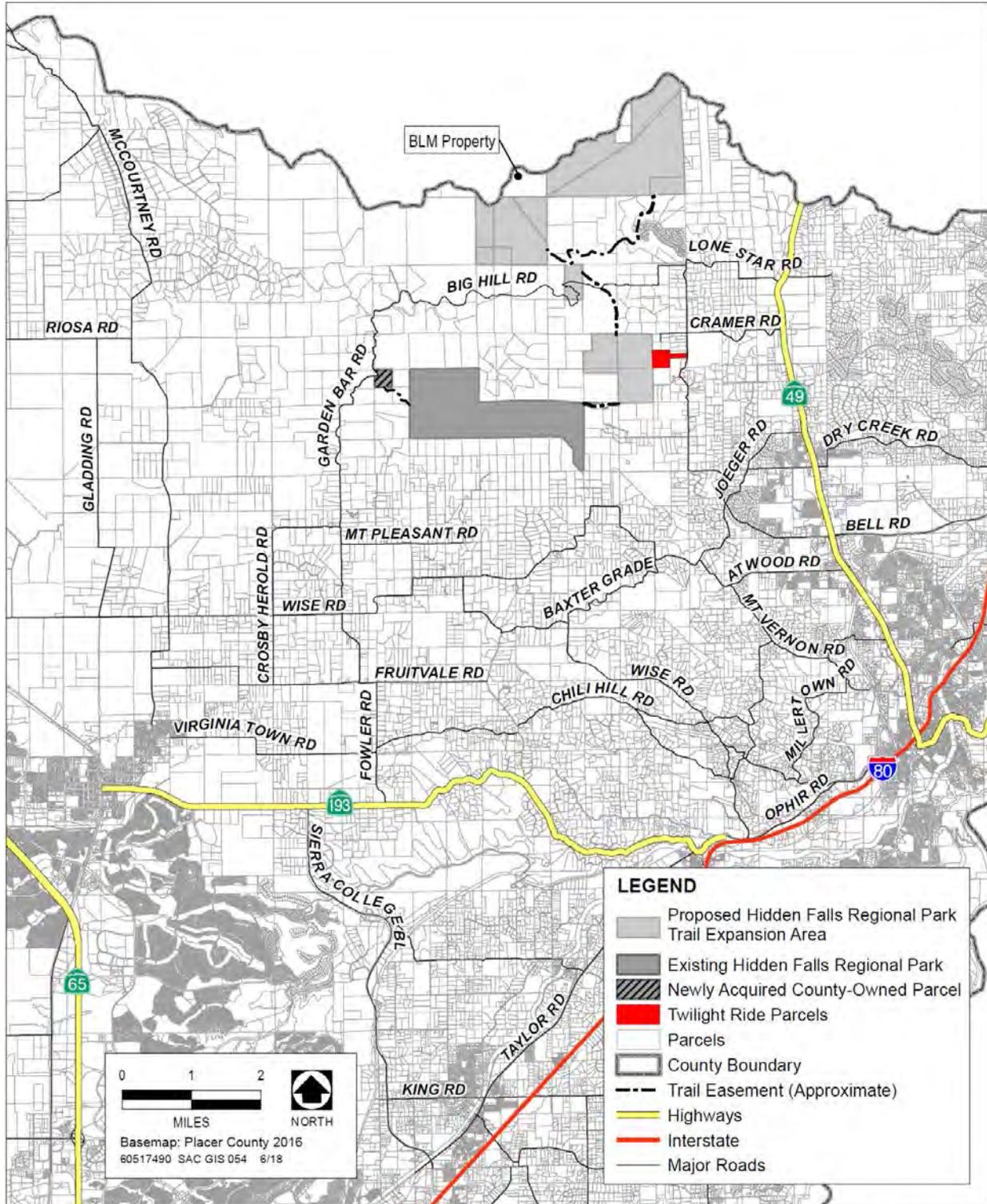


Figure 2 Project Area

The County Parks Division has implemented a series of operational measures to help rectify the existing parking issues, and to lessen the potential for visitors to be turned away at the entrance gate. Measures implemented to improve operations currently underway at the existing Mears parking lot include:

- Installing “No Parking” signs for a mile leading up to the park entrance;
- Use of Changeable Message Boards along the local roadways during high use days;
- Issuing daily messages on Social Media (Twitter and Facebook) regarding any trail closures and parking availability;
- Installing a web-cam with a view of the Mears Place parking area to provide real-time information on parking availability;
- Reconfiguring the Mears Place entrance to enhance traffic flow by including minor paving, signage, and pavement striping to change the direction of traffic and create a one-way flow; and
- Establishing an automated reservation system to help regulate parking availability by allowing visitors to reserve a space prior to traveling to the park.¹ Implementation of the reservation system began September 1, 2017. The intent of the reservation-based system of entry is to prevent patrons from being turned away due to unavailability of parking during peak usage times. Reservations to access the park are obtained online prior to coming to the park, thereby eliminating unnecessary vehicle trips to/from the park that must travel through the nearby neighborhoods.

The County will apply the knowledge gained from these operating methods in planning future parking areas for the expanded trails system so that any new parking areas function smoothly from the outset. Data from current use will be utilized in the SEIR to evaluate long term management strategies and provide for sustainable parking solutions which limit impacts on adjoining neighborhoods, improve the current user experience, and define future opportunities.

The existing 2009 Conditional Use Permit (CUP) for HFRP, CUP No. 20090391 approved on January 28, 2010, allows an additional parking area at the western end of the park, with access via Garden Bar Road. The County plans to construct a parking area to accommodate limited, reservation-based access off Garden Bar Road. Keeping vehicular travel to a limited number on Garden Bar Road will minimize off-site road improvements required to permit safe travel on the roadway. In anticipation of this access point becoming operational, the County acquired a new parcel off Garden Bar Road that would provide additional space dedicated for parking. Through an existing easement, this parcel would provide trail connections to the existing park. The Mears Place entrance to the park is currently under assessment with the intent to add a gated entry system and to add up to 25 additional automobile parking spaces in an overflow area. In addition, this SEIR will evaluate parking areas at the Harvego Bear River Preserve area and at the Twilight Ride property along Bell Road.

The SEIR will also consider the potential environmental impacts of granting Use Permits to adjacent property owners who may be allowed to charge park visitors for use of parking spaces and/or provide horse boarding and access to the park through private gates. Use Permits would regulate the number and

¹ <https://www.placer.ca.gov/departments/facility/parks/parks-content/parks/hidden-falls>

size of allowed vehicles, hours of operation, private gate usage, and other conditions to facilitate orderly use.

County Parks staff will request the approval of a modification to the existing CUP that encompasses the allowed uses on both the existing park and expansion areas. As part of this project, the type and size of allowed events and facilities will be described in greater detail and analyzed in the SEIR. The events to be considered include, but are not limited to, those allowed by the existing CUP (educational facilities, interpretive/educational classes and programs, supervised group camping, disc golf, depredation hunting, and reservation-based events), and new uses such as small venue gatherings (i.e. those involving less than 25 attendees and no amplified sound), limited horse boarding, and rentals and concessions operating within the park boundary or expansion areas. All current and proposed uses would need to complement the passive recreational and nature enjoyment features characteristic of this regional park.

Expansion Area Characteristics

The proposed trail expansion areas are mainly located northeast of the existing park, and south of the Bear River, with other connecting trails directly to the east and west of the park. Figure 3 shows the boundaries of the trail expansion areas and shows that the project area has few roads and includes expansive undeveloped areas within the Raccoon Creek and Bear River watersheds. The area is characterized by blue oak woodland and oak-foothill pine woodland and is included in the proposed *Placer County Conservation Plan*, currently under development by the County.

The Placer Land Trust owns the Harvego Bear River Preserve, Taylor Ranch, Kotomyan Big Hill Preserve, and Outman Big Hill Preserve in fee. Taylor Ranch (321 acres) has an existing 4-mile loop trail that also crosses the 160-acre Kotomyan Preserve to the west. Raccoon Creek flows across Taylor Ranch and into Hidden Falls Regional Park. Twilight Ride is a 50-acre property that connects Taylor Ranch to Bell Road. It could provide parking for automobiles and horse trailers, facilities for horse boarding, and add another access point to the existing trail system. Liberty Ranch (313 acres) is a privately-owned cattle ranch currently under Williamson Act contract. This area has no existing trails; its intermittent drainages are tributary to the Bear River. The Placer Land Trust holds a conservation easement on the Liberty Ranch property and Placer County has a dedicated trail easement within the property that connects to the other Placer Land Trust parcels. The County's trail easement on the Liberty Ranch property is limited to a previously surveyed 25-foot wide corridor, whereas the trail easements on the remainder of the expansion area are "blanket" in nature. Therefore, there is less opportunity for trail alignment refinement on the Liberty Ranch property than there is within the rest of the expansion area under the current status of easement rights. The adjacent Outman Big Hill Preserve (80 acres) has no existing trails. Harvego Bear River Preserve (1,773 acres) has a working cattle ranch. The area has an extensive network of existing ranch roads and some trails built by the Placer Land Trust and consists of oak woodlands and grasslands adjacent to the Bear River. The area's intermittent drainages are tributary to the Bear River.

The parcel to the west of the park along Garden Bar Road is characterized by blue oak and oak-foothill pine woodlands. The County-owned parcels and easement areas directly east of the park abut Raccoon Creek, and connect the existing park with the Taylor Ranch Preserve.

The lands adjacent to these areas consist of rolling hills and are primarily private lands used for agriculture, grazing, and rural residences. The U.S. Bureau of Land Management (BLM) owns the area in between the two portions of the Harvego Bear River Preserve and south of the Bear River.

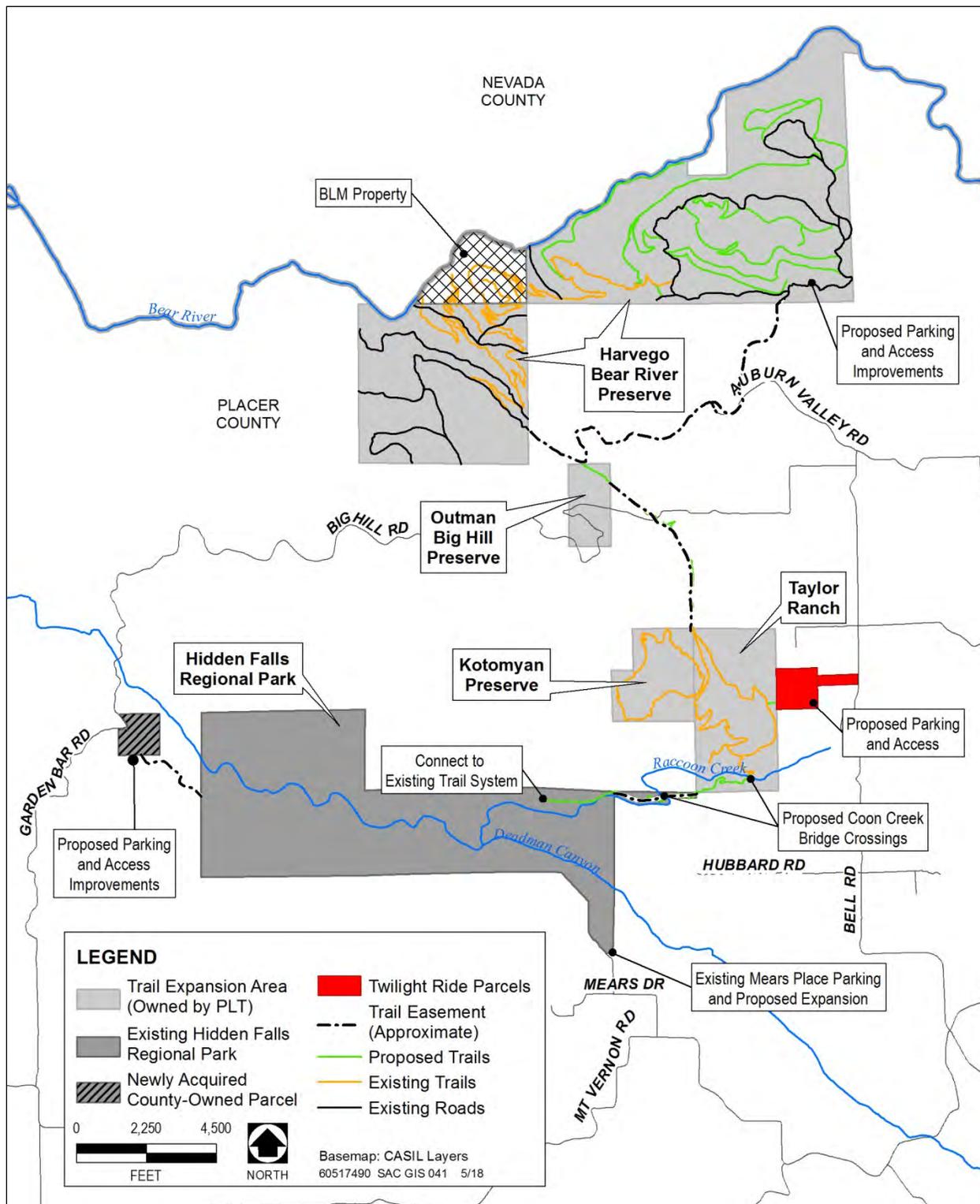


Figure 3: Proposed Project

2.3 PROJECT ELEMENTS

Placer County has collaborated with the Placer Land Trust to preserve approximately 2,500 acres of open space located north and east of HFRP. These lands, as well as connecting areas directly east and west of the existing park that are owned or held in easement by Placer County would accommodate the proposed future expansion of the public trail network from the regional park up to the Bear River. Combining the 30 miles of existing trails in the park with additional existing and new trails in the proposed trail expansion areas would provide more than 60 miles of multi-use, natural-surface trails. The expanded trails network would connect to the existing trail system in the regional park via existing easements between the park and trails in Taylor Ranch and Kotomyan Preserve, with additional connections through Liberty Ranch and Outman Big Hill Preserve to future and existing trails and ranch roads within the Harvego Bear River Preserve.

The County's discretionary actions would include approval of an amended CUP covering the existing HFRP and the expansion areas, including the designated lands to the northeast, the parcel west of the existing park that was recently acquired by the County, the areas east of the park that connect to Taylor Ranch and the Twilight Ride property. This permit and the County's SEIR would cover:

- Expanding the HFRP trails network from 30 miles to approximately 60 miles through the construction of new natural-surface trails within the lands owned or held in conservation easements by Placer Land Trust and on land owned by the County or where the County has easements;
- Project-level review of proposed trail corridors and parking areas and a program-level review of other areas within the Placer Land Trust parcels where trails or other amenities may be constructed;
- Constructing two additional bridges over Raccoon Creek between the existing regional park trail network and Taylor Ranch;
- Adding parking and access area improvements, including parking and access at Harvego Bear River Preserve for access to the northern areas of the expanded trail network, minor changes to the planned parking and access from Garden Bar Road to the west of the park, the addition of up to 25 more parking spots at the Mears Place entrance, and the potential addition of a parking/trailhead area with up to 100 vehicle and 40 equestrian parking spaces on the 50-acre Twilight Ride property;
- Allowing a limited number of privately-owned parking areas adjacent to the park boundaries with direct gate access into the park;
- Improving off-site roads which would provide access to new parking areas; and
- Identifying and clarifying the type and size of events and facilities allowed within the existing Hidden Falls Regional Park and expansion areas.

Trails and Amenities

The trails would be used for hiking, bicycling, and horseback riding, and would connect to existing County trail easements or County-owned property, as well as areas either owned or held in conservation easement by the Placer Land Trust. As with the existing park areas, no motorized vehicles (e.g., motorcycles and off highway vehicles) would be allowed within the trails expansion area. The use of motorized vehicles in special circumstances, such as for maintenance, emergency response, accessibility assistance, and/or electric bicycles (eBikes), will be regulated through Article 12.24 et seq. of the Placer County Code ("Public Recreation Areas"). The expanded trails network would include existing trails,

existing roads and paths, and new trails based on a conceptual trail layout developed by the County and the Placer Land Trust.

The preliminary layout for approximately 30 miles of new multi-use trail construction is shown in Figure 3 and is based on each area's opportunities and constraints, including topography, drainage crossings, locations of cattle operations, and scenery. The layout may be refined further based on the results of constructability assessments and biological and cultural resources surveys. Additional trails and amenities may be developed specifically for the benefit of visitors with physical handicaps, above and beyond minimum compliance with the Americans with Disabilities Act. The park features in the expansion areas would include drinking water fountains and restrooms, on-site groundwater wells, fire suppression facilities, equestrian features (e.g., horse watering, hitching posts), picnic areas, benches, bear-proof trash receptacles, and interpretive displays. A horse barn with associated corrals and paddocks and limited horse boarding is a potential use under consideration for the Twilight Ride property.

Bridges

The existing trails in HFRP are connected by three bridges across Raccoon Creek/Deadman Creek and rock/culvert passages and timber bridges over intermittent streams. Within the existing park boundaries, there is one additional bridge over Raccoon Creek which was analyzed under the prior EIR and is still planned for construction. To provide connectivity within the park's expanded trail network, the County plans to construct two additional bridges across Raccoon Creek in the area that connects to Taylor Ranch (Figure 3). One tributary of Raccoon Creek that lies between Hidden Falls and Taylor Ranch would require spanning with multiple culverts, box culverts, or a bridge. These bridges would provide access for pedestrians, equestrians, emergency vehicles, and small maintenance vehicles, and would be designed to minimize impacts on stream hydrology and wildlife habitat. The County would also construct foot bridges over intermittent drainages throughout the expanded trails network. The foot bridges would be designed to fit the rustic character of the surroundings and may require construction or replacement of culverts or construction of rock-lined stream crossings.

Parking and Access

The SEIR will evaluate the feasibility of parking improvements that would make optimal use of the existing parking area at Mears Place, would create opportunities to use reservation-based parking off Garden Bar Road, and would provide new vehicle access to and parking for trail network expansion areas to the north and east. Potential on-site parking areas have been identified within the Harvego Bear River Preserve area, along with a site along Bell Road adjacent to Taylor Ranch, as indicated on Figure 3.

The SEIR will also evaluate a County proposal to issue permits to adjacent landowners who would provide overflow parking spaces to visitors, and management strategies that would electronically alert visitors to parking availability before they arrive at the site.

Planning for the proposed new or expanded parking areas will be based on evaluation of parking demands derived from existing peak period traffic surveys which identified the number of vehicles accessing the park and the number of vehicles turned away after the existing parking facility filled, and the average visit duration. However, to achieve other resource management goals, parking availability during periods of peak demand would remain limited and managed through an online reservation system, which began operation in winter of 2017.

The SEIR's traffic and parking analysis will address the effects of implementing the project with the anticipated parking supply and operation of the newly created management systems with regards to overflow parking demands and vehicle travel on adjoining streets during peak season Saturday conditions. The County will evaluate the extent to which these demand forecasts could be accommodated on-site and through parking management measures, such as the new reservation system, and extending those measures to the new parking areas.

The existing CUP for HFRP allows for an additional parking area at the western end of the park to be accessed via Garden Bar Road. The 2009 EIR contained a detailed phasing plan to develop parking in this area that began with a public access gate, connecting roadway to the existing access road, fencing and cattle guards on the access road, along with a staging area. Phase 1 also included permitting classroom sized groups to access the site through the Garden Bar entrance with an appointment so that the gate could be opened to allow entrance. The SEIR will consider additional phased improvements and management options to be implemented between Phase 1 and Phase 2. With the requirement to obtain a reservation prior to arriving at the park, unnecessary vehicle trips to the park would be eliminated, but roadway improvements may be needed to ensure public safety.

Roadway Improvements

The SEIR will evaluate potential roadway improvements and will use the information the County has collected on traffic count data to determine Saturday peak-hour traffic volumes, current roadway capacities, intersection levels of service (LOS), design limitations, and safety issues (roadway width, design speed, and sight distance limitations) in the analysis. Proposed roadway improvements will be identified by estimating potential future traffic volumes and roadway improvements needed to accommodate visitors traveling to and from the park.

Construction, Operation and Maintenance

The trails and other features described above would be constructed over a number of years as funding allows. Trail and bridge construction would coincide with favorable weather conditions. The trails would be constructed using a combination of methods, including both the use of small construction equipment and hand clearing of vegetation. Helicopter use may be required to access the most remote areas of bridge construction. Trail widths would vary as needed based on safety considerations and the requirement to avoid biological or cultural resources. Vegetation clearing would be scheduled outside the breeding season of migratory birds, including raptors. The proposed trail system and recreational facilities would be designed to be as low maintenance as practicable, although some regular maintenance of the trails and ancillary facilities would be required, including clearing vegetation, maintaining trails, and removing fallen trees. All operation and maintenance activities are expected to be similar to those currently undertaken within the existing park boundaries.

3.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Placer County has determined that a Subsequent Environmental Impact Report (SEIR) should be prepared to evaluate the potential environmental impacts of expanding the Hidden Falls Regional Park trails network. The SEIR will incorporate the content of the 2009 Hidden Falls Regional Park EIR and will

explain the basis for incorporating the previous EIR's conclusions regarding such topics as population and housing and mineral resources. As required by CEQA, the SEIR will describe existing conditions and evaluate the potential environmental effects of the proposed project and a reasonable range of alternatives, including the no-project alternative. It will address direct, indirect, and cumulative effects. The SEIR will identify feasible mitigation measures, if available, to reduce potentially significant impacts. Based upon preliminary environmental review, it was determined that the proposed project would not result in significant impact to the following areas and, therefore, these areas do not require further analysis in this SEIR: Population, Employment and Housing, Mineral Resources, and Recreation.

The following environmental effects will be evaluated in the SEIR:

Aesthetics. This section will assess the potential impacts of added parking facilities and additional trails on scenic vistas, scenic resources, visual character, and light and glare. This section will use photographs of existing public views and descriptions of proposed parking facilities to evaluate impacts. The impact evaluation will describe how the County's thematic/stylistic design guidelines for Hidden Falls Regional Park will guide the design and selection of rustic amenities to reduce their aesthetic impacts.

Agriculture and Forestry. This section will address potential impacts on Prime Farmland, Unique Farmland, and Farmland of Statewide Importance; conflicts with existing zoning or Williamson Act contracts; and conversion of farmland or forest land to other uses.

Air Quality. The air quality analysis will evaluate potential air pollutant emissions from trail and parking lot construction and expanded trail visits using current Placer County Air Pollution Control District methods and will incorporate the air quality and climate change goals, projections, and impact findings from the 2013 General Plan Update.

Biological Resources. The biological resources section will address potential impacts on vegetation, wildlife habitat, special-status species, sensitive natural communities including wetlands, and trees/oak woodlands. Placer County recently conducted and is planning additional biological surveys (reconnaissance-level wildlife field surveys, special-status plant surveys, and wetland delineation) and a tree assessment in the proposed improvement areas.

This section will assess both direct impacts from construction and indirect effects from long-term trail use, visitation, and maintenance. It will also address potential impacts on wildlife migration corridors and any potential conflicts with the provisions of the proposed *Placer County Conservation Plan*.

Cultural Resources. This section will evaluate potential impacts on archaeological, historical, paleontological, and tribal cultural resources within the trail corridors and proposed parking areas. The County is conducting cultural resources surveys, including a records search and an archaeological pedestrian survey of the proposed new trails, parking areas, and road improvement areas. The County will also be conducting consultation with Native American Tribes in compliance with AB 52.

The assessment will describe the cultural setting, known resources, and methods used to identify and assess impacts; will evaluate potential impacts; and will present the mitigation measures that would be used during construction to reduce cultural resource impacts to less than significant.

Geology and Soils. This section will assess the potential geological and soils impacts of trail and parking area construction, including from grading and potential roadway improvements. The soils evaluation will

evaluate whether trail, bridge, or parking lot construction could result in substantial soil erosion, and will describe how the trails and bridges will be designed to minimize erosion to the extent practicable. The seismic evaluation will identify the potential for unstable soil or dangerous geological conditions (e.g., landslides, earthquakes) and will describe how those risks would be minimized by accounting for geology and soil factors in the structural design, construction, and operation of the trails and bridges.

Greenhouse Gas Emissions. This section will enumerate the project's greenhouse gas emissions based on additional visitor trips, construction and long-term operation and maintenance of the expanded trail network and the impact of those emissions on adopted plans, policies, or regulations to reduce greenhouse gas emissions.

Hazards and Hazardous Materials. This section will address potential impacts from the transport, use, or disposal of hazardous materials or releases of hazardous materials during construction and operations. The hazards evaluation would also evaluate potential exposure of trail users and any new structures to wildland fires.

Hydrology and Water Quality. This section will assess potential impacts on hydrology and water quality, including the potential for trail construction and the new bridges to affect Raccoon Creek water quality or hydrology, including from erosion or from restricting flow during high flows. This section would also evaluate whether installing wells for drinking water supply would deplete groundwater supplies.

Land Use. This section will evaluate the project's potential land use effects on adjacent parcels and land uses and consistency with Placer County's 2013 General Plan Update and regional plans and policies, as well as applicable habitat conservation planning currently underway as part of the *Placer County Conservation Plan*.

Noise. This section will evaluate potential short- and long-term noise impacts from trail and parking lot construction and ongoing use. Noise levels generated by construction equipment and trail/parking lot use will be estimated using noise modeling software and compared to County noise standards and ambient noise levels estimated based on existing land uses, including existing roadways and ranching operations.

Public Services. The expanded trail network has the potential to increase demands on law enforcement, fire protection, and other emergency services, such as search and rescue, beyond those of the existing Hidden Falls Regional Park. The SEIR will use updated records from law enforcement and other public services from the existing park uses to evaluate the need for public services in the expanded trail network areas and determine whether additional facilities are needed that could affect the environment during construction and operations.

Traffic and Transportation. This section will identify potential traffic (and parking) impacts based on existing conditions, the selected configuration for access roads and parking areas, and County level of service (LOS) standards. This evaluation will provide a quantitative assessment of increases in traffic levels and potential adverse circulation effects at intersections, known parking locations, and potential future parking locations. This section will also evaluate circulation and safety of trail users where trails cross roadways.

Utilities and Service Systems. This section will address potential impacts of adding drinking water supply, restroom facilities, and storm water drainage to serve the project area. It will also evaluate

potential impacts on landfill capacity and how Placer County would comply with solid waste laws and regulations.

Cumulative Impacts. Implementation of the proposed project could potentially result in significant impacts to the above resource areas. When taken together with the effects of past projects, other current projects, and probable future projects, the project's contribution to the overall cumulative effect of all these activities could be considerable and will be evaluated in the SEIR.

ALTERNATIVES TO BE EVALUATED IN THE EIR. In accordance with the State CEQA Guidelines (14 CCR Section 15126.6), the SEIR will describe a range of reasonable alternatives to the proposed project that are capable of meeting most of the project's objectives, and that would avoid or substantially lessen any of the significant effects of the project. The SEIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will provide an analysis of the No-Project Alternative and will also identify the environmentally superior alternative.

4.0 PROJECT APPROVALS

Anticipated approvals and permits required prior to construction are listed below. All other regulatory framework will be discussed in the applicable sections of the SEIR.

4.1 APPROVALS REQUIRED BY PLACER COUNTY

The proposed project would require the following Placer County actions:

- Certification of the SEIR for the Hidden Falls Regional Park Trails Network Expansion Project and adoption of the Mitigation Monitoring and Reporting Plan;
- Conditional Use Permit Modification; and
- Grading Permit

The access-roadway improvements and utilities required to accommodate the expanded trail network may also require encroachment permits from the County Department of Public Works and Facilities and wastewater permits from the County Environmental Health Division.

4.2 APPROVALS ISSUED BY OTHER AGENCIES

The proposed project would require the following actions by entities other than Placer County:

- Clean Water Act Section 404 permit amendment for stream crossings at Raccoon Creek and other streams (United States Army Corps of Engineers);
- Endangered Species Act Section 7 Consultation (United States Fish and Wildlife Service);
- Clean Water Act Section 401 Water Quality Certification amendment (Regional Water Quality Control Board – Central Valley Region);
- Clean Water Act Section 402 National Pollutant Discharge Elimination System permit (Regional Water Quality Control Board – Central Valley Region);
- Streambed Alteration Agreement amendment for stream crossings (California Department of Fish and Wildlife); and
- Encroachment permit for any construction within the floodplain of Raccoon Creek (Central Valley Flood Protection Board).

2018 Scoping Summary Report

Subsequent Environmental Impact Report
2018 Scoping Summary
Hidden Falls Regional Park
Trail Network Expansion Project



Prepared for:
Placer County

AECOM

July 2018

Subsequent Environmental Impact Report
2018 Scoping Summary

Hidden Falls Regional Park
Trail Network Expansion Project



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July 2018

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ACRONYMS AND OTHER ABBREVIATIONS

ASRA	Auburn State Recreation Area
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
County	Placer County
EIR	Environmental Impact Report
MAC	Municipal Advisory Council
mph	miles per hour
NID	Nevada Irrigation District
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas & Electric Company
PRC	Public Resources Code
proposed project	Hidden Falls Regional Park Trails Network Expansion Project
RWQCB	Regional Water Quality Control Board
SEIR	Subsequent Environmental Impact Report
SR	State Route

INTRODUCTION

Placer County (County) is the lead agency for the Hidden Falls Regional Park Trails Network Expansion Project (proposed project), and will prepare a subsequent environmental impact report (SEIR) for the proposed project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.). An environmental impact report (EIR) was previously certified in 2009 (State Clearinghouse No. 2007062084) to establish Hidden Falls Regional Park. The County is preparing an SEIR because the County is proposing to expand the Hidden Falls trails network into areas currently owned by Placer Land Trust (or where Placer Land Trust holds a conservation easement) and where the County either has existing trail easements or owns nearby parcels.

The County issued a revised notice of preparation (NOP) (Attachment A) of an SEIR for the proposed project on June 4, 2018, and held a public scoping meeting in Auburn on June 14, 2018. The revised NOP was released because the project description has been amended to reflect the potential use of 50 acres located at 5345 Bell Road in Auburn (Assessor's Parcel Numbers 026-110-012 and 018) (the "Twilight Ride property") for additional trailhead parking (approximately 100 automobile and 40 horse trailer spaces), as well as potential horse-boarding. The revised NOP was distributed using the County's mailing lists and was noticed in the *Sacramento Bee* and *Auburn Journal*. The State CEQA Guidelines provide a 30-day period for responsible and trustee agencies to respond to an NOP and provide specific detail about the scope and content of the environmental information that must be included in the EIR (Section 15082[b]). CEQA also requires lead agencies to hold at least one scoping meeting if a project is of statewide, regional, or areawide significance (Section 21083.9[a][2]).

The purpose of this report is to document the SEIR scoping process that was conducted by Placer County and to identify the comments received during the 30-day public scoping period (June 5–July 6, 2018). The County will consider all comments received during the public scoping period. This report documents the scoping process that occurred and identifies the comments received, topics of concern, and issues that will be addressed in the SEIR.

SCOPING MEETING

Placer County held a public scoping meeting to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the SEIR. This meeting was held 6–8 p.m. Thursday, June 14, 2018, at the Placer County Government Center Meeting Room, 3091 County Center Drive in Auburn. More than 100 interested individuals attended the meeting. Attendees were asked to sign in (see sign-in sheets in Attachment B) and provide contact information if they wished to receive future updates on the project.

Andy Fisher, parks administrator for the Placer County Department of Facility Services, welcomed attendees and discussed the meeting format. He explained that this was the second scoping meeting and stated that the draft EIR would be published in the fall. Mr. Fisher discussed the location of the project and Hidden Falls Regional Park history and visitation, including development and implementation in 2018 of the park's reservation system. He noted that the County initiated the Parks and Trails Master Plan in 2017 and conducted surveys with user groups, finding multiuse trails to be the most desired features. Mr. Fisher explained that after scoping was conducted in 2017 for the proposed park expansion, the County entered an agreement to purchase 50 acres of land on the Twilight Ride parcel off of Bell Road; all purchases are through Placer Legacy from willing sellers; real estate

negotiations are to be done in private, and that was the case here. Now that the purchase agreement is in place, the County is restarting the scoping process for the proposed project, with the new parcel included.

Lisa Carnahan, senior planner for the County’s Parks Division, delivered a presentation (Attachment C) explaining changes to the project since issuance of the prior (2017) NOP and details on the maps. She explained the project’s Phases 1a, 1b, and 1c and the number of vehicles, horse trailers, and parking spaces in each phase.

Ms. Carnahan stated that all resource areas listed in the CEQA Checklist would be addressed in the SEIR except Population and Housing, Mineral Resources, and Recreation. The presentation covered the next steps in the CEQA process (draft subsequent EIR, public review for 45 days including a public hearing, final subsequent EIR, and Planning Commission hearing in early 2019) and upcoming opportunities for public comment.



The presentation was followed by public comments. Meeting attendees who wished to speak were asked to sign in and to state their name before giving their statements. A total of 35 speakers gave public statements. The speaker sign-in sheet is presented as Attachment D.

PUBLIC COMMENTS

Lorrie Lewis, 6245 Wise Road. Ms. Lewis expressed concern that the same department is working on both parking and carbon footprint reduction, when the park brings vehicular trips that generate greenhouse gases. She also expressed concern that Placer Legacy is supporting recreation, not farming. Ms. Lewis stated that Placer County is wealthy in trails and advocated putting the project proposal on hold until a better location along State Route (SR) 49 could be located. She supports Placer Legacy’s efforts to preserve land, but does not support this proposal for recreation.

Sue Hall, 4990 Bell Road. Ms. Hall has lived on Bell Road since 1973. She said that the area has changed substantially and that her daughter used to ride horses on the roadway, but the amount of traffic makes that dangerous now. Ms. Hall asked who is paying for the rangers stationed at the park. She stated that the County previously alienated residents along Mears Road (near the current park), and that she is concerned about fire hazards, garbage, and theft. She called the project a new playground to break into houses and stated that it is wrong to exploit the land for use by out-of-towners. Ms. Hall asked whether the County charges for parking. *[Mr. Fisher responded that there is a charge on weekends and holidays.]*

Teena Wilkins, 8220 Hubbard Road. Ms. Wilkins represented Vina Castellano Winery. She said that she would benefit from the proposed parking lot because people who get lost looking for the park come to the winery, but that she opposes the project because the County is taking farmland that then cannot be farmed. Ms. Wilkins wants to see agriculture in the ag zone, and said that the project will change country life. She said that she likes Placer Legacy, but that in reality, it steals from people. She said that that the park does not have enough rangers to protect people and the park and that the park's bridges have graffiti. Ms. Wilkins stated that she is not opposed to people coming into the ag zone, but is opposed to this proposed use.

Mike Lutzker, 4985 Bell Road. Noting that he has a friend who lives on Mears Road, Mr. Lutzker stated that the project will alienate another neighborhood and urged the County to learn from its mistake. He said that Lone Star and Cramer Roads cannot handle the traffic, that an accident is waiting to happen, and that SR 49 does not need an increase in traffic. He also said he spoke with an appraiser, who stated that the County is overpaying for the property. He expressed concern that property values could drop 25–30%. Mr. Lutzker said that he stopped taking his horses to Hidden Falls Regional Park because of break-ins to his truck. He said that hikers use the park, and that the parking lot would not affect the Board of Supervisors or constituents who voted for them, and asked where the money is coming from to build the parking lot.

Patrick Ferrera, 4609 Bell Road. Mr. Ferrera said that he is third generation and that he has seen adverse changes on Mears Road with no-parking signs. He stated that access to the parcel is subject to travel on blind curves and that crossing SR 49 with a horse trailer would be too dangerous.

Ty Rowe, 1134 High Street/9790 Superior Town Road, Lincoln. Mr. Rowe leases land in the area. He expressed the opinion that opening up area properties and land will ruin the rural setting. Noting that no one at the meeting had spoken in favor of the proposed project, he asked the County to think about locals. He stated that the only park users he sees come from out of the area. He expressed dismay that the County regulates and requires mitigation for agricultural businesses, but now allows other uses without restrictions.

Dayna Green Burgeson, 9911 Quail Hill Drive. Ms. Burgeson identified herself as a 35-year resident of Placer County. She said that Hidden Falls Regional Park is one of the best things that ever happened to the county and that she is proud of what the County has done. Ms. Burgeson stated that both she and her son use the park frequently, and that the park needs additional access points. She stated that she is a registered dietician who treats obesity, that providing access for outdoor recreation is important, and that Hidden Falls Regional Park is very important for community health. Ms. Burgeson stated that many people who live nearby do not use the park or want to use it for themselves. She mentioned that she does not see the “riffraff” mentioned by other people, but does see families and equestrians. Ms. Burgeson commented that this is one of the most polite groups of park users she has ever seen.

Keith Wenger, 4455 Gambah Drive. Mr. Wenger stated that he is a businessman who lives on the corner on Gambah Drive and Bell Road. He said that he has lost his mailbox four times and that his wife is scared to pick up the mail because of existing traffic. Mr. Wenger identified fire and traffic as concerns and stated that the roads cannot support additional traffic.

Richard Lewis, 6245 Wise Road. Mr. Lewis said that he came from Oakdale and asked the County to hold scoping meetings later in the day because it is difficult to arrive on time. *[Mr. Fisher asked the audience what meeting time they would prefer; the consensus was 6:30. This will be the start time for the next meeting.]* He asked whether the EIR will include other adjacent properties. *[Ms. Carnahan stated that the EIR will address them at a high level, and that if those properties are proposed for use in the future, additional environmental review will occur and a use permit will be required.]* Mr. Lewis stated that he attends monthly meetings at the Municipal Advisory Council (MAC) and that it took the County a long time to respond. He asked whether the County will be liable if people are injured using adjacent property, considering that people have established unofficial carpooling areas from which to reach Hidden Falls from other areas. Mr. Lewis stated that this issue had not come to the MAC before and expressed his concern about bringing the issue up right before approval. *[Mr. Fisher stated that the project has been to the MAC once with the original project description, and the current proposal will go back to the MAC.]*

Stacy Dalton, 10245 Ranch Road. Ms. Dalton moved to Auburn in 2004 after looking all over the state. She said she chose to move to Ranch Road, off Bell, because it was not close to the recreation area. Ms. Dalton stated her concern that changing the local land use affect people by allowing a lot of new people to come in. She said that she supports parks, noting that her brother is a ranger, but that monitoring of resources needs to be addressed. Ms. Dalton noted that at Lake Clementine, people have stayed late and gotten lost, and she asked whether the County has the resources to address this concern at Hidden Falls. She noted that the park is being marketed to people from all over the state, and she is concerned about a changing a land use without monitoring resources.

Frank Prach. Mr. Prach reported that his company, R5 Property Investments, would be closing escrow soon on the golf course, and stated that he will oppose and fight access to the park through the golf course any way he can, including installing a gate. Mr. Prach stated that Auburn Valley Road Homeowners Association will spend hundreds of thousands of dollars to improve the road as part of the deal. He stated that he is concerned about an increase in crime and will oppose anything that will affect the golf course.

Tom Nielay, Sisson Lane. Mr. Nielay stated that the EIR is vague about access to parking at the Harvego Preserve, and he asked how users will get access to this area for parking. *[Mr. Fisher clarified that the County has not yet published the EIR, and Mr. Nielay responded that this comment then applies to the NOP.]* Mr. Nielay suggested that the County consider a trolley system similar to the one used at Muir Woods.

Judith Isaman, 4985 Bell Road. Ms. Isaman expressed concerns about the Board of Supervisors vote for additional access. She referred to the May 22 Board of Supervisors agenda and said using \$400,000 from the tree preservation fund to help purchase land is ironic. Ms. Isaman cited noise, litter, and illegal parking as concerns and asked whether the current model is good for the community. She said it is difficult to align with the vision of the Board of Supervisors in light of impacts on local residents. She asked the County to consider current zoning and noted that people move to the area for a reason. Ms. Isaman said that Bell Road is part of a very long driveway to residents' homes, not a thoroughfare. Placer County realtors may not disclose the future use—

neighbors may donate property to the park. Ms. Isaman urged the County to work with residents instead of spending \$1.2 million now.

Bart Ruud, 10800 Cramer Road. Mr. Ruud identified himself as a 70-year resident. He asserted that planners don't care and that the planning commissioners should have attended the scoping meeting so they would take the information back to the Board of Supervisors. Mr. Ruud stated that he has lost trust in government and expressed the opinion that the County has already made its decisions and that scoping is just for show. He explained that the neighbors have established an ad hoc group, being called Protect Rural Auburn, that is working with other local groups. He stated that the group is not being heard and expressed dismay that a representative of County Supervisor Jennifer Montgomery was not at the scoping meeting. Mr. Ruud stated that a rural neighborhood will be ruined because of urbanization, that the mitigation implemented at Mears Road is a bad model, and that the same effects will occur at Twilight.

Charley Smith, 3782 Bankhead Road, Loomis. Mr. Smith stated that 4 years ago, he tried to get the Board of Supervisors to buy his ranch in Lincoln to connect to the park. The ranch is on McCourtney Road, accessible from Hidden Falls Regional Park multiple ways. However, discussions about the property have fizzled. Mr. Smith said that if the County wants park access, it should go west, and it could have trails down Coon Creek.

Judi Magaw, 4870 Wise Road. Ms. Magaw expressed concern about traffic, saying that people drive too fast. She opposes improving the roads because doing so will cause people to drive faster. Ms. Magaw stated that traffic counts were only done a couple of times and the California Highway Patrol is not in the area. She used to ride at Hidden Falls but finds it too dangerous now. She stated that the County created a beautiful structure but doesn't have a way to enforce speeds, and accidents will happen. She expressed concern that Garden Bar Road will be a freeway and asked who will slow it down.

Erica Houston, 11080 Cramer Road. Ms. Houston expressed her agreement with prior comments before saying that she wanted to add a younger perspective. She said that she has three young children and many friends in the area, but that they never go to Hidden Falls Regional Park. Ms. Houston said that people go to the park based on advertising in other areas, and that locals do not use the park. She commented that on SR 49, a left turn onto Cramer Road is dangerous as is, and that out-of-towners with horse trailers will be an issue because there is no center lane. Ms. Houston said that she cannot get her mail and that she is rear-ended when she turns into her parking lot. She expressed concern that the homeless community will go to the area, including her 26 acres.

Nathan Giguere, 6215 Viewridge Drive. Mr. Giguere is on the board of the Auburn Valley Homeowners Association. He said that two groups are interested in the project—the local community and groups that want park access—and that the EIR should consider this. Mr. Giguere said that if all other recreation areas/trails are deemed overused, the project may be justified; however, the reason for the project should not be just that the County owns the property. Mr. Giguere stated that the County should consider the regional availability of the American River. He said that Hidden Falls Regional Park is beautiful, but that the County is in reactionary mode and should change to management mode to get the Mears Road area under control. He said that the County had positive intent when it added 1,200 acres to the park, but that the decision has consequences and the County should address issues with the original park first. Mr. Giguere praised the online reservation system, but stated that neighbors attended the scoping meeting because old issues have not been fixed. He stated that the County will have residents' support if it indicates how it will fix those issues and manages the situation as a community, without rushing.

Mark Hoffman, 10380 Blue Heron Court. Mr. Hoffman said that, as stated by many other residents, he believes the proposal to use Twilight Ride for access is a bad idea because of traffic and public safety, and that this would be enough reason to abandon the plan. He said that more access is indeed needed for Hidden Falls, but that a buffer zone needs to be established to avoid disturbing residences. He stated that the Lincoln property seems like an ideal solution. Mr. Hoffman said that because Hidden Falls is a regional park, not a state park, it should be for the benefit of the region, not for people from the Bay Area, Stockton, and Yolo County. He has a horse property and would like to ride his horse up Bell Road to access the park. Mr. Hoffman said that Twilight would be great, but he does not want to trailer his horse and make reservations and pay for parking. He asked what provisions the County may give to regional residents.

Delana Ruud, 10800 Cramer Road. Ms. Ruud identified herself as a lifelong resident of the area, on 160 acres. She said that her family has been in the area for more than 100 years. Ms. Ruud said that she was not notified of the Board of Supervisors agenda item on May 22 (the purchase). She expressed disappointment that \$558,050 from the open space funds reserve was used for a parking area. Ms. Ruud stated that the County should obtain a legal opinion on whether it can legally take these funds for parking. She said that the opinion should not come from Placer County attorneys because they have made costly mistakes over the years, such as the past decision regarding the power sale to Pacific Gas & Electric Company (PG&E). Ms. Ruud expressed her objection to the value of the property, stating that it is too expensive at \$22,000 per acre; she believes it is not worth more than \$2,000 per acre. She stated that the local roads can barely handle the existing traffic. She noted that Cramer Road has three blind curves and described accidents experienced in the area, and stated that out-of-towners are not familiar with the roads. She urged improving the Cramer and Lone Star Road turnoffs from SR 49 before doing anything else because half a dozen fatalities have occurred in recent years and more accidents could occur. Ms. Ruud stated that the Mears Road area has been decimated by the parking lot, with problems such as drug use and littering. She said that two all-terrain vehicles were stolen and that a resident found people, possibly homeless, in his barn using the shower. She cited the potential for fire and said that the Santa Rosa Fire could happen here. She expressed concern about traffic from a 100-car lot, with the park open all year. She said she does not take her dog on a leash to get the newspaper, and now hundreds of cars travel along Cramer Road. Ms. Ruud asked what the benefit of the project would be to the Lone Star area and urged the County to deny the purchase of the property.

Jackie Caswell, 6599 Curtola Ranch Road. Ms. Caswell stated that her 100 acres back up to the Harvego Preserve. She said that when docents take people hiking, people wander off and disturb the wildlife. Ms. Caswell said that “land trust” means “taking care,” and that trust is not about making money and giving park a name. She said that she is ashamed of Placer Land Trust.

David Lee Fraser, 9220 Cramer Road. Mr. Fraser stated that he has lived on Cramer Road since 2013, in the “house of our dreams,” but has just now found out about the proposed parking lot. He said he had not received any literature from the County. Mr. Fraser expressed concern about the potential for camping, picnic tables, bike rental, and other facilities right at his back door.

Greg Taricco, 5751 Johnson Drive, Lincoln. Mr. Taricco stated that he owns 41 acres bordering the existing park, and that Placer Legacy has been a poor neighbor. He said that when he moved to the area in the early 1990s, there was a cattle gate at the park, where he rode, but that weeks after the property was turned over to Placer Legacy, the gate was removed and replaced with a sign saying “County property—no access.” Mr. Taricco asked why a permit fee is necessary to access the park. He stated that the access road is narrow, and that the back gate was residents’ emergency exit plan until the County made it clear that they were not to use it. He questioned the

idea that the County would want him to drive 8 miles to go down Mears Road. Mr. Taricco stated that the County has mismanaged the park and gutted cover for wildlife, driving it into congested areas, and that proper supervision and management is lacking. Mr. Taricco stated that he has a view of a trail within 20 feet of his fence line, and that all night long from May to September, mountain bikers come down in the dark with headlights because no one enforces the rules. Mr. Taricco stated that the County needs to find the middle ground with people in the meeting room and address their best interests, rather than hikers, mountain bikers, and people from the Bay Area.

Kevin Borden, 10300 Blue Heron Court. Mr. Borden stated that he has a ranch in the area. He stated his opinions that Hidden Falls Regional Park was shoved down residents' throats; that the County then realized the park was big enough to have caused issues; and the County is now forcing the current project on Bell Road residents. Mr. Borden stated that he used to work for local law enforcement, and that improving the road will cause speeds to increase and will bring in more people from the Bay Area. He stated that the homeless shelter at DeWitt will create a nuisance. Mr. Borden urged the County to look at demographics and who uses the area, and not make a quick decision.

Jean Piette, 5395 Bell Road. Ms. Piette stated that the project would make her neighbor a parking lot and would affect local residents' lifestyles and homes. She said that the problem started at Mears Road and that a new EIR should be done for the new area, rather than a supplemental EIR tagged on to Mears. Ms. Piette stated that there was no prior notice of the land purchase. She stated that the report she has reviewed is flawed and totally unacceptable and should not go forward. Ms. Piette urged the County to cease and desist, yet the County has already moved forward and is in escrow.

Ginny Barnes, 5355 Bell Road. Ms. Barnes expressed concern about the potential for the proposed project to result in vandalism, graffiti, traffic, constant noise, and trash. She stated that she did not receive notice and had no idea of the project.

Pam Hart, 10395 Blue Heron Court. Ms. Hart stated that she has resided near Bell Road for 40 years. She stated that the only positive of this purchase of the property would be to trade it for access to State Route 49. Ms. Hart believes Placer Land Trust could be taking on a terrible risk. Placer Legacy would be found guilty of allowing access like PG&E was found guilty of the Sonoma Fire. Ms. Hart asked why Placer Legacy would allow a myriad of trails in a habitat protection program. She attends Fish and Game meetings—officers report that homeless folks are affecting the streams. Impact is tremendous. Opening up this space would open more of the same. Ms. Hart urged the County to address this issue in the EIR.

Linda Taricco, 5751 Johnson Drive, Lincoln. Ms. Taricco stated that Hidden Falls is a nice place, but that the County has not taken care of it or been nice to the neighbors, citing fencing and signs to stay out of the park. She asked why neighbors are not allowed to access the park. *[Mr. Fisher responded that this is County policy.]* She expressed dismay that the County has not taken care of existing parking issues and has littered the road with “no parking” signs, and that nothing has been done to address fire hazards in the existing park. *[Mr. Fisher stated that the County established shaded fuel breaks on 120 acres; added a fire hydrant with a 12,000-gallon fuel tank; is working with the fire marshal on the Fire Risk Reduction Program; and has replaced cattle with goats in the park.]* Ms. Taricco stated that she has 6 feet of grass on her property line, and that the County chopped down trees and stacked the wood and lines trails with wood, which she called a fire hazard. She also stated that the goats are not doing any good.

Michele Calbi, 4984 Bell Road. Ms. Calbi stated that the County must report on the costs associated with making Lone Star and Cramer Roads and SR 49 safe for the amount of traffic expected as a result of the project. She stated that driving on Cramer Road is dangerous and that people drive faster on Bell Road than the 45 miles per hour speed limit, and asked what the County will do to handle traffic. Ms. Calbi mentioned that Lone Star Road has curves that surprise drivers. She asked how the County will control the homeless population in the area and make sure that people are out of the park. Ms. Calbi noted that fire is a serious threat in the area, but stated that visitors from Sacramento are unaware of this hazard smoke and throw items away. She asked the costs for keeping the fire and police departments on call and for providing park rangers.

Ralph Franzen, 6445 Fairway Court. Mr. Franzen stated that only one person at the meeting had spoken for good use. He stated that obese children are a parental program, not park use, and that the *Auburn Journal* has a monthly issue on access for hiking. Mr. Franzen said that there are a lot of opportunities for recreation without disturbing the Bell corridor. He commented that he has access to the Harvego property once in a while and asked about the County's plans for access. *[Ms. Carnahan gave an update on current plans.]* Mr. Franzen commented that the County is looking at many accesses and that the County seemingly spent a lot of money. *[Mr. Fisher explained the County's relationship to Placer Land Trust.]* Mr. Franzen stated that he has heard people come before the County asking for money for homeless people. He commented that the County is exacerbating the problem by spending \$1.2 million to purchase a property while fire departments across the county need more money, and when the County's responsibility is the safety of residents and education of children.

Wally Gaffney, 4961 Bell Road. Mr. Gaffney expressed concern about the project's potential traffic impacts. He complained that the meeting participants had not saluted the flag despite the fact that it was Flag Day and the meeting was being held in a government building.

Candace Morton, 10160 Coyote Ridge Court. Ms. Morton identified herself as living off Bell Road, and said that she goes to Hidden Falls Regional Park multiple days a week, but went more often before reservations were required. Her husband helped build trails and has been involved with Placer Land Trust. She has a dog and mountain bike. She does not go to the park as much because of reservations and commercialization. She now goes to the American River Canyon, which provides access from multiple locations. Ms. Morton noted that neighbors there have access, which she identified as a selling point. She suggested changing County policy, as a compromise, to allow Hidden Falls neighbors to access the park from their property. Ms. Morton noted that the County does not charge visitors to access the park, asked why so many people need to be there, and asked why the County cannot allow numerous little access spots. Ms. Morton said that she does not park at the American River Confluence because it has too many nonlocal visitors who do not care about the area.

Ethan Noto, 9200 Cramer Road. Mr. Noto stated that he would be directly affected by the project. A neighbor brought him a letter that said "and more"; he asked what "more" refers to and who issued that letter. Mr. Noto expressed concern about homeless people on his property and asked who is responsible if something is stolen. He stated that a massive parking lot with massive facilities would bring massive amounts of people with massive problems, and called for the County to be aware, open, and honest. Mr. Noto expressed dismay about the potential for a massive parking lot, while saying that he understands a small one. He said that he has seen numerous accidents on Cramer Road and had a collision, and expressed the opinion that Cramer Road needs to be fixed. *[Mr. Fisher clarified that the "and more" statement was not from the County.]*

Wally Gaffney, 4961 Bell Road. Mr. Gaffney came back to the podium after his initial remarks and said it is 3 minutes from his doorstep to the proposed parking lot. He asked why members of the Board of Supervisors were not at the meeting. *[Mr. Fisher responded that he couldn't speak for the Board of Supervisors, but that they will be fully apprised of what is going on and will have an opportunity to hear about the project in open session.]* Mr. Gaffney asked how the Board of Supervisors would get information from the meeting. *[Mr. Fisher responded that the board will be informed through dialogue with County staff members, when the project comes before them as a board meeting item, and through the MAC's presentation. He noted that it is not uncommon that the Board of Supervisors does not attend meetings at this preliminary level.]* Mr. Gaffney asked whether the Board of Supervisors will get a recording or a meeting summary. *[Mr. Fisher stated that the board has access to the recording and all the information.]* Mr. Gaffney asked how the acreage can be changed from agricultural residential zoning to a parking lot. *[Mr. Fisher stated that the current zoning allows for a park with a master use permit or conditional use permit, but that no zoning change has been proposed. The zoning code allows a list of uses for every zoning district; some uses are allowed by right, while others need a use permit.]* Mr. Gaffney said that he has learned a lot about the project from his neighbors and that "Protect Rural Auburn" will work to stop it, and that he opposes the proposed parking lot.

[Ms. Carnahan explained the breadth of the County's outreach to neighbors. She noted that scoping meetings are normally held during the day, in contrast with this evening meeting, and that notice of this meeting was sent to a much larger area than the typical noticing area (which is within 300 feet of a project).]

Judy Isaman, 4985 Bell Road. Ms. Isaman asked for confirmation of the deadline for submitting comments. *[Ms. Carnahan confirmed that the deadline is July 6.]*

Kirtis Newberry, 10225 Mallard Way. Mr. Newberry stated that he has lived in the area since 2015. He asked whether this meeting regarding the proposal for the growth of Hidden Falls is in the public record. *[Ms. Carnahan confirmed that the meeting is part of the public record and is being recorded.]* Mr. Newberry asked whether the last meeting was part of the public record and asked where to find the public records. *[Ms. Carnahan confirmed that the last meeting was also part of the public record and explained that all comments, including comments from this meeting and others made during the comment period, will be addressed in the draft EIR]* Mr. Newberry said that the questions from the February 2017 meeting were good and he would like to see answers to them, and stated that the County should not say they will answer the questions when they will not. *[Mr. Fisher clarified that Mr. Newberry will get a chance at the draft EIR stage. He explained that when the Twilight Ride parcel came along, the County decided to take a step back, re-release the NOP, and ask for input again and publish responses.]* Mr. Newberry expressed the feeling that he does not have a voice. He read an e-mail he sent to County Supervisor Jennifer Montgomery in response to a *Sacramento Bee* article in 2015 and the response he received. He asked when the next meeting would be and whom he should hold publicly accountable. *[Mr. Fisher responded that no date has been set. He suggested getting on the project mailing list to be informed when the document is out and see the public draft before decisions are made and the sale is finalized.]* Mr. Newberry suggested that meetings would not be as big or boisterous with more transparency.

A member of the audience asked whether the project proposal would be on the agenda at the July 10, 2018, MAC meeting. Ms. Carnahan responded that there are no plans to include the proposal on the MAC meeting agenda. Another participant asked how to get Board of Supervisors members to attend; Ms. Carnahan stated that it is up to each supervisor whether they attend the MAC meetings. After a brief renewed discussion regarding the extent to

which the County provided notice of the scoping meeting, Bart Ruud noted that he has a petition signed by more than 70 people and that he expects the number of signatures to increase.

COUNTY WRAP-UP

Mr. Fisher thanked all for attending and being respectful. He invited attendees to introduce themselves and meet with County personnel in smaller groups, expressing how they could be more transparent.

WRITTEN COMMENTS

The revised NOP requested that written comments be submitted at the earliest possible date, but not later than 5:00 p.m. on July 6, 2018, to Shirlee Herrington, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603. This section provides a synopsis of the written comments received during the 30-day NOP public comment period, including a few comments accepted following the close of the comment period but during preparation of this scoping report. Several comment letters were received from responsible and trustee agencies as defined in Section 21069 and 21070 of the State CEQA Guidelines, and several letters were received from nongovernmental organizations and citizens.

Table 1 provides a list of persons who submitted comments on the revised NOP.

Table 1. List of Written Comments

Commenter	Address and/or Affiliation	Date(s)
AGENCY COMMENTS		
Andrea Buckley	Central Valley Flood Protection Board	June 14, 2018
Brad Brewer, M.S., P.E., CFM, QSD/P	Placer County Flood Control and Water Conservation District	July 3, 2018
Plan Review Team, Land Management	Pacific Gas and Electric Company	June 6, 2018
Laura Shively	U.S. Army Corps of Engineers, Sacramento District	June 7, 2018
Stephanie Tadlock	Central Valley Regional Water Quality Control Board	June 28, 2018
GROUP COMMENTS		
Maureen Henderson	Loomis Basin Horsemen's Association	July 2, 2018
Matt Wetter	Folsom Auburn Trail Riders Action Coalition	July 10, 2018
INDIVIDUAL COMMENTS		
Ray Arakaki	5809 Bell Road, Auburn	July 5, 2018
Anita Baker	Yuba County Sheriff's Posse	June 17, 2018
John and Ginny Barnes	5355 Bell Road, Auburn	June 21, 2018
Leslie Bisharat	7870 Eagle View Lane, Granite Bay	June 15, 2018
Eric and Wendy Boucher	4525 Bell Road, Auburn	July 6, 2018
Jo Bower	No address or affiliation provided	June 30, 2018
Paula Bradley	No address or affiliation provided	June 15, 2018
Steve Brown	Garden Bar Road, Auburn	June 9, June 13, June 24, and July 3, 2018

Commenter	Address and/or Affiliation	Date(s)
Nina Burkett	No address or affiliation provided	July 6, 2018
Michele Calbi	4984 Bell Road, Auburn	Undated
Kristi Christianson	Newcastle	July 6, 2018
Richard J. and Michele C. Couvrette	4722 Bell Road, Auburn	July 6, 2018
Dorothy and Jerry Cowan	Corner of Bell Road and Joerger Road, Auburn	July 5, 2018
Helen Crawford (Mcdermott)	Nevada City	June 18, 2018
Laurene Davis	4801 Virginiatown Road, Newcastle	June 29, 2018
Diane Dolley	9300 Cramer Road, Auburn	June 13, 2018
Kathryn L. Oehlschlager/ Downey Brand LLP	On behalf of Harvego Real Estate LLC	July 5, 2018
Tricia Frazier	No address or affiliation provided	June 18, 2018
Robert (Bob) and Louise Fry	5401 Bell Road, Auburn	June 14, 2018; undated
Wally (W. Charles) Gaffney	4961 Bell Road, Auburn	July 5 and July 6, 2018; undated
Wally and Lynn Gaffney	4961 Bell Road, Auburn	June 10, 2018
Jim and Jane Goddard	11400 Lone Star Road, Auburn	June 14 and June 25, 2018
Darrell and Linda Graham	Preserve Rural Placer, 4125 Bell Road, Auburn	July 3, 2018
Linda Graham	4125 Bell Road, Auburn	June 8, 2018
Leslie Gray	No address or affiliation provided	June 15, 2018
Nancy Halcumb	5600 Upper Ridge Way, Auburn	June 14, 2018
Sue Ann Hall	4990 Bell Road, Auburn	June 14, 2018
Pamela Hart	10395 Blue Heron Court, Auburn	June 25, 2018
Erika Hazen	Cramer Road, Auburn	June 12, 2018
Joel and Erica Houston	Cramer Road, Auburn	June 14, 2018
Judy Isaman	4985 Bell Road, Auburn	July 6, 2018
Kelly Jackson	Preserve Rural Placer, P.O. Box 143, Meadow Vista	July 9, 2018
Jane LaBoa	7425 Mount Vernon Road, Auburn	June 13, 2018
Michael and Mary Lake	6170 Viewridge Drive, Auburn	Undated
Susan and Cornelius (Eb) Lane	11380 Lone Star Road, Auburn	July 6, 2018
Gary Leeds	4101 Monteverde Drive, Lincoln	June 30, 2018
Lorrie Lewis	6245 Wise Road, Newcastle	June 19, 2018
Wendy Lumbert	Longtime homeowner, Cool	June 14, 2018
Gail Maduri	3318 Hamblen Court, Cool	June 16, 2018
Larry Matz	No address or affiliation provided	June 19, 2018
Bonnie and Tim McAdams	Preserve Rural Placer, 4260 Bell Road, Auburn	July 5, 2018
Abbas Mehdi	8200 Christian Lane, Granite Bay	June 14, 2018

Commenter	Address and/or Affiliation	Date(s)
Teresa Muscarella	11400 Cramer Road, Auburn	July 6, 2018
Ron and Barbara Paitich	5841 Bell Road, Auburn	June 15, 2018
Steve and Alice Perry	4712 Howe Lane, Auburn	June 14, 2018
Dr. Jaya Perryman	4360 Burt Lane, Auburn	July 6, 2018
Diane Phillips	24744 State Highway 49, Auburn	July 5, 2018
Jean and James G. Piette	5395 Bell Road, Auburn	June 10, June 18, and June 25, 2018
Leslie Prevost	Seducente Ranch and Vineyard, Pilot Hill	June 15, 2018
Paul Primmer	No address or affiliation provided	June 5 and June 14, 2018
Kenneth Jon and Janet Claire Quarry	5495 Bell Road, Auburn	July 3–4, 2018
George T. Ronk II	Preserve Rural Placer, 4435 Gambah Drive, Auburn	July 3, 2018
Ann Rubenstein	No address or affiliation provided	June 15, 2018
Bart Ruud	10800 Cramer Road, Auburn	June 25, 2018
Delana Ruud	10800 Cramer Road, Auburn	July 5, 2018
Louis and Carol Salatino	10111 Ranch Road, Auburn	June 11, 2018
Larry and Christine Simmons	4844 Bell Road, Auburn	June 15, 2018
Charley D. Smith	3782 Bankhead Road, Loomis	June 19 and July 2, 2018
Marti Snyder	Garden Bar Road, Auburn	June 25, 2018
Nicole Spencer	Realtor, 500 Auburn Folsom Road, Suite 300, Auburn	June 16, 2018
Heidi Storm	No address or affiliation provided	June 15, 2018
Marianne Stuart	8312 Yvonne Way, Fair Oaks	July 6, 2018
Sarah Sullivan	4952 Bell Road, Auburn	July 4, 2018
Laurie Sweeney	No address or affiliation provided	June 13, 2018
Eric J. Thompson	No address or affiliation provided	June 15, 2018
walkingsmooth	No address or affiliation provided	July 6, 2018
Michael B. Watson	5955 Fawnridge Road, Auburn	June 14, 2018
Carolyn Weaver	5785 Lone Star Valley Road, Auburn	July 6, 2018
Keith Wenger	Imperial Mortgage & Real Estate Services, 4455 Gambah Drive, Auburn	Undated
Stephanie Williams and Keith Collins	Foresthill	June 8, 2018
Janet Willis	25076 China Hollow Road, Auburn	June 18, 2018
Anita M. Wise	6125 View Way, Auburn	June 14, 2018
Brian Mark Wise	6125 View Way, Auburn	June 14, 2018
Rosalie Wohlfromm	1115 Humbug Way, Auburn	June 14, 2018
Jane Wurst	Rural North Auburn	July 4 and July 5, 2018
Harry and Karen Wyeth	Grass Valley	June 16, 2018

Table 2 provides a brief synopsis of the written comments and the section(s) of the SEIR in which the County will include relevant information. The comments have been paraphrased for brevity. Many comments provided information that is not directly related to CEQA and the scope of the SEIR. This information was not included in the synopsis. Furthermore, the comments included in the synopsis may not be directly addressed in the SEIR. For example, several of the comment letters provided project suggestions that may not be addressed until project design. In addition, numerous comments expressed issues outside the purpose of the NOP including opposition to the project, inapplicable regulations, and other issues that are not included in the scope of CEQA environmental review such as project financing, liability, property values, and taxes. Copies of the comment letters are provided in Attachment E.

Table 2. Synopsis of Written Comments

Comment Synopsis	SEIR Section(s) that will Address the Comment
AGENCY COMMENTS	
Andrea Buckley, Central Valley Flood Protection Board	
The proposed project is within Coon Creek, a regulated stream under the jurisdiction of the Central Valley Flood Protection Board, and may require a permit from the board before construction.	Project Description Biological Resources
Brad Brewer, M.S., P.E., CFM, QSD/P, Placer County Flood Control and Water Conservation District	
The proposed project has the potential to create the following impacts: (a) increases in peak-flow runoff downstream of the project area, (b) overloading of the actual or design capacity of existing stormwater and flood-carrying facilities, and (c) the potential to place structures and/or improvements in a flood hazard area. The EIR must quantify the incremental effect of these impacts and propose mitigation measures.	Hydrology and Water Quality
Plan Review Team, Land Management, Pacific Gas and Electric Company	
PG&E will review the proposed plans relative to its facilities in the project area and will work with the County to ensure compatible uses and activities if the project is adjacent to or within PG&E-owned property and/or easements. The California Public Utilities Commission may need to render approval under a Section 851 filing.	Project Description, Utilities, Hazards and Hazardous Materials
Laura Shively, U.S. Army Corps of Engineers, Sacramento District	
The proposed activities may require a Department of the Army permit pursuant to Section 404 of the Clean Water Act. An aquatic resource delineation should be completed for the project area to determine whether construction of any new facilities, trails, or bridges would result in a discharge of fill material and require a permit.	Project Description, Hydrology and Water Quality, Biological Resources
Stephanie Tadlock, Central Valley Regional Water Quality Control Board	
The commenter explains the Central Valley RWQCB's responsibility with regard to its basin plan, explains the Antidegradation Policy and Antidegradation Implementation Policy contained in the Central Valley RWQCB Basin Plan, and states that the environmental review document should evaluate potential impacts on both surface and groundwater quality. The commenter also explains the project's permitting requirements relative to the Construction Storm Water General Permit; Phase I and II MS4 permits; Industrial Storm Water General Permit; Clean Water Act Section 404 and Section 401 permits; waste discharge requirements; dewatering permit; NPDES permit; and Low or Limited Threat General NPDES Permit.	Project Description, Hydrology and Water Quality
The commenter states that if the property will be used for commercial irrigated agriculture, the project must obtain regulatory coverage under the Irrigated Lands Regulatory Program, and explains the two options for compliance.	Land Use and Agricultural Resources

Comment Synopsis	SEIR Section(s) that will Address the Comment
GROUP COMMENTS	
Maureen Henderson, Loomis Basin Horsemen’s Association	
In February 2017, the Loomis Basin Horsemen’s Association submitted a letter and read a statement expressing support for the expansion project. Providing another access point to Hidden Falls with sufficient parking will reduce pressure on the Mears Place access road and residents. Parks around the state and country are accessed through nearby residential areas, such as Annadel State Park in Sonoma County. Most members of the horsemen’s association live in rural or semi-rural areas and understand the concerns voiced by project opponents, but they also believe that parcels acquired by Placer Land Trust over the years are intended for public use. Demand for open space in the region is continually increasing and there is not much purpose to acquiring lands for public use if access to them cannot be gained.	Introduction, Project Description, Land Use and Agricultural Resources
Matt Wetter, Folsom Auburn Trail Riders Action Coalition	
The coalition strongly supports the proposed project, including the parking expansion and potential horse-boarding. The commenter cites several benefits: (1) reduced congestion, as adding an alternate access point would allow users to spread out; (2) alleviation of overcrowding at other area trails, especially those that allow mountain biking; (3) minimization of perceived and actual user conflicts between mountain bikers and other trail users; and (4) the potential to add natural technical trail features in the Auburn area, which needs more singletrack.	Project Description, Land Use and Agricultural Resources
INDIVIDUAL COMMENTS	
Ray Arakaki, 5809 Bell Road, Auburn	
The commenter is concerned that the park expansion and construction of parking areas will bring more traffic and unwanted people to the area, affecting the quiet and peaceful country setting.	Transportation, Noise
Anita Baker, Yuba County Sheriff’s Posse	
The commenter expresses support for the expansion, stating that Hidden Falls has her favorite riding trails and that she hopes it can expand and keep all equestrians and hikers happy.	
John and Ginny Barnes, 5355 Bell Road, Auburn	
The commenters state that they enjoy the quiet, views of rolling hills with cattle, and privacy, and that parking lots, roads, noise, and traffic will adversely affect these conditions, which they sought after moving from Los Angeles. They believe the project also will result in vandalism, the presence of homeless people, and sleep disruption.	Visual Resources, Transportation, Noise, Public Services
Leslie Bisharat, 7870 Eagle View Lane, Granite Bay	
The commenter expresses support for the project despite sympathizing with the NIMBYs who attended the public meeting, stating that the popularity of Hidden Falls is evidence of an increasing need for more public parks and open spaces. Taxpayers depend on County government to plan for future needs while providing reasonable mitigation for negatively affected landowners. The commenter believes that spreading the impacts of traffic, parking, and access to more locations in conjunction with the park expansion makes sense.	Transportation, Public Services and Utilities
Eric and Wendy Boucher, 4525 Bell Road, Auburn	
The commenters express their opposition to the proposed project, citing unacceptable traffic in and out of Hidden Falls, winding roads, blind corners, and numerous accidents in the area. They are also concerned about the possibility of theft and forest fire.	Transportation, Public Services, Hazards and Hazardous Materials

Comment Synopsis	SEIR Section(s) that will Address the Comment
The commenters question why people should not be redirected 20 minutes down the road to the Confluence, instead of demolishing homes to build a parking lot for Hidden Falls, to protect the rural lifestyle of residents on Bell Road and other surrounding roads.	Introduction, Project Description
The commenters request that the County consider the offer made by a participant at the public meeting to sell a piece of his land to provide parking and facilities at the bottom of Hidden Falls.	Alternatives
Jo Bower, no address or affiliation provided	
The commenter, an equestrian, expresses her support for the project.	NA
Paula Bradley, no address or affiliation provided	
The commenter, an equestrian, expresses her support for the project, stating that she drives a fair distance to ride at Hidden Falls and that the parking is not adequate for the number of arriving trailers.	Project Description
The commenter states that the park’s trail use rules should include provisions to reduce hiker-equestrian contact, especially at tight or potentially dangerous locations, and that increasing the park’s acreage would reduce potential conflicts.	
Steve Brown, Garden Bar Road, Auburn	
The commenter expresses concern about the potential for public access to the proposed parking lot via Garden Bar Road before the roadway is widened, stating that introducing additional traffic under current road conditions would put both park visitors and local residents at risk.	Project Description, Transportation
The commenter asks for confirmation that park access via Garden Bar Road under current road conditions will be limited to 25 vehicles per day (no trailers or RVs) by reservation only, with no in and out privileges, and only on weekends and holidays, and asks how this will be managed on-site—perhaps with an attendant posted at the park. He expresses concern that publicizing access via Garden Bar Road will cause the public to arrive without reservations.	Project Description
The commenter recommends posting a sign on northbound Garden Bar Road at both intersections with Mt. Pleasant Road stating “No Access to Hidden Falls without Reservation” to help eliminate traffic increases. He also suggests eliminating “classroom size” access as it is too vague and could result in too many visitors.	Project Description, Transportation
The commenter suggests reducing the cost of reservations for Placer County residents or increasing reservation cost for non-county residents.	Project Description
Nina Burkett, no address or affiliation provided	
The commenter, an equestrian, expresses her support for the project, stating that the expansion would be an asset to the community and could help generate more income for the area.	NA
Michele Calbi, 4984 Bell Road, Auburn	
The commenter requests clarification of the relationship between Placer Land Trust and the County, citing a burden on county taxpayers for a “nice to have” project. She asks about the project’s expected expenses and asks who will pay the costs of project construction (bridges over Raccoon Creek, parking lot, entrance/exit accessibility). She wants to know whether a grant is involved and what the tax burdens will be. She asks whether there is a contingent liability associated with possible property value loss for residents living near the park.	Project Description
The commenter asks the name and qualifications of the consulting firm, and whether the same consultant was used for the Mears Road project; what payments were previously made and will be made to this consultant; the consultant’s relationship to Placer Land Trust; and the process (bid or no bid) and reason for selecting the consultant.	Report Preparers

Comment Synopsis	SEIR Section(s) that will Address the Comment
The commenter is concerned about traffic safety on Lone Star, Cramer, and Bell roads and asks whether the County will take out liability insurance, taxpayers will be required to pay for lawsuits in case of accidents, or the County will repair the roads. She asks the costs of upgrading the roads and whether these costs will be paid by taxpayers.	Project Description, Transportation
The commenter is concerned about the potential for visitors to cause fires and asks that substantial firefighting equipment be ready nearby. She also states that a significant increase in loss and trespassing is expected, and asks how the County will prevent the homeless from camping in the area and using the free showers.	Project Description, Public Services and Utilities, Hazards and Hazardous Materials
The commenter asks what construction equipment will be used, how construction traffic will be minimized, what hours construction will occur, and who will clean the roads when garbage is tossed from construction trucks.	Project Description, Transportation
The commenter asks how often refuse will be removed, the number of receptacles to be installed, and associated costs and whether additional refuse trucks will travel in the area. She also asks whether the parking lot will have a gate, the hours of parking lot operation, and whether a reservation system will be used, along with its cost.	Project Description
The commenter asks whether another location would be more appropriate and whether the County has considered purchasing the property of the person at the public meeting who offered his property. She asks whether a horse trail and hiking trail from a parking lot on SR 49 could work, with a shuttle from the parking lot and a very small park entrance (without parking) on Bell Road. She asks about using the money for a reservoir and suggests creating a small resident committee to assist with the project.	Alternatives, Project Description, Transportation
Kristi Christianson, Newcastle	
The commenter states that with Hidden Falls, the County has preserved a beautiful piece of what the area once was. While sympathizing with residents about traffic, she states her support for expanding Hidden Falls and saving a natural area for future generations.	Project Description
Richard J. and Michele C. Couvrette, 4722 Bell Road, Auburn	
The commenters are concerned that the quiet environment will be replaced by a lot more traffic and rude people, making Placer County like San Jose, and that the County is sending a message that people who prefer a rural lifestyle are not wanted.	Transportation
Dorothy and Jerry Cowan, corner of Bell Road and Joerger Road, Auburn	
The commenters oppose the proposed parking lot on Cramer Road. Many cars have gone through their fence into their yard, drivers often go through the stop sign at their corner without stopping, and several accidents have occurred, and out-of-towners accessing the parking lot will make conditions worse. They also are very concerned about fire danger.	Transportation, Public Services and Utilities, Hazardous Materials and Hazards
Helen Crawford (Mcdermott), Nevada City	
The commenter, an equestrian, expresses support for the project. She notes that parking is a problem and states that she would use the park more if the expansion were approved.	Transportation
Laurene Davis, 4801 Virginiatown Road, Newcastle	
The commenter, an equestrian, expresses support for the park and parking lot expansion. She would like to access the far end of the park from a new trailhead in the Garden Bar area, rather than needing to spend a full day riding on the new trails after entering from the Mears Place parking lot. She calls for trails without blind curves that are wide enough to share because the current trails are used by many groups. She believes that providing multiple access points would improve safety by spreading out the trail users.	Transportation

Comment Synopsis	SEIR Section(s) that will Address the Comment
Diane Dolley, 9300 Cramer Road, Auburn	
The commenter opposes the proposed parking lot, stating that it will have adverse impact on Bell, Cramer, and Lone Star Roads, which are heavily traveled and narrow, with blind curves and other hazards. The commenter states that the County must prepare a new EIR because the current one is inadequate and nearly 10 years old, and because the County is proposing to more than double the original area from the first EIR.	Introduction, Project Description, Transportation
Kathryn L. Oehlschlager/Downey Brand LLP, on behalf of Harvego Real Estate LLC	
The commenter resubmits comments sent on the original NOP for the proposed project in February 2017 and reiterates concern about issues raised previously: impacts on adjoining property, reasons for preparing an SEIR rather than a new EIR, the County's need to obtain an easement over the commenter's client's property for public use, the effects of improving Curtola Ranch Road, stormwater flow issues, and limited utilities in the area of the proposed parking lot.	Introduction, Project Description, Hydrology and Water Quality, Public Services and Utilities
The commenter elaborates on concerns about the impacts of constructing an access roadway through her client's property, specifically, impacts on protected species, native trees, and riparian resources, and states that these may trigger additional environmental permits. She calls for the SEIR to analyze, disclose, and mitigate these impacts, and expresses surprise that the County has not met with her client before moving forward with the project.	Project Description, Hydrology and Water Quality, Biological Resources
Tricia Frazier, no address or affiliation provided	
The commenter, an equestrian, expresses her support for the expansion project.	NA
Robert (Bob) and Louise Fry, 5401 Bell Road, Auburn	
The commenters state that the project could adversely affect neighborhood character and home values, including through noise, dust, theft, destruction of property, and destruction of beautiful views.	Visual Resources, Noise, Public Services
The commenters state that the property at 5345 Bell Road that the County is trying to purchase is not worth what the County is willing to pay, and is in the middle of a quiet area of residences and animals. They urge the County to use its already existing property to take the road farther into the park and create more parking there, and ask why the County turned down the man at the public meeting who offered to sell his land for County use.	Introduction, Project Description, Land Use and Agricultural Resources
The commenters express concern that sections of Bell Road are not wide enough for two trucks and horse trailers to pass each other, and state that Cramer Road is worse. They state that the new parking lot will end up as the main entrance to Hidden Falls, and the roads cannot handle the type of traffic that will occur. The commenters state that when an accident occurs on SR 49, traffic is diverted down Lone Star and Cramer roads onto Bell Road, and ask how that will work with trucks and horse trailers. They add that the County will have to take people's property for turnouts and a left-turn lane.	Transportation
The commenters express the opinion that the County needs to prepare a new EIR.	Introduction
Wally (W. Charles) Gaffney, 4961 Bell Road, Auburn	
The commenter expresses opposition to the proposed Twilight parking lot, noting that the area is very near his family's home. He states that the area is zoned residential/agriculture, not Parking Lots.	Land Use and Agricultural Resources
The commenter requests that the SEIR include an analysis of drainage, stating that an asphalt and/or concrete parking lot surface of 40± acres (with oil and other fluids and parking lot hazardous waste) will drain to adjacent ponds and creeks. The analysis should cover drainage of surface pollutants from vehicles on the parking surface.	Hydrology and Water Quality,

Comment Synopsis	SEIR Section(s) that will Address the Comment
The commenter expresses concern about safety and project cost, questions County expenditures not approved by residents, and potential devaluation of surrounding properties. He also requests that the SEIR analyze impacts on road safety from increased traffic; increased fire danger caused by nonresidents; and negative impacts on existing agricultural, livestock, and natural grazing lands.	Land Use and Agricultural Resources, Transportation, Hazards and Hazardous Materials
The commenter urges the County to find another parking area and park access other than the proposed Twilight parking lot at 5345 Bell Road, and to make the parking lot smaller.	Alternatives
The commenter asks the County to contact the California Fish and Game Commission, Sierra Club, California Rifle & Pistol Association, Save Auburn Ravine Salmon & Steelhead, Placer County Conservation Program, and California Sport Fishing Protection Alliance regarding the project and SEIR.	Introduction, References and Persons Consulted
Wally and Lynn Gaffney, 4961 Bell Road, Auburn	
The commenters express concern that the purchase of the proposed parking site will affect not only Bell Road, but homes on Cramer and Lone Star roads. These roads are narrow, with blind curves, and are not designed to accommodate the increased level of traffic. The commenters state that the project will cause a large influx of traffic, will affect property values, and will result in increased littering, property damage, drug use, trespassing, illegal parking, and theft.	Transportation, Public Services
Jim and Jane Goddard, 11400 Lone Star Road, Auburn	
The commenters express their opposition to the project, citing concerns about negative effects on Bell, Cramer, and Lone Star roads and SR 49. They recount their perception of the February 21, 2017, meeting regarding the proposed Auburn Valley Country Club entrance, and share the comment letter they previously submitted on February 28, 2017. The commenters state that the concerns expressed at the February 2017 meeting, such as increased crime, mail theft, trash, excessive traffic, verbal harassment of property owners, and effects of traffic congestion on emergency response, remain relevant in light off the proposed entrance off Bell Road.	Transportation, Public Services, Hazards and Hazardous Materials
The commenters recount, for the benefit of the County Board of Supervisors, their perception of the July 14, 2018 scoping meeting. They express their dismay at the response of County personnel and consultants to participants' comments, and concern about the potential costs of the project to local taxpayers.	NA
Darrell and Linda Graham, Preserve Rural Placer, 4125 Bell Road, Auburn	
The commenters express opposition to the proposed new park access point, stating that Bell, Cramer, Lone Star, Joeger, Dry Creek, and other roadways are narrow, with twists and blind spots, and were not intended for use as major throughways. They are concerned about increases in traffic, speeding vehicles, noise, litter, and other environmental pollutants.	Transportation, Noise, Hazards and Hazardous Materials
The commenters express dismay that an area zoned for agriculture and dotted with oak trees and containing wetlands would be turned into a parking lot and retail venue. They interpret the use of Tree Preservation Fund money to purchase the parking lot property to allow the removal of up to 67% of the trees and woodland habitat for the parking lot and trailhead, and state that dozens of trees, including heritage oaks, may have to be removed to widen the roads to accommodate traffic and bicycle lanes. They state that these effects seem directly opposed to Placer Legacy's mission and objectives.	Land Use and Agricultural Resources, Biological Resources
The commenters also express concern about the availability of water, the opportunity for fire, and the cost of the project to taxpayers.	Hydrology and Water Quality, Public Services ,Utilities, Hazards and Hazardous Materials

Comment Synopsis	SEIR Section(s) that will Address the Comment
Citing effects on the Mears Road neighborhood, the commenters state that the location of Hidden Falls is not meant for large numbers of people to visit and that plenty of other places, like the American River Canyon, are available for people to visit without affecting residents. They suggest that the County parks commission look into a shuttle system to bring people to the existing site.	Project Description, Alternatives
The commenters request that the County contact every resident in North Auburn west of SR 49, Placer Grown, Placer Wineries & Breweries Chamber of Commerce regarding the project and SEIR.	Introduction, References and Persons Consulted
Linda Graham, 4125 Bell Road, Auburn	
The commenter requests a meeting with County personnel to discuss the potential for a speed and traffic safety survey for the residential area of Bell Road, 3000 block and up, citing dangerous conditions with speeding and reckless driving since the speed limit was raised to 40 mph. The commenter states that the speed limit is too high and expresses the hope that speed and roadway safety issues can be addressed before the proposed park expansion, which she supports.	Project Description, Transportation
Leslie Gray, no address or affiliation provided	
The commenter expresses support for the Hidden Falls expansion. A volunteer with the Placer County Sheriff's Search and Rescue Mounted Team, the commenter states that having places to ride and train horses is a vital part of saving lost people.	
Nancy Halcumb, 5600 Upper Ridge Way, Auburn	
The commenter expresses opposition to using Bell Road as a parking lot and exposing residents to the same effects experienced by resident of Mears Road, including traffic problems and increased chance of fire.	Transportation, Public Services and Utilities, Hazards and Hazardous Materials
Sue Ann Hall, 4990 Bell Road, Auburn	
The commenter expresses opposition to the land purchase, stating that there are many places that tax money could be used instead of entertaining people who do not live in the area. She states that more people means more crime, garbage, and traffic and increased danger of human-started fires.	Transportation, Public Services and Utilities, Hazards and Hazardous Materials, Cumulative
Pamela Hart, 10395 Blue Heron Court, Auburn	
The commenter states that the access roads to the proposed parking lot are inadequate for the expected traffic, and that turns are already scary even for normal-sized vehicles. She also states that when two cars pass, there is no room for bicyclists, and that even widening the roads to 18 feet will not accommodate cyclists.	Transportation
The commenter cites the controversy experienced in Placer County regarding winery event usage. She recalls that the result was that events could occur occasionally, not every weekend, and states that the current project proposes land usage every day of the week and every weekend, resulting in traffic and other disruption beyond what any winery proposed.	Land Use and Agricultural Resources, Transportation
The commenter states that the County seems to be proposing access to Placer Legacy property rather than to Hidden Falls property, and calls it inconsistent with Placer Legacy's purpose to allow multiple roads and trails to cross the wilderness. She states that wildlife will not be protected because undergrowth must be disrupted to create trails and protect from fires, which also will be more likely. The commenter states that horses bring in foreign substances in their feces, a breeding ground for seeds, and that this is how the star thistle was introduced to this area.	Introduction, Project Description, Biological Resources, Hazardous Materials and Hazards
The commenter states that the project is creating an "attractive nuisance" for which the County (meaning taxpayers) can be held liable, and will invite the homeless population who can cause adverse effects on streams, start fires, etc.	Public Services Hydrology and Water Quality

Comment Synopsis	SEIR Section(s) that will Address the Comment
Erika Hazen, Cramer Road, Auburn	
The commenter provides a copy of a notice taped on the mailboxes on her road, urging residents to oppose the proposed parking lot, but states that she is in favor of the new access point.	
Joel and Erica Houston, Cramer Road, Auburn	
The commenters express alarm about the proposed parking lot and trailhead, stating that the local roads are narrow, hilly, and winding and are poorly maintained, and that Cramer Road has no yellow center line or white lines on the shoulders because it is too narrow. They ask the County to consider their liability for accidents and deaths they believe will happen because of increased traffic and congestion. The commenters ask whether the County plans to purchase easements from all landowners along Cramer Road to widen and improve the road before opening the parking lot. They state that Bell Road and Lone Star Road will also need to be widened, and ask whether the County will put in a stoplight at Cramer and Lone Star roads before opening the parking lot.	Project Description, Transportation, Public Services
The commenters ask how many heritage oaks will need to come down to widen the roads and make them safe.	Project Description, Biological Resources
Judy Isaman, 4985 Bell Road, Auburn	
The commenter requests that the SEIR discuss proposed home developments, including low-cost housing, proposed developments at Dewitt Center, and the homeless shelter. She also requests that the SEIR describe impacts on wetlands; water supplies for the proposed project; wells providing water to property owners within a 1-mile radius; traffic safety (all feeder roads to the park and the Cramer Road/SR 49 intersection), and fire prevention.	Land Use and Agricultural Resources, Transportation, Hydrology and Water Quality, Public Services and Utilities, Hazardous Materials and Hazards
The commenter suggests incorporating shuttles to and from the current park entrance off Mears Road to reduce impacts on that neighborhood. She believes adding a shuttle stop at SR 49 or the Interstate 80 entrance can help generate income for area businesses as park visitors stop to eat or pick up picnic items.	Alternatives, Transportation
Kelly Jackson, P.O. Box 143, Meadow Vista	
The commenter expresses concern that the project will decrease the value of the farms and ranches in the area. She asks who will fix and maintain Bell, Cramer, Lone Star, Joeger, Dry Creek, and other rural roads.	Land Use and Agricultural Resources, Transportation
The commenter states that purchasing the property is not the way that the Tree Preservation Fund was intended to be spent. She states that extensive destruction of habitat and plant and animal communities seems directly opposed to Placer Legacy's mission and objective.	Biological Resources
The commenter also expresses concern about the availability of water and the opportunity for fire.	Hydrology and Water Quality, Public Services and Utilities, Hazards and Hazardous Materials
Jane LaBoa, 7425 Mount Vernon Road, Auburn	
The commenter expresses support for the proposed project. She asks the County to maintain a strong park ranger presence, particularly on weekends and holidays, and to not permit—or at least limit and police—large events. She urges the County to use online permits for new parking areas and prohibit street parking, similar to the current system; to install remote surveillance measures at all parking areas; and to consider increased traffic in its road maintenance. New parking areas should be delayed or scaled back if these issues cannot be mitigated.	Project Description

Comment Synopsis	SEIR Section(s) that will Address the Comment
Michael and Mary Lake, 6170 Viewridge Drive, Auburn	
The commenters express their opposition to the proposed project, citing concerns about conditions on Cramer, Bell, and Lone Star roads (e.g., narrow roadways, sharp curves) that make the roadways inadequate to handle the additional traffic. They also are concerned that the Lone Star Road/SR 49 intersection is inadequately designed to handle the increase in traffic, citing limited sight distances, lack of acceleration lanes that complicate turns on SR 49, and noting that Caltrans will not install a traffic signal there.	Transportation
The commenters state that Auburn Valley Road is privately built and owned, and that allowing project-related traffic to use that roadway would be dangerous to current residents and place an unfair cost burden on them.	Transportation
The commenters state that the total cost of the proposed project to taxpayers is unreasonable in relation to the benefit derived, because most use of Hidden Falls comes from non-Placer County residents who are not required to pay for it.	Public Services, Utilities
Susan and Cornelius (Eb) Lane, 11380 Lone Star Road, Auburn	
The commenters express their concern about the proposed project, citing existing hazards for residents seeking to pull out of their driveways along Lone Star Road and the potential for severe accidents to result from the addition of project-related traffic. The commenters state that local residents previously asked the County about having roads improved, but were turned down based on insufficient statistical injuries or fatalities to warrant the expense. They also state that turns between SR 49 and the local country roads are often already frightening and that adding heavy trucks and horse trailers would worsen these conditions. The commenters ask who will actually benefit from the project, given the high financial cost and the dangerous traffic conditions.	Introduction, Transportation
Gary Leeds, 4101 Monteverde Drive, Lincoln	
The commenter expresses his opposition to the proposed parking lot and states that if elected officials approve this development, he will vote for individuals who oppose it.	
Lorrie Lewis, 6245 Wise Road, Newcastle	
The commenter expresses opposition to the proposed project, stating that the proposal would change the zoning from Agriculture to Recreational without a zoning text amendment, while she was not allowed to go outside her zoning. She states that the County is not exempt from zoning requirements just because it is the lead agency. The commenter also expresses dismay that while the County is spending time and money to reduce carbon footprints, its proposed project encourages more than 100 vehicles and 40 horse trailers to use a part of the county that is not zoned for that amount of traffic.	Project Description, Land Use and Agricultural Resources
The commenter states that she is having second thoughts about having been a supporter of Placer Legacy and Placer Land Trust, based on how the County is managing its current land donations.	
Wendy Lumbert, longtime homeowner, Cool	
The commenter expresses her support for the project, noting that the proposed parking on Bell Road would be much more easily accessed by her family and other residents on the Divide than the current parking lots. She states that the conservation land was clearly meant to be used by the public and guided tours do not allow enough access.	Transportation
Gail Maduri, 3318 Hamblen Court, Cool	
The commenter states her opinion that there should be more access to public land, not less, as more people need access to places like Hidden Falls to bring peace, pleasure, and perspective to their lives. She encourages the County to find a balance between these needs and nearby property owners' concerns.	Transportation

Comment Synopsis	SEIR Section(s) that will Address the Comment
Larry Matz, no address or affiliation provided	
The commenter expresses support for the proposed expansion. He states that additional access and parking on Garden Bar Road and from Bell Road, and expansion of the trail system, are critically important because people have been denied access due primarily to limited parking. He believes the proposal is comprehensive and well thought out, with appropriate mitigation measures.	Project Description, Transportation
Bonnie and Tim McAdams, Preserve Rural Placer, 4260 Bell Road, Auburn	
The commenters express their opposition to the proposed purchase of the Twilight Ride property because the rural roads leading to this access point were not intended to be used as major thoroughways. They cite the risk of injury to residents and potential for decreases in property values.	Transportation
Abbas Mehdi, 8200 Christian Lane, Granite Bay	
The commenter is in favor of expanding the trails and parking. He asks whether a petition with names and signatures would suffice to express support for the project, or whether each signee needs to comment and make a case.	Project Description
Teresa Muscarella, 11400 Cramer Road, Auburn	
The commenter suggests looking up who is actually using the current Hidden Falls park, using the park's reservations website. She states that if the bulk of visitors are coming from southern Placer County or Sacramento County, then adding another access point closer to them would be prudent. She suggests that the ranch in Lincoln offered by a participant in the June 2018 scoping meeting is a good option that should be explored.	Project Description
The commenter states that the Bell, Lone Star, and Cramer road areas are rural, rather than semirural as stated by the County. She states that many of the properties are Williamson Act properties and that the winding, narrow roads are traveled by tractors, along with ATVs and slow-driving pickups. She asks whether Cramer Road will be widened and if so, on which side; whether fences will be replaced; how horse trailers, city drivers, tractors, and bicyclists will coexist on Bell Road; and whether the County plans to widen Bell Road.	Project Description, Land Use and Agricultural Resources, Transportation
The commenter expresses her concern about the effects of extra traffic, including noise, congestion, accidents, and illegal parking. She states that signs will need to be posted explaining where the park is and where not to park, but that city planners have stated that signage is blight.	Project Description, Visual Resources, Noise, Transportation
The commenter asks what additional concessions will be provided; why showers are included; whether water will come from a well and whether that will affect neighbors' wells; whether camping will be allowed and bike rentals included; how noise, homelessness, and garbage will be controlled; how the facilities will be policed; and how roads will be maintained. She requests that the new park area have an equal burden with Mears Road if the park must happen.	Project Description, Noise, Hydrology and Water Quality, Public Services and Utilities, Transportation
The commenter questions Placer Legacy's operational processes and priorities with regard to the property purchase and subsequent planning and design. She states that it should be public knowledge when and where property is purchased from the County before the purchase occurs, and asks about a map of all land owned in the trust.	Project Description

Comment Synopsis	SEIR Section(s) that will Address the Comment
Ron and Barbara Paitich, 5841 Bell Road, Auburn	
The commenters support expanding the park because they will be able to use trails closer to home. They believe the projected increase in the number of cars (100 over the period of a day) is a trivial increase. The commenters believe the proposal by the Lincoln resident who offered to sell his property near the west end of Hidden Falls is an ideal solution. They believe access to a park of the size of Hidden Falls should come from several locations, and should include easy access from the west because population density is larger on the park's west side.	Other CEQA Sections
The commenters believe that park access should possibly be limited to Placer County residents. They cite the example of Palo Alto Foothills Park, which limits park access to Palo Alto residents and their accompanied guests with proof of residency required; they provide a link to information about the residency requirement.	Other CEQA Sections
Steve and Alice Perry, 4712 Howe Lane, Auburn	
The commenters express alarm at the potential parking lot on the corner of Bell and Cramer roads. They believe the parking lot will not fix the situation at the current Hidden Falls facility, but will worsen it. The commenters state that there are already enough places in the greater Bay Area to ride, bike, and hike without making the neighborhood and roads more unsafe.	Transportation
Dr. Jaya Perryman, 4360 Burt Lane, Auburn	
The commenter expresses objections to the proposed project, stating that Cramer, Lone Star, and Bell roads are inadequate and dangerous for anticipated traffic impacts, and that the influx of people will increase fire risk, adversely affect the rural agricultural area, and disturb and destroy sensitive habitat.	Biological Resources, Public Services and Utilities, Hazardous Materials and Hazards, Transportation
The commenter asks why the "disaster" at Mears Road would be duplicated, states that there is no plan for cleanup and patrol of the area, and that many recreational areas elsewhere are being restricted because of overuse and the paradigm of attracting "more and more" visitors is antiquated.	Introduction, Project Description
The commenter suggests that the County consider the future of the community and do a careful review that includes contemplating other options.	Other CEQA Sections
Diane Phillips, 24744 State Highway 49, Auburn	
The commenter expresses support for the project. A resident near the proposed new staging area, she states her belief that although the project will create more traffic, it would also increase property values in the area.	Transportation
Jean and James G. Piette, 5395 Bell Road, Auburn	
The commenters express shock at the May 31, 2018, article in the <i>Auburn Journal</i> about the proposed new Hidden Falls trailhead. They note having contacted the County previously to express fear that the County was planning to attempt to fix one problem by causing other problems of greater scope. They state that instead of issuing a revised NOP and modified conditional use permit, simply following up on the 2010 conditional use permit and EIR, the County should start an entirely new process specific to the Twilight Ride parcels, and address a larger set of issue areas.	Introduction, Project Description
The commenters express their disappointment at their experience at the June 2018 scoping meeting for the project, and their concern that the project appears to be near completion without any contact with or consideration for residents. They question the legality of the procedures, ask whether County personnel have seen the actual properties that would be affected. They state that property values would decline 25% to 50% if the project is approved and ask whether County personnel care about the project's effects on local residents.	Introduction

Comment Synopsis	SEIR Section(s) that will Address the Comment
Leslie Prevost, Seducente Ranch and Vineyard, Pilot Hill	
The commenter expresses support for the expansion. She states that she and her husband ride at Hidden Falls regularly, and that relieving parking congestion and adding more space are pluses.	
Paul Primmer, no address or affiliation provided	
The commenter cites an article in the <i>Auburn Journal</i> about Placer County's fire rating and asks what a park does to an area's fire rating. He states that he cannot see how a park would help the rating, and that it would only hurt the area. The commenter also states that the new parking off Bell Road does not negate the questions he had about the first (2017) NOP.	Public Services, Hazards and Hazardous Materials
Kenneth Jon and Janet Claire Quarry, 5495 Bell Road, Auburn	
The commenters state their opposition to the project, citing fire danger, added noise, possible loss of water to local wells, and problems with homelessness. They state that law enforcement and the fire departments are thin and the roads are narrow with many blind curves. The commenters, who live at the corner of Bell and Cramer roads, state that vehicles will have to make a left turn less than 50 feet from their front door.	Transportation, Noise, Hydrology and Water Quality, Public Services, Hazards and Hazardous Materials
George T. Ronk II, Preserve Rural Placer, 4435 Gambah Drive, Auburn	
The commenter expresses his opposition to the proposed project, stating that it will lead to an increase in traffic and accidents on local roads that were not intended as major thoroughways; will increase noise, litter, and other environmental pollutants; and will reduce his property value.	Noise, Transportation
The commenter expresses dismay that an area zoned for agriculture and dotted with oak trees and containing wetlands would be turned into a parking lot and retail venue. He interprets the use of Tree Preservation Fund money to purchase the parking lot property to allow the removal of up to 67% of the trees and woodland habitat for the parking lot and trailhead, and states that dozens of trees, including heritage oaks, may have to be removed to widen the roads to accommodate traffic and bicycle lanes. He states that these effects seem directly opposed to Placer Legacy's mission and objectives.	Project Description, Transportation, Biological Resources
The commenter also expresses concern about the availability of water, the opportunity for fire, and the cost of the project to taxpayers.	Public Services, Hazards and Hazardous Materials
Ann Rubenstein, no address or affiliation provided	
The commenter expresses support for expanding Hidden Falls for equestrian use.	Project Description
Bart Ruud, 10800 Cramer Road, Auburn	
The commenter expresses dismay at the May 22, 2018 action item before the Board of Supervisors to purchase the Twilight Ride property, stating that the unannounced effort to initiate the process was intentional and unethical. He expresses the opinion that using the County Tree Preservation Fund and Placer Legacy Open Space Trust Fund to purchase the property for a parking lot could be illegal and should be looked at by a third party, not the County. The commenter lists the various needs he believes must be met for the project to occur (e.g., lighting, fencing, refuse control, law enforcement, need for water) and questions the expense to the taxpayer relative to the benefit. He states that there is a potential multi-million dollar impact on Placer County if the parking lot is permitted.	Introduction, Project Description

Comment Synopsis	SEIR Section(s) that will Address the Comment
<p>The commenter states that the project proposes to create an “attractive nuisance” similar to the one created in the Mt. Vernon Road/Mears Road area, and that it is wrong to try to solve one problem by causing another. The commenter states that Placer County has plenty of easily accessible open space sites for recreation and that the County should not believe an obligation exists to provide additional open space. He foresees cutting other department budgets to provide funds for parks. The commenter states that the planning for a new staging area thwarts the intent of the Placer Legacy Trust Fund because it promotes intensive use by out-of-county users, who should consider using Auburn State Recreation Area.</p>	<p>Introduction, Project Description</p>
<p>Delana Ruud, 10800 Cramer Road, Auburn</p>	
<p>The commenter objects to the purchase price of \$1,120,000, which she believes to be highly inflated, and calls for a review of the valuation of the 40 acres of open space. She also objects to the use of the Placer Legacy Open Space Fund and the Tree Preservation Fund for the purchase.</p>	<p>Project Description</p>
<p>The commenter expresses dismay that no mention is made of the cost, type, or design of the entrance or road leading from Bell Road, or of the parking lots. She asks how these upgrades will be paid for, inquires about upkeep and liability, and cites challenges being experienced at Mears Road.</p>	<p>Introduction, Project Description</p>
<p>The commenter states that Lone Star, Cramer, and Bell Roads are substandard and can barely handle current traffic, people drive too fast, access to SR 49 from Lone Star and Cramer Roads is very difficult. She expects that the accident rate and number of fatalities will increase significantly because drivers to the parking lot will be primarily from urban areas and unaccustomed to the rural roads.</p>	<p>Transportation</p>
<p>The commenter expresses concern that adding another parking lot will result in wildland fire. She cites several fires that have occurred in the area, including some that have occurred on her acreage.</p>	<p>Public Services, Hazards and Hazardous Materials</p>
<p>The commenter is concerned that other County departments or programs could be squeezed or eliminated and questions whether the parking lot would have any benefit to the area, compared to the problems she foresees resulting from the project, such as increased theft and noise.</p>	<p>Public Services, Noise</p>
<p>Louis and Carol Salatino, 10111 Ranch Road, Auburn</p>	
<p>The commenters state that 5345 Bell Road would not be an appropriate location for the proposed parking lot, because increasing traffic on a narrow two-lane road would cause safety hazards; with more people using the area, more trash could contaminate the landscape; and bringing a public parking area into a rural setting commonly results in increased property damage, drug use, and trespassing. The commenters say they have heard of homeless people “scoping” out these types of areas.</p>	<p>Transportation, Public Services</p>
<p>The commenters state that putting in wells in the area of the proposed parking lot could greatly affect groundwater levels, posing a threat to residents using private wells and potentially contaminating the water supply.</p>	<p>Public Services</p>
<p>Larry and Christine Simmons, 4844 Bell Road, Auburn</p>	
<p>The commenters express their opposition to the proposed parking lot at 5345 Bell Road, citing concerns about increased traffic and related safety issues, increased fire risk, disruption to wildlife in the area, wear and tear on already bad road conditions, increased littering and property damage, trespassing on private property, and illegal parking.</p>	<p>Project Description, Transportation, Biological Resources, Hazards and Hazardous Materials</p>
<p>The commenters are troubled by the County’s lack of communication with local residents before the Board of Supervisors’ vote on the terms of purchase for the property. They state that they left the scoping meeting with the feeling that County officials do not care about the impacts of expanding Hidden Falls.</p>	<p>Introduction</p>

Comment Synopsis	SEIR Section(s) that will Address the Comment
Charley D. Smith, 3782 Bankhead Road, Loomis	
<p>The commenter states that the proposed project will not solve the current problems associated with Hidden Falls Regional Park, such as traffic congestion. He states that instead, the park should expand to the west to alleviate the traffic and access impacts. He describes other routes that visitors could take to access Hidden Falls. Citing traffic congestion as Placer County’s greatest problem (and providing Placer County maps and information on western Placer County’s history), the commenter states that the traffic problem mentioned by residents along Bell Road and SR 49 will only be compounded if the County delays in adding a western entrance to Hidden Falls. The commenter offers his ranch and the proposed Horse Celebration Park (which could connect to Hidden Falls) as part of the solution to the traffic problems. He states that using eminent domain in some areas may be appropriate if needed.</p>	<p>Introduction, Project Description, Transportation, Alternatives</p>
Marti Snyder, Garden Bar Road, Auburn	
<p>The commenter expresses concern about traffic on Garden Bar Road. She states that when she subdivided her 160 acres into three parcels, she was required to put in an 18-foot-wide road with turnouts, and that both the County and developers must comply with the same codes and laws. She states that once the County paints a stripe down the middle of Garden Bar Road, the roadway will lack the legally required space for a traffic lane on either side. She calls on the County to improve the road, paint a solid yellow line, post “no passing” signs, and impose a speed limit.</p>	<p>Project Description, Transportation</p>
Nicole Spencer, Realtor, 500 Auburn Folsom Road, Suite 300, Auburn	
<p>The commenter expresses support for the project. A North Auburn resident, she enjoys hiking, riding horses, and kayaking, and appreciates the chance to have a place to go that is closer than the existing Hidden Falls, Empire Mine, the canyon, and other trails (20–30 minutes away).</p>	
Heidi Storm, no address or affiliation provided	
<p>The commenter expresses support for the project. A hiker and equestrian, she favors continuing to implement the current parking plan and taking other steps to prevent overuse and abuse of the park. She believes that with wisely enforced rules, the expanded park would be appreciated as much by neighboring residents as by visitors who travel to the park.</p>	<p>Introduction, Project Description</p>
Marianne Stuart, 8312 Yvonne Way, Fair Oaks	
<p>The commenter expresses support for the project, stating that the explosive growth in park use shows the extent of the region’s need for parks and open space and that linking the Big Hill, Bear River, and other ranch acquisition properties makes sense. She states that an aging population needs more trails rather than bike parks or playgrounds, and that this is an appropriate use of taxpayer dollars.</p>	<p>Introduction, Project Description</p>
Sarah Sullivan, 4952 Bell Road, Auburn	
<p>The commenter requests that a completely new EIR be completed for the project. She states that the current Hidden Falls area has caused a large disruption and expresses concern about increased traffic, trash, use of the same water table as used for home wells, and increased fire risk. The commenter also states that some areas flood during heavy rains and that Bell Road was not constructed to handle heavy traffic.</p>	<p>Introduction, Transportation, Hydrology and Water Quality, Hazardous Materials and Hazards</p>
Laurie Sweeney, no address or affiliation provided	
<p>The commenter expresses the hope that reservations will remain in place at Hidden Falls Regional Park even if expanding the park reduces congestion. The commenter also suggests providing for horse camping as part of the project and offers suggestions for the parking design.</p>	<p>Project Description</p>

Comment Synopsis	SEIR Section(s) that will Address the Comment
Eric J. Thompson, no address or affiliation provided	
Citing the name of an 1860s town as well as maps, Wikipedia, Google Earth, and other County documents, the commenter states that the name of the creek is Coon Creek, not Raccoon Creek, and requests that the name be corrected in project documents.	Environmental Setting
Walkingsmooth, no address or affiliation provided	
The commenter requests that the County go through with expansion of Hidden Falls because more parking is needed, including designated parking for trailers.	Transportation
Michael B. Watson, 5955 Fawnridge Road, Auburn	
The commenter expresses opposition to the project, which he calls rushed. He states that the EIR was done almost 10 years ago and needs to be redone to reflect the current environment and changes in traffic.	Introduction, Project Description
The commenter states that the infrastructure does not support the project and that the affected roads are already in poor condition; can barely handle current traffic; and flow out to SR 49, which is also becoming inadequate for current traffic.	Transportation
The commenter is concerned that the County did not consider the residents, who now will have a view of the parking lot rather than the view they paid for.	Introduction, Visual Resources
The commenter states that his vote in the next election will depend on the outcome of the project, and cites drugs, litter, property damage, illegal parking, and theft as outcomes on Mears and Mt. Vernon roads. He asks the County to consider effects of the project on property values.	Public Services Transportation
Carolyn Weaver, 5785 Lone Star Valley Road, Auburn	
The commenter expresses concern about the plan to use Lone Star and Bell roads as access to Hidden Falls. She explains that numerous drivers miss a blind curve on Lone Star Road and end up on Lone Star Valley Road, a single-lane road maintained by residents rather than the County, and disturb residents. The approach to the blind curve is a steep hill that would be difficult for horse trailers to navigate, speed signs are ignored, and several near misses have occurred on the curve. There is only one way out of Lone Star Valley Road and nonresidents have parked at the head of the road, blocking residents' fire exit and the fire truck entrance.	Transportation, Public Services and Utilities, Hazards and Hazardous Materials
The commenter states that Lone Star Road has several flood zones, despite being trenched on both sides to prevent more floods. She says that to widen the road, which currently cannot allow two horse trailers to pass, dozens of old oaks would have to be removed; there is no other room except to fill in the flood trenches, thus making the road impassable and causing more flooding and property erosion.	Transportation; Hydrology and Water Quality; Biological Resources
Keith Wenger, Imperial Mortgage & Real Estate Services, 4455 Gambah Drive, Auburn	
The commenter, a business owner who lives on the corner of Bell Road and Gambah Drive, has had his mailboxes destroyed and property damaged when drivers have misjudged the sharpness of the turn, and he expects additional traffic associated with the proposed project to make the situation worse. He shares a Protect Rural Auburn petition that he and members of his family have signed, opposing the project.	Transportation
The commenter expresses concern about fires being started by park users.	Hazards and Hazardous Materials
The commenter states that the park's current entrance should be sufficient and that the project will turn Bell Road, which is already too busy, into a freeway.	Introduction, Transportation

Comment Synopsis	SEIR Section(s) that will Address the Comment
Stephanie Williams and Keith Collins, Foresthill	
The commenters are encouraged that the County is seeking ways to fix the parking problem at Hidden Falls, but concerned that the County did not consider the additional burden on local homeowners that increased traffic would present in terms of road maintenance on non-County-maintained roads. They cite the effect on the Foresthill community caused by access to a major staging area for ASRA, for which the County has not taken responsibility for road maintenance.	Introduction, Transportation
The commenters hope that some of the new parking areas will not be adjacent to a steep slope for a trailhead, because of the potential for erosion and people cutting across the trail, and because a steep starting/ending section of trail could prevent people with physical limitations from getting into the park.	Project Description
Janet Willis, 25076 China Hollow Road, Auburn	
The commenter expresses support for expanding Hidden Falls, stating that the need for reservations alone should tell decision makers that more recreation opportunities are needed. She asks the County to consider expanding parking for horse trailers.	Project Description
Anita M. Wise, 6125 View Way, Auburn	
The commenter expresses opposition to the proposed parking lot on the Twilight Ride property at 5345 Bell Road, stating that it will cause a traffic nightmare along Lone Star Road.	Transportation
Brian Mark Wise, 6125 View Way, Auburn	
The commenter expresses opposition to the proposed parking lot on the Twilight Ride property at 5345 Bell Road, stating that it will cause a traffic nightmare along Lone Star Road.	Transportation
Rosalie Wohlfromm, 1115 Humbug Way, Auburn	
The commenter asks whether the County has given any thought to widening the access roads to Hidden Falls and expresses doubt that the roads (especially Cramer Road) can support the extra traffic associated with the proposed park expansion. She cites comments from friends who live in the area about the narrow roads, blind curves, and unsafe conditions.	Transportation
Jane Wurst, rural North Auburn	
The commenter states that the Twilight Ride property is currently open space, and that the project will pave over and urbanize most of that acreage, and creating trails crossing over Big Hill to connect Placer Land Trust properties will urbanize several thousand acres. The commenter states that this is not just open space but sacred ground, once the home of Native Americans, and that large grinding rocks and Native American artifacts have been found on residents' property.	Cultural Resources
The commenter states that construction and paving of the entrance road and parking lots and building trails will result in initial destruction of habitats, then ongoing damage will result from restrooms and boarding facilities. She states that a pond (wetland) at the entrance to the property will likely need to come out, destroying that ecosystem. The commenter interprets the terms of the property purchase agreement to allow the removal of up to 67% of the trees and woodland habitat, and that dozens of trees along Bell, Cramer, and Lone Star roads, some heritage oaks, may have to be removed. She states that these effects seem directly opposed to Placer Legacy's mission and objectives.	Hydrology and Water Quality, Biological Resources
The commenter states that two ponds on the west side of the Twilight Ride property hold water for 8 months of the year. She states that these ponds are at the lowest point of the property and will receive drainage of oil, gas, and toxic pollutants from the parking lot, damaging the habitat of these ponds and polluting water that overflows from them and flows downhill to Orr Creek, Raccoon Creek, and the NID canal.	Hydrology and Water Quality, Biological Resources, Hazardous Materials and Hazards

Comment Synopsis	SEIR Section(s) that will Address the Comment
The commenter states that cyclists, hikers, equestrians, and dogs on the proposed new park acreage will threaten numerous animals and birds in the area, and increased potential for wildfire will destroy these species' habitat.	Biological Resources, Hazardous Materials and Hazards
The commenter states that the Twilight Ride property and acreage that is part of the proposed park expansion are cattle grazing land, and that the proposed project will cause cattle grazing to end there. She states that the focus on urbanized recreation is destructive to the sustainability of agriculture in Placer County.	Land Use and Agricultural Resources
Harry and Karen Wyeth, Grass Valley	
The commenters, hikers and equestrians, express support for expanding the park and improving the horse trailer parking situation. They understand the concerns of neighbors who would rather not have park traffic, but feel that these issues can be dealt with.	
<p>Notes: ASRA = Auburn State Recreation Area; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; County = Placer County; EIR = environmental impact report; mph = miles per hour; NID = Nevada Irrigation District; NOP = notice of preparation; NPDES = National Pollutant Discharge Elimination System; RWQCB = Regional Water Quality Control Board; SEIR = subsequent environmental impact report; SR = State Route</p> <p>Source: Data compiled by AECOM in 2018</p>	

SCOPE OF THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Placer County has determined that a SEIR should be prepared to evaluate the potential environmental impacts of expanding the Hidden Falls Regional Park trails network. The SEIR will incorporate the content of the 2009 Hidden Falls Regional Park EIR and will explain the basis for incorporating the previous EIR's conclusions. As required by CEQA, the SEIR will describe existing conditions and evaluate the potential environmental effects of the proposed project and a reasonable range of alternatives, including the no-project alternative. It will address direct, indirect, and cumulative effects. The SEIR will identify feasible mitigation measures, if available, to reduce potentially significant impacts. Topics to be evaluated in the Draft EIR include:

- ▶ Project Description
- ▶ Aesthetics
- ▶ Agriculture and Forestry
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources/Tribal Cultural Resources
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use
- ▶ Noise
- ▶ Public Services
- ▶ Transportation
- ▶ Utilities
- ▶ Alternatives
- ▶ Cumulative Impacts
- ▶ Other CEQA-Required Analyses

ATTACHMENT A

Revised Notice of Preparation



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

DATE: June 4, 2018

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: **Revised** Notice of Preparation of a Subsequent Environmental Impact Report for the Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project

REVIEW PERIOD: June 5, 2018 – July 6, 2018

Placer County (County) is the Lead Agency for the Hidden Falls Regional Park Trails Network Expansion Project (Project), and is preparing a Subsequent Environmental Impact Report (SEIR) for the Project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.).¹ The purpose of this Revised Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to make meaningful responses as to the scope and content of the SEIR. Your timely comments will ensure an appropriate level of environmental review for the Project.

An NOP was previously issued for the Project, inviting comment from January 31, 2017 through March 1, 2017. This Revised NOP is being released because the project description has been amended to reflect the potential use of 50 acres located at 5345 Bell Road in Auburn (APNs 026-110-012 and 018) (the "Twilight Ride property") for additional trailhead parking (approximately 100 auto and 40 horse trailer spaces), as well as potential horse-boarding.

Project Description: Hidden Falls Regional Park currently includes approximately 30 miles of trails that are open to the public. The Project would expand the trail system into areas northeast, west, and east of the existing park, where the County holds existing trail easements or owns property. In total, approximately 30 additional miles of trails would be added, along with the construction of two additional bridges over Raccoon Creek between the existing regional park trail network and Taylor Ranch (as well as one additional bridge over Raccoon Creek within Hidden Falls Regional Park that was analyzed under the prior EIR), additional parking, access areas, and other improvements, and possible improvement of off-site access roads. The park features in the expansion areas would include accessibility features compliant with the Americans with Disabilities Act, drinking water fountains and restrooms, on-site groundwater wells, fire suppression facilities, equestrian features (e.g., horse watering, hitching posts, barn, paddocks, horse boarding), other potential concessions compatible with the characteristics of the park (e.g., bicycle rentals, nature education classes), picnic areas, benches, bear-proof trash receptacles, and interpretive displays.

The parcels involved in the expansion to the northeast are either owned by Placer Land Trust, or are held in a Conservation Easement by Placer Land Trust, with associated trail easements held by the County. Other connecting areas west and east of the existing park are owned by Placer County or the County holds trail easements within the areas. The Project would require the County's approval of a modified Conditional Use Permit (CUP) to cover the existing Hidden Falls Regional Park as well as the expansion areas. This modified CUP would supersede the existing CUP for the regional park, and would cover the development and operation of the existing and expanded trail network, the associated parking and roadway improvements needed, and other miscellaneous park amenities (listed in the prior paragraph).

The SEIR will evaluate the feasibility of parking and access improvements that would make optimal use of the parking area at Mears Place, would create opportunities to use already-permitted parking off Garden Bar Road on a limited, reservation basis, and would provide new vehicle access to and parking for trail network expansion areas to the north, at both the Harvego Bear River Preserve area and the Twilight Ride property on Bell Road. The

¹ An Environmental Impact Report (EIR) was previously certified in 2010 for the expansion of Hidden Falls Regional Park (State Clearinghouse No. 2007062084).

phasing and associated road improvements discussed in the original EIR for the Garden Bar entrance will be further clarified. The SEIR will also consider a system whereby park access use permits could be issued to adjacent landowners who would provide overflow parking spaces/horse-boarding facilities to visitors, and management strategies that would link available parking to potential park users before they arrive at the site. Lastly, the SEIR will analyze the types of uses which will be allowed throughout the park.

Project Location: The proposed trail expansion area is located northeast, west and east of the existing Hidden Falls Regional Park, and south of the Bear River in Placer County. The Project area is approximately 40 miles northeast of Sacramento (see Figure 1, Regional Location Map). The existing Hidden Falls Regional Park area encompasses approximately 1,200 acres, and includes a parking area at Mears Place, as well as an already-permitted future parking area located off of Garden Bar Road. Figure 2 shows the Project area including regional highways (e.g., State Route 49) and local roads including Big Hill Road through the center of the Project area; Mt. Pleasant Road to the south; Bell, Cramer, and Lone Star Roads to the east providing access from State Route 49; and Garden Bar Road to the west.

The proposed expansion areas to the northeast of the existing park consist of the areas known as Taylor Ranch (321 acres) and Harvego Bear River Preserve (1,773 acres), as well as privately-owned parcels with trail easements, such as the Liberty Ranch (313 acres). The trails will also cross the Kotomyan Preserve (160 acres) and the Outman Big Hill Preserve (80 acres). These areas are owned by the Placer Land Trust and are to be held as conservation land in perpetuity. Entry to these areas is currently limited to guided tours led by the Placer Land Trust. Placer County has trail easement rights within these properties. A parking lot and trail connection is also proposed from a County-owned parcel off of Garden Bar Road to the west of the existing park. Additionally, parking and trailhead access are proposed from the Twilight Ride property on Bell Road, as well as from the Harvego Bear River property. Figure 3 shows the existing regional park and the boundaries of the proposed trail network expansion areas.

For more information regarding the project, please contact Lisa Carnahan, at (530) 889-6837. A copy of this NOP cover letter, as well as additional information on the Project, is available for review at the Auburn Public Library, the Rocklin Public Library, the Lincoln Public Library, the Placer County Community Development Resource Agency (Auburn), and on the Placer County website:

<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir>

NOP Scoping Meeting: In addition to the opportunity to submit written comments, one public scoping meeting will be held by the County to inform interested parties about the Project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. This meeting will be held on Thursday, June 14, 2018, from 6:00-8:00 p.m. at the Placer County Community Development Resource Center, Planning Commission Hearing Room, 3091 County Center Drive, Auburn, CA 95603.

NOP Comment Period: Written comments should be submitted at the earliest possible date, but not later than 5:00 p.m. on **July 6, 2018** to Shirlee Herrington, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603. (530) 745-3132, Fax: (530) 745-3080, cdraecs@placer.ca.gov.

Published in Sacramento Bee and the Auburn Journal, June 10, 2018.

1.1 BACKGROUND

In January of 2010, the Placer County Planning Commission (Commission) approved a Conditional Use Permit (CUP No. 20090391) and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2007062084) which added the property formerly known as the Spears Ranch (979 acres) to the 221-acre portion of Hidden Falls Regional Park (Park) already open to the public. These actions authorized Placer County (County) to operate and maintain the expanded Hidden Falls Regional Park (HFRP).

Presently, the County is considering expansion of the HFRP trail network system onto conservation lands either owned by Placer Land Trust (PLT) or held in a Conservation Easement by PLT, with associated trail easements held by the County, or onto land owned by the County. The project would improve access to the regional trail network by extending the existing HFRP trail system onto the conservation land and providing parking to support recreational activities as described below in Section 2.

The proposed expansion and modification to existing CUP No. 20090391 is a “project” as defined by the California Environmental Quality Act (CEQA) and subject to environmental review. In the case of the proposed HFRP trails expansion project, the County intends to prepare a Subsequent Environmental Impact Report (SEIR) consistent with CEQA Guidelines Section 15162. The focus of the SEIR is to determine whether the proposed HFRP trails expansion would result in effects not discussed in the prior EIR. The SEIR will also determine whether the project substantially increases the severity of previously identified impacts, identify additional mitigation measures, if needed, and determine whether alternatives previously thought to be infeasible and not adopted for the prior project are in fact feasible and should be incorporated into project approvals.

1.2 NOTICE OF PREPARATION

Once a decision is made to prepare an EIR, the lead agency must prepare an NOP to inform all responsible and trustee agencies (agencies) and interested persons that an EIR will be prepared (CEQA Guidelines Section 15082). The purpose of an NOP is to provide stakeholders with sufficient information describing the proposed project and its potential environmental effects to enable agencies and the public to make a meaningful response related to the scope and content of information to be included in the EIR.

The County originally issued an NOP for the proposed HFRP trails expansion in January of 2017. Subsequent to the release of the January 2017 NOP, the County approved the terms of a purchase and sale agreement that could lead to the acquisition of additional land with direct access to the existing trail network and provide additional opportunities for parking. Because of the changes in the proposed HFRP expansion areas from those identified in the January 2017 NOP, the County has elected to release a Revised NOP. Comments on potential environmental issues raised in response to the January 2017 NOP remain valid and need not be resubmitted. The purpose of this notice is twofold:

- (1) to solicit input, by **July 6, 2018**, from interested individuals, groups, and agencies about the desired content and scope of the draft SEIR to be prepared by Placer County for the proposed project, and
- (2) to announce a public scoping meeting on the proposed project, to be held at 6:00 p.m. on June 14, 2018, at the County Administrative Center, located at 175 Fulweiler Avenue, Auburn.

All comments on the Revised NOP shall be submitted to the County no later than **July 6, 2018**. Comments should be submitted to:

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603.
Phone: (530) 745-3132
Fax: (530) 745-3080
cdraecs@placer.ca.gov.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed trail expansion area is located northeast, west and east of the existing HFRP, and south of the Bear River in Placer County, approximately 40 miles northeast of Sacramento (see Figure 1, Regional Location Map). HFRP encompasses approximately 1,200 acres in the Sierra Nevada foothills, consisting of the properties formerly known as the Spears Ranch and Didion Ranch. Figure 2 shows the project area including regional highways (e.g., State Route 49) and local roads including Big Hill Road through the center of the project area; Mt. Pleasant Road to the south; Bell Road, Cramer Road, and Lone Star Road providing access from State Route 49 to the east; and Garden Bar Road to the west. The existing park has two access points, with an existing parking area at Mears Place and an area for an already-permitted future parking lot off Garden Bar Road.

Most of the proposed trail expansion areas are located north and northeast of the existing park within the Taylor Ranch (321 acres) and Harvego Bear River Preserve (1,773 acres), and on privately-owned parcels with trail easements, such as Liberty Ranch (313 acres). Trails will also cross the Kotomyan Preserve (160 acres) and Outman Big Hill Preserve (80 acres). Additionally, parking areas with trail connections are proposed from a County-owned parcel off of Garden Bar Road to the west of the existing park, and from the Twilight Ride property on Bell Road to the Taylor Ranch, and from the Harvego Bear River Preserve to the trail system in that area. Figure 2 shows the existing regional park, the parcel off of Garden Bar Road, the Twilight Ride property off of Bell Road, and the boundaries of the proposed trail network expansion areas.

Figure 3 illustrates the existing and proposed points of access and parking including areas proposed for expansion. The majority of the trails expansion area is located between the existing regional park and the Bear River to the north. Most of these areas are owned by the Placer Land Trust and will be held as conservation land in perpetuity. Entry to these areas is currently limited to guided tours led by the Placer Land Trust. Placer County has trail easement rights within these properties.

2.2 EXISTING SETTING

Existing Regional Park

The existing HFRP encompasses 1,200 acres and contains approximately 30 miles of multi-use trails, with parking located at Mears Place. Trails within the park cross Raccoon Creek (formerly Coon Creek) and Deadman Creek in three locations via pedestrian bridges. Raccoon Creek flows through the park from east to west. Existing park amenities include interpretive displays, restrooms, well, drinking

fountains, picnic areas, benches, trash receptacles, and hitching posts and horse-watering areas for equestrians.

Since fully opening to the public in 2013, HFRP, with its two waterfall overlooks and other recreational amenities, has grown substantially in popularity and visitation. As a result, the public parking area at Mears Place can become congested during holidays and weekends during good weather, and visitors have been turned away during these peak-use periods.

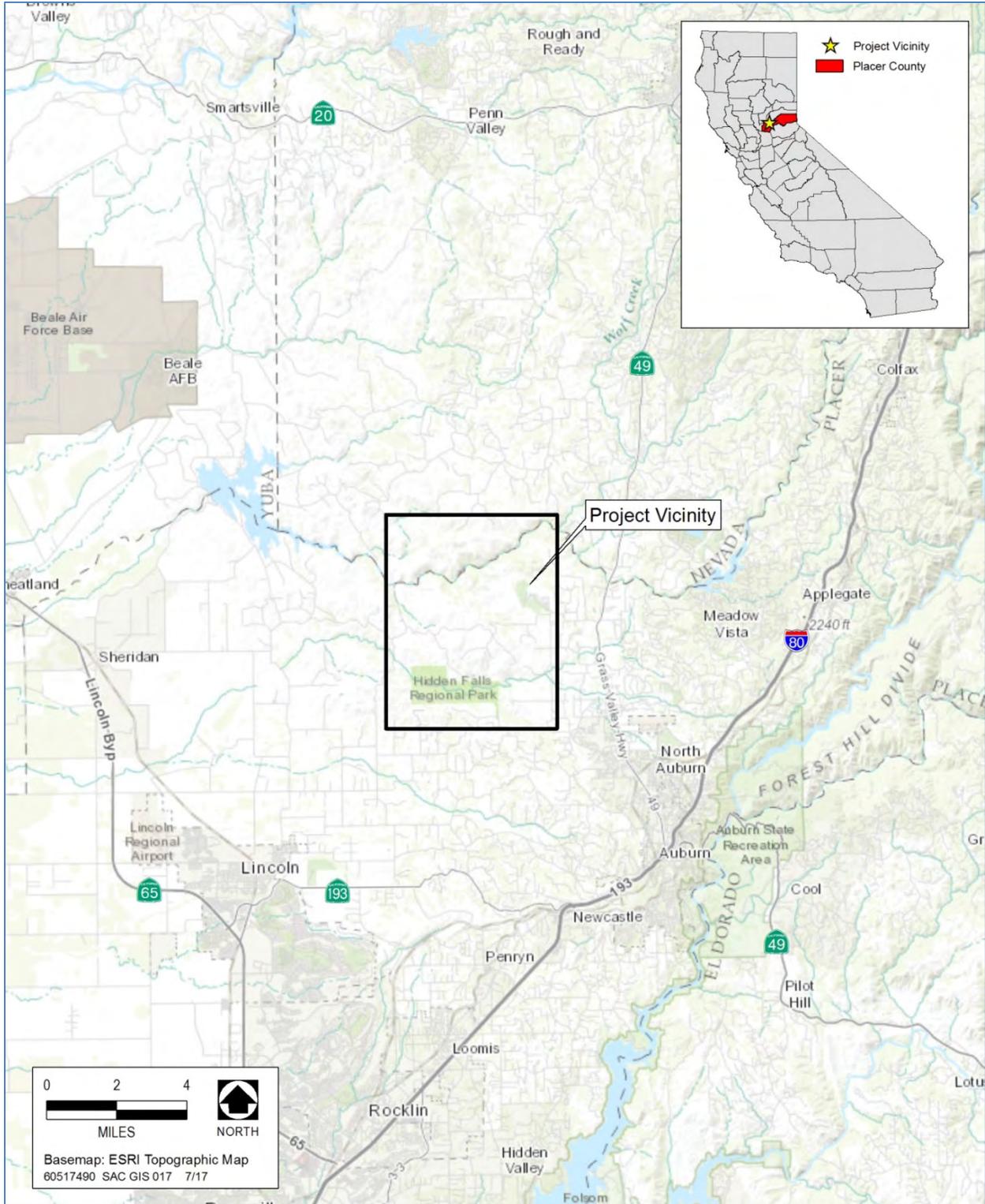


Figure 1 Regional Location

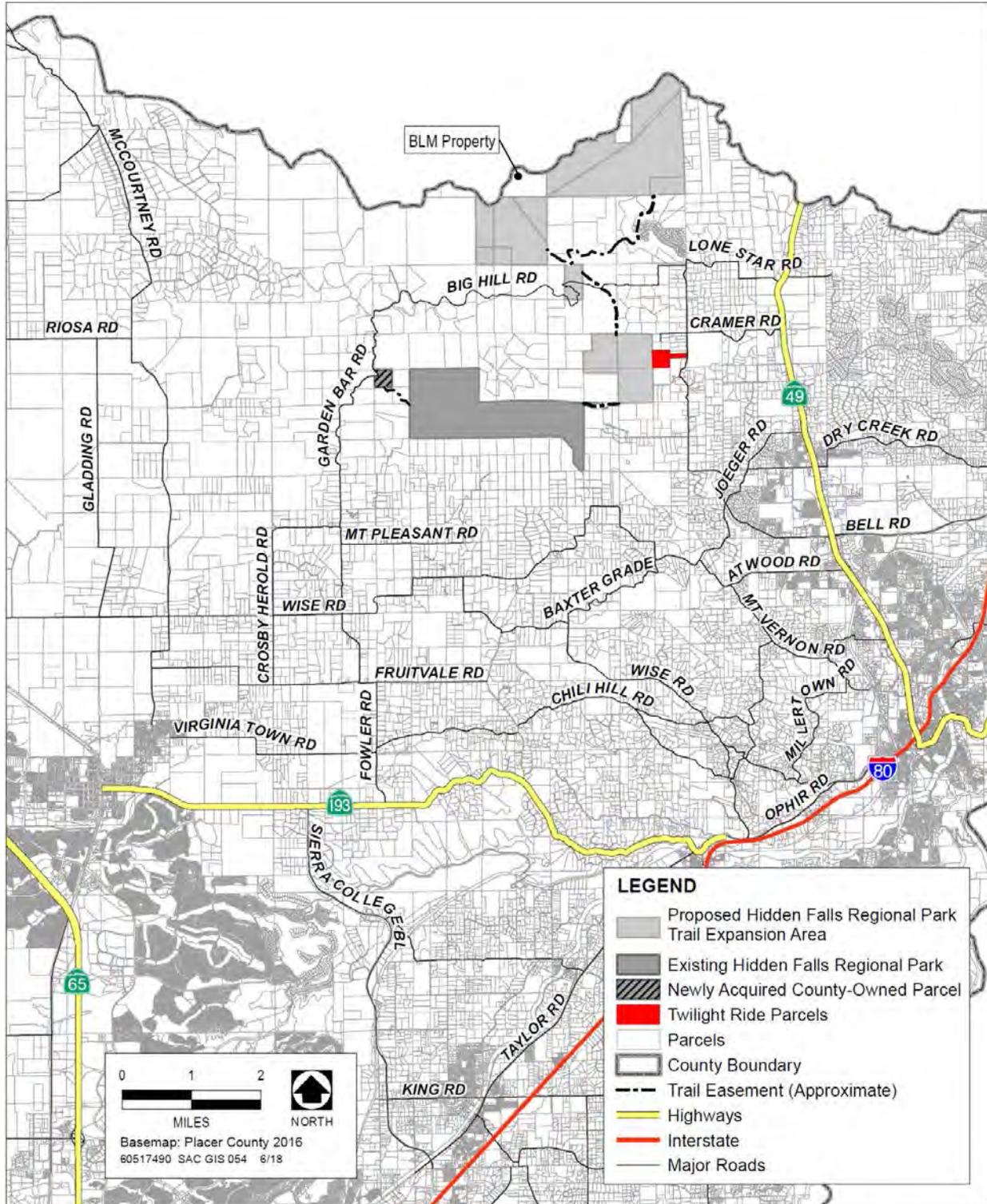


Figure 2 Project Area

The County Parks Division has implemented a series of operational measures to help rectify the existing parking issues, and to lessen the potential for visitors to be turned away at the entrance gate. Measures implemented to improve operations currently underway at the existing Mears parking lot include:

- Installing “No Parking” signs for a mile leading up to the park entrance;
- Use of Changeable Message Boards along the local roadways during high use days;
- Issuing daily messages on Social Media (Twitter and Facebook) regarding any trail closures and parking availability;
- Installing a web-cam with a view of the Mears Place parking area to provide real-time information on parking availability;
- Reconfiguring the Mears Place entrance to enhance traffic flow by including minor paving, signage, and pavement striping to change the direction of traffic and create a one-way flow; and
- Establishing an automated reservation system to help regulate parking availability by allowing visitors to reserve a space prior to traveling to the park.¹ Implementation of the reservation system began September 1, 2017. The intent of the reservation-based system of entry is to prevent patrons from being turned away due to unavailability of parking during peak usage times. Reservations to access the park are obtained online prior to coming to the park, thereby eliminating unnecessary vehicle trips to/from the park that must travel through the nearby neighborhoods.

The County will apply the knowledge gained from these operating methods in planning future parking areas for the expanded trails system so that any new parking areas function smoothly from the outset. Data from current use will be utilized in the SEIR to evaluate long term management strategies and provide for sustainable parking solutions which limit impacts on adjoining neighborhoods, improve the current user experience, and define future opportunities.

The existing 2009 Conditional Use Permit (CUP) for HFRP, CUP No. 20090391 approved on January 28, 2010, allows an additional parking area at the western end of the park, with access via Garden Bar Road. The County plans to construct a parking area to accommodate limited, reservation-based access off Garden Bar Road. Keeping vehicular travel to a limited number on Garden Bar Road will minimize off-site road improvements required to permit safe travel on the roadway. In anticipation of this access point becoming operational, the County acquired a new parcel off Garden Bar Road that would provide additional space dedicated for parking. Through an existing easement, this parcel would provide trail connections to the existing park. The Mears Place entrance to the park is currently under assessment with the intent to add a gated entry system and to add up to 25 additional automobile parking spaces in an overflow area. In addition, this SEIR will evaluate parking areas at the Harvego Bear River Preserve area and at the Twilight Ride property along Bell Road.

The SEIR will also consider the potential environmental impacts of granting Use Permits to adjacent property owners who may be allowed to charge park visitors for use of parking spaces and/or provide horse boarding and access to the park through private gates. Use Permits would regulate the number and

¹ <https://www.placer.ca.gov/departments/facility/parks/parks-content/parks/hidden-falls>

size of allowed vehicles, hours of operation, private gate usage, and other conditions to facilitate orderly use.

County Parks staff will request the approval of a modification to the existing CUP that encompasses the allowed uses on both the existing park and expansion areas. As part of this project, the type and size of allowed events and facilities will be described in greater detail and analyzed in the SEIR. The events to be considered include, but are not limited to, those allowed by the existing CUP (educational facilities, interpretive/educational classes and programs, supervised group camping, disc golf, depredation hunting, and reservation-based events), and new uses such as small venue gatherings (i.e. those involving less than 25 attendees and no amplified sound), limited horse boarding, and rentals and concessions operating within the park boundary or expansion areas. All current and proposed uses would need to complement the passive recreational and nature enjoyment features characteristic of this regional park.

Expansion Area Characteristics

The proposed trail expansion areas are mainly located northeast of the existing park, and south of the Bear River, with other connecting trails directly to the east and west of the park. Figure 3 shows the boundaries of the trail expansion areas and shows that the project area has few roads and includes expansive undeveloped areas within the Raccoon Creek and Bear River watersheds. The area is characterized by blue oak woodland and oak-foothill pine woodland and is included in the proposed *Placer County Conservation Plan*, currently under development by the County.

The Placer Land Trust owns the Harvego Bear River Preserve, Taylor Ranch, Kotomyan Big Hill Preserve, and Outman Big Hill Preserve in fee. Taylor Ranch (321 acres) has an existing 4-mile loop trail that also crosses the 160-acre Kotomyan Preserve to the west. Raccoon Creek flows across Taylor Ranch and into Hidden Falls Regional Park. Twilight Ride is a 50-acre property that connects Taylor Ranch to Bell Road. It could provide parking for automobiles and horse trailers, facilities for horse boarding, and add another access point to the existing trail system. Liberty Ranch (313 acres) is a privately-owned cattle ranch currently under Williamson Act contract. This area has no existing trails; its intermittent drainages are tributary to the Bear River. The Placer Land Trust holds a conservation easement on the Liberty Ranch property and Placer County has a dedicated trail easement within the property that connects to the other Placer Land Trust parcels. The County's trail easement on the Liberty Ranch property is limited to a previously surveyed 25-foot wide corridor, whereas the trail easements on the remainder of the expansion area are "blanket" in nature. Therefore, there is less opportunity for trail alignment refinement on the Liberty Ranch property than there is within the rest of the expansion area under the current status of easement rights. The adjacent Outman Big Hill Preserve (80 acres) has no existing trails. Harvego Bear River Preserve (1,773 acres) has a working cattle ranch. The area has an extensive network of existing ranch roads and some trails built by the Placer Land Trust and consists of oak woodlands and grasslands adjacent to the Bear River. The area's intermittent drainages are tributary to the Bear River.

The parcel to the west of the park along Garden Bar Road is characterized by blue oak and oak-foothill pine woodlands. The County-owned parcels and easement areas directly east of the park abut Raccoon Creek, and connect the existing park with the Taylor Ranch Preserve.

The lands adjacent to these areas consist of rolling hills and are primarily private lands used for agriculture, grazing, and rural residences. The U.S. Bureau of Land Management (BLM) owns the area in between the two portions of the Harvego Bear River Preserve and south of the Bear River.

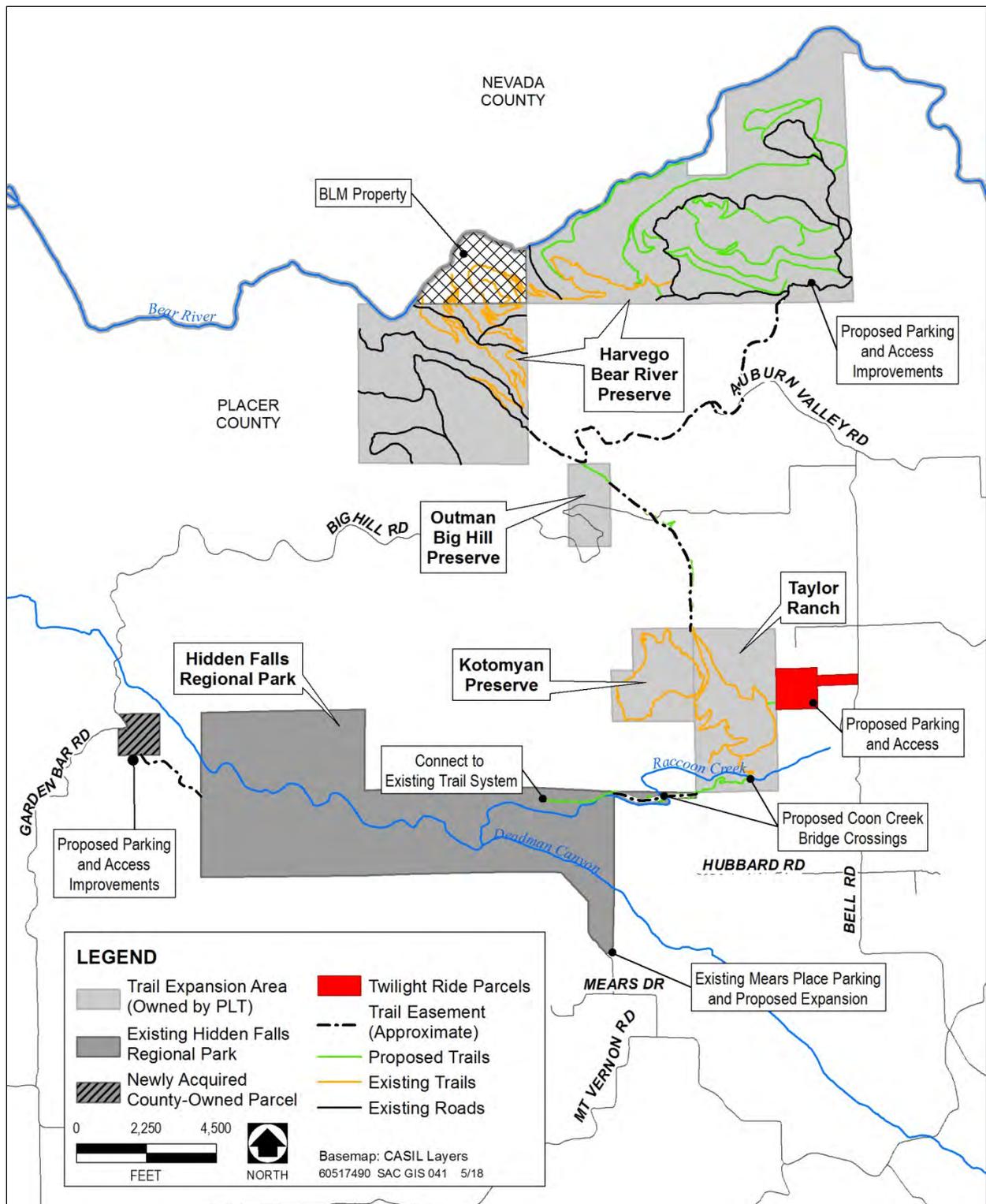


Figure 3: Proposed Project

2.3 PROJECT ELEMENTS

Placer County has collaborated with the Placer Land Trust to preserve approximately 2,500 acres of open space located north and east of HFRP. These lands, as well as connecting areas directly east and west of the existing park that are owned or held in easement by Placer County would accommodate the proposed future expansion of the public trail network from the regional park up to the Bear River. Combining the 30 miles of existing trails in the park with additional existing and new trails in the proposed trail expansion areas would provide more than 60 miles of multi-use, natural-surface trails. The expanded trails network would connect to the existing trail system in the regional park via existing easements between the park and trails in Taylor Ranch and Kotomyan Preserve, with additional connections through Liberty Ranch and Outman Big Hill Preserve to future and existing trails and ranch roads within the Harvego Bear River Preserve.

The County's discretionary actions would include approval of an amended CUP covering the existing HFRP and the expansion areas, including the designated lands to the northeast, the parcel west of the existing park that was recently acquired by the County, the areas east of the park that connect to Taylor Ranch and the Twilight Ride property. This permit and the County's SEIR would cover:

- Expanding the HFRP trails network from 30 miles to approximately 60 miles through the construction of new natural-surface trails within the lands owned or held in conservation easements by Placer Land Trust and on land owned by the County or where the County has easements;
- Project-level review of proposed trail corridors and parking areas and a program-level review of other areas within the Placer Land Trust parcels where trails or other amenities may be constructed;
- Constructing two additional bridges over Raccoon Creek between the existing regional park trail network and Taylor Ranch;
- Adding parking and access area improvements, including parking and access at Harvego Bear River Preserve for access to the northern areas of the expanded trail network, minor changes to the planned parking and access from Garden Bar Road to the west of the park, the addition of up to 25 more parking spots at the Mears Place entrance, and the potential addition of a parking/trailhead area with up to 100 vehicle and 40 equestrian parking spaces on the 50-acre Twilight Ride property;
- Allowing a limited number of privately-owned parking areas adjacent to the park boundaries with direct gate access into the park;
- Improving off-site roads which would provide access to new parking areas; and
- Identifying and clarifying the type and size of events and facilities allowed within the existing Hidden Falls Regional Park and expansion areas.

Trails and Amenities

The trails would be used for hiking, bicycling, and horseback riding, and would connect to existing County trail easements or County-owned property, as well as areas either owned or held in conservation easement by the Placer Land Trust. As with the existing park areas, no motorized vehicles (e.g., motorcycles and off highway vehicles) would be allowed within the trails expansion area. The use of motorized vehicles in special circumstances, such as for maintenance, emergency response, accessibility assistance, and/or electric bicycles (eBikes), will be regulated through Article 12.24 et seq. of the Placer County Code ("Public Recreation Areas"). The expanded trails network would include existing trails,

existing roads and paths, and new trails based on a conceptual trail layout developed by the County and the Placer Land Trust.

The preliminary layout for approximately 30 miles of new multi-use trail construction is shown in Figure 3 and is based on each area's opportunities and constraints, including topography, drainage crossings, locations of cattle operations, and scenery. The layout may be refined further based on the results of constructability assessments and biological and cultural resources surveys. Additional trails and amenities may be developed specifically for the benefit of visitors with physical handicaps, above and beyond minimum compliance with the Americans with Disabilities Act. The park features in the expansion areas would include drinking water fountains and restrooms, on-site groundwater wells, fire suppression facilities, equestrian features (e.g., horse watering, hitching posts), picnic areas, benches, bear-proof trash receptacles, and interpretive displays. A horse barn with associated corrals and paddocks and limited horse boarding is a potential use under consideration for the Twilight Ride property.

Bridges

The existing trails in HFRP are connected by three bridges across Raccoon Creek/Deadman Creek and rock/culvert passages and timber bridges over intermittent streams. Within the existing park boundaries, there is one additional bridge over Raccoon Creek which was analyzed under the prior EIR and is still planned for construction. To provide connectivity within the park's expanded trail network, the County plans to construct two additional bridges across Raccoon Creek in the area that connects to Taylor Ranch (Figure 3). One tributary of Raccoon Creek that lies between Hidden Falls and Taylor Ranch would require spanning with multiple culverts, box culverts, or a bridge. These bridges would provide access for pedestrians, equestrians, emergency vehicles, and small maintenance vehicles, and would be designed to minimize impacts on stream hydrology and wildlife habitat. The County would also construct foot bridges over intermittent drainages throughout the expanded trails network. The foot bridges would be designed to fit the rustic character of the surroundings and may require construction or replacement of culverts or construction of rock-lined stream crossings.

Parking and Access

The SEIR will evaluate the feasibility of parking improvements that would make optimal use of the existing parking area at Mears Place, would create opportunities to use reservation-based parking off Garden Bar Road, and would provide new vehicle access to and parking for trail network expansion areas to the north and east. Potential on-site parking areas have been identified within the Harvego Bear River Preserve area, along with a site along Bell Road adjacent to Taylor Ranch, as indicated on Figure 3.

The SEIR will also evaluate a County proposal to issue permits to adjacent landowners who would provide overflow parking spaces to visitors, and management strategies that would electronically alert visitors to parking availability before they arrive at the site.

Planning for the proposed new or expanded parking areas will be based on evaluation of parking demands derived from existing peak period traffic surveys which identified the number of vehicles accessing the park and the number of vehicles turned away after the existing parking facility filled, and the average visit duration. However, to achieve other resource management goals, parking availability during periods of peak demand would remain limited and managed through an online reservation system, which began operation in winter of 2017.

The SEIR's traffic and parking analysis will address the effects of implementing the project with the anticipated parking supply and operation of the newly created management systems with regards to overflow parking demands and vehicle travel on adjoining streets during peak season Saturday conditions. The County will evaluate the extent to which these demand forecasts could be accommodated on-site and through parking management measures, such as the new reservation system, and extending those measures to the new parking areas.

The existing CUP for HFRP allows for an additional parking area at the western end of the park to be accessed via Garden Bar Road. The 2009 EIR contained a detailed phasing plan to develop parking in this area that began with a public access gate, connecting roadway to the existing access road, fencing and cattle guards on the access road, along with a staging area. Phase 1 also included permitting classroom sized groups to access the site through the Garden Bar entrance with an appointment so that the gate could be opened to allow entrance. The SEIR will consider additional phased improvements and management options to be implemented between Phase 1 and Phase 2. With the requirement to obtain a reservation prior to arriving at the park, unnecessary vehicle trips to the park would be eliminated, but roadway improvements may be needed to ensure public safety.

Roadway Improvements

The SEIR will evaluate potential roadway improvements and will use the information the County has collected on traffic count data to determine Saturday peak-hour traffic volumes, current roadway capacities, intersection levels of service (LOS), design limitations, and safety issues (roadway width, design speed, and sight distance limitations) in the analysis. Proposed roadway improvements will be identified by estimating potential future traffic volumes and roadway improvements needed to accommodate visitors traveling to and from the park.

Construction, Operation and Maintenance

The trails and other features described above would be constructed over a number of years as funding allows. Trail and bridge construction would coincide with favorable weather conditions. The trails would be constructed using a combination of methods, including both the use of small construction equipment and hand clearing of vegetation. Helicopter use may be required to access the most remote areas of bridge construction. Trail widths would vary as needed based on safety considerations and the requirement to avoid biological or cultural resources. Vegetation clearing would be scheduled outside the breeding season of migratory birds, including raptors. The proposed trail system and recreational facilities would be designed to be as low maintenance as practicable, although some regular maintenance of the trails and ancillary facilities would be required, including clearing vegetation, maintaining trails, and removing fallen trees. All operation and maintenance activities are expected to be similar to those currently undertaken within the existing park boundaries.

3.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Placer County has determined that a Subsequent Environmental Impact Report (SEIR) should be prepared to evaluate the potential environmental impacts of expanding the Hidden Falls Regional Park trails network. The SEIR will incorporate the content of the 2009 Hidden Falls Regional Park EIR and will

explain the basis for incorporating the previous EIR's conclusions regarding such topics as population and housing and mineral resources. As required by CEQA, the SEIR will describe existing conditions and evaluate the potential environmental effects of the proposed project and a reasonable range of alternatives, including the no-project alternative. It will address direct, indirect, and cumulative effects. The SEIR will identify feasible mitigation measures, if available, to reduce potentially significant impacts. Based upon preliminary environmental review, it was determined that the proposed project would not result in significant impact to the following areas and, therefore, these areas do not require further analysis in this SEIR: Population, Employment and Housing, Mineral Resources, and Recreation.

The following environmental effects will be evaluated in the SEIR:

Aesthetics. This section will assess the potential impacts of added parking facilities and additional trails on scenic vistas, scenic resources, visual character, and light and glare. This section will use photographs of existing public views and descriptions of proposed parking facilities to evaluate impacts. The impact evaluation will describe how the County's thematic/stylistic design guidelines for Hidden Falls Regional Park will guide the design and selection of rustic amenities to reduce their aesthetic impacts.

Agriculture and Forestry. This section will address potential impacts on Prime Farmland, Unique Farmland, and Farmland of Statewide Importance; conflicts with existing zoning or Williamson Act contracts; and conversion of farmland or forest land to other uses.

Air Quality. The air quality analysis will evaluate potential air pollutant emissions from trail and parking lot construction and expanded trail visits using current Placer County Air Pollution Control District methods and will incorporate the air quality and climate change goals, projections, and impact findings from the 2013 General Plan Update.

Biological Resources. The biological resources section will address potential impacts on vegetation, wildlife habitat, special-status species, sensitive natural communities including wetlands, and trees/oak woodlands. Placer County recently conducted and is planning additional biological surveys (reconnaissance-level wildlife field surveys, special-status plant surveys, and wetland delineation) and a tree assessment in the proposed improvement areas.

This section will assess both direct impacts from construction and indirect effects from long-term trail use, visitation, and maintenance. It will also address potential impacts on wildlife migration corridors and any potential conflicts with the provisions of the proposed *Placer County Conservation Plan*.

Cultural Resources. This section will evaluate potential impacts on archaeological, historical, paleontological, and tribal cultural resources within the trail corridors and proposed parking areas. The County is conducting cultural resources surveys, including a records search and an archaeological pedestrian survey of the proposed new trails, parking areas, and road improvement areas. The County will also be conducting consultation with Native American Tribes in compliance with AB 52.

The assessment will describe the cultural setting, known resources, and methods used to identify and assess impacts; will evaluate potential impacts; and will present the mitigation measures that would be used during construction to reduce cultural resource impacts to less than significant.

Geology and Soils. This section will assess the potential geological and soils impacts of trail and parking area construction, including from grading and potential roadway improvements. The soils evaluation will

evaluate whether trail, bridge, or parking lot construction could result in substantial soil erosion, and will describe how the trails and bridges will be designed to minimize erosion to the extent practicable. The seismic evaluation will identify the potential for unstable soil or dangerous geological conditions (e.g., landslides, earthquakes) and will describe how those risks would be minimized by accounting for geology and soil factors in the structural design, construction, and operation of the trails and bridges.

Greenhouse Gas Emissions. This section will enumerate the project's greenhouse gas emissions based on additional visitor trips, construction and long-term operation and maintenance of the expanded trail network and the impact of those emissions on adopted plans, policies, or regulations to reduce greenhouse gas emissions.

Hazards and Hazardous Materials. This section will address potential impacts from the transport, use, or disposal of hazardous materials or releases of hazardous materials during construction and operations. The hazards evaluation would also evaluate potential exposure of trail users and any new structures to wildland fires.

Hydrology and Water Quality. This section will assess potential impacts on hydrology and water quality, including the potential for trail construction and the new bridges to affect Raccoon Creek water quality or hydrology, including from erosion or from restricting flow during high flows. This section would also evaluate whether installing wells for drinking water supply would deplete groundwater supplies.

Land Use. This section will evaluate the project's potential land use effects on adjacent parcels and land uses and consistency with Placer County's 2013 General Plan Update and regional plans and policies, as well as applicable habitat conservation planning currently underway as part of the *Placer County Conservation Plan*.

Noise. This section will evaluate potential short- and long-term noise impacts from trail and parking lot construction and ongoing use. Noise levels generated by construction equipment and trail/parking lot use will be estimated using noise modeling software and compared to County noise standards and ambient noise levels estimated based on existing land uses, including existing roadways and ranching operations.

Public Services. The expanded trail network has the potential to increase demands on law enforcement, fire protection, and other emergency services, such as search and rescue, beyond those of the existing Hidden Falls Regional Park. The SEIR will use updated records from law enforcement and other public services from the existing park uses to evaluate the need for public services in the expanded trail network areas and determine whether additional facilities are needed that could affect the environment during construction and operations.

Traffic and Transportation. This section will identify potential traffic (and parking) impacts based on existing conditions, the selected configuration for access roads and parking areas, and County level of service (LOS) standards. This evaluation will provide a quantitative assessment of increases in traffic levels and potential adverse circulation effects at intersections, known parking locations, and potential future parking locations. This section will also evaluate circulation and safety of trail users where trails cross roadways.

Utilities and Service Systems. This section will address potential impacts of adding drinking water supply, restroom facilities, and storm water drainage to serve the project area. It will also evaluate

potential impacts on landfill capacity and how Placer County would comply with solid waste laws and regulations.

Cumulative Impacts. Implementation of the proposed project could potentially result in significant impacts to the above resource areas. When taken together with the effects of past projects, other current projects, and probable future projects, the project's contribution to the overall cumulative effect of all these activities could be considerable and will be evaluated in the SEIR.

ALTERNATIVES TO BE EVALUATED IN THE EIR. In accordance with the State CEQA Guidelines (14 CCR Section 15126.6), the SEIR will describe a range of reasonable alternatives to the proposed project that are capable of meeting most of the project's objectives, and that would avoid or substantially lessen any of the significant effects of the project. The SEIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will provide an analysis of the No-Project Alternative and will also identify the environmentally superior alternative.

4.0 PROJECT APPROVALS

Anticipated approvals and permits required prior to construction are listed below. All other regulatory framework will be discussed in the applicable sections of the SEIR.

4.1 APPROVALS REQUIRED BY PLACER COUNTY

The proposed project would require the following Placer County actions:

- Certification of the SEIR for the Hidden Falls Regional Park Trails Network Expansion Project and adoption of the Mitigation Monitoring and Reporting Plan;
- Conditional Use Permit Modification; and
- Grading Permit

The access-roadway improvements and utilities required to accommodate the expanded trail network may also require encroachment permits from the County Department of Public Works and Facilities and wastewater permits from the County Environmental Health Division.

4.2 APPROVALS ISSUED BY OTHER AGENCIES

The proposed project would require the following actions by entities other than Placer County:

- Clean Water Act Section 404 permit amendment for stream crossings at Raccoon Creek and other streams (United States Army Corps of Engineers);
- Endangered Species Act Section 7 Consultation (United States Fish and Wildlife Service);
- Clean Water Act Section 401 Water Quality Certification amendment (Regional Water Quality Control Board – Central Valley Region);
- Clean Water Act Section 402 National Pollutant Discharge Elimination System permit (Regional Water Quality Control Board – Central Valley Region);
- Streambed Alteration Agreement amendment for stream crossings (California Department of Fish and Wildlife); and
- Encroachment permit for any construction within the floodplain of Raccoon Creek (Central Valley Flood Protection Board).

ATTACHMENT B

2018 Scoping Meeting Sign-in Sheets

Placer County Community Development Agency

Environmental Coordination Services

Hidden Falls Regional Park Expansion

Subsequent Environmental Impact Report Scoping Meeting Attendance

Thursday, June 14th, 2018

Name	Address and Organization (If Applicable)	Email Address
Juan + Jane Goddard	11400 LONE STAR Rd, Auburn	TERESAjane50@gmail.com
Mike Lotzker	4985 Bell Rd. Auburn	MLLotzker@aol.com
Anita Wise	6125 View Way	anitamariewise@gmail.com
Brian M. Wise	6125 View Way	BRIANMARKWISE@CMAIL.COM
JOAN JERNEGAN/BARRY/CARR	6195 VIEW WAY	jernegan95602@gmail.com
Sue Hale	4990 Bell Rd	suehale@golink.com
Nancy Halcomb	5600 Upper Ridge Way	none
JUDY ISHAMAN	4985 BELL RD	JGISHAMAN@AOL.COM

Placer County Community Development Agency

Environmental Coordination Services

Hidden Falls Regional Park Expansion

Subsequent Environmental Impact Report Scoping Meeting Attendance

Thursday, June 14th, 2018

Name	Address and Organization (If Applicable)	Email Address
Bart Brand	10800 CRAMER RD. Auburn	brand@ssc.tv.net
Diane Dolley	9300 CRAMER RD. Auburn	Dolley24@earthlink.net
Colleen Conley	9775 Heidi Way	cconleya@yepyou.com
DAVID LEE FRASER	9220 CRAMER RD	PROF.DLF72@GMAIL.COM
KAREN LEE BUEHLER	9220 CRAMER RD	mtc_Kbuehler@yahoo.com
Margaret Henderson	Louis Basin Horsemen's	mmhenderson@hotmail.com
TERESA + MIKE MISCARRELLS	11400 CRAMER RD	TRMDESIGNS@YAHOO.COM
Lorrie Lewis	none	LorrieLewis6@gmail.com

Placer County Community Development Agency

Environmental Coordination Services

Hidden Falls Regional Park Expansion

Subsequent Environmental Impact Report Scoping Meeting Attendance

Thursday, June 14th, 2018

Name	Address and Organization (If Applicable)	Email Address
CHARLEY D. SMITH	3782 BANKHEAD RD	LEOMIS, CA. 95650
James Wedde	5150 Bell Rd	Auburn CA 95602
ROBERT G FRY	5401 BELL RD	AUBURN CA 95602
Jelane Rudd	10800 Cameron Rd	Auburn, CA 95602
Mike Davern	4591 Bell Rd	
Pam HART	10395 Bluebonnet	Auburn CA 95602 pamula1@hotmail.com
Verona Colby	5140 Mt Pleasant Rd	janeadey@gmail.com
Bob Fawcett	5140 Mt Pleasant Rd	Happyminer@hotmail.com

OVER ↓

Name	Address and Organization (If Applicable)	Email Address
Larry + Christine Simmon	4844 Bell Rd, Auburn	simmauburn@aol.com
KJ + Janet Quarry	5495 Bell Rd Aubur	KJQ Quarry@infostation.com
Ray Arakaki	5809 Bell Rd. Auburn	chcra2000@hughes.net
DAVE WERKLEY	11572 QUARTZ DR AUB	clawesignartist@yahoo.com
Eric Muff	7105 Superior Town Rd Line	esmuff88@gmail.com
MICHAEL BLACKBURN	7055 D Hill Rd Auburn	m_blackburn@hotmail.com
Konrad + Bonnie Allert	6005 Garden Bar Rd.	konrad.allert@gmail.com
Joel + Erica Houston	11080 Cramer Rd	Joel Houston 85@yahoo.com
John + Jimmy Barnes	5355 Bell Rd.	john 74@gms barnesyard74@gmail
Greg + Tazico	5751 JOHNSON DR LINCOLN	gregta@rockbolen.com

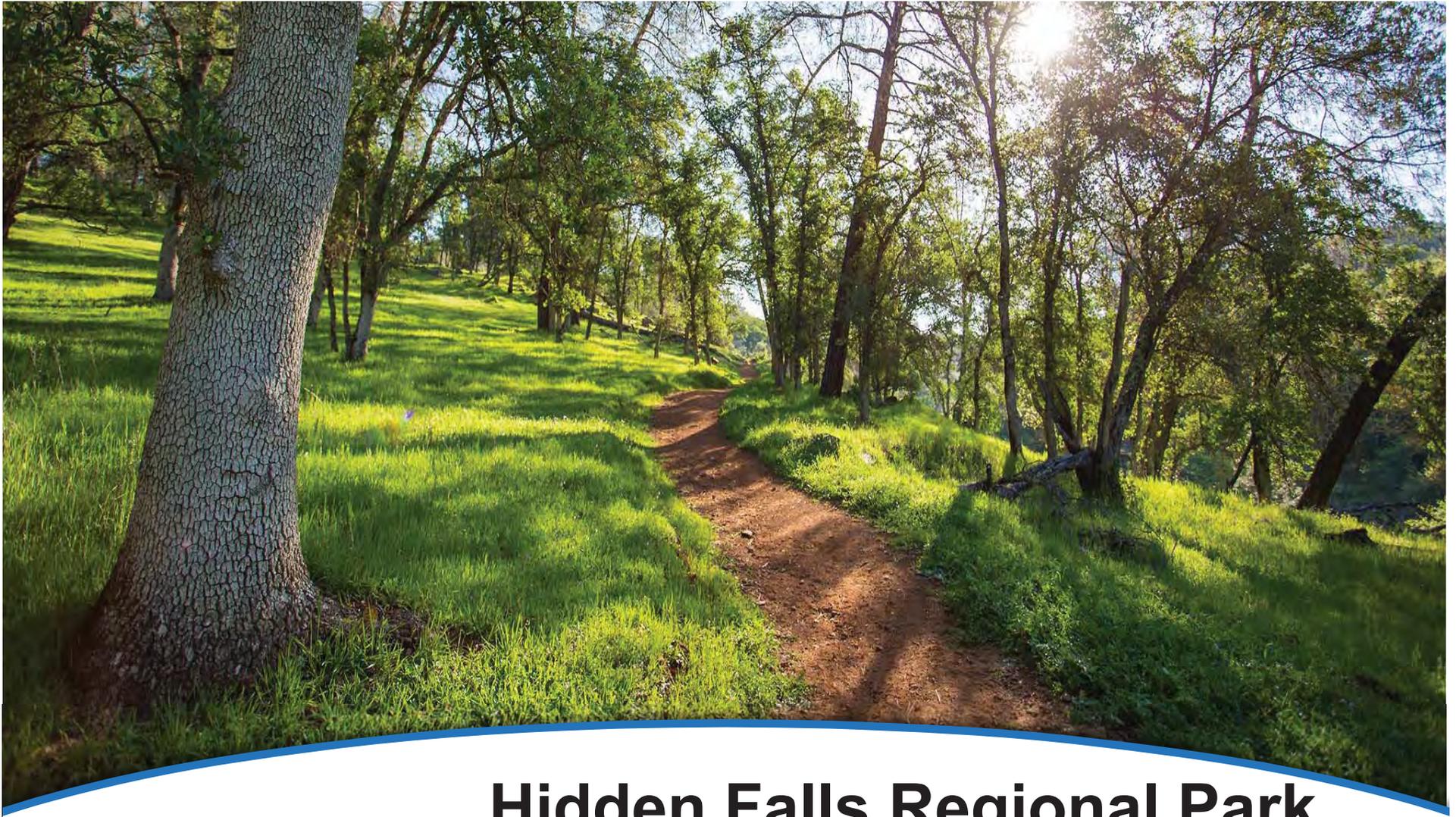
Name	Address and Organization (If Applicable)	Email Address
JAMES LEIDLIGH	9845 SPYGLASS CIR. AVCSD	jimleidigh@gmail.com
Keith Wenger	4455 Gambel Dr, Av, CA 95603	keithw@keithwenger.com
RON PAITICH	5841 BELL, 95602	RPAITICH@GMAIL.COM
Lynn Gaffney	4961 Bell Rd 95602	lynn.gaffney13@gmail.com
WENDY BOUCHER	4525 BELL RD 95602	wendy@eboucher.com
ROBERT H. SYDNOR		RHSydnor@aol.com
ETHAN NOTO	9200 CRAMER RD.	ETHAN@ENDSTUDIO.COM
DAVE + Aimee Rohrer	8880 Vista Bella Dr	aimeemom@emistycreek.com
LOW HANKE		LOWHANKE@gmail.com
Marvin Curry	4855 Bell Road	jimate3@yahoo.com
Cynthia Elliott	8405 State Hwy 193 Newcastle CA 95658	cynthia@COOKS@MSN.COM
ROGER WOFFORD	4965 BELL RD	WRWOFFORD@HUGHES.NET

Name	Address and Organization (If Applicable)	Email Address
Curt Wurst	9455 Orr Creek Ln	jawurst@yahoo.com
Jane Wurst	9455 Orr Cree Ln	jawurst@yahoo.com
Michael Watson	5555 Fawnridge Rd.	mbwatson47@gmail.com
Louis Salatino	10111 Ranch Rd., Aub.	salatinolou@gmail.com
Carol Salatino	10111 Ranch Rd., Aub.	" " " "
Saskie Caswell	6599 CURTOLA RANCH Rd Auburn	thecaswello1@comcast.net
JUDI Bly MAGAW	4870 WISE RD LINCOLN	
DAN MAGAW		
STEVE PIETTE	4712 HOWE LN AUBURN	NOUATION@sbcflobel.net
DAVID EDRIS	404 O BELL RD AUBURN	DAVEEDRIS DAVEEDRIS@GMAIL.COM
Nathan Giguere	6215 Viewridge Dr. Auburn - Auburn Valley HOA VP	giguierz@gmail.com
Andria Giguere	6215 Viewridge Dr Auburn	
Jean & Jim Piette	5395 Bell Rd.	jean39.piette@gmail.com

Name	Address and Organization (If Applicable)	Email Address
Robert + Kerry Bennett	9700 upper Valley Rd.	brnntt978@aol.com
Mike Gruber	4325 Miller Oak Drive	gruberelectric@earthlink.net
MICHAEL LAKE	Box 7997 Auburn	MMLAKE@SBCGLOBAL.NET
Ron CRAWLER	5785 Lone Star Valley Rd	CARON@football.net
CAROLYN WEAVER	5785 Lone Star Valley Rd	CARON@Football.Net
Janeen Steinheimer	5705 Fawnridge Rd	janeensteinheimer2060@gmail.com
Tom + Dianne Miele	412 Wetlands Edge, 94503	tommymiehe@yahoo.com
KEVIN BORDEN	10300 BLUE HERON CT.	KBORDEN/CASH@GMAIL.COM
michèle Cuthbert	4984 Bell Rd	blackvettewinery@gmail.com
Debbie Shepherd	4855 Bell Rd	debbies@sierrabj.com
Stacey Dalton	10245 Ranch Rd.	SWanpe1t@hotmail.com
Scott Dalton	10245 Ranch Rd.	
PAUL HENDRICKS	4925 BELL RD	HENDRICKS77777@YAHOO.COM
Carolyn Hendricks	4925 Bell Rd	Carolynmh333@gmail.com

ATTACHMENT C

Scoping Meeting Presentation



Hidden Falls Regional Park Trails Network Expansion Project

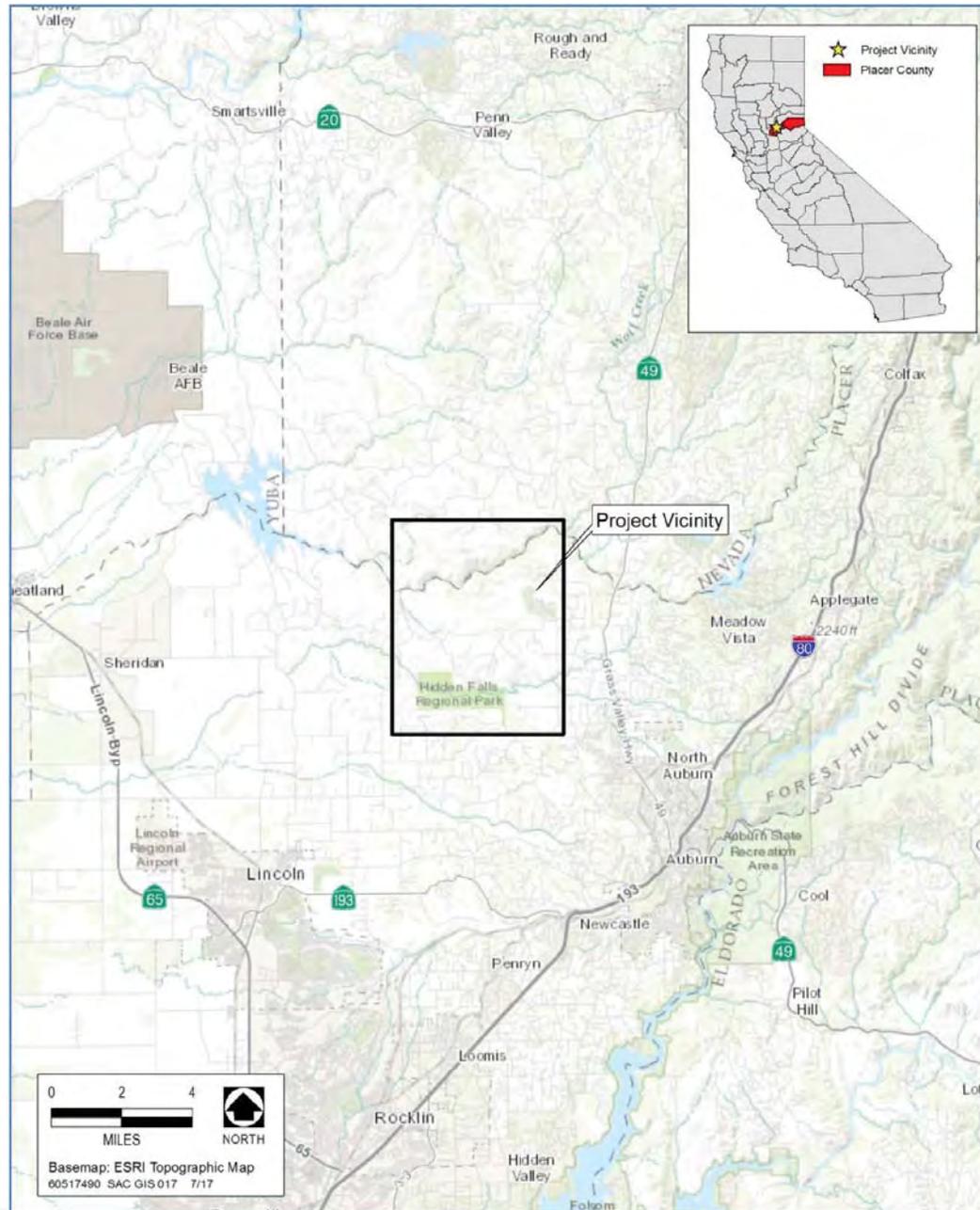
June 14, 2018 Public Scoping Meeting

Purpose and Format

- Scoping – Are we asking the right questions?
- Format
 - 6:00 to 8:00
 - 2 minute comments
 - Written comments
 - Former comments still included



Hidden Falls Regional Park Trails Network Expansion Project - Location Map



Hidden Falls Regional Park - Current Area Open to Public

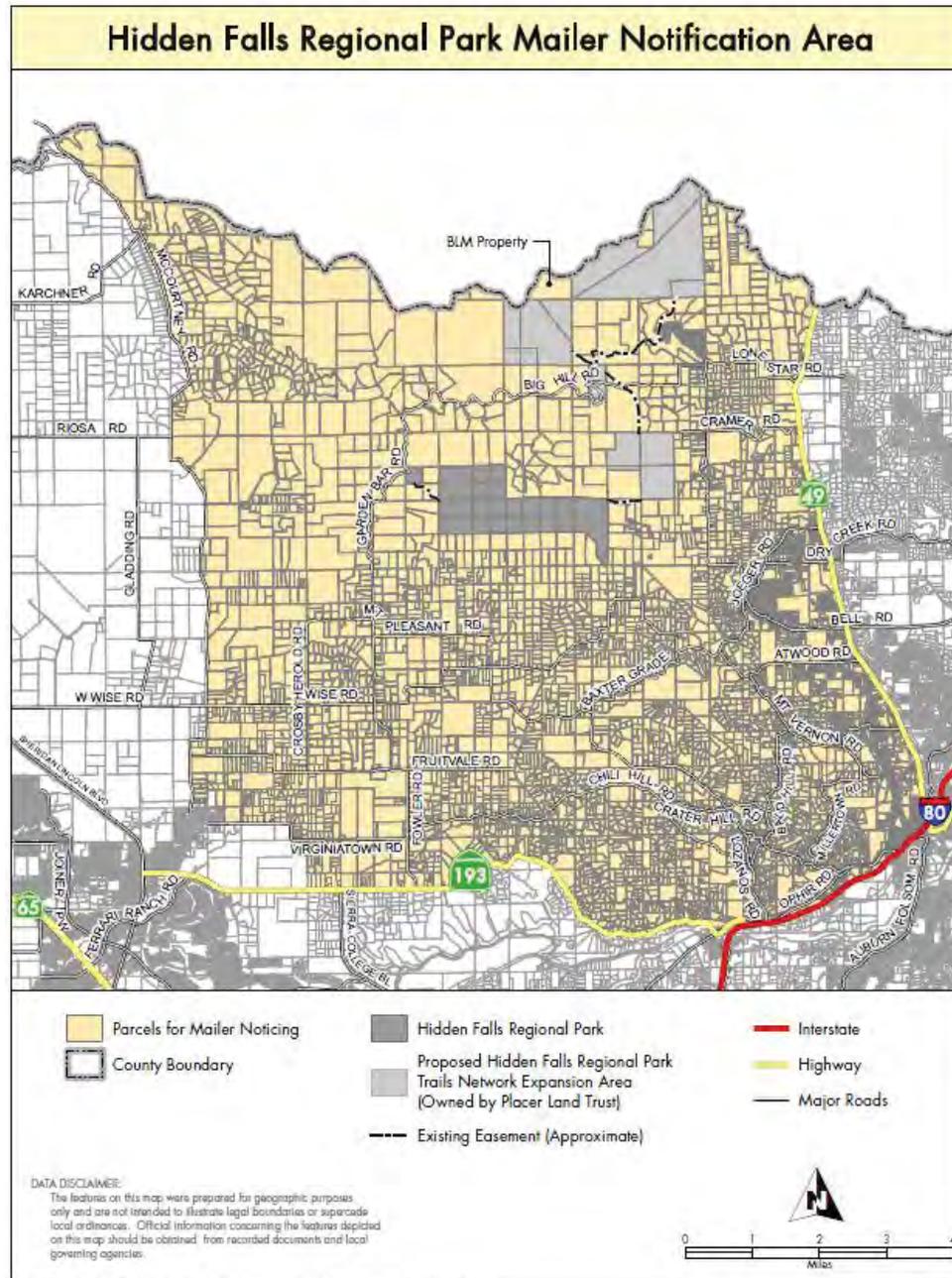


History & Process

- **2006 – 220 acres of Hidden Falls Opens**
- **2013 – 1,200 acres opens**
- **February 2014 – Sharp visitation increase**
- **2014 to Present – Visitation management – Mears Drive**
 - **No – parking zones**
 - **Media**
 - **Cameras**
 - **Reservation System**
- **2017 – Park & Trail Master Plan surveys**



Public Notification of the Meeting

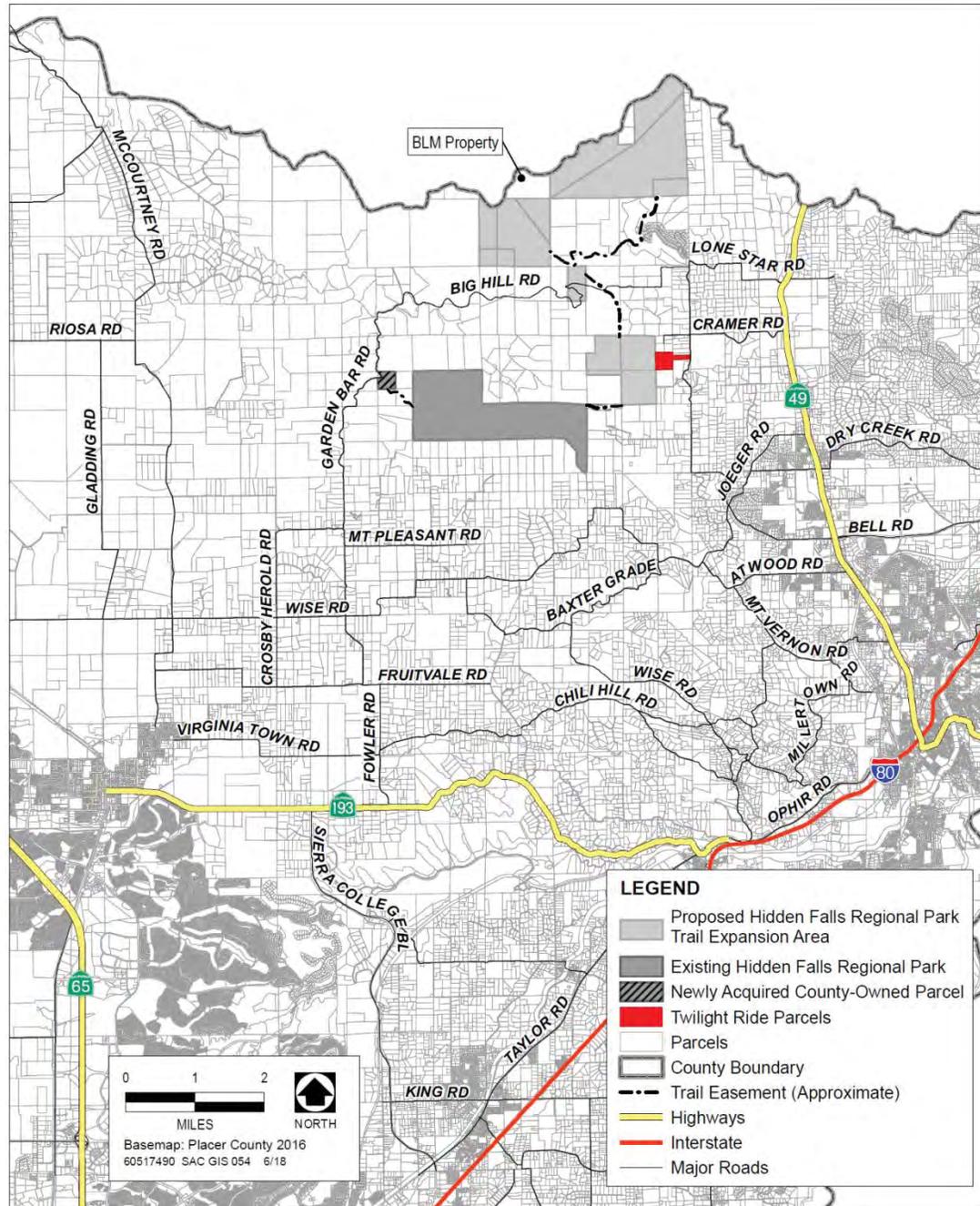


History & Process

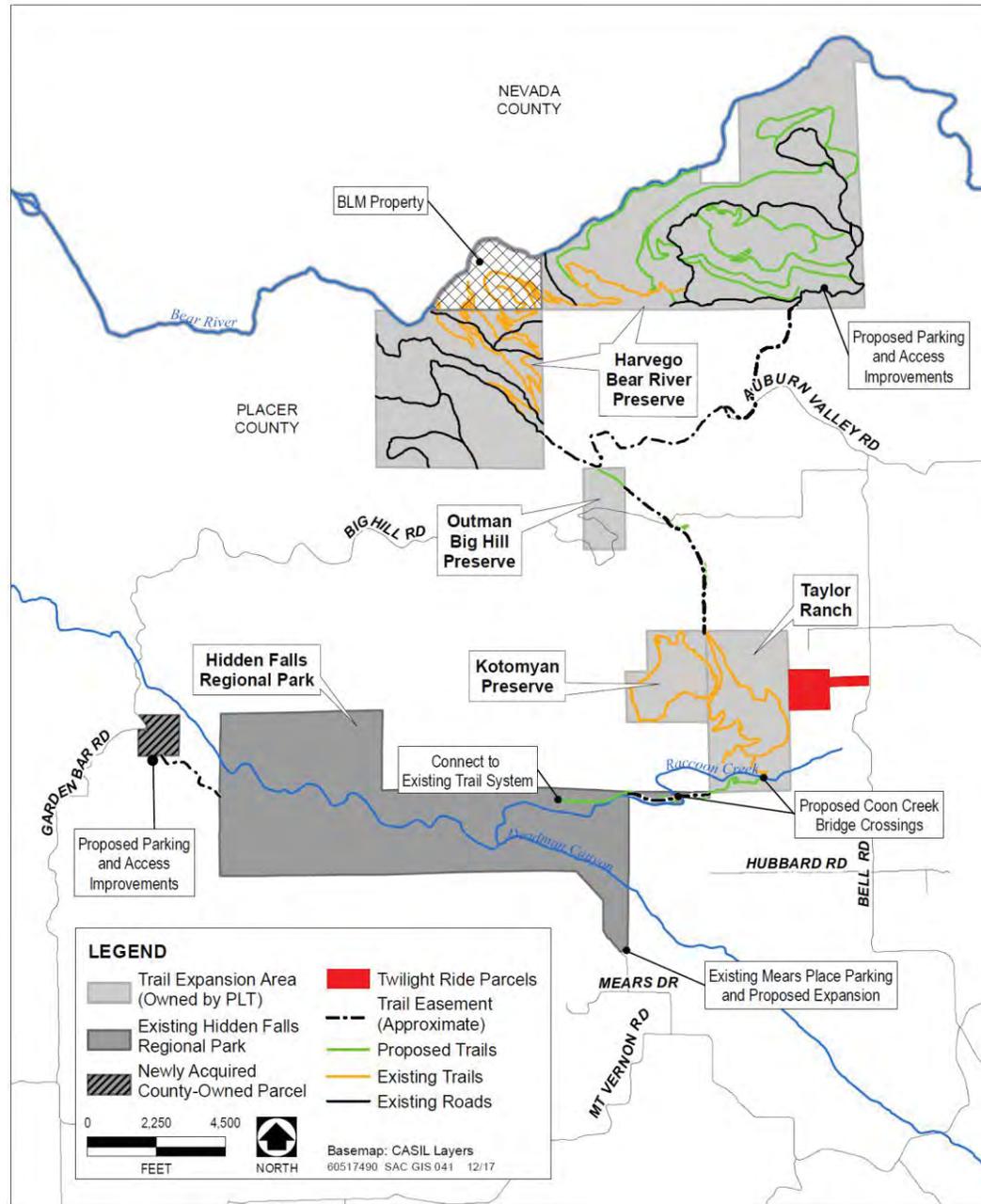
- **Fall 2016– Mailer sent to over 6,000 people**
- **January 31– March 1 2017 - First NOP**
- **February 21, 2017 – First Scoping Mtg**
- **May 22, 2018 – Twilight Ride Purchase & Sale Agreement – Board of Supervisors**
- **June 4 – July 6 2018 - Revised NOP – Comment period**
- **Fall 2018 – Draft EIR – Next Comment Period**



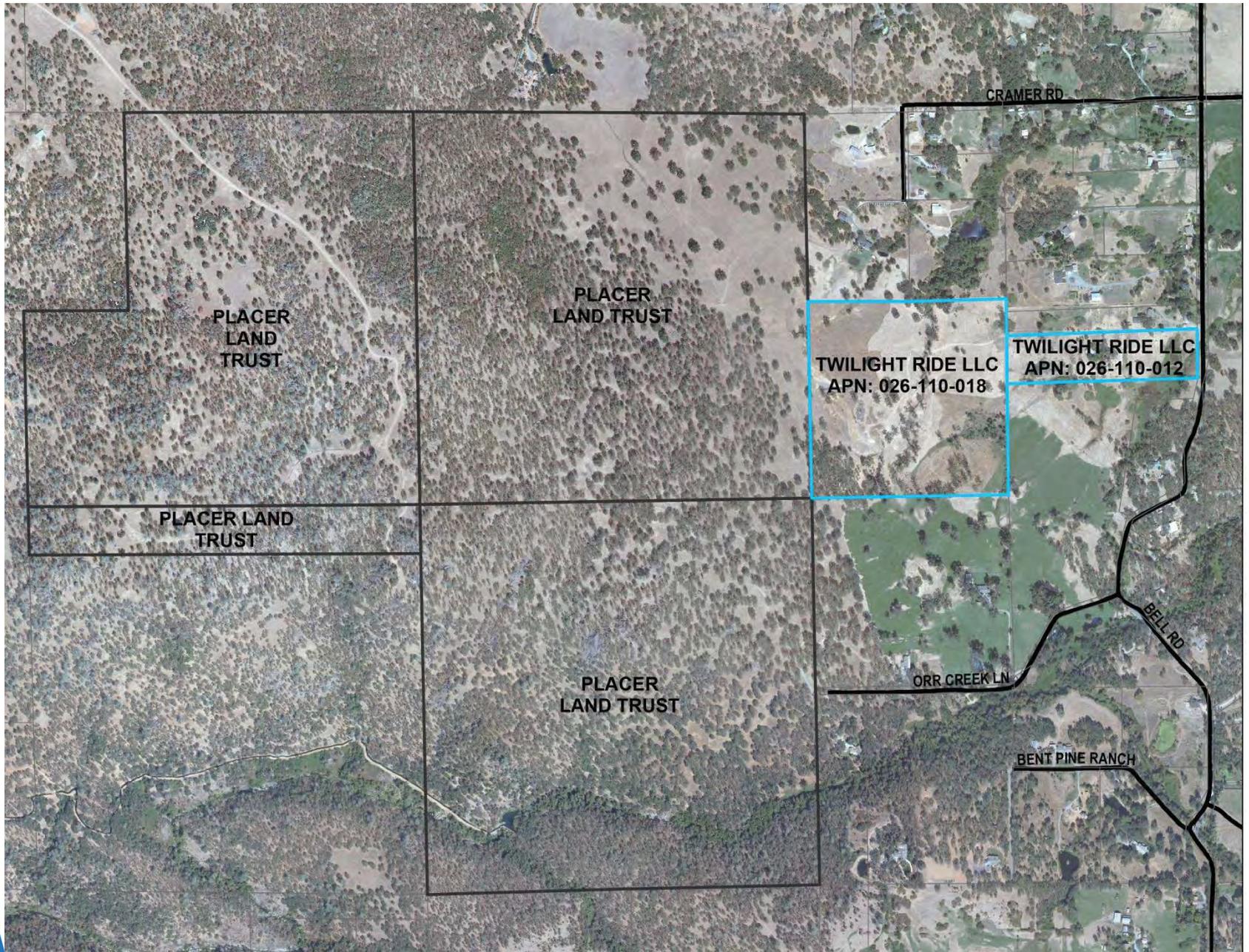
Hidden Falls Regional Park Proposed Trail Expansion Project



Hidden Falls Regional Park Proposed Trail Expansion Project



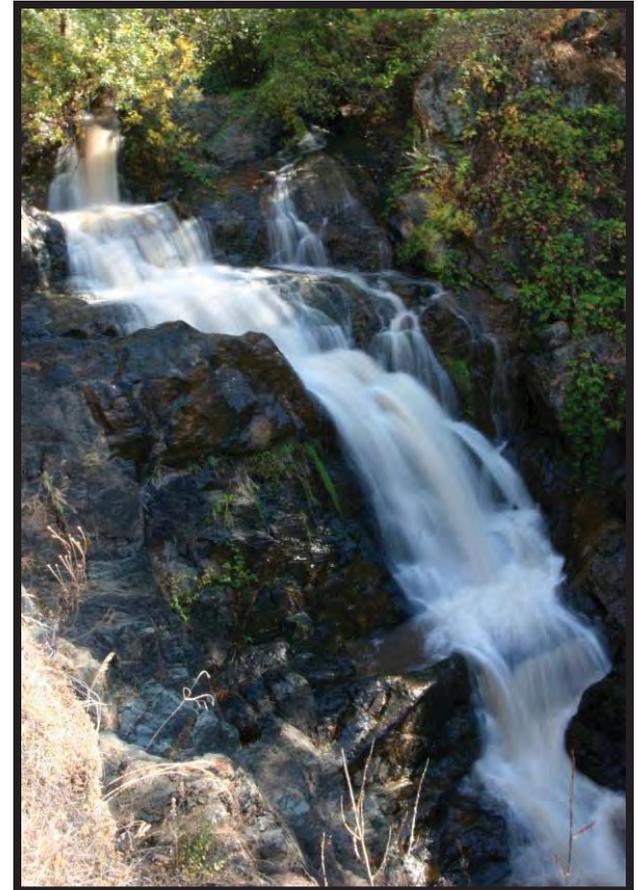
Twilight Ride Property



Hidden Falls Regional Park Proposed Trail Expansion Project

Potential Impacts to be analyzed in SEIR:

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services
- Traffic and Transportation
- Utilities and Service Systems
- Cumulative Impacts



Hidden Falls Regional Park Proposed Trail Expansion Project

**Impacts determined to be Less Than
Significant, not to be analyzed
further in the SEIR:**

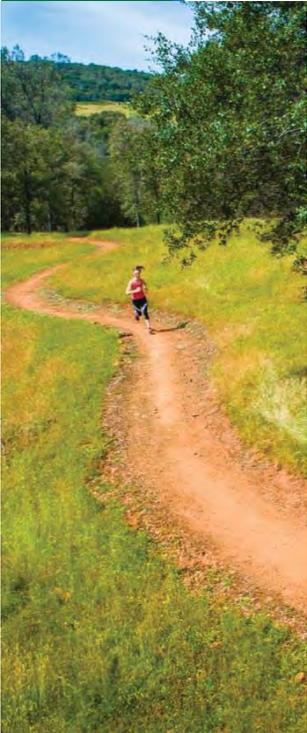
- Population, Employment and Housing
- Mineral Resources
- Recreation



Hidden Falls Regional Park Proposed Trail Expansion Project

Next Steps:

- NOP Released (June 5 – July 6)
- Technical/Environmental Studies - finish (Spring/Summer 2018)
- Draft SEIR – Fall 2018
- Draft SEIR (45-day public review) – Fall 2018)
- PC Hearing on Draft EIR
- MAC
- Final SEIR (December 2018/January 2019)
- Planning Commission Hearing for Use Permit/Certification of SEIR



Submit Comments

- At today's meeting
- In writing by July 6, 2018 and addressed to:
Shirlee Herrington
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
- Via email at sherring@placer.ca.gov



Additional project information can be obtained at the following website:

<http://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/>

Opportunities for Public Input

- Comment Period (Ends July 6)
- Draft EIR Circulation (45-day public review period)
- Draft EIR Hearing (Planning Commission)
- Any person who submits written or oral comments on the Draft EIR will receive a formal response to their comments and a copy of the final EIR
- North Auburn Municipal Advisory Council
- Planning Commission Hearing (Use Permit/Certification of SEIR)





SEIR Scoping Comments?



Hidden Falls Regional Park Trails Network Expansion

ATTACHMENT D

Speaker Sign-in Sheets

SIGN - IN SHEET

Placer County Department of Facility Services

HIDDEN FALLS REGIONAL PARK
PUBLIC FORUM

Date: Thursday, June 14th, 2018
 Time: 9:00 A.M.
 Location: CDRA/Planning Commission Hearing Room
 Purpose: Public Discussion re: Hidden Falls Parking/Expansion

NAME	ADDRESS	PHONE #	E-MAIL
Lorne Lewis	6245 Wise Rd	530/885-3410	
Shirley Ball	4990 Bell Rd	823-0103	
Angela Wilks	8220 Hubbard Rd	5303053731	teena.wilkins@
Mike Lotzke	4985 Bell Rd	916-571-8804	mlotz44@qol.com <i>gmacl</i>
Patricia Fennell	4609 Bell Rd	530-305-4060	
LT Rowe	1134 High St	530.558.5069	
Danya Bergeson	9911 Quail Hill Dr	916-663-4352	
Keith Meyer	4455 Gemlich Dr	916-801-4445	keithm@keithmeyer.com <i>aco</i>
Rich Lewis	6245 Wise Rd	916-804-3410	
Stacy Dalton	10245 Ranch Rd	530-848-2099	
Frank Brock	6725 N. DILLON CT	530-320-8747	
MAJISMAN	4985 BELL	916 698-1055	
BART REED	10200 CRAMER RD.	530 823 1368	
CHARLET SMITH	3782 BANKHEAD RD.	LEOMING, CA 95650	
JUDI MAGRAW	4870 WISE RD	LINCOLN CA 95648	
ERICA HOUSTON	11080 CRAMER RD	530-401-1609	
Nathan Gignone	6015 Viewridge Dr	916-278-6312	
MARK HOFFMAN	10380 BLUEHERON CT	916-548-1029	MORTONHOME@yahoo.com
Candace Morton	10160 Coyote Ridge Ct	530-945-5582	
ETHAN NOTO	9200 CRAMER RD.	916-402-8893	ETHAN@ENDSTUDIO.COM

SIGN - IN SHEET

Placer County Department of Facility Services

HIDDEN FALLS REGIONAL PARK
PUBLIC FORUM

Date: Thursday, June 14th, 2018
 Time: 9:00 A.M.
 Location: CDRA/Planning Commission Hearing Room
 Purpose: Public Discussion re: Hidden Falls Parking/Expansion

NAME	ADDRESS	PHONE #	E-MAIL
Diane Ruud	10800 Cramer Rd	(530) 835-3397	DRuud@inreach.com
Sackie Caswell	6599 CURTOLA RANGHT RD	6507592322	thecaswell61@comcast.net
GRETA ARICCO	5751 JOHNSON DR	9167080150	greta@roebbelev.com
DAVID FRASER	9220 CRAMER RD	5304401810	DFR72@GMAIL.COM
KEVIN BORDEN	10200 BLUE HEAVEN CT	530-3402	KBORDEN@ASHR.COM
Jean Piette	5355 Bell Rd.	530-888-1340	jean39.piette@gmail.com
Dinny Barnes	5355 Bell Rd	823-8887	dinnyb44@gmail.com
Pam Hart	10395 Blue Heaven Ct	530-823-6799	pamela.1@hotmail.com
Linda Tanico	5751 Johnson		blackvette
Michelle Cahn	4984 Bell Rd	6023159000	winey@gazd.com
Kulpe Franzew	6445 FAIRWAY		boardman@att.net
WALLY GAFFNEY	4901 Bell Rd. Auburn		wgaffney37@gmail.com
Kurtis Newberry	10225 Mallard Way	Aub	KIRTISNEWBERRY@gmail.com
Shawn & Julie Lenz	7710 Mears Dr.	Auburn	lenzres2@gmail.com

ATTACHMENT E

Written Comments

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Ste. 170
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682



RECEIVED

JUN 18 2018

CDRA

June 14, 2018

Ms. Shirlee Herrington
Placer County Community Development Agency
3091 County Center Drive, Ste. 190
Auburn, California 95603

Subject: Hidden Falls Regional Park Trails Network Expansion Project,
Notice of Preparation, SCH Number: 2007062084

Location: Placer County

Dear Ms. Herrington,

Central Valley Flood Protection Board (Board) staff has reviewed the subject document and provides the following comments:

The proposed project is within Coon Creek, a regulated stream under Board jurisdiction, and may require a Board permit prior to construction.

The Board's jurisdiction covers the entire Central Valley including all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins south of the San Joaquin River.

Under authorities granted by California Water Code and Public Resources Code statutes, the Board enforces its Title 23, California Code of Regulations (Title 23) for the construction, maintenance, and protection of adopted plans of flood control, including the federal-State facilities of the State Plan of Flood Control, regulated streams, and designated floodways.

Pursuant to Title 23, Section 6 a Board permit is required prior to working within the Board's jurisdiction for the placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee.

Permits may also be required to bring existing works that predate permitting into compliance with Title 23, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the works has not been clearly established or ownership and use have been revised.

Ms. Shirlee Herrington

June 14, 2018

Page 2 of 2

Other federal (including U.S. Army Corps of Engineers Section 10 and 404 regulatory permits), State and local agency permits may be required and are the applicant's responsibility to obtain.

Board permit applications and Title 23 regulations are available on our website at <http://www.cvfpb.ca.gov/>. Maps of the Board's jurisdiction are also available from the California Department of Water Resources website at <http://gis.bam.water.ca.gov/bam/>.

Please contact James Herota at (916) 574-0651, or via email at James.Herota@CVFlood.ca.gov if you have any questions.

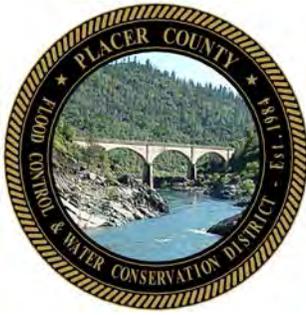
Sincerely,



Andrea Buckley

Environmental Services and Land Management Branch Chief

cc: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Ken Grehm, Executive Director
Brian Keating, District Manager
Brad Brewer, Development Coordinator

July 3, 2018

Shirlee Herrington
Placer County
Planning Services Division
Community Development Resource Agency
3091 County Center Drive
Auburn, CA 95603

**RE: Revised Notice of Preparation of a Subsequent Environmental Impact Report for
Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project**

Shirlee:

We have reviewed the Revised Notice of Preparation (NOP) of a Subsequent Environmental Impact Report (EIR) dated June 4, 2018 for the subject project and have the following comments.

The proposed project has the potential to create the following impacts:

- a) Increases in peak flow runoff downstream of the project area.
- b) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- c) The potential to place structures and/or improvements within a flood hazard area.

Future EIRs must specifically quantify the incremental effect of the above impacts due to this plan, and must propose mitigation measures where appropriate.

Please call me at (530) 745-7541 if you have any questions regarding these comments.

A handwritten signature in blue ink, appearing to read "Brad Brewer".

Brad Brewer, M.S., P.E., CFM, QSD/P
Development Coordinator

t:\dpw\fc\development review\letters\planning\cn18-65 hidden falls exp rev nop fo sub eir.docx



June 6, 2018

Shirlee Herrington
County of Placer
3091 County Center Drive, Suite 190
Auburn, CA 95603

Ref: Gas and Electric Transmission and Distribution

Dear Shirlee Herrington,

Thank you for submitting Hidden Falls Regional Park plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <http://usanorth811.org/wp-content/uploads/2017/05/CA-LAW-English.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)



Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes,



service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING.**"
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. Streets and Roads: Access to facilities to be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Shirlee Herrington

From: Shively, Laura B CIV USARMY CESPCK (US) <Laura.B.Shively@usace.army.mil>
Sent: Thursday, June 07, 2018 8:23 AM
To: Shirlee Herrington; Placer County Environmental Coordination Services
Subject: Hidden Falls Regional Park Trails Network Expansion Project - Revised Notice of Preparation of a Subsequent EIR (UNCLASSIFIED)
Attachments: NOP.PDF

CLASSIFICATION: UNCLASSIFIED

Good morning,

My apologies that this is a day after the end of the comment period. I am following up on the attached NOP for the Hidden Falls Regional Park Trail Network Expansion project. The project would expand the existing trails system and facility. I noted that the project includes several new bridges over waterways.

Based on the information provided in the NOP, the activities may require a Department of the Army permit pursuant to Section 404 of the Clean Water Act (CWA). The Corps regulates the discharge of fill material into waters of the U.S. under the CWA. I would recommend that an aquatic resource delineation be completed for the project area to determine whether the construction of any of the new facilities, trails, or bridges would result in a discharge of fill material and require a permit.

Sincerely,

Laura Shively
Senior Project Manager
California North Section
Regulatory Division
U.S. Army Corps of Engineers, Sacramento District
(916) 557-5258

We want your feedback! Take the survey: http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey
<http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey>

CLASSIFICATION: UNCLASSIFIED



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CDRA



EDMUND G. BROWN JR.
GOVERNOR



MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

28 June 2018

Shirlee Herrington
County of Placer
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

CERTIFIED MAIL
91 7199 9991 7039 6992 5611

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE ENVIRONMENTAL IMPACT REPORT, HIDDEN FALLS REGIONAL PARK TRAILS NETWORK EXPANSION PROJECT, SCH# 2007062084, PLACER COUNTY

Pursuant to the State Clearinghouse's 5 June 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Environment Impact Report* for the Hidden Falls Regional Park Trails Network Expansion Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

Trails Network Expansion Project

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:

http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit

requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)

R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from*

Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

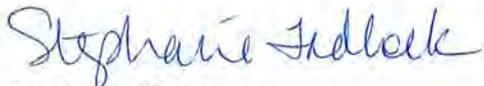
For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



Loomis Basin Horsemen's Association

P.O. Box 2326 Loomis CA 95650

Dedicated to Trail, the Arena at the Park

Traylor Ranch and the Rural Lifestyle

July 2, 2018

Shirlee Herrington
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Hidden Falls Regional Park Trails Network Expansion Project

Dear Ms. Herrington:

Representatives of our organization were present at the June 14 NOP meeting held at the County Offices. Due to the hostile environment at that meeting, we felt it would be more appropriate to submit our comments in writing. Andy Fisher spoke at the NOP meeting and assured the attendees that any prior comments, verbal or written, are contained in the record and need not be resubmitted. On February 28, 2017, Loomis Basin Horsemen's Association submitted a written letter in full support of the Expansion Project to your attention. I read a written statement into the record on behalf of LBHA at the February 2017 public hearing. We have also previously submitted to Andy Fisher a copy of the LBHA Mountain Bike Trail Policy. If you would like additional copies of these documents, please let me know and I will be happy to provide them.

Providing another access point with sufficient parking to Hidden Falls will greatly reduce the pressure placed on the Mears Place access road and the people who live there. Surrounding property owners to projects such as the Hidden Falls Expansion are always opposed when these types of projects are submitted for public comment. However, there are parks all over the state and country where there is residential area in close proximity to a park. A perfect example of this is the Annadel State Park situated at the northern edge of Sonoma Valley and is adjacent to Spring Lake Regional Park in Santa Rosa. Road access to Annadel is through an upscale residential area. The property owners in close proximity to the Hidden Falls Expansion object that Hidden Falls is a regional park and should not cater to users outside Placer County. It is true than Hidden Falls draws users from many different areas, however, that does not mean than Placer County residents are not also frequent users of the park.

Those of us in support of the Expansion Project have listened to the objections by surrounding property owners. The majority of our members also live in rural or semi-rural areas and understand the concerns voiced by those in opposition to this expansion. While we have an understanding of their concerns, we also feel that parcels which have been acquired over the years by the Placer Land Trust are intended for public use. The purpose of these acquisitions is to provide outdoor recreation to the public.

As the Sacramento Valley expands and our suburban areas grow, the demand for open space continually increases. There is not much purpose to acquiring lands for public use if we are unable to gain access to them. Having access is tantamount to the future expansion of Hidden Falls Regional Park.

Shirlee Herrington
Environmental Coordination Services
Page 2
July 2, 2018

We look forward to seeing that the obstacles raised in opposition to the park expansion may be overcome and that the park will be able to proceed as planned.

Very truly yours,

A handwritten signature in cursive script that reads "Maureen Henderson".

Maureen Henderson, Trails Liaison
Loomis Basin Horsemen's Association

July 10, 2018

Ms. Shirlee Herrington
County of Placer
Environmental Coordination Services,
Resources Agency



3091 County Center Drive, Suite 190
Auburn, CA 95603
Submitted via email to cdraecs@placer.ca.gov

Re: Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project - Support

Dear Ms. Herrington:

The Folsom Auburn Trail Riders Action Coalition (FATRAC) strongly supports the proposed Hidden Falls Regional Park Trails Network expansion, including the parking expansion near Bell Road (aka "Twilight Ride Property") as well as the potential horse-boarding. This expansion of an existing and popular trail system would immensely improve the recreational opportunities in the area, reduce safety concerns and alleviate congestion at other nearby trailheads.

FATRAC is a non-profit, volunteer based trail advocacy organization, founded in 1988, representing the Sacramento, Folsom, Auburn and surrounding areas that include portions of Placer, El Dorado, and Yolo Counties. While FATRAC's mission is to support trail access for all user groups, but most specifically, FATRAC's core mission is to advocate for off-road bicycling (aka mountain biking). FATRAC members have donated thousands of hours of volunteer services and have raised hundreds of thousands of dollars in donations and grants for trail projects since inception. FATRAC often partners with multi-user groups in the Auburn and Folsom Areas to build and maintain trails for all users. FATRAC has participated in several work days at Hidden Falls to build, maintain and improve trails over the past several and we look forward to continuing to assist Placer County with work on this project as well once it is underway..

FATRAC supports the improvement and expansion of the trail network in and around Hidden Falls including parking expansion near Bell Road (aka "Twilight Ride Property") as well as the potential horse-boarding. FATRAC recognizes several benefits including:

- 1) The area is a fantastic resource but currently suffers from lack of access associated with inadequate parking. Scenic vistas of different areas of the park abound and providing an alternate access point would facilitate spreading users out and reduce congestions. This park has proven its popularity over the past several years and this recreational resource must be managed to continue to meet that need.

- 2) Alleviate overcrowding at other area trails. Many of the area trails, especially those that allow mountain biking suffer from extremely heavy use due to the limited quantity. The Hidden Falls expansion project would spread area users out, reduce crowding on area trails and trailheads and make trail experiences for all users more enjoyable due to greater solitude.
- 3) Mountain biking is an extremely popular sport for all age groups in this area. Expansion of mountain bike legal trails in the area will minimize the temptation to explore trails where mountain biking is currently not allowed by other area land managers. Trail expansion will minimize (perceived and actual) user conflicts in the area by providing greater opportunities for solitude. Similar projects throughout the country have proven to be effective in this regard by providing excellent legal trail riding opportunities.
- 4) More singletrack is needed in the greater Aubrin area. This area is a hotbed for trail use in general and mountain biking in particular. However, trails of a technical nature are too few and far between. The Hidden Falls project should incorporate natural technical trail features, as suggested in many user responses to the recent Placer County Trails General Plan survey. Such areas features may be most appropriate in areas further from trailheads where more experienced trail users are more likely to venture and crowds will naturally be more dispersed. The Hidden Falls Expansion Project should meet this recreational need in the area.

For these reasons, we strongly support the Hidden Falls Trails Network Expansion Project including the parking expansion near Bell Road (aka "Twilight Ride Property") as well as the potential horse-boarding and look forward to assisting with the project implementation phase through volunteer trail work days and/or fundraising efforts. If you have any questions or wish to discuss, feel free to contact me at mtwetter76@gmail.com or (916) 201-8337.

Sincerely,



Matt Wetter
FATRAC President

July 10, 2018

Ms. Shirlee Herrington
County of Placer
Environmental Coordination Services,
Resources Agency



3091 County Center Drive, Suite 190
Auburn, CA 95603
Submitted via email to cdraecs@placer.ca.gov

Re: Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project - Support

Dear Ms. Herrington:

The Folsom Auburn Trail Riders Action Coalition (FATRAC) strongly supports the proposed Hidden Falls Regional Park Trails Network expansion, including the parking expansion near Bell Road (aka "Twilight Ride Property") as well as the potential horse-boarding. This expansion of an existing and popular trail system would immensely improve the recreational opportunities in the area, reduce safety concerns and alleviate congestion at other nearby trailheads.

FATRAC is a non-profit, volunteer based trail advocacy organization, founded in 1988, representing the Sacramento, Folsom, Auburn and surrounding areas that include portions of Placer, El Dorado, and Yolo Counties. While FATRAC's mission is to support trail access for all user groups, but most specifically, FATRAC's core mission is to advocate for off-road bicycling (aka mountain biking). FATRAC members have donated thousands of hours of volunteer services and have raised hundreds of thousands of dollars in donations and grants for trail projects since inception. FATRAC often partners with multi-user groups in the Auburn and Folsom Areas to build and maintain trails for all users. FATRAC has participated in several work days at Hidden Falls to build, maintain and improve trails over the past several and we look forward to continuing to assist Placer County with work on this project as well once it is underway..

FATRAC supports the improvement and expansion of the trail network in and around Hidden Falls including parking expansion near Bell Road (aka "Twilight Ride Property") as well as the potential horse-boarding. FATRAC recognizes several benefits including:

- 1) The area is a fantastic resource but currently suffers from lack of access associated with inadequate parking. Scenic vistas of different areas of the park abound and providing an alternate access point would facilitate spreading users out and reduce congestions. This park has proven its popularity over the past several years and this recreational resource must be managed to continue to meet that need.

- 2) Alleviate overcrowding at other area trails. Many of the area trails, especially those that allow mountain biking suffer from extremely heavy use due to the limited quantity. The Hidden Falls expansion project would spread area users out, reduce crowding on area trails and trailheads and make trail experiences for all users more enjoyable due to greater solitude.
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Sincerely,



Matt Wetter
FATRAC President

7-5-18
RECEIVED

JUL 09 2018

Shirlee Herrington,

CDRA

I'm writing this letter opposing the proposed expansion of the Hidden Falls Regional Park. I live at 5809 Bell Rd. in the area where they want to expand the park and build parking areas for the park. This will bring more traffic and unwanted people to the area. My family and I have lived at this address since 1987. I came to Auburn in 1976, my family was born and raised here. Families here want the quiet and peaceful setting of the country. I went to the NOP scoping meeting on June 14, 2018, there were home owners there giving their comments opposing this park. This is a very serious issue about our way of life in this area. We were told this meeting was recorded, I wish you could hear or read this meeting about the comments made, it's truly a violation of the way we want to live in this community.

Thank you.

Ray Arabaki

June 14, 2018

RE: Placer County to purchase 50 acres; Twilight Ride Property at 5345 Bell Road for more access to Hidden Falls Park.

Placer County Board of Supervisors,

I have lived on Bell Road since 1973. Are you the Board of Supervisors looking out for the citizens who elected you or are you looking to bring many from other areas to visit and spend money here? Just who are you representing?

My 2 parcels at 4990 Bell Road; Parcel # 076-020-069-000 and Parcel # 076-020-072-000 will be affected in a negative way. Why would the County plan and open a park without adequate parking and other facilities necessary to maintain Hidden Falls Park? The people near other entrances (Mears Rd.) are not happy, so you want to alginate another group of residents? MORE than one million to be spent on just the land for parking etc. Instead of investing in something that brings more people to the area. What about property tax relief? There are many places that OUR tax money could be used, instead of entertaining people that don't reside in this area.

There are reasons that we have moved to this area, one is to enjoy the rural setting. More people here mean more crime, more garbage, and more traffic which means increased danger of human started fires.

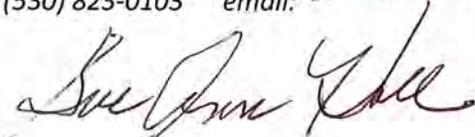
1. When we bought our house there was no approved gal dog kennel across from our property. Grandfathered in is a kennel permitted to have 15 dogs, in my backyard. I have voiced my displeasure to county and was scuffled from one Department to another; no resolution. I was told that is a wonderful kennel. Sorry that does not mitigate the noise; I hear dogs barking in my house with windows and doors closed.
2. Now my neighbor is putting in a winery. Ag zoning (changed) to grow grapes, manufacture wine, and then retail to sell the wine. I was never notified prior to approval of application that is directly adjacent to my property. Then they will be able to have large groups 6 times per year. Growing grapes is the only part that is Ag. Manufacturing and retail is not agriculture.
3. NOW the majority of the Board voted to allow a new parking area plus? This will increase the hazard of human started fires; there will be an increase in theft with vacant parked vehicles, trash along the road and parking area. Burglary could also be a problem as new people are introduced to the area...Not in my "backyard" I paid for my backyard.
4. I wonder why voters did not approve those very expensive buildings at DeWitt. Is it because we were not asked our opinion.

Sue Ann Hall

parcels: # 076-020-069-000 and Parcel # 076-020-072-000

4990 Bell Road / Auburn, CA 95602

(530) 823-0103 email: *suehall@got-sky.com*



Shirlee Herrington

From: lawzer@aol.com
Sent: Friday, June 15, 2018 10:58 AM
To: Shirlee Herrington
Cc: jaede@sbbmail.com
Subject: FOR Hidden Falls Expansion!

Please consider my voice and vote to Expand Hidden Falls for equestrian use! Placer County needs to accommodate we equestrian users of that wonderful park where horses, hikers, and nature lovers harmoniously recreate and enjoy the fruits of our taxpayer dollars put to good and necessary use! Thank you. Ann Rubenstein

Shirlee Herrington

From: baker-anita <baker-anita@sbcglobal.net>
Sent: Sunday, June 17, 2018 9:24 PM
To: Shirlee Herrington
Subject: Hidden falls expansion

Hidden falls is my favorite riding trails. Hoping they can expand and keep all equestrians & hikers happy. I recommend these trails to our patients at my work quite often.. please let me know how i can support this expansion. Sincerely Anita Baker, yuba county sheriff's posse member.

Sent from my Sprint Samsung Galaxy S7.

Pamela Hart
10395 Blue Heron Ct
Auburn, CA 95602
APN: 076-030-026-000

June 25, 2108

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Hidden Falls Regional Park – Scoping for Environmental Impact Report

Dear Shirlee,

I am a resident off of Bell Road. I feel the impact of this parking lot project will be detrimental to the Bell/Cramer/Lone Star area. I do not think that all the factors have been thoroughly addressed and hope that there will be consideration for the following:

- 1) Traffic – the access roads for this 50 acre project are not in any way adequate for the traffic being proposed for this site. Even now, the turns are scary with even a normal-sized vehicle, and, when adding horse trailers the accident factor rises significantly.
- 2) Bicycles – speaking of traffic – right now bicycles on these back country roads are an issue. When two cars pass – there is no room for the cyclists – let alone the required 4 feet. Even widening the roads to 18 feet will not accommodate cyclists.
- 3) Land Use –a) the County went through quite a turmoil regarding winery event usage. I believe the end result was that they could have events occasionally – but not every weekend. Now you are proposing land usage that is every day of the week – and every weekend – talk about traffic and disruption of rural life-style, this is beyond what any winery was proposing.

b) It sounds like you are proposing access to Placer Legacy property – not Hidden Falls Regional Park property. It would seem inconsistent with the purpose of the Placer Legacy agenda to allow multiple roads and trails crisscrossing the wilderness, when the objective is to “ preserve the diversity of plant and animal communities in the County and addresses a variety of other open space needs, from agriculture and recreation to urban edges and public safety. Placer Legacy will help maintain the County's high quality of life and promote economic vitality.” If this space is developed along the line of Hidden Falls, it is not protecting wildlife as there must be disruption of undergrowth to create trails and to

protect from fires – which are 100% more likely as a result of introducing humans into the mix. It does also not promote public safety in any way as seen in the Mears Road situation with increased crime and traffic accidents. In fact – this is creating an “attractive nuisance” to which the County can be held liable ---oh, by the County, I mean us taxpayers. This attractive nuisance will invite the homeless population who can now access ‘secret’ places, bathe and defecate in streams, camp and start fires, etc. I can’t imagine this is protecting the resources of Placer County in a positive way.

The Environment will not be protected as the horses bring in foreign substances in their feces.....a perfect breeding ground for seeds. That is how the Star Thistle was introduced to this area. The National Parks have an ordinance that require horses to only eat certain feeds that must be packed in, just because of this factor.

- 4) Improper use of funds – the funding mechanism is creative – but using a tree protection fund to cut down trees for a parking lot seems counter-logical to me. The inflated price is beyond logical and the money could be better spent beefing up our Fire Protection System – which is one of the main functions of a County ---Public Safety. The only mitigating factor would be to use this property as a ‘trade’ for a more appropriate site.

The amount of money to purchase the property is only one step – the amount of money needed for all the improvements is double or triple this amount. With a ‘free’ park – who will pay for all of this – certainly not the out-of-county users of this parking lot. Again, not good use of taxpayer dollars.

- 5) Who will benefit from this project? Who is allowed to construct horse-boarding facilities and get rent? Now all of a sudden the rural environment is open to commercial concerns – and not ones that would be allowed ordinarily by a private property owner – especially west of Bell Road where zoning has been ‘frozen’.

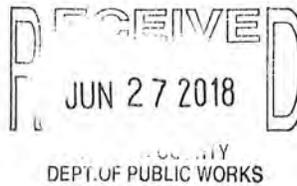
The property owners are certainly not going to benefit from this project as the increase of traffic will negatively affect their property values – ask people at Mears Road. It would seem that the mistakes of the past should not be repeated for the future.

Please consider these points for consideration in your review and fully study them in the Environmental Impact Report.

Regards,

Pam Hart

A handwritten signature in black ink, appearing to read "Pam Hart", written in a cursive style.



10800 Cramer Road
Auburn, CA 95602
June 25, 2018

Shirlee Harrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Hidden Falls Regional Park Trails Network Expansion

To Whom It May Concern:

With the insertion of an action item into the May 22, 2018 Placer County Board of Supervisors Agenda, and with no notification of even the adjacent landowners, the County set in motion a process to purchase two parcels, collectively known as the *Twilight Ride* property. The unannounced effort to initiate that process looked to be an intentional move to quietly put something over on a neighborhood. At the very least, the methodology was anything but ethical. It was, in bold terms, sneaky maneuvering; there is suspicion that certain principals did not want the public to know this action was forthcoming. This kind of official action destroys trust in government. Blame goes straight to the County Planning Department, the Placer County Parks Department, and the County Board of Supervisors and to the colluding private enterprise, the Placer Land Trust. On a 3 to 2 vote, with District 3 and District 5 Supervisors dissenting, the county moved forward with action to purchase the *Twilight Ride* properties with the full intent that this would become a trailhead staging area for access to county-owned land, to lands under the stewardship of the Placer Land Trust and indirectly to the Hidden Falls Regional Park.

There has been an obvious scramble to find moneys to fund the purchase of the *Twilight Ride* properties. The greatest proportion of funds to offset the \$22,400 cost per acre for 50 acres has been absconded from The Placer County Tree Preservation Fund and from the Placer Legacy Open Space Trust Fund. The expenditure of those specific funds for the blatant construction of a parking lot, under the guise of it being open space, is scandalous. The entire scheme is unethical, from both a business perspective and from a political perspective. The use of those funds to open the door to a parking lot is wrong. Bilking the county taxpayers for that money, money likely never anticipated by anyone to be directed toward construction of a parking facility, is blatantly unethical and borders on being criminal.

Purchase of the *Twilight Ride* properties with the funds noted, given the purpose, could be illegal, and that is a question which should be looked at by a third party – not by Placer County.

The parking lot sought at the *Twilight Ride* property, 5345 Bell Road, Auburn, and a second proposed lot on the Harvego Bear River property to the north, with access via the private Auburn Valley Road, is a desperate effort to provide indirect access to the Hidden Falls Regional Park, a place where parking has become extremely contentious and where a

neighborhood has been virtually destroyed by the influx of park users who bring noise, littering, vandalism, trespassing and a host of other problems – unsolvable problems – to the Mt. Vernon Road and Mears Road area. The county has created an attractive nuisance at that general area, and now it proposes to create a similar attractive nuisance and debacle at the 5345 Bell Road site, and possibly at the Harvego site. It is wrong to try to solve one problem by creating another.

There are plenty of easily accessible open space sites to recreate upon in Placer County. Tens of thousands of acres are available on public lands right outside the city limits of Auburn. There should be no obligation to believe a falsehood that there is an obligation to provide additional open space for recreation. The maintenance and support costs already absorbed by the county Parks Department are overwhelming. Their operating budget is already insufficient, and yet the Parks Department is leading the charge to increase the demands on its own operations. No doubt various powers just believe needed funds will be found somewhere, and somewhere likely means more taxation, an increase in sales tax and fees yet to be crafted. In addition, I foresee cutting other department budgets to scam support funds for parks. The paradigm of *just do it* is wrong.

In the scoping process, the impacts of the proposed parking lot seem to be ignored as being insignificant. The parking lot is not insignificant. The scandalous purchase of the *Twilight Ride* property, with the sole purpose to provide staging at a new trailhead, will create a debacle not dissimilar to the calamity in the vicinity of the Mears Road parking and staging site. By its action the county, and all entities involved – the Parks Dept., Parks Commission, Planning Dept., MACs, Board of Supervisors and even the county CEO are running roughshod over the collective desires of a neighborhood. That is wrong. The foregoing represent “the establishment” and “the establishment” has learned little from a legacy of presumptuous and wrongful decisions that have repeatedly urbanized agricultural communities. The unaccountable bureaucrats and politicians must reconsider their direction.

The planning for a new staging area thwarts even the intent of the Placer Legacy Trust Fund in that it opens the gate to intensive use by out-of-county users. If those people want to recreate, let them consider the use of the expansive Auburn State Recreation Area, a state park. The wide-open spaces of nearby National Forests also offer additional recreational opportunities that do not impact a farming community and neighborhood.

The SEIR and EIR studies provide a breadth of studies, but the impacts on those most affected are all but ignored. However, it is not just the neighborhood that is ignored; it is every taxpayer in Placer County that is ignored. There is a potential multi-million dollar impact on Placer County if that parking lot at 5345 Bell Road is permitted. The purchase of the *Twilight Ride* property and the installation of a perceived trailhead is a complete farce with the planning for such reaching into the depths of backroom, non-public decisions. That is wrong.

No one wants to talk about the unintended consequences of creating a magnet to draw people to a confined space so that they might utilize an unneeded trailhead. That lack of willingness to face the real issues shows cowardice and harkens to the fact that when

there is no impact on the decision-maker or on his or her personal wellbeing, is blasphemous.

There is, clearly, a dichotomy of values. The neighborhood resistance is sneered upon and looked at by the unaffected as a Not In My Back Yard (NYMBY) issue. What the inept and unfair decision makers deny is that there is an opposite side to the matter: It's Not In MY Back Yard, so why should I care? That ilk is in the majority but those who deny the truth would be in a different camp if they were among the parties being ravaged by cavalier planning.

The purchase of the *Twilight Ride* property, if settled, is just the beginning and perhaps the smallest long-term cost. Installation of a roadway into the *Twilight Ride* property, and installation of the parking lot itself could run half a million dollars. Then, restrooms and a leach line system, preceded by perc testing, possible installation of a sand pile leach line system, could add tens of thousands of dollars in costs. As for a well and provision of potable water, there is likely more tens of thousands of dollars of costs. The costs of easements already purchased, and yet to be purchased, as well as the costs of two bridges yet to be constructed, is or will be alarming. Additionally, fencing, lighting, law enforcement, potential need for Park Rangers, computer registration for parking – and dozens of other yet to be discovered tasks just keep adding to the costs, not to mention upkeep and maintenance, ad infinitum. The County resident and taxpayer gets totally bilked, and that taxpayer gets bilked over the very long term because the few who make the decisions that lead to the physical and financial debacles are never held accountable. In fact, they plan the ruination, they retire and they may even leave the area, thus escaping any impact of their total disregard for what is right. The crooked, collaborative planning and the final action of shoving something down the throats of a limited few who suffer the physical impacts of inept planning is hardly regarded by the bureaucrats and politicians as an important part of the equation.

Government, together with its own ineptness, dishonesty, and more, has for too long been given license to do anything it wants. The very thought that this *Twilight Ride* parking lot is a proper solution is proof positive of that fact. The charade of governance noted has more resemblance to communism than it does to trustworthy governance that follows Constitutional law and professional ethics. Placer County governance is as guilty of shameful scamming as is any other governing entity, be it local city governance or national governance. It is past time to get back to ethical process.

Clearly, there should be no parking lot at 5345 Bell Road.

The decision to say “NO” is best defended with a review of fiscal impacts. Some impacts have already been mentioned, e.g. restrooms, a need for potable water, a need for watering facilities for horses, but the capital expense of those kinds of facilities goes on in virtual perpetuity with needs for maintenance and upgrades. Then, there is lighting, fencing, gating, law enforcement, refuse control, vandalism, wildland fire, trespass, encroachment on wildlife habitat, traffic impacts of traffic volume, speeding, safety and additional wear and tear on the roadway surfaces that will bear the brunt of thousands of additional vehicle trips. How will all these needs be financed? Taxes and fees will be initiated and will

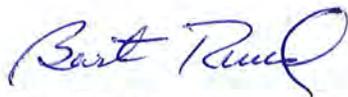
increase over time because of the failure to adequately plan for the future. The economic impact on the county could doom it of fiscal means to take care of issues already at hand.

Planners will ultimately weigh the collective voices of those who reside in Auburn Valley, or along the local county roads, specifically Bell Road, Cramer Road and Lone Star Road, and that count will be small in comparison to the visitor use days that will be logged and bragged about. With that, the logic will be that the voices of many outweigh the voices of the few. That simplification is wrong. Comparison of those numbers is not a rationale for approval. The absolute rationale for totally negating the project is the physical impact on the neighborhood, with all the commensurate issues brought into focus by visitors who use and leave, and thus bear no suffrage is the root of the problem. The neighborhood impacts and the fiscal impacts, which are largely unknown, combine for a resounding NO. No parking lot. No trailhead. No mitigation as a means to weasel a reduced impact. The absolute bottom line is, NO PARKING LOT at 5345 Bell Road. Find an alternative.

All of the preceding thought demands rethinking and a restructured approach. The paradigm long seen is just build, build, build – and worry about the consequences later. It is past time to learn from lessons of the past. But will the lessons be influential? Doubtful. Why? Because for too long, those in power have gotten away with kicking the can down the road, taking no responsibility for creation of a problem, big or small, and hoping someone else will be held accountable. That kind of losing paradigm needs to be reimagined. No doubt there is some approval by shallow thinkers that outside money will flow into the area when out of town and out of county visitors come to recreate, and then leave. That kind of greed is sinful. There is no obligation whatsoever to create an attractive nuisance that will not pay its way.

A new and rational course of action is feasible when and if the decision-makers will look closely at the synthesis of the many basic elements of the problem. It is the impact of people problems, and not the majority of issues looked at in an EIR, that deserves the greatest attention. The negatives of an expansion of parking for day use of the HFRP and adjacent lands outweigh the benefits. As an analogy, when a family has a budget, as means to avoid bankruptcy, the family lives within its budget. In a similar sense, the county should be accountable. Being accountable in terms of HFRP is simple: Live with what you have and manage what you have. There is absolutely no need to go further.

In summary: **No parking lot at 5345 Bell Road. Seek alternative solutions.**



Bart Ruud

cc: Board of Supervisors, Planning Commission, Parks Commission, Parks Department



Ginny Barnes <ginnyb4u@gmail.com>

Nextdoor Hidden Falls access

1 message

RECEIVED

JUN 25 2018

Ginny Barnes <ginnyb4u@gmail.com>
To: Ginny Barnes <ginnyb4u@gmail.com>

Thu, Jun 21, 2018 at 5:37 PM

CDRA

To whom it may concern,

I am writing this letter to hopefully make you aware of how lives will be ruined with the Hidden Falls access project. Many people live in this area for the peace and serenity We enjoy the the quiet,the views of green rolling hills with the cattle and the privacy. It will be devastated with parking lots, roads, noise and traffic. Like others have said,we basically already live in a park, we never use Hidden Falls. Most locals don't. My son sometimes has to work until 1 or 2 in the morning and he will get NO sleep with the entrance being right next door and open from dawn to dusk. We moved here in 1978 from L.A. to get away from the crime and noise and now you want to put an entrance right next door? So sad. Would you like to live right next door to the parking lot with a road running the length of your property and have another parking lot right behind your property. without a doubt there will be vandalism ,noise, homeless,lack of privacy,way too much traffic. We are totally against this project and want it totally off the agenda.

John and Ginny Barnes
5355 Bell Road
823-8887

Shirlee Herrington

From: Erika Hazen <eahazen@hotmail.com>
Sent: Tuesday, June 12, 2018 4:38 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls parking comment

I am a property owner on Cramer Road. Someone taped a notice on all the mail boxes on my road, indicating that we should complain about the proposed parking lot for Hidden Falls access.

I am 100% IN FAVOR of the new access point! This will open up a great public opportunity to enjoy our trails. Please consider me as Very Pleased that Placer County has taken on this fantastic project. I have owned land here since 1974 and am thrilled to have public trail access nearby!

I am sending you a pic of the flyer that was stuck on my mailbox, just FYI.

Erika Hazen
Cramer Road

Sent from my iPhone

**Placer County to Purchase 50 Acre Twilight Ride Property
at 5345 Bell Rd for more access to Hidden Falls Park.**

(Former Hawkitts place) Entrance by small pond about 1/2 mile S of Corner on Bell Rd.
the County proposes a **100 car and 40 truck-horse trailer parking lots,** plus

Stables, Bike Rental, Picnic Area, Restrooms, Drinking Water and more...

This will have a **WORRIABLE** impact on Crocker, Bell & Lower Star Rd. The property owners on NE Crocker & Mirror Rd where there are already big parking lots for HF are going wild. Littering, property damage, drug use, trespassing, illegal parking & theft are common. Bell, Crocker & Lower Star Rd. can barely handle current traffic, are narrow, have blind curves & other hazards. **Exacerbate accident!**

For Documents: www.placer.ca.gov/departments/communitydevelopment/environmental/eir

Look for Hidden Falls Regional Park Trails Network Expansion (on right sidebar) or scroll down to

Hidden Falls Regional Park Trails Expansion Project

Also Auburn Journal Letter to Editor 8/3/2018, Front Page Article & County Notice in West-News 6/10/2018

**Public Comment for revised notice of preparation of subsequent EIR
extends through July 6, 2018. A public meeting to solicit public input
will be held : Thursday**

June 14 from 5 – 8 p.m. at the Planning Commission

Hearing Rm.: 3091 County Center Dr. in the DeWitt complex.

Written Comments by 5 p.m. July 6, 2018 to:

Shirley Harrington, Environmental Coordination Services, Community Development Resource Agency, 3091
County Center Dr, Ste 100, Auburn, CA 95603. (530) 745-3133, FAX: 745-3080. shirley@placert.ca.gov

with your list of Supervisor Jennifer Montgomery

DEMAND: NO Bell Rd PARKING LOT AND TOTAL NEW EIR

PLEASE BE THERE WITH LETTERS and COMMENTS

10800 Cramer Road
Auburn, CA 95602
July 5, 2018

RECEIVED

JUL 09 2018

CDRA

Shirlee Harrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Hidden Falls Regional Park Trails Network Expansion

To Whom It may Concern:

I am writing to inform you of my strong opposition to the proposed purchase by Placer County of the 50 acre Twilight Ride LLC property, located at 5345 Bell Road in order to provide an additional parking location for access to Hidden Falls Regional Park (HFRP).

My family's ranch is located directly across Bell Road from this address. We were not notified by letter of the Public Works & Facilities Action Item 12.C on the Placer County Board of Supervisor Agenda of May 22, 2018, to be taken up at 1:00 as a "Department Item to be considered for action as time allows". This item pertained to the property at 5345 Bell Road, Auburn and was an agreement for Purchase and Sale of Twilight Ride LLC and to approve a Budget revision. My brother, Barton Ruud and I were present at that meeting and objected to the legality of Action Item 12.C being included on the Agenda and asked that any action be delayed until contiguous property owners and others in the greater Lone Star area were notified by letter. We believe that Placer County is legally obligated to notify property owners prior to when Action Items of this nature are included on a Board of Supervisor Agenda. We were overruled and the Item passed with a 3-2 vote. Thus, I am asking for a legal ruling from a court of law of the inclusion of Item 12.C on that Agenda.

In addition, I object to the agreed upon Purchase Price of \$1,120,000, which I believe to be highly inflated. In particular, the valuation of the 40 acres of open space needs to be reviewed. There is also the matter of the front 10 acres, which includes a small 2 BR home, garage and workshop; the owner has requested a 10 year lease of the current residential structure, including 3 acres on the 10 acre parcel free of rent for a property caretaker. To pay for the purchase, I understand that \$558,050 is to be taken from the Placer Legacy Open Space Fund and \$392,000 from the Tree Preservation Fund. Since when are parking lots and amenities open-space tree savers. That is not what we or others had in mind when we included a donation to said fund for years, when paying our taxes.

Then there is the matter of "improvements". No mention is made of the cost, type or design of the entrance or road leading from Bell Road, or the parking lots, one for 100 autos and one for 40 vehicle-horse trailer rigs. We have also read/heard of other amenities: restrooms, picnic area, bicycle rental, potable water, stable. How are all of these upgrades to be paid for and what about ongoing upkeep? What about liability? This is beginning to sound more like an amusement park plopped in the middle of a rural agriculture/rural residential area, which will totally ruin the quiet ambience the local home/property owners have enjoyed since the Gold Rush. The Lone Star area still has 6 working cattle ranches, two wineries and two more going in on Cramer Road. Two ranches are contiguous with the Twilight Ride Property. People, cars, bicycles, noise and picnic areas do not mix well with private

property or livestock. Just ask the property owners in the Mt Vernon Road, Mears Road area where the primary parking lots for HFRP are located. They are going wild and continue to experience illegal parking on private property, trespassing, theft, property damage, loud music, drug use, littering to name a few. It seems the ruination of one neighborhood is now to be shared with another, only this will be much worse because of the location and access via three county roads.

Lone Star, Cramer and Bell Roads are substandard at best and can barely handle the current traffic. All are narrow, windy, curvy and each has several very bad blind curves; there are no shoulders, but instead ditches to carry run-off water. People drive too fast, even though speed limits are posted. Two summers ago I was forced into the ditch on the blind curve above the NID reservoir; fortunately the perpetrator missed me by about 6 inches and I only blew one tire. Of course he did not stop to see if I was OK. I might add that I have been riding/driving Cramer Road for over 73 years, so I know the road and know to hug the edge, especially on curves. Last summer my brother narrowly missed being hit by a CDF fire truck on the same blind curve, but a fellow on a motorcycle was not so lucky when hit by a station wagon. Fortunately he only suffered a badly broken leg. There is also the matter of Lone Star and Cramer Road access to Highway 49. Even CALTRANS will tell you these are bad-very bad. Both demand excellent driving skills and patience to safely navigate turns both on and off the highway. Highway 49 has had at least a half dozen traffic fatalities in the vicinity in the last couple of years; Bell Road has had a number of accidents reported to the CA Highway Patrol in the last several years. See the July 1, 2018 Auburn Journal letter by Zeke Tafoya for details. I can only imagine that the accident rate and fatalities will go up significantly, especially because the drivers to this proposed parking lot will be primarily from urban areas and not accustomed to the demands of rural driving.

The addition of another parking lot to facilitate access to HFRP via trail easements means more people in a totally wildland area that is a catastrophe waiting to happen. Wildland FIRE is a major concern in the Lone Star - Big Hill area stretching all the way from the Bear River to Hidden Falls Park. There have been several fires on Big Hill in the last couple of years and there was a fire just off Bell Road about 3 weeks ago. Fortunately CDF was able to do a couple of plane dumps and 3 CDF trucks, a water tender, a bulldozer and the Washington Ridge crew were able to keep it from burning two homes. A recent Sacramento Bee article reported that the current state of the fire season is what we normally experience in September. The 49er Fire of a few years ago destroyed over 60 homes and 2 business and covered over 300 acres in a couple of hours. The infamous Grass Valley Fire in the 1980s burned several thousand acres and around 2,400 homes. Fire officials felt extremely lucky to have stopped it with only that amount of damage. We have had 4 fires on our 160 acres in my lifetime- all man caused. Two were from cigarettes - ? tossed out along the road; one was caused by a neighbor mowing dry grass at two in the afternoon next to the backside of the ranch and the fourth from an ember blown to the backside from a man-caused fire at two in the afternoon from the end of Lawrenson Road. Luckily CDF was able to stop all before too much damage was incurred. What I am trying to say is that people do NOT belong in high fire danger areas once the hillsides have dried out. We have had homeless camp in the backside of our ranch next to Orr Creek. What is to keep them from coming back? What is to keep them from camping in the wilds of Hidden Falls Park all the way to the Bear River?

Placer County is evidently feeling "flush", as the proposed county budget is \$75 million more than last fiscal year. This will not last. The economic future of the nation and the world is fragile and could turn upside down very quickly. That aside, what is known from long term economic trends, is that even though Wall Street is currently running smoothly, there are dark signs that not all is well and that a significant economic downturn is a year or two away. Remember what the crash of 2008 did to the Placer County Budget? I do, and a quick review will show an ugly picture. What departments or

programs will get squeezed or eliminated: most likely more library branches, museums, parks, health department programs, human services? Word to the wise: do not over-promise, do not over-reach.

Please ask yourselves: what is the benefit of this parking lot site to the Lone Star area of Bell Road, all the way from Four Corners (Bell Road/Joerger Road intersection) to the Country Club entrance, Lone Star Road, Cramer Road and particularly to those in the immediate area of 5345 Bell Road? In my view, absolutely NOTHING. What is our compensation/reward: 3-400 more cars a day, particularly on Cramer Road (Mapquest takes you right down Cramer Road) and then the quarter mile on Bell Road to the entrance; probable trespassers and more homeless camping on our ranch and the property from the Bear River all the way to Hidden Falls Park; probable theft, noise, enhanced threat of wildland FIRE, disruption to our ranches and rural lifestyle. Would you want this dumped on your home, your front yard, your ranch, your quiet rural lifestyle? I think NOT. This area is NOT ZONED as an amusement park.

Please explore alternatives and there are alternatives. Please DO NOT DESTROY ANOTHER RURAL AREA just so you can have bragging rights and advertise to the Sacramento area, the Bay Area, the REI crowd: you-all come on up.

Regards,

A handwritten signature in cursive script that reads "Delana Ruud". The signature is written in black ink and is positioned below the word "Regards,".

Delana Ruud

Shirlee Herrington

From: Leslie Bisharat <lbisharat@techline-sac.com>
Sent: Friday, June 15, 2018 4:19 PM
To: Shirlee Herrington
Subject: IN FAVOR OF HIDDEN FALLS EXPANSION

Hello Ms. Herrington,

I attended last night's meeting re Hidden Falls but didn't stay long enough to get through the line to express my views. I also found the rudeness of the opponents towards speakers in favor of the expansion to be intimidating. I felt certain that the fact I'm not a "local" resident would generate more derogatory comments than I was willing to hear.

I'm a hiker, horseback rider, and sometimes simply a 69-year-old observer of nature. I live in Granite Bay and 30 years ago moved there to live in the quiet countryside, away from crowded Carmichael. Of course many other people wanted exactly the same thing and now I hear traffic, garden equipment, dogs barking and parties. Instead of 7 houses on my short street, there are 18. My night sky is practically gone and the darkness that used to surround my property is penetrated with security lights. I sympathize with the NIMBY's at last night's meeting but it's folly to think that with a growing population things beyond each of our spheres of influence will remain the same. Hidden Falls' popularity is clear evidence that there's a steady, increasing need for more public parks and open spaces. We taxpayers depend on our County government to meet current (and plan for future) needs as best it can with reasonable mitigation for landowners who will be negatively impacted. Spreading the impacts of traffic, parking and access to more locations in conjunction with the long-awaited park expansion makes perfect sense. The entire project has my full support and I hope it moves ahead quickly.

Thank you,

Leslie Bisharat
7870 Eagle View Lane
Granite Bay, CA 95746
916-996-4332



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Shirlee Herrington
Placer County Community Development/Resource Agency

June 14, 2018

Dear Shirlee,

As longtime residents on Cramer Road in North Auburn, we are writing to inform the County of our alarm and valid concerns over the proposed parking lot and trailhead (Hidden Falls Access and Expansion) that you hope to open at 5345 Bell Road. We will start with a question. Have you and those involved even driven on Cramer Road and Lonestar Road and Bell Road? You all need to before you make any further decisions about this project. They are narrow, hilly and winding country roads that are poorly maintained. GPS will send hikers, cyclists and equestrians coming from I 80 or Hwy 49 down Cramer. Cramer Road has no yellow center line and no white lines on the sides (shoulder) due to being too narrow. There are 3 blind curves. **Does the County plan to purchase easements from all the land owners along Cramer to widen it and bring it up to regulation and make it safe for residents and added vehicles, horse trailers and cyclists before opening the proposed parking lot?** This widening will also need to be done on Bell Road and Lonestar Road as they are also narrow, hilly and winding country roads with blind curves. **How many heritage oaks will need to come down to widen these roads and make them safe?** Did we mention that we have 3 young children and the added traffic of several hundred vehicles, horse trailers and cyclists each day will make these roads a virtual death trap? Hwy 49 has already been the site of multiple crashes and deaths near Lonestar, Cramer, Joeger and Dry Creek and the County has yet to solve the current problems and safety issues on this treacherous stretch of highway. **Is the County putting in a stoplight at Cramer and Lonestar before they open up a parking lot? The Supervisors and the County need to take very seriously their responsibility and liability for the accidents and deaths that will surely happen due to the added traffic and congestion.** It isn't just the increased volume of traffic, but also the fact that horse trailers and cyclists will compound the problem. **Has the County thought that through?**

We are also concerned about the increased fire danger resulting from the volume of people on Big Hill. With an extensive trail system, that will be impossible to monitor, there will inevitably be hikers and transients camping out.

This area is not a State Recreation Area or a National Forest; this is our home. It is a safe and quiet community and we would like it to stay that way. Please remember that it is not okay to hurt one person (or group of persons) in order to benefit another person (or group of persons). The County knows how devastating Hidden Falls Park has been for the residents along Mears Road, Mears Place, and Mt Vernon Road. It is unconscionable that the County would, knowing what they know, do this to another beautiful, peaceful, rural community. **Please ask yourselves if you would want this massive invasion of privacy in your front yard and if you would want your neighborhood streets turned into dangerous, congested roadways.**

Sincerely,

Joel and Erica Houston



RECEIVED

JUL 02 2018

CDRA

Louis & Carol Salatino
10111 Ranch Rd.
Auburn, CA 95602
APN # 075-040-057-00

RECEIVED
JUN 15 2018
CDRA

Attn: Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive
Suite 190, Auburn, CA 95603

June 11, 2018

Dear Shirlee Herrington,

We would like to voice a complaint to the proposed 100 car and 40 truck-horse trailer parking lot the county has planned to place at 5345 Bell Road, here in rural Auburn. There are several reasons why we feel this would **NOT** be an appropriate place to put this lot, so that people would be able to access the Hidden Falls Recreation area. The following are just a few:

- Increase in traffic on a narrow 2-lane road would be extremely hazardous to our safety
 - If the county still considers this area, then they would need to widen Bell Road, put in more speed signs and monitor with police force more regularly.
 - That would really increase the amount of \$\$ that the county would have to spend in this area!!
- A threat to our ground water –
 - Putting in wells at this area could greatly affect the level of ground water – a threat for all of us on private wells!
 - Possible threat of contamination of our water supply – because of waste or other substances getting into the ground water
- Solid waste at this site – with the increase of persons using this area the threat of more trash could further contaminate our landscape
- Increase of property damage, drug use and trespassing are common results from bringing public parking area into our rural setting
 - Already we have heard of many homeless people who ‘scope’ out these types of areas to look for opportunities of ill will along with the disinterest of non-locals for the privacy & attractiveness of our rural area.

Thank you for your attention in helping us keep the quality of life we have enjoyed over the past 30 years here in this section of Auburn.

Concerned Landowners,

Carol Salatino
Louis Salatino

Shirlee Herrington

From: Wendy Boucher <wendy@eboucher.com>
Sent: Friday, July 06, 2018 11:34 AM
To: Placer County Environmental Coordination Services
Subject: NO Hidden Falls access on Bell Road

Eric and Wendy Boucher

4525 Bell Road
Auburn, CA 95602
530-852-5111
wendy@eboucher.com

July 6, 2018

Shirlee Harrington: Com Dev Agency Dewitt
cdraecs@placer.ca.gov
Auburn, CA 95602

Dear Shirlee,

This is to state that we are against the proposed Hidden Falls development parking lot and concessions on Bell Road.

The amount of traffic and other problems that will arise are unacceptable. Having spent a number of years training at an equestrian barn on Mears Drive, I have experienced first hand the complete chaos caused by the traffic in and out of Hidden Falls. Additionally, the windy roads and blind corners are already problematic. The corner nearest to our property already has numerous accidents per year.

We moved here 8 years ago to have a peaceful, rural life, and this will infringe on that. It will also lower our property values, and most likely bring homeless people straight from the shelter to the Hidden Falls facility. Theft and forest fire are also a possibility.

After living in the SF Bay Area, we learned that some small county and city parks were just not large enough for everyone to use. When those lots were full, we turned around and went to a less busy park. We learned to plan our visits appropriately, and accepted when smaller parks couldn't handle large amounts of people. There is nothing wrong with this concept being applied to Hidden Falls in order to protect the rural lifestyle of the tax paying residents on Bell and surrounding roads that will be affected by this proposed project. You would never see homes demolished near parks so that it could be turned into a parking lot, and we should have the same respect for local residents. We live near one of the largest and most beautiful recreation areas in the country and there's no reason why people shouldn't be redirected 20 minutes down the road to Confluence where there is ample room and minimal disruption to local residents.

A gentleman at the recent community meeting offered to sell a piece of his land to provide ample parking and facilities at the bottom of Hidden Falls. Everyone at the meeting applauded because this would be the ideal solution. Please consider this option. Many of us feel betrayed by our leadership due to "back room" arrangements with land owners selling their land for this project and putting our community at risk. Please consider what the residents wish. We all believe this is simply a money making scheme for Placer County, and should be stopped.

Regards,

Eric and Wendy Boucher

Hidden Falls Regional Park Subsequent Environmental Impact Report Scoping Meeting Comment Card

Please write clearly and note that all comments received become a part of the public record. If you'd like to provide your name or contact information, please do so:

Name: Judy Isaman Organization/Address: 4985 Bell Road, Auburn (Preserve Rural Placer)
Email: jgisaman@aol.com Date July 6, 2018

Please add me to the mailing list for this project.

Preliminary review by Placer County staff indicates the proposed Hidden Falls Regional Park Expansion Project Subsequent Environmental Impact Report (SEIR) will evaluate impacts to the following environmental topics:

- ▶ Aesthetics
- ▶ Agriculture
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Energy
- ▶ Geology, Soils, Paleontology
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Noise
- ▶ Population, Employment, Housing
- ▶ Public Services and Recreation
- ▶ Transportation/Traffic
- ▶ Utilities and Service Systems

Q: Have we missed any important topics? If so, which ones and why? Should any topics be dismissed from further consideration? If so, which ones and why? Request that proposed home developments, including low cost housing, proposed developments at Dewitt Center, and the homeless shelter also be included in the report.

Q: Should any topics be broken out separately or combined? Why? _____
For ease of review by the community and lay-persons, each item should have its own heading and table of contents/index listing.

Q: Due to what you know about the location, scale, and character of this proposed park expansion, should the EIR place particular focus on certain topics? If so, which ones? _____

The report should include extensive information about the impact on the wetlands, water supplies for proposed project AND effect on wells providing water to property owners within a mile radius, as well as address traffic safety, and fire prevention.

Q: Are there existing conditions on the site or in the vicinity of the project site we should consider in the EIR analysis? If so, please describe them. _____

Wetlands, traffic and safety concerns along all feeder roads to proposed project and specifically Cramer Road's intersection to Highway 49.

Mitigation Measures

Q: Mitigation measures are changes to the design, phasing, or operation that would reduce or avoid environmental impacts. Please suggest mitigation measures that could address impacts related to operations and maintenance.

Do not move forward with project. Take another look at current entrance off of Mears Road to discuss incorporating shuttles to/fro that lot to reduce impact to that neighborhood.

Alternatives

Q: The applicant will consider alternatives that meet the basic objectives for the project that could potentially reduce or avoid environmental impacts. Do you have ideas for alternatives that would reduce or avoid environmental impacts?

In addition to the listening sessions, formely include community members in the planning of this REGIONAL park for our region. There was mentioned that having another entrance would generate income in the area. My thought if you have a shuttle stop at Highway 49 or the 80 Freeway income can be realized through park guests stopping at any of the landmark eateries, farm stores, Starbucks, or fast food outlets for a picnic at the park or a place to eat after a hike. Could we obtain funding through alternative fuel outlets as Sacramento did with Electrify America (check 6/13/18 Sac Bee).

Interested Parties

Q: Do you know of public agencies, public and private groups, or individuals that the applicant should contact regarding this project and the accompanying EIR? If so, please list them. _____

Judy Isaman , Preserve Rural Placer, Steering Committee (916) 698-1055

If you would prefer to take this card with you and provide comments later, please send them by, **2018** to:

JUL 6

Shirlee Herrington
Environmental Coordination Services
Community Development Resource
Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603.

You can review the Notice of Preparation (NOP) at Placer County's website at: <https://placer.ca.gov/departments/communitydevelopment/planning>

Larry & Christine Simmons
4844 Bell Road
Auburn, CA 95602
Parcel #076-030-069-000
530-823-1824

RECEIVED
JUN 21 2018
CDRA

June 15, 2018

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Notice of Preparation – Hidden Falls Regional Park Trails Network Expansion Project

Dear Ms. Herrington:

We are writing to indicate our strong opposition to the "potential" use of 50 acres located at 5345 Bell Road for additional trailhead parking for Hidden Falls Regional Park. This will have seriously negative impacts on residents living on Bell, Cramer and Lone Star Roads. Our concerns include:

- Increased traffic and related safety issues
- Increased risk of fire
- Disrupting wildlife in the area
- Wear and tear on already bad road conditions
- Increased littering & property damage
- Trespassing on private property
- Illegal parking

These concerns turned real for the property owners on Mt. Vernon and Mears Roads due to the current parking lot for Hidden Falls Regional Park located at Mears Place. It has been a nightmare for those residents. And it was predictable. You cannot introduce a state park size operation into a neighborhood without severely and detrimentally impacting the residents.

We have lived on Bell Road for almost 21 years. We chose this rural lifestyle to get away from people and traffic. There have been changes over the years. There was a marked increase in traffic related to wineries and the housing development above the Auburn Valley Country Club. The county provided no traffic mitigation when these projects were approved. The rural roads in this area are narrow with steep drop-offs, sharp curves, and other hazards. The road conditions are poor. There are safety issues for pedestrians and bicycles on Bell, Cramer, and Lone Star Roads now. The access and parking lot for Hidden Falls on Bell Road will create even more traffic, exacerbating the issues that already exist.

People coming from out-of-town to hike, bike and ride in a public facility or park do not understand the increased risk of fire danger in a rural residential area. They may not realize how easily a fire can be sparked in the dry conditions we experience in the summer and fall.

We will, without a doubt, be victims of these visitors and their lack of respect for private property. We've seen it at the Mears access point to Hidden Falls. Our rural setting will not be

Shirlee Herrington

June 15, 2018

Page 2 of 2

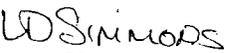
recognized by visitors as a neighborhood with families and pets; it will look like a public parking lot that someone else will clean up and maintain. It will also attract those who intend to commit crimes such as theft and vandalism in the parking lot, which will spill over to the private residences in the area.

We attended the "scoping" meeting last night at the Community Development Resource Center on the Hidden Falls Expansion Project. We were insulted by the attitudes of Mr. Andy Fisher and Ms. Lisa Carnahan. We are troubled by the lack of communication with the residents of Bell Road and the surrounding area before the terms for purchase of the property were voted on by the Board of Supervisors. Mr. Fisher told us that all land purchases are handled that way. What it does is give the impression of a secret and underhanded transaction. We did not find out about the proposed parking lot and land purchase on Bell Road until it was published in the Auburn Journal. Many residents didn't have any idea what was happening until a neighborhood meeting was convened. How could you move forward with such a life-changing plan without discussions with the residents who will be so detrimentally impacted?

We left the meeting last night with the feeling that you and the Placer County government officials don't care about the impacts of expanding Hidden Falls. We implore you to reconsider the decision to insert this facility in our rural neighborhood. Take the time to contemplate the seriously negative impacts to taxpaying residents of Placer County. Better yet, contemplate how you would personally feel if this huge parking lot and droves of people were suddenly moving through your neighborhood. Where you live, your safe place, your sanctuary.

We have the utmost respect for the county's vision to make Placer County a destination for outdoor activities. However, we are sickened by the proposal, scared of the changes to our way of life, and, like many of our neighbors, we are losing sleep since we learned of the use of the 50 acres at 5345 Bell Road for parking and access to Hidden Falls. Please don't let this happen.

Sincerely,


Larry Simmons


Christine Simmons

Shirlee Herrington

From: Jo Bower <jodybower@me.com>
Sent: Saturday, June 30, 2018 8:40 PM
To: Shirlee Herrington
Subject: Expansion

Hello,
We that ride horses love our trails and we do no harm. We just want to ride.
Please help us with getting this Expansion.
Thank you,
Jo Bower

Sent from my iPad

July 9, 2018

Shirlee Herrington
Environmental Senior CDRA Technician

Dear Shirlee,

Re: Proposed parking lot and Trailhead at 5345 Bell Road
Twilight Ride Property/Hidden Falls Regional Park Expansion

I have lived in Meadow Vista for 38 years. I have driven out to my girlfriend Jane and Curt Wurst's ranch, many times over the years. My daughter was married on the Wurst's ranch in 2000. I, along with six other women, meet at Jane's house at least five times a year to do a book study, have lunch, do Yoga, and work on a craft project. We all enjoy our time together. I love the peaceful country roads as I drive to her house.

I can't imagine driving to her house with 140 or more trucks and trailers, cars and bicyclists. I didn't know that there were going to be showers, bike rentals and various retail concession buildings. This will only decrease the value of the farms and ranches in this area. I can't believe the County is going to take over Bell, Cramer, Lonestar, Joeger, Dry Creek and other rural roads with all their twists, turns and blind spots. I don't know who, (County?), is going to fix up these roads. Who is going to maintain them?

The use of Tree Preservation Funds for the purchase of this property is not the way funds were intended to be spent. The extensive destruction of habitat, and plant and animal communities seem directly opposed to the Placer Legacy Program's mission and objective.

Another concern is the availability of water and the opportunity for fire.

I urge you to table this project in its current state. This project merits a meaningful comprehensive master plan to include projections of fiscal expenditures and address safety concerns with input from a committee that includes community members.

I hope you will listen to all the **local** voices and hear them.

Sincerely,

Kelly Jackson

_____, *Preserve Rural Placer*

PO Box 143, Meadow Vista

Street

jackson200@hotmail.com

Email

Shirlee

6/19/2018

To: County of Placer
Community Department
Resource Agency

Subject: Hidden Falls Regional Park Expansion Project

Attention: Lisa Carnahan
Shirlee Herrington
Greg McKenzie

As you know, the main problem with Hidden Falls Regional Park is ACCESS. It has become so popular that it is inundated with visitors and impacted with traffic. The neighbors and clientell are up in arms complaining about the inundations and impaction because of the hazardous, little or no ACCESS to the park.

The current expansion project will not solve any of these problems. It will only add to and complicate the existing problems.

If I may, I would like to suggest a solution. A solution to the availability to visitors. A solution to the traffic impaction and a solution to the hazardous inadequate East ACCESS to the Regional Park.

The solution to all those problems of Hidden Falls Regional Park is to expand to the West. Follow Coon Creek west to McCourtney Road north of Lincoln with trails, parking and ACCESS from the South, North, and West. Which would add to the trails and parking for hundreds of cars or horse trailers.

South - Access would be on McCourtney Road through Lincoln connecting to Hwy 193, Hwy 65, Wise Road and Sierra College Blvd. to I-80, Hazel Avenue to Hwy 50 and all points south.

North - Access would be on McCourtney Road through or around Beale Air Force Base to Hwy 20 between Marysville and Grass Valley and links to all points north. Civilian traffic is sometimes allowed in through Beale AFB. However, during times of heightened security, all entrances to the base are closed to most traffic. As a result, Homeland Security, Federal Agencies, Cal Trans and Yuba County have been considering putting a highway around the east perimeter of Beale AFB. To accommodate civilian traffic.

West - Access would be Riosa Road through Sheridan and connecting to Hwy 65, 70, 99, 20 and to I-5 which would connect to all points west.

In another writing I have proposed a HORSE CELEBRATION PARK on McCourtney Road near Riosa Road and Coon Creek. In my opinion, that park connected to the Regional Park would solve the Regional Parks problems and relieve much of the frustration of neighbors along the East ACCESS.

As you can see by the inundation of the Regional Park in the past few years, horse activities are on the rise. The horse population is big and growing. Statistics show that there are more horses in America now than there ever has been in the past.

Auburn probably has over one thousand horses.

Loomis probably has over one thousand horses.

Lincoln probably has over one thousand horses.

Northern California probably has over one hundred thousand horses.

Southern California probably has over one hundred thousand horses.

Central California probably has over one hundred thousand horses.

Granted some horses are neglected and some horses are abused. But, some horses are well cared for and some horses are loved like family. Some are celebrated for their contribution to our civilization.

Frankly, I say, that we should appreciate and celebrate the horses with an attitude of gratitude. And provide for the westward expansion of Hidden Falls Regional Park joining the HORSE CELEBRATION PARK.

Charley Smith

Call (916) 672-6014 or (916) 296-7670.

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

July 2, 2018

Attn: Shirlee Harrington

Dear Ms. Harrington,

Thank you for your interest and concern in resolving the Hidden Falls Regional Park problems.

As I have discussed in previous June 2018 letters, Hidden Falls Regional Park's survival is subject to providing adequate public access. Also, that a western access is critical and the South Forbes Road by my Ranch connecting to Auburn Road already exists as that very western access.

In addition, during gold rush days and even after, many roads were used until selfish property owners closed them off. For example: Kalaga Springs Road went east from Mc Courtney Road to the historic Newtown Settlement. Whisky Run Road went east from the Newtown Settlement across Garden Bar Road into the Spears Ranch connecting to Auburn Road. If Kalaga Springs Road and Whisky Run Road were reconnected and improved, that would provide another western access to the Regional Park.

Let's face facts, California's greatest problem is not money, it is not water and it is not food. Californai's greatest problem is TRAFFIC congestion.

Likewise, Placer County's greatest problem is not money, it is not water and it is not food. Placer County's greatest problem is TRAFFIC congestion.

Each year a new crop of students graduate from thousands of high schools. The first thing they want is a car. The second thing they want is a job. That puts over a million new cars on the overcrowded road system each year.

The residents along Bell Road and Hwy 49 are complaining about the traffic congestion caused by the east and only viable entrance to the regional Park. If we don't get a western entrance to the regional Park NOW, the traffic problem will only be compounded by any delay. Their complaints will only be compounded by the delay.

Our Government should operate in a manner to satisfy and benefit the governed. In some situations, our government has the power to impede upon a few to satisfy the many through the laws of Eminent Domain. Those laws may be necessary to open up Auburn Road through the existing Wilson town gated subdivision to provide a viable western access to Hidden Falls Regional Park. That would impede the rights of a few but would satisfy and benefit many with a viable western access to the park, for horse trails and vehicular traffic. My ranch and the proposed Horse Celebration Park connecting to Hidden Falls Regional Park is offered as part of the solution to the current problems.

Respectfully yours,

 7/2/18

Charley D. Smith

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c/c:

Robert Wygant, Supervisor, District 2

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Laurie/Eric Findley, Public Works & Facilities

SHIRLEY - 2017

6/30/2018

Supervisor Wygant
Placer Legacy
Placer Land Trust.

In support of my attempt to create the Horse Celebration Park on McCourtney Road in Lincoln and connecting it to the Hidden Falls Regional Park, I hereby submit the following data.

Most all of the county workers that I have contacted in both Placer Legacy and Placer Land Trust seem to think that there would be an insurmountable problem connecting the two parks. However, I have found that existing and old roads as well as trails traversing Coon Creek would connect the two parks.

If the historic old roads have not been officially abandoned they may still be used. In my experience of dealing with easements, I have found that there are three legal types. They are; deeded easements, easements by map and prescriptive easements. Old maps would show the following roads that connect the parks. (See attached Placer county maps & excerpts from volume 1 and 2 of Western Placer County History by Jerry Logan, copyright 1990)

Auburn Road ran from Auburn to Marysville through Wilsontown in the gold rush days. As of today it still exists, by map, and runs from South Forbes Road by my ranch to Garden Bar Road by way of Wilsontown Road. From there it goes south across Coon Creek into and through the previous Spears Ranch to Mears Road. As you know, the previous Spears Ranch is the existing Hidden Falls Regional Park.

In addition, the Existing Shamrock Road runs from South Forbes Road, crosses Auburn Road and traverses Coon Creek along the north bank. The south bank of Coon Creek is traversed by the north fork of North Kalaga Springs Road through the historic Newtown settlement of gold rush days.

Many Existing roads gained access to Coon Creek for gold mining through the Spears Ranch. Such as extensions of Godley Road, Burnett Road, Wilson Way, Whiskey Run Road, Kalaga Springs Road and Hubbard Road as well as Mears Road.

The Placer County Planning Department, in their wisdom, has allowed two gated subdivision off the inadequate and hazardous, Garden Bar Road along Coon Creek. One is Coon Creek Estates on the south bank of Coon Creek. The other one is the Wilsontown Estates on the north bank of Coon Creek which restricts the Auburn Road access to Garden Bar Road. I hope that, in their wisdom, the planning dept. required setbacks to preserve the trails and the water quality of Coon Creek, (a salmon habitat up to hidden falls).

As you may or may not know. Bill Willson, a descendant of the Wilson family of Wilsontown Fame, was hired and assisted the subdividers of the Wilsontown Estates subdivision by grading and putting in the roads. Removing the Wilsontown gates and reconnecting Wilsontown to auburn road would provide a much needed west entrance to hidden falls regional park. As well as relief of the traffic impaction on the inadequate and hazardous garden bar road for dozens of homes and hundreds of parcels of land for future homesites.

An adequate western access is critical to the survival of hidden falls regional park, either by improving Garden Bar Road or opening up Wilsontown and Auburn Roads to McCourtney Road.

Selfish property owners along these roads and trails may resist but it may only disturb a few for the benefit of many. Therefore, the counties use of the laws of eminent domain may be forthcoming.

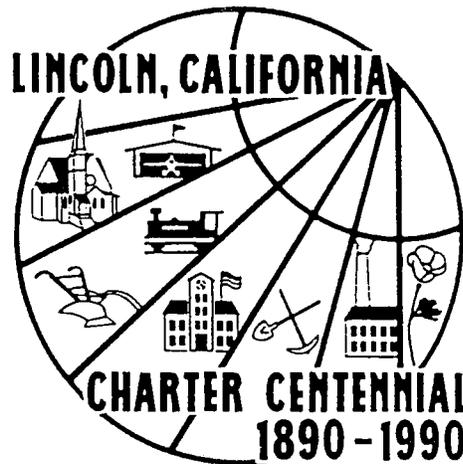
Thank you for your consideration and any assistance you may provide to make the Horse Celebration Park a Reality.

I hope you agree, we need to appreciate, commemorate and celebrate the horse, with an attitude of gratitude!


Charley D. Smith
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916-672-6014 or 916-296-7670

6/30/2018.

COPY TO: ROBERT WYGANT, SUPERVISOR
SHIRLEE HARRINGTON, EIR COORDINATOR.
LISA CARNAHAN, PARKS PLANNER.
GREG MCKENZIE, PCCP ADMINISTRATOR
LAURIE/ERIC FINDLEY, PUBLIC WORKS & FACILITIES.



(Lincoln was **founded** in 1859 and **incorporated** in 1890.)

About the Author:

Jerry Logan was born in the Lincoln area (Mt. Pleasant) in 1924. He attended the schools in Lincoln from 1930 - 1942, and then enrolled at U. C. Berkeley. Service in the U. S. Army intervened from 1943 - 1946, after which he returned to U. C., to earn a masters degree. He taught German, math, science, English, and philosophy at the high school level in Santa Clara County. He also taught teaching methodology at many universities in the U. S. and abroad during summer sessions.

During his teaching career Mr. Logan always kept a part-time residence in his Mt. Pleasant home area east of Lincoln, and this residence became permanent again in 1981. All eight of his great grandparents (Logans, Cates, Cartwrights, Steingers, LaChances) arrived in Western Placer County -- or were born here -- between 1849 and 1879, and all are buried here. It was Mr. Logan's interest in the genealogy of his family which led to the broader interest in the Western Placer area where they lived.

This first volume in a projected series on the history of the Lincoln area is a result of Mr. Logan's intensive research into the places and people who were important to his ancestors -- the entire area now served by the Western Placer Unified School District. The area's past turns out to be a microcosm of U. S. history of that era, with all the strands clearly evident. The events are worthy of preservation.

A special centennial edition

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CHAPTER 5

Western Placer County Towns After 1860

Fifteen years after the start of the gold rush, a "copper rush" excited the adventurous in Western Placer County. "New Mining Town. — Rich Copper Lead," read the headlines in the *Placer Herald* on June 20, 1863. The veins of copper which stimulated the great interest stretched for at least 10 miles, beginning at what is now Godley Road, and extending northwest to and along Bear River to McCourtney Crossing. Several towns were founded to support the mines along the lode.

Wilson. This town was founded June 1, 1863, at the mine owned by the Wilson Copper Mining Co. F. R. Wilson headed the company; Eugene F. Gillespie established the town. It was located on the present Garden Bar Road about 1 mile before the road reaches Bear River. The town map projected a town about the size of Lincoln. The map was filed with the county recorder on August 12, 1863 (map Book A, page 26). On July 4, 1863, a barbecue was held to inaugurate the town. 500 persons attended, and "Whisky flowed as freely at night as streamlets from the sunspressed snowy mountainside in spring..." The Wilson Water Company brought in water through pipes (presumably from Bear River).

Superior. Wilson's twin city, a few hundred yards to the northeast on the ridge, was named Superior. Both towns had stores, saloons, etc. The mine at superior was named the Superior Copper Mining Company. A voting precinct was established in superior. The residents predicted 500 votes would be cast in the fall election from the Wilson/Superior area. 74 votes were actually cast. Wilson applied for a post office and a school. Neither was forthcoming.

By 1864 Wilson had two hotels, and the mines were producing rich ore. But, unfortunately, there was great competition worldwide, and copper prices sank. By 1865 the towns were dying, and on May 25, 1866, we read: "The Wilson Copper Mining Co. in the town of Wilson is being put up for sale by the Constable of Townwhip No. 2 for non-payment of debt (\$96.75) to Oliver Linn." The area revived and the mines reopened in 1899 for several years. Copper was in demand for the newly-created industry of electrical appliance manufacturing. (There was even a post

office there in 1906-07 called "Cains." The postmistress was Edith Cain.)

Cartwright. "Near McCourtney's Crossing, Bear River, a new town called Cartwright is being started. It is the center of a copper district..." This was announced in 1863. The owner of the property there was Hiram M. Cartwright. The town never really developed into anything, although there was a mill and distillery nearby for several years. Cartwright apparently did not have the finances necessary for starting a mine and a town, so he became a stockholder of the Superior Mine. He later bought property in Newtown/Mt. Pleasant, and provided the land on which Mt. Pleasant Hall now stands. (When the copper revival came about 1900, a mine opened across the river from Cartwright's. It was called the Dairy Farm Mine. The town there was called Van Trent, and had a post office from 1904 - 1918.)

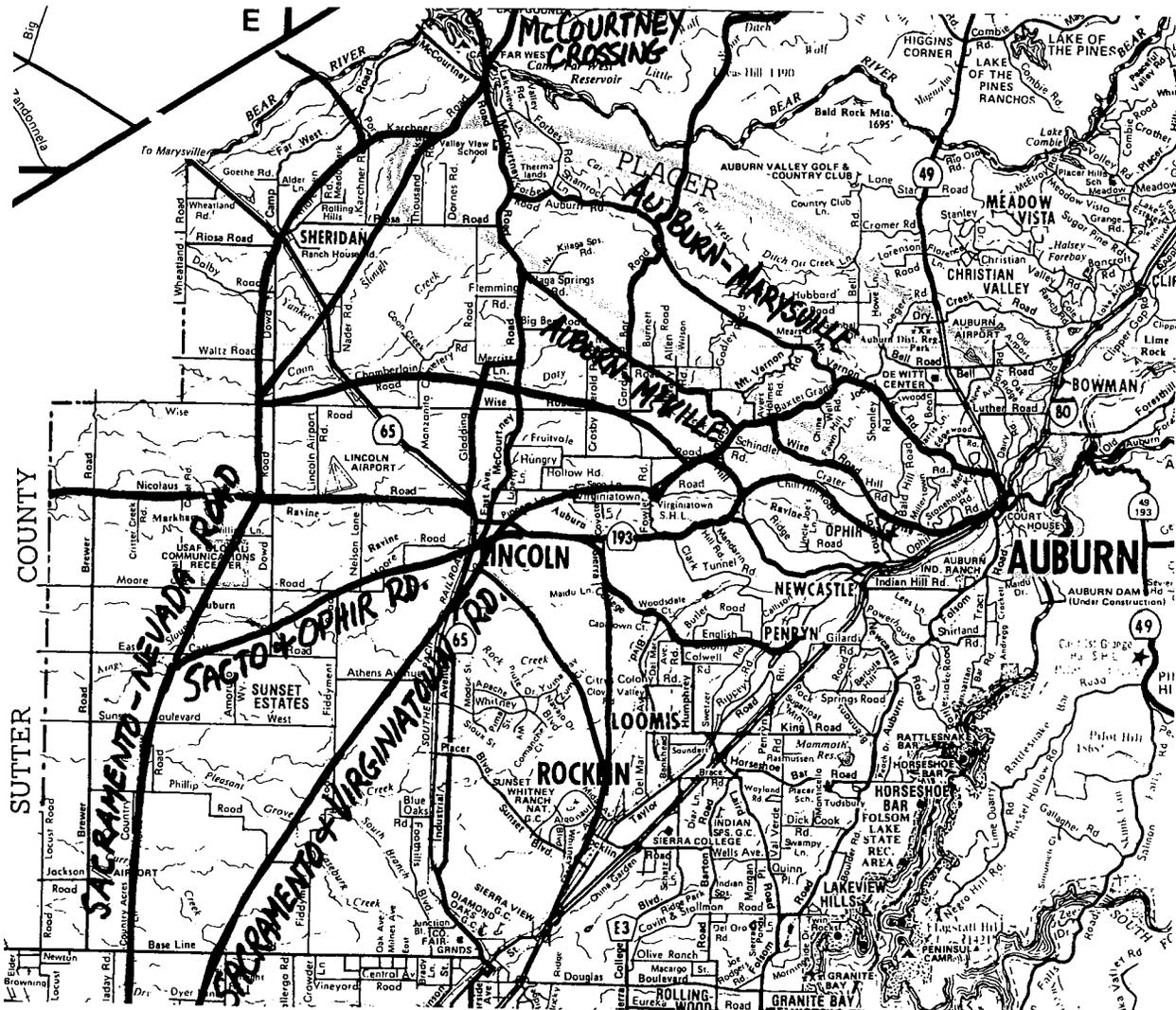
Valley View. At the site of the Whiskey Diggins mine new interest and activity in 1866 (new ore discoveries of various kinds—iron, copper, gold, silver—were announced in newspapers) attracted enough people to start a new town. On March 16, 1867: "Valley View. —This is the name of the new town which sprung up near the rich Harpending mine in this county." It had 2 hotels, a blacksmith shop, livery stables, stores. Crosby, Baker (landowners in the area), and others were involved in the mining. The mining lasted well into this century, but the town slowly dwindled in size. It was located at the end of the present Kilaga Springs Road. (A railroad was planned from Lincoln to Valley View to Van Trent. The idea was abandoned because of problems with several landowners. A railroad line from Sheridan to Van Trent was built in 1914.)

Sheridan. (See Ch. 12.)



CHAPTER 7

“Can You Get There From Here?” Roads 100 Years Ago



Major roads in Western Placer County 100 years ago —
superimposed on a more recent map for comparison

Before the Gold Rush of 1849, the routes through Western Placer were few, and they were mainly in a north-south direction. The earliest route was most likely the wagon trail across Bear River at Johnson's Crossing between Wheatland and Camp Far West. This was the old "emigrant trail," originating in the east and coming over the Sierra and along Bear River into the Sacramento Valley. After crossing Bear River, this trail veered toward the site of the future town of Sheridan. It then continued south, tracing a line

several hundred feet to the west of the present Dowd Road. The eventual terminus was at Sacramento.

After gold was discovered, the number of routes increased quickly. The above-described road branched off to the northeast at Coon Creek. The new branch crossed bear River at McCourtney Crossing and continued on to Nevada City. The original route, at Johnson's Crossing, continued also on up to Marysville.

CHAPTER 11

Sheridan's Settlement and Survival



The Placer Inn in Sheridan when Valentine Tuchsén owned it in 1912. It was built in 1892 by William Dowd, and it was known as the Sheridan Hotel then. It was the only hotel built after the disastrous fire of August 25, 1891, destroyed most Sheridan businesses, including two hotels.

Why is Sheridan still around? The little town did not follow the scripts which doomed all other towns in Western Placer County. All of the others, with the exception of Lincoln, were mining towns, and they died natural deaths when their purpose—supporting miners—had been served. Lincoln was a transportation town. Its location assured its survival in some form. It was also in the center of a large, developing agricultural district which needed supplies. Lincoln's mining dimension did not depend on quickly diminished deposits of gold, but on seemingly inexhaustible deposits of clay. The clay added a third feature to the town, a small but reliable industrial base.

Sheridan was not a mining town. It is not a transportation crossroads. It had no industry. Its

location hardly qualified the town as a scenic resort. But there it is; and it does have a history—and more importantly, a strong sense of identity as a community. There has always been an agricultural population to support a few businesses and a school. And, unlike the other towns, which disappeared, Sheridan is on a highway.

Theodore Sicard settled just northeast of the future site of Sheridan, the first European to settle in Placer County. Claude Chana, discoverer of gold in Placer County (near Auburn on Auburn Ravine, 1844) arrived at Sicard's in 1846, just ahead of the Donner Party. In 1849 Chana bought approximately 18 square miles (11,500 acres) from Sicard along Bear River. Also in 1849 Camp Far West was established as

military outpost of the United States just across Bear River near the foothills.

The spark that started Sheridan (not to be confused with the spark in 1891 which almost finished it) was the energy of Eugene C. Rogers. He settled in the area in 1855. Five wagon roads converged in the vicinity, and in 1857 Rogers constructed his famous shed to accommodate the many freight wagons passing through. "Rogers' Shed" was a large house, 24 feet by 80 feet, with an open 40 by 40 foot shed in front. Teamsters stopped to eat and to service their horses and wagons.

Soon there was a race track. Then dances were held at "the shed." It became a social center, people coming from Marysville, Grass Valley, Nicolaus, etc. (there was no Lincoln yet). A 40 foot high lookout tower with a telescope was erected nearby so stockmen in the area could check the location of their herds. Rogers started a school and hired a teacher in 1864.

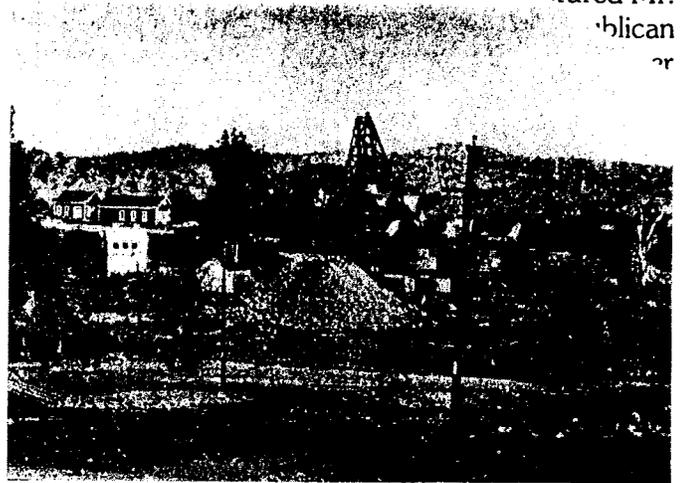
In 1866 the railroad came through from Lincoln to Marysville. Although the first depot was built near the shed by farmers in the area, it was moved into the developing town (about 1,000 feet away) in 1868. By 1869 the name "Sheridan" (in honor of Gen. Phillip Sheridan) appeared in newspapers.

Mark Hopkins, of railroad and San Francisco hotel fame, owned property in the area, and he was instrumental in giving the new town a boost. He financed the new flour mill for Daniel Click. It was a large mill and the only one then in Placer County. The town was surveyed and laid out in lots and blocks (see Mapbook A in the Placer County Recorder's Office). John Ziegenbein opened the first store in Sheridan.

Young Dougherty, a partner with Rogers from the beginning, was the first postmaster. The post office opened July 10, 1868. (See Chapters 6 and 10 for information concerning Sheridan's schools and hotels.)

Mr. O. K. Hopkins was the Wells Fargo & Co. express agent and also operator for the Atlantic and Pacific Telegraph Co. in 1875. Walter Neustadt had the store then; Peter Frichette was the blacksmith. Mr. Brock was a partner with Dan Click in the flour mill. Rogers was the railroad land agent. J. L. McDonald was superintendent of the flour mill. He had started McDonald's Mill near McCourtney Crossing in the 1850's, having been a soldier at Camp Far West.

In 1876 the town experienced a little growth—a second hotel, a barber shop, a variety store, a shoe



Van Trent was east of Sheridan on McCourtney Rd. at Bear River. The Dairy Farm Mine was here. A railroad connected the mine with Sheridan (about 1905-1917.)

store/shop, a pork packing plant. Greitman now had the main store; and Rains joined him by 1878.

Sheridan began to decline by the mid-1880's. Its official population probably never reached 100. The official U.S. census of 1880 showed 12 citizens who were permanent residents of the town, but the surrounding countryside showed a voting population of 130 (women and children not counted).

The valiant band of hard-core Sheridan boosters kept trying, but their efforts to create a thriving town at a rather unpromising location (economically) were doomed. The final blow came in August of 1891. A fire started in the Sheridan Hotel and a south wind spread the flames through the business district (see Chapter 8). Almost 100 years later, weed-filled empty lots symbolize Sheridan's unrealized hopes.



CHAPTER 12

Post Offices, Postmasters, Politics, and Precincts

The earliest big towns in Western Placer County all tried for years to get a post office. Gold Hill, Virginia, and even Ophir petitioned for one. But the first U. S. post office west of Auburn went to none of these towns. It went to the smallest town along Auburn Ravine then. Following, in chronological order, are the post offices and their first postmasters:

Oro City. This first post office opened on January 6, 1853. The town was located between Gold Hill and Virginia(town). After almost one year, this post office closed (Dec. 20, 1853). It reopened two years later, March 2, 1855, then closed for good June 3, 1858, moving to Virginia. Oro City was finished as a mining town by them. The first postmaster was Chauncy Langdon.

Coon Creek. This office was apparently in the Kentucky House on the south side of Coon Creek (west of Dowd Road). It opened on January 3, 1856. The first postmaster was John Barnes, who had a ranch on Coon Creek near the Chamberlain Ranch. D. B. Goode, proprietor of the Kentucky House, was postmaster after Barnes. The office closed on June 13, 1860.

Virginia. The day the post office closed in Oro City (June 3, 1858) it reopened in Virginia(town). The first postmaster was Robert W. Lyon. He was born in 1812 in Missouri. The office remained open until April 2, 1866, long after the founding of Lincoln caused the town to fade in size and importance. The office was located on the south side of the main street, next to or in Aldrich's store.

Lincoln. February 5, 1862, John Barnes became the first postmaster in Lincoln. Barnes formerly had a store in Newtown and was the first postmaster at Coon Creek (see above). He was originally from Pennsylvania. The first post office was very likely on 5th Street, between G and F, north side. Barnes, also the tax collector, and Peter Singer, Justice of the Peace, had an office on the second lot east of the alley. Wm. D. Ingram became postmaster later, and the P.O. was located in his store on G Street. The post office became a "Presidential Office" January 1, 1892.



The Lincoln Post Office in the last century was in Ingram's Drug Store, east side of G Street between 5th and 6th.

Sheridan. July 10, 1868, was opening day for the post office. Mr. Young Dougherty was the first postmaster. Eugene Rogers of "Rogers' Shed," the founder of Sheridan, took over in 1870 and remained for 16 years. During its first 100 years of operation, the Sheridan office changed postmasters 15 times.

Two other post offices were established in Western Placer County just after the turn of the century. They were:

Van Trent. October 11, 1904 - March 15, 1918. Frank H. Peyton, first postmaster. Located at Dairy Farm Mine, near McCourtney Road and Bear River crossing (before the lake was formed).

Cains. June 19, 1906 - March 30, 1907. Edith M. Cain postmistress. Located at Garden Bar Road on the French (later, Jordan) Ranch. Site of 1863 town of Wilson. The old mine reopened in the 1906 era as the Olgol Mine.

POLITICS AND PRECINCTS.

"Mass Meeting of the Democracy at Gold Hill. 500 Democrats present. Gold Hill, September 27, 1856." (*Placer Herald.*) Political activity served to provide excitement and entertainment for the hard working miners and farmers in the last century. There were flag raisings and banners, candlelit mass meetings, flamboyant oratory, and much cheering and booing.

The newspapers stoked the fires of political passion without restraint. The fiercely Democratic *Placer Herald* and the equally partisan, staunchly Republican, *Stars and Stripes* thundered at their political opposites and at each other.

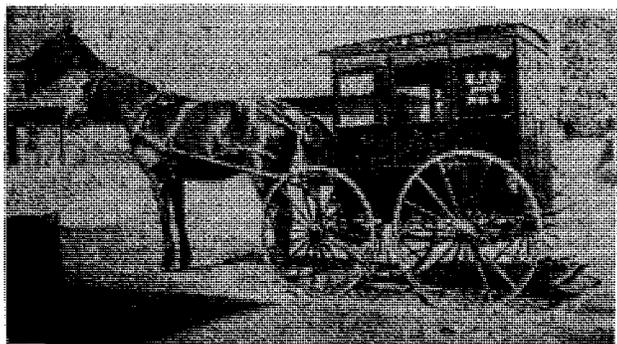
The first election in the area after California became a state was in 1852. Precincts were located at Hill and Devane's store in Gold Hill, Cox's Ranch at McCourtney Road and Coon Creek, and at Gray's Hotel on Auburn Ravine east of where the present Nelson Lane crosses the creek. The next general election, in 1856, saw Newtown (Mt. Pleasant) added. By 1858, Fox's flat was a precinct.

Lincoln joined the political battles soon after its founding. By 1863, Lincoln had a Democratic Club with Peter Singer as president. Republicans were also active; John Barnes (postmaster) and George Aldrich were leaders. An election in the fall of 1863 shows the following number of voters casting ballots at the various precincts in the area:

Virginia(town)	119
Gold Hill	103
Superior (Garden Bar)	74
Dunn's Shed	47
Fuller's Ranch	30
Cox's Ranch	16
Lincoln	286

In 1868 a mass political rally in Lincoln brought in railroad coaches full of people from as far away as Marysville and Sacramento. Racism was very prevalent, directed mainly at Chinese and Negroes.

Local politics concerned voting for county supervisors (only 3 then), township constables, justices of the peace, school taxes and trustees, and local roadmasters.



Austin B. Crook, grandfather of the present day (1990) Grey Brothers, carried the mail to some rural areas around Lincoln in this horse-drawn wagon at the turn of the century.

An 1877 Republican rally in Sheridan featured Mr. Fulweiler as speaker. Miss C. M. Pitcher, Republican candidate for Superintendent of Schools in Placer County, was there. The *Placer Herald* was not pleased "to see American women unsexing themselves and trying to occupy positions never intended for them by the Creator." Women, of course, had no right to vote in the 19th century.

1880 brought some excitement to Lincoln. The President of the United States was to stop in town (Rutherford B. Hayes). Schools and businesses, including the pottery, closed. Mrs. Hayes aroused much interest. She had brought strict temperance to the White House, and was often referred to as "Lemonade Lucy."

The political focus in 1886 was on the "Chinese problem." Lincoln had the "Lincoln Anti-Chinese Club." There were threats of boycotts against anyone hiring Chinese. The pottery became "all white." The basic concern was jobs.

1890 brought genuine local politics to Lincoln. The village voted to become an incorporated town on July 31, 1890. From then on the election of town trustees (now city councilpersons) would entertain the residents every two years. The first trustees elected were A. J. Gladding, John Haenny, Thomas B. Harper, Fred Wastier, Sr., and C. H. Hoppert. Town Clerk was Fred Wastier, Jr.; Town Marshal, T. McKenna; Treasurer, Wm. Ingram. Haenny was chosen by the trustees as the first mayor.

Town Trustee meetings provided entertainment too. Early features were ordinances against cows running loose in town, pig problems, the condition of residential and business outhouses, and a "house of ill fame" on Auburn Ravine.

CHAPTER 17

Down on the Farm

The longest-running show in Western Placer County was not gold, coal, or clay. Theodore Sicard planted and harvested wheat on the south side of Bear River in 1845. While visiting Sicard in 1846, Claude Chana noticed that pits of dried fruits brought from the east were being tossed away. He and Sicard gathered all the peach pits they could find and planted them. Chana had some almonds he had saved from a going-away party he attended before leaving St. Joseph for California. They planted these too.

Later, apple and pear seed, plum pits, and 200 grape cuttings from Mission San Jose (1848) were planted. Everything grew well in the Bear River bottom land. High profits were realized from fruit, vegetables, and wine sold to miners and early settlers. Thus began the industry of agriculture in Western Placer County.

Coon Creek attracted many of the earliest farmers in the Lincoln area. Christian Kier settled near there in 1846, and Cornelius Quinn arrived there on September 20, 1849. He believed that stock raising and farming were more important than mining. Quinn was the first to sow and harvest grain in the Coon Creek area. He also became a wealthy stock raiser, whose herds ranged as far as the site on which Lincoln was later built. He formed a partnership with Paul Cox, "Cox and Quinn." Their ranches were east of McCourtney Road and along Coon Creek.

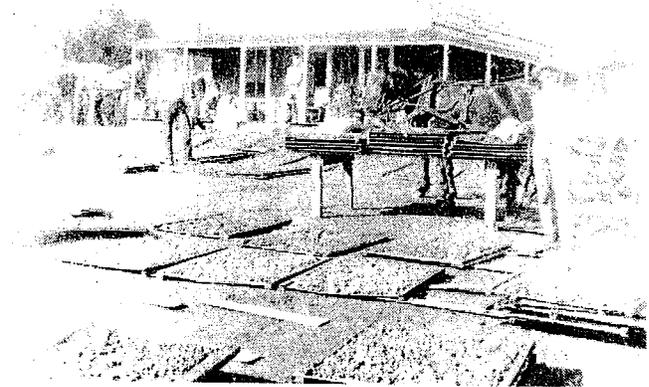
Many other settlers came to this area in the 1850's. Most ranches began with 320 or 640 acres. Typical of the time was an advertisement announcing the sale of J.P. Dameron's Coon Creek ranch in 1864: "140 acres under cultivation, 25 acres of hay, 150 head of fat cattle, horses, 2,000 bushels of barley, 1,500 bushels of wheat, 40 tons of hay."

In 1858 many "labor saving machines, reapers, headers" were reported operating on the farms, including the McCormick, or Manny, Reaper and the Haines Heading Machine. Smut was starting to affect the grain quality, so seeds were soaked in bluestone, or copper sulfate. Grasshopper plagues were especially harmful. The insects were reported covering fences, houses, barns and stripping the foliage and even the bark from fruit trees.

In 1855 Eugene Rogers started his shed at Sheridan (see Chapter 11). Mark and Mose Hopkins had a 1,000 acre ranch east of Sheridan, next to the James French ranch. French and Hopkins (of transcontinental railroad and San Francisco hotel fame) ran their cattle together. Hopkins was later instrumental in getting Dan Click's flour mill built and operating in Sheridan. In 1875 the mill was operating 24 hours per day. In 1885 Click modernized his mill, but by 1886 he was bankrupt.

Joseph Walkup (a senator, and then lieutenant governor) and Samuel Wyman had several thousand acres along Auburn Ravine east and south of Lincoln in the 1850's. They harvested the first large wheat crop in that area in 1852.

The showplace of early Placer County agriculture was the Nickerson Ranch on Doty Ravine, west of Crosby-Herold Road. Hundreds of varieties of fruits and grapes were cultivated. A three-story winery and brandy distillery, made of granite, 100 feet by 50 feet, was constructed. Its technology was quite advanced for the time. A detailed description of the Nickerson Ranch and winery, written in wonder and awe, can be found in Thompson and West's History of Placer County, pages 243 - 246 (1882; many libraries and individuals have copies and reprints).



The Cartwright farm in Mt. Pleasant — drying raisins. Cartwright gave a part of this ranch on which to build the first Mt. Pleasant Hall (1892).

Spring Valley Ranch was also a showplace, encompassing over 20,000 acres south of Lincoln. Begun in 1855 by George Whitney, it was developed later by J. P. Whitney. Many accounts of this ranch have been written.

The ranches with the largest assessed value in 1863 were those of Joseph Walkup (Auburn Ravine), Titus Ewing (Coon Creek near the railroad), the Chamberlains (Coon Creek near Manzanita Cemetery), and Jonathan Mariner (near Coon Creek and Dowd Road)—in that order.

30 years later (1892) Western Placer's biggest ranches were: Whitney, 21,756 acres; Kaseberg, 16,284; Mrs. Atkinson, 6,426; Peter Ahart, 4,200; J. S. Mariner, 3,113; James French, 2,788; and Christian Kier, 2,033.

The Lincoln area products were very familiar to early California State Fair goers. In 1869 the Chamberlains won the medal for the best 500-acre grain farm in California. Nickerson had the best red wine, best claret, best grape brandy, and best fruit display in 1871. E. J. Sparks (club wheat), Joshua Reeves (livestock), Chamberlain (Catawba wine), and Nickerson (a great many items) won first prizes in 1872.

The earliest vineyard and winery in the area was that of Stephen Burdge. He got the grape cuttings from Sutter's Hock Farm and planted them at his ranch on Doty Ravine and Wise Road. He made wine (from Sutter's grapes) in 1852. His own first harvest and pressing took place in 1854. In 1880 Burdge opened a winery in Lincoln, near the SW corner of 5th and E.

Turkeys were also plentiful in Western Placer in the 1860's. There were ranches near Lincoln and, especially, just east of Sheridan. In 1871 turkeys were selling for \$1 - \$2 per bird. (Chickens were \$.75, and geese were \$.75 a pair.) In 1874 a "turkey plague" wiped out the flocks on the ranches east of Sheridan.

By 1876 fruit was becoming economically important. Solicitors from the eastern states were here looking for fruit to buy. The first refrigerator cars were being built. 20 - 30 teams were busy hauling fruit into Newcastle, the major shipping point. C. M. Silva and Son was the big name in shipping and nursery stock.

Fruit and vegetables were also dried. Some prices paid by dryers to farmers per ton were: tomatoes, \$10; peaches, \$20; apples, \$12; nectarines, \$20; pears, \$15; apricots, \$40; and prunes, \$50.

Whitney planted large acreages of citrus fruits and

grapes for raisins. He founded the Penryn Fruit Co. By 1887 Placer County was called the "banner fruit county of the state," and had the best fruit display at the State Fair.

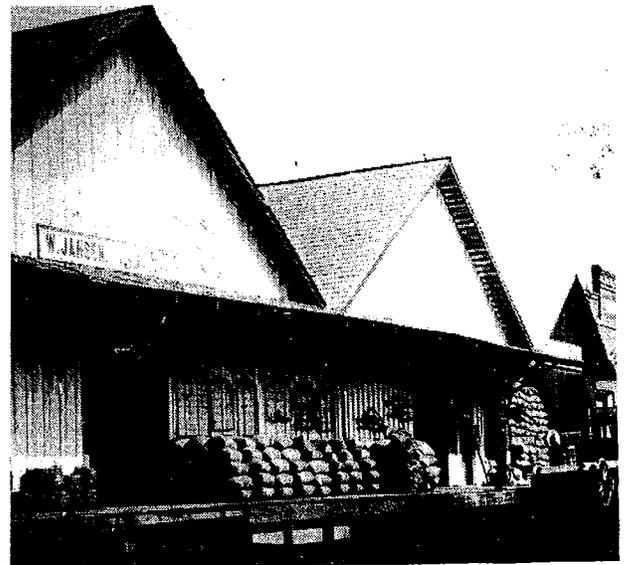
By 1890 the Mt. Pleasant area was famous for grapes, raisins, wine, and brandy. There was a move to rename the area "Vineland." The leading vineyards were those of Hiram Cartwright, followed by Crosby, Foster, Dr. Carey, Dr. Manson. Larkin Fowler advertised 100,000 grape roots for sale.

Lincoln's first cannery opened in 1895 (7th and H).

Newspaper articles about the "wheat belt of Placer County" appeared in 1881. It was described as 10 miles long, from Bear River to the American, and from the foothills to Sutter County. 128,000 acres of wheat averaged 18 bushels per acre. In 1882 wild geese were reported as a big problem to grain farmers.

Much of the wheat went through Lincoln's longest lasting agricultural business, that of Walter Jansen. When he went into business for himself in 1894, he was in the "twin warehouses" (still used in 1990) built by George Aldrich in 1880.

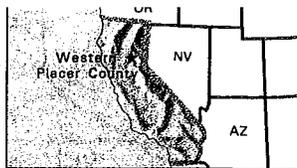
Meanwhile, what happened to Chana? He lost all his land to title problems and mining debris from Bear River. He moved to Wheatland and started a small winery, using grapes he bought from others. He had tried remaining solvent by opening a toll bridge.



These "Twin Warehouses" were built just after 1880 and were the original location of Walter Jansen's grain business. They are now more than 100 years old and can still be seen rising above the brick facade in the middle of the Jansen Block.

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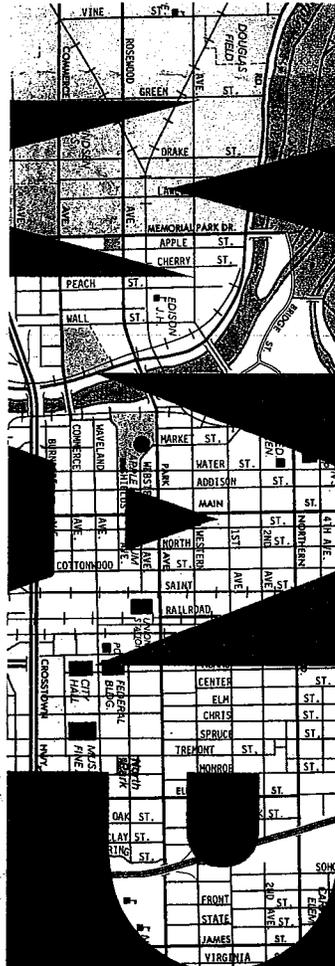
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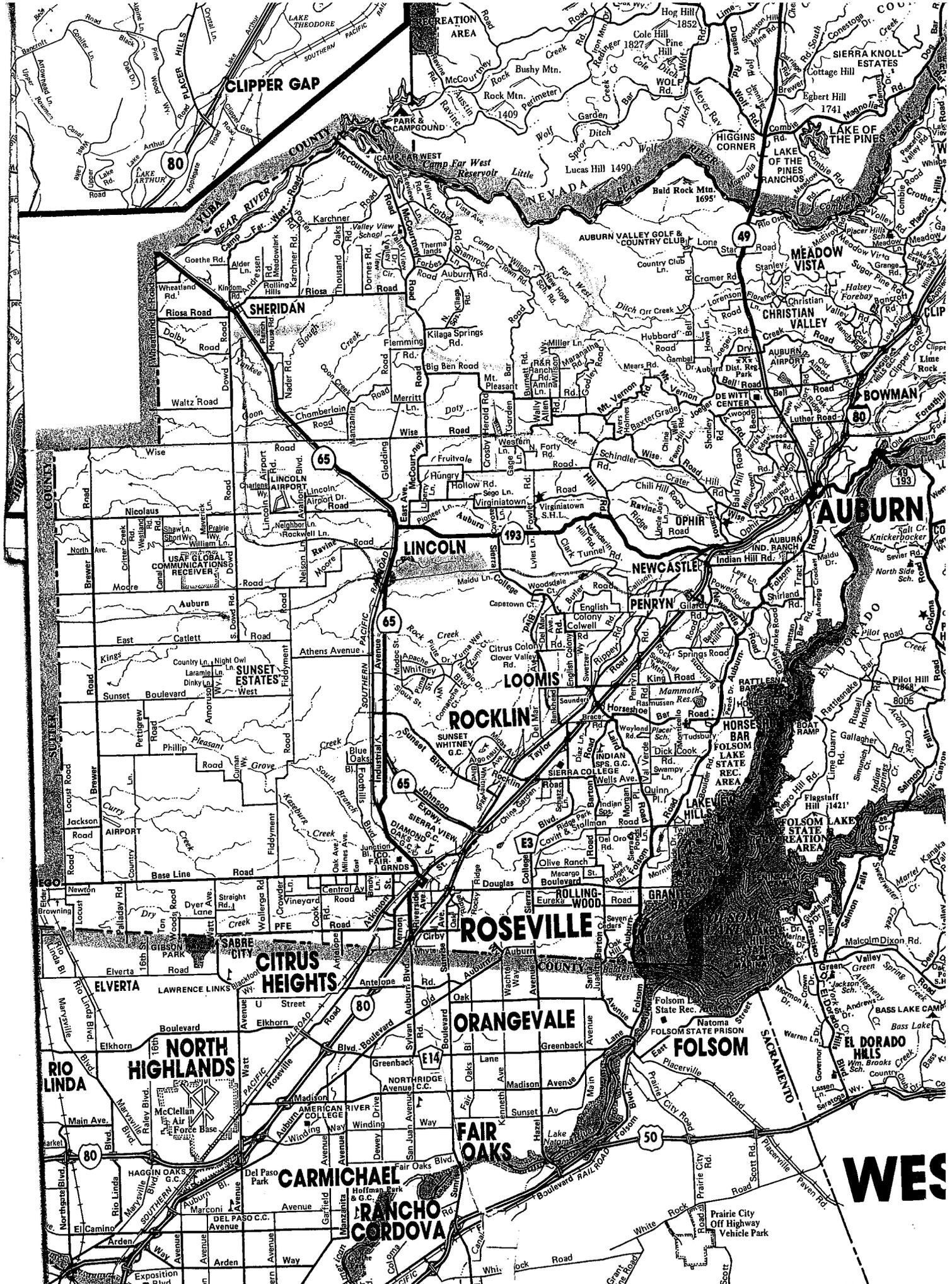


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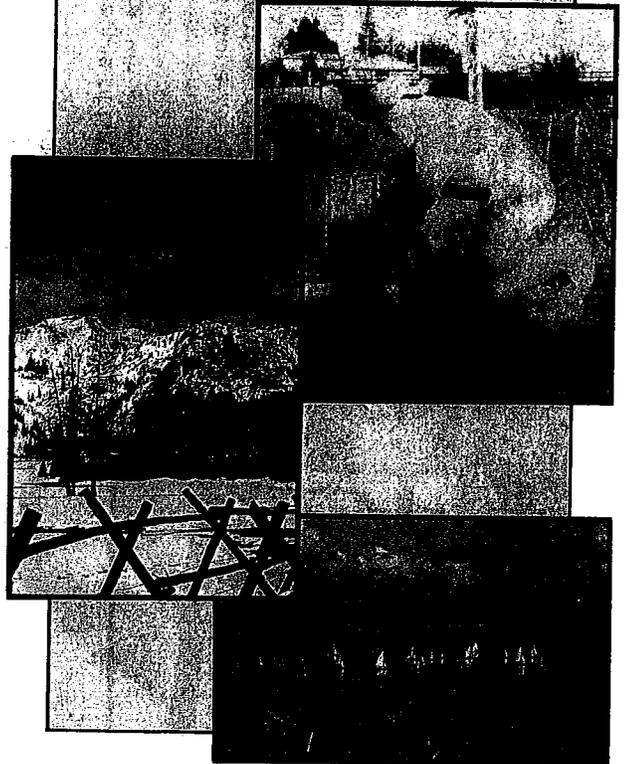
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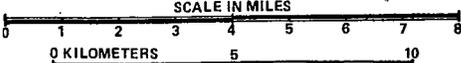
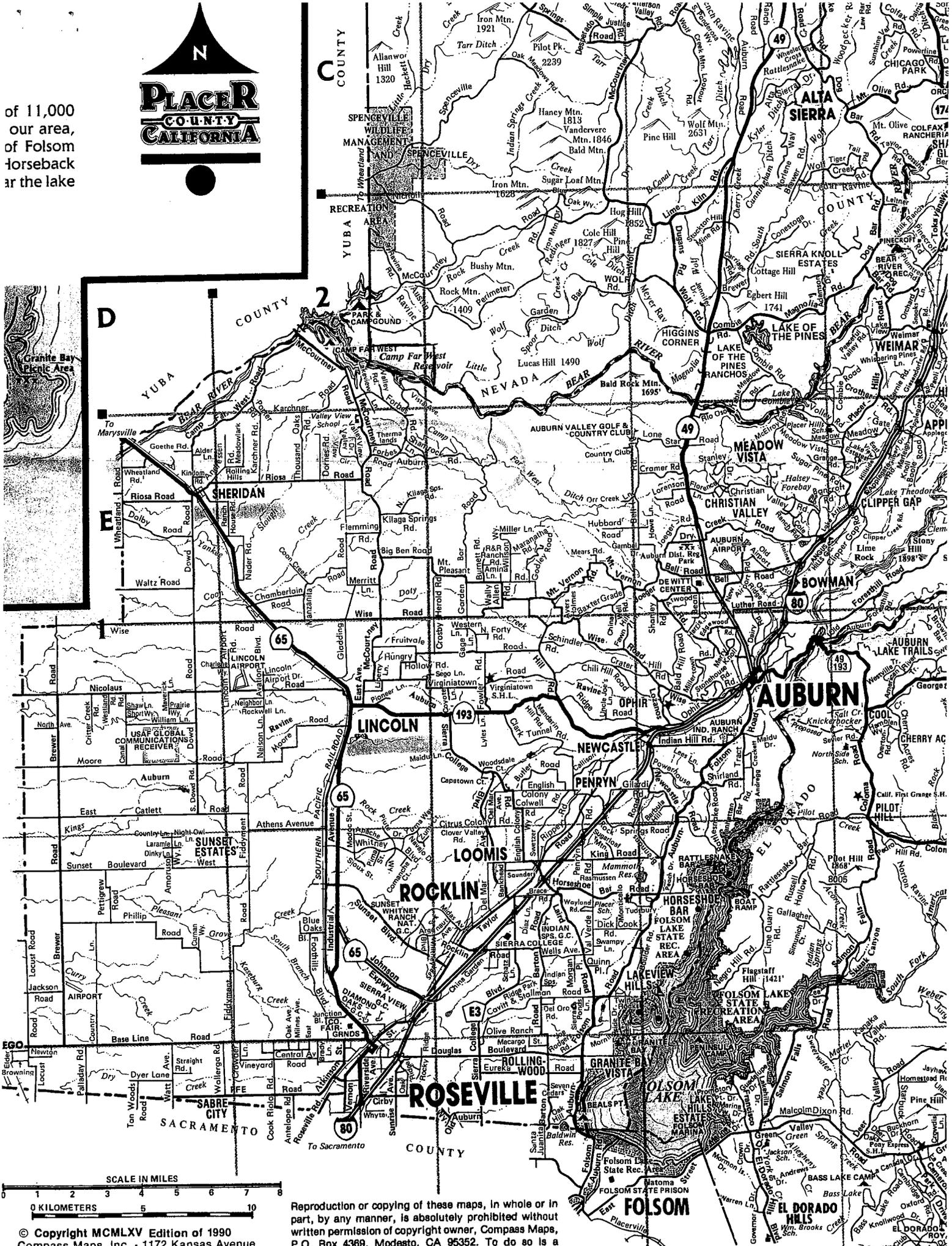


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of 11,000
our area,
of Folsom
horseback
at the lake

PLACER
COUNTY
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**WESTERN PLACER COUNTY
AND LINCOLN
ACCORDING TO HISTORY
Volume 2 (1901-1950)**

By Jerry Logan

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of the Stanford Ranch development.

Chamberlain Ranch. Established more than 140 years ago on Coon Creek north of Manzanita Cemetery, this ranch was owned by the Chamberlain family for more than 100 years. Over 2000 acres were devoted to raising stock and grain. Chamberlain descendants became prominent lawyers in Auburn, but still maintained control of the ranch.

Oakwood Stock Ranch. Melville Lawrence and Harry Comstock bought the old Kier ranch at Daneville — intersection of McCourtney and Fleming roads — just after the turn of the century. Harry and George Comstock were the men “on site” most of the time, and Lincolmites referred to the ranch as the “Comstock Ranch,” although its official name was the Oakwood Stock Ranch. It was most famous for its thoroughbred racing horses, which were shipped all over the U.S. There was a full-sized racetrack along the east side of McCourtney Road for training. Sheep and other products were also raised on the place, and there was an impressive mansion southeast of the road intersection. The ranch had financial difficulties in the late 1930’s. In 1942 Harley and Foryst Hutchinson bought the 1274 acres and established a profitable farming operation until well past 1950.

Richardson/Wiswell. This famous ranch was once a stagecoach stop and boasted the “Colonial House,” the most elegant home and inn between Sacramento and Marysville. The farm once had 6000 acres, and through the years has produced grain and stock, especially sheep. It has been in the Wiswell family since 1864, and is located on McCourtney Road south of Coon Creek.

Moore Brothers. John Fred Moore purchased the old Hollis Newton ranch near the intersection of Moore and Fiddymont roads at the turn of the century. His son John, and then his grandsons Fred, Robert, and Roy expanded the ranch, producing mainly grain, to over 2500 acres by mid-century. This was a model farm operation for the entire 1900-1950+ era, boasting much mechanization and its own machine shop.

James French. Cattle and horses were the main products of pioneer James French on his ranch near the intersection of McCourtney and Forbes roads. He began this ranch in 1856, having come to Placer County in 1851. Before he died in 1922, his ranch had expanded to almost 3000 acres. For a time he was associated with the famous Mark Hopkins in stockraising east of Sheridan.

Mariner Ranch. The original Mariner ranch, begun in the area of Wise and Dowd roads in 1854, remained in the family through four generations and well past the 1900-1950 era. At one time the Mariners were farming over 3000 acres. The pioneer founder of the farm was Jonathan, followed by his son Jacob, then his son George, then his son Dick.

Mitchell Ranch. James Mitchell started the ranch near Dowd Road and Coon Creek in 1867. He died in 1888, but his wife, Lydia, continued and expanded the ranch to 1400 acres by the time of her death in 1921. The property remained in the family after her death, operated by sons-in-law George P. Ahart and James M. Tucker, until well after 1950.

Albert French. Hillsdale Ranch was established at the upper end of Garden Bar



**This Dairy Farm
Mine Industrial
Railway Shay No. 1
locomotive pulled
ore cars from the
mine on
McCourtney Road at
Karchner Road over
8 miles of track to
Sheridan from
1915 to 1917.**

CHAPTER 5 SHERIDAN, THE OTHER SURVIVOR

Twelve towns were born in Western Placer County in the 1850's and 1860's. Ten of them died before 1880 (Gouge Eye/Pleasant Grove, Gold Hill, Oro City, Virginia(town), Newtown, Fox's Flat, Daneville, Wilson, Superior, Valley View/Whiskey Diggings). Sheridan and Lincoln survived. Lincoln developed a varied economic base, anchored by the pottery and fed by a large agricultural area that needed a shipping point and vital services. But what kept Sheridan alive? Mainly, location. The town was at a crossroads, and it was on the railroad. Its only claim to any economic importance was as a shipping point for the relatively few farms in the area. By the turn of the century, the ranchers, and a few travelers, supported a combination store and post office, a small hotel, a bar, a small railroad depot, a small flour mill, and a school. The hotel, flour mill, and depot were gone well before mid-century, but the servicing of auto traffic soon provided another small business. Had Sheridan not been on a highway and railway, it most likely would have disappeared as did the other early small towns that lacked a lasting manufacturing-commercial base.

Sheridan always appeared to be on the verge of becoming something other than a small crossroads village, but then disaster would strike. It had a flour mill, but that burned down. It had a second railroad connecting it to the Dairy Farm Mine and the town of Van Trent, but then the mine closed during WW I. A real estate promotion establishing several colonies for easterners seemed promising, but then stalled. A citrus boom to the east, in Thermalands, got off to a great start, but then a big freeze destroyed most of the trees.

Of all these disappointments, the big fire of August 1891 was the most crucial. The

Originally there were 28 electric street lights. The number was increased to 35 in early 1900. Mr. E.D.N. Lehe was the local representative for the "Yuba Light and Power Co." By the end of the year 1900 there was mention of a power substation of the "Bay Counties Electric Power Co." on the SE corner of 7th and G streets, when Mr. Lehe was ordered by the Town Trustees to drain his lot at that location. In 1901 the electric company was also ordered to move its power poles completely to the edge of G Street.

In those early years people knew little about electricity and had to be warned often not to touch live wires and downed wires. The lines tended to break and start grass fires. Power surges were strong enough to burn out all the lights in town occasionally, and power outages were frequent.

By 1903 the Bay Counties Power Co. was replacing bare wires with cables, etc. Also in 1903 electric power was turned on at the Gladding, McBean & Co. pottery.

In 1905 the existing company serving Lincoln was purchased by the California Gas and Electric Corporation, "the largest electric corporation in the world." The name was later changed to Pacific Gas and Electric Co. Thus PG & E was born, and the company served Lincoln through the rest of the 1900-1950 era and well beyond.

Lincoln celebrated the arrival of natural gas as a service of PG & E on July 7, 1939. Downtown streets were roped off for the occasion, and 1500 people attended the street dancing and other events, such as gas cooking demonstrations.

ROADS AND ROAD NAMES

The oldest roads in Western Placer County have mainly disappeared. Those roads existing when Lincoln was founded in 1859 had developed wherever the going was easiest and shortest for getting from "here" to "there." Difficulty in crossing streams or other natural barriers might alter a direct-line route.

As the land became settled, and smaller farms were common, the people didn't like roads cutting through their property at all angles. Therefore, as roads were improved and as new ones were laid out, they tended to be put along property and section lines wherever possible.

Any of the original routes left today were either already along property lines, or they were in hilly or swampy areas where following the property lines would present difficulties for vehicles.

The original routes which remain are parts of those now named McCourtney, Sierra College, Highway 193, the eastern part of Virginiatown, Chamberlain, Wise (east of Wally Allen), Auburn Road, Pioneer Lane, and Karchner. For the most part, they follow the same routes used more than 130 years ago.

But most of the other roads we now use were constructed later.

NAMING ROADS

The original roads were most commonly named according to the major towns they

connected: Sacramento-Virginiatown Road, Auburn-Marysville Road, etc. At the beginning of this century roads tended to bear numbers rather than names: Highway 99E, County Road #10, etc.

More recently roads have been renamed, the major roads often according to geography, other roads according to a prominent pioneer in the locality served.

✓ **GEOGRAPHICAL NAMES**

Auburn Road (Thermalands area). Originally this was part of the "Auburn-Marysville Road" coming down Mt. Vernon to Mears, then NW and across Coon Creek near Garden Bar Road, then down the present stretch to McCourtney.

Big Ben Road was named after the Big Ben Consolidated Gold Mining Company. The mine can still be seen on the south side of the road. The first shaft was sunk in 1863. In 1923 the mine was reopened, and was at a depth of 500 feet.

✓ **Camp Far West Road.** Camp Far West was a U.S. Military outpost in 1849 on the north side of Bear River, about 1 1/2 miles below the lake. The name now designates the nearby lake and a cemetery founded in the immediate area in 1844.

Chili Hill Road. The hill east of Gold Hill was called Chili/Chile Hill after the Chileans who lived there before 1885, mainly the Cosme Vicencio family.

Fruitvale Road. The community of Fruitvale was named after the school organized there in 1888. The name and the school apparently originated with Lewis C. Gage, a local resident who became the school's first teacher. The old school is still there as a community hall.

Garden Bar Road. Garden Bar was originally a mining claim and crossing on Bear River. It was named after a Mr. Gardner, and was originally Gardner Bar. There was a Gardner Claim and a Gardner Company (mining) in the area.

Gold Hill Road. Gold Hill was a mining town founded in 1851. A monument marks the spot along the road just north of Auburn Ravine. There is also a cemetery, established in 1851, adjacent to the site.

Hungry Hollow Road. The road leads toward Mt. Pleasant, which was originally a mining camp named Hungry Hollow (1851-1855). The camp was immediately west of the present Mt. Pleasant Hall.

Kilaga Springs Road. The name Kilaga was originally often written Ki-La-Ga. It was formed from the first two letters of the last names of the owners of the Valley View Products Co.: Judge J.B. Landis of Auburn, E.C. Gaylord of Lincoln, and E.M. Kimberlin of Oakland. They started a resort at the site of the former Whiskey Diggings mine, and bottled the mineral waters found there. The resort was Kilaga Springs, and the "Ki-La-Ga Water" was sold in bottles in stores in many areas in the 1920's.

Manzanita Cemetery Road serves the cemetery as well as other properties. At this spot originally was a grove of oak trees and thick stands of Manzanita. In the earliest days it provided a hideout for horse thieves. It was called Manzanita Grove, and after 1855 Manzanita

School was located here. The original cemetery (1852) was at the NE corner of the grove.

Mt. Pleasant Road was formerly called Hawk-Logan Road (after two major ranches along the route). It was recently named for the community through which it runs. The name Mt. Pleasant comes from the school which was organized here in 1855, in the town of Newtown, formerly Hungry Hollow.

Mt. Vernon Road runs through the community of Mt. Vernon, named after the school built near the road in 1877. The road was referred to earlier as "Old Wagon Road." A Mt. Vernon Community Hall was built along side the road, but is now gone from the area.

Nicolaus Road connects Lincoln with the Sutter County town of Nicolaus. This road was the main road into Lincoln from the north and the west for many years. Within the city limits it was "Ninth Street," and it crossed the RR tracks and connected directly with G Street.

Riosa Road. Bear River runs parallel to, but well north of its namesake, "Riosa." The Spanish name for the river was Rio de los Osos, and also "Rio Oso," which the Yankees then condensed to "Riosa."

Virginiatown Road. The part of the road from Fowler Road east past the historical marker and on to Gold Hill is the original 1850's route. It formed the main street in the mining town of Virginia.

FAMILY NAMES

Andressen Road. Christian Andressen, born in Norway, came from San Francisco to Sheridan in 1915 and started a general farm along the road that now bears his name. Hope Andressen Grey, his daughter, still resides in Western Placer County.

Burnett Road was named for "Ned" Burnet(t), a prominent resident on the road. He bought the Dr. Cary home in 1916. The Cary home, built more than 100 years ago, still stands along the road.

Crosby-Herold Road. Josiah Crosby had started a ranch and a mine in Mt. Pleasant before 1860. His place was 1/2 mile north of where Mt. Pleasant Road and Crosby-Herold intersect. To the east and south of this intersection stretched the ranch of Adam Herold. He was treasurer of the State of California when he bought the ranch in 1886.

Dalby Road.* Franklin Dalbey left Iowa and settled on 640 acres west of Sheridan in 1867.

Dowd Road honors the pioneer Dowd family. The original settler, James Dowd, farmed West of Lincoln. He was born in Ireland in 1827.

Fiddymment Road. The Fiddymments are a pioneer Roseville area family, but the road named after them extends into the Lincoln area.

Fleming Road. Albert Carlile Fleming came to California in 1853, to Gold Hill briefly in 1861, and finally settled in Lincoln in 1870. The Flemings were associated with the railroad, the post office, and several businesses in Lincoln. The Fleming farm was established

* The earlier family used Dalbey, changing it in later years to Dalby.

northeast of the intersection of the present Gladding and Fleming roads.

Forbes Road. John Forbes and his sons Jack and Harold were part of the Thermalands orange orchard planting boom. They moved there from Mill Valley in 1913. The orchards froze in the early 1930s, and Jack, who was operating the ranch then, went into business in Lincoln as an insurance agent.

Fowler Road. Jeremiah and Elizabeth Fowler came around the Horn to San Francisco in 1849. After several moves, the Fowler family settled in Fruitvale, east of Lincoln, in 1870, and their descendants still prosper there and elsewhere in the area.

Gladding Road perpetuates a name long associated with the pottery in Lincoln. Charles Gladding was a founder of the factory in 1875. Later Gladdings also had a ranch near Coon Creek on what is now Gladding Road.

Godley Road. Sarah Godley and her son, Montgomery, came from San Francisco in 1890 to purchase one of the first parcels of land in the Heredia Tract. The road serves the present residents of that tract.

Karchner Road runs past the original ranch started by Nicholas Karchner in 1855 east of Sheridan. He was born in 1824 in Pennsylvania.

McCourtney Road. John H. McCourtney had a trading post on Bear River in 1850. He built a toll bridge across the river that year, thus making a more direct route from Sacramento to Nevada City via McCourtney's Crossing.

Moore Road was named after the family that has owned and operated ranches along the road since 1896. One of the oldest ranches in the area, the original ranch there was settled by George Sewell in the 1850s.

Nelson Lane. Nels Nelson was farming in the Central District more than 100 years ago. He was born in Sweden in 1849.

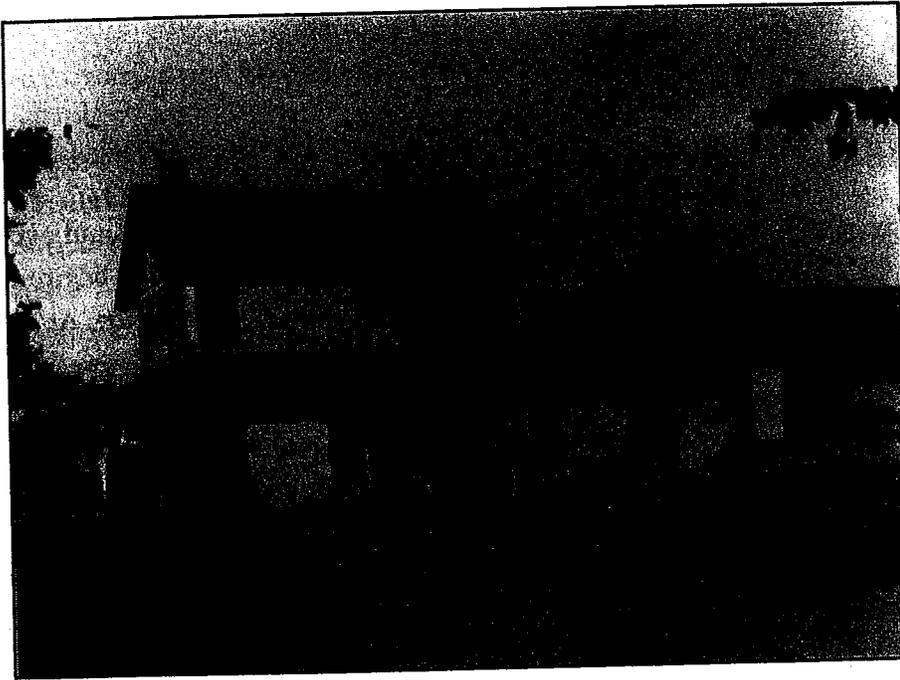
Nader Road. Henry Nader came to the Daneville/Manzanita area in the 1860s. He was born in Germany in 1830. For more than 120 years the Nader family operated the farm started by the original pioneer.

Schindler Road. John and Jacob Schindler had mines and farmland north of Gold Hill in the 1860's. They came from Switzerland.

Wally Allen Road. The Allen ranch west of the road is currently (1993) run by Wally Allen, Jr. It was founded in 1857 by his grandfather, George Allen, a seaman from Denmark.

Wilson Way, one of the newer roads, historically, was named after Warren Wilson, Sr., who operated a ranch on the old Steinger property there. Steinger was Mrs. Wilson's grandfather, and the property has been in the Steinger-Falconer-Wilson family for over 115 years.

Wise Road ends at Wise Power House just south of Auburn. The road was named after this power plant, which was in turn named after James H. Wise, an early assistant manager of P.G. & E.



Lincoln's train depot was demolished and became a parking lot in 1970.

CHAPTER 12 FROM HORSE AND TRAIN TO AUTO AND PLANE

HORSE

As the 20th century dawned over the eastern foothills on January 1, 1900, Lincoln awoke as usual to the sound of horses and wagons or buggies on its unpaved streets; and occasionally the shriek and rumble of a steam powered train unsettled the silence and people's nerves.

Horses and mules powered almost all of the road and farm vehicles. Accidents usually involved runaway horses or collisions between horse-drawn vehicles and trains. There were no garages in town; instead there were livery stables and blacksmith shops. Livery stables served to accommodate and feed horses, and these establishments also rented out horses and horse-drawn vehicles. Blacksmiths "shoed" horses, repaired wagons and buggies, made metal parts, and repaired farm equipment.

Mail was delivered to rural areas by horse and wagon. Children drove, or were driven, to school by horse and buggy, or they rode horses — that is, if they were not within walking distance. Schools often had facilities for stabling horses. The unpaved country roads and city streets were smoothed out periodically by horse-drawn graders, and in the summer the dusty surfaces were "sprinkled down" by horse-drawn sprinkler tank wagons. In very rainy weather roads often became muddy, rutted, and even impassable.

On the farm, teams of many horses or mules pulled larger machines, such as harvesters. Plows were drawn by horse, mule, or even oxen. Large haybalers on wheels usually derived their power and locomotion from animals. Fruit and other produce was hauled to market on

Shirlee Herrington

From: paula bradley <cluckers444@yahoo.com>
Sent: Friday, June 15, 2018 7:09 AM
To: Shirlee Herrington
Subject: Hidden Falls expansion

Dear Shirlee Herrington,

On behalf of the many trail riders who use Hidden Falls, I want to add my voice to ask that the Park be expanded. I drive a fair distance to ride there and the parking is not adequate for the number of arriving trailers. The Park trails are so popular (and crowded) that the chance to expand the acreage should be jumped on!

Popular parks need thoughtful and forward thinking management. Trail use rules should include provisions to reduce hiker-equestrian contact especially at tight or potentially dangerous locations.

Increasing acreage would obviously reduce potential conflicts.

Paula Bradley

Sent from my iPhone

Shirlee Herrington
Placer County Planning Commission

13 June 2018

Dear Ms. Herrington,

My letter is response to the NOP for an EIR to expand Hidden Falls Park. As a property owner on Mount Vernon Road relatively near Mears Road, I was (and am) impacted by park visitors. Despite that, I'm in favor plans to provide additional access, trails, and parking for trails from the Bear River to Garden Bar. Hidden Falls Park is a gem for Placer County, providing opportunities for high quality non-motorized recreation outside the American River canyon area. While I sympathize with the concerns of residents who live on access roads near proposed parking areas, the new access will also provide opportunities for them to visit the park easily.

Placer County should, however, be sensitive and responsive to concerns that can be mitigated. Speeding, partying, littering, noise, vandalism, or ANY criminal activity should be addressed immediately. A strong park ranger presence should be maintained, particularly on weekends and holidays during good weather. Large events should not be permitted, or at least be limited and policed (at cost to the vendor). Similar to the existing system, online parking permits should be used on weekends and holidays at all new parking areas, and street parking prohibited. If possible, remote surveillance measures should be installed at all parking areas. Road maintenance should consider increased traffic. If these issues can't be mitigated, then new parking areas should be delayed or scaled back in size.

Thank you for considering my comments.

Jane LaBoa
7425 Mount Vernon Road
Auburn, CA 95603

Shirlee Herrington

From: Marti Snyder <mail4marti@gmail.com>
Sent: Monday, June 25, 2018 10:28 AM
To: Shirlee Herrington
Subject: Garden Bar Road Impact For Park Access

Shirlee:

I writing to voice my concerns about the traffic which will be on Garden Bar for park access.

First of all I the county by law must comply with the same codes and laws developers have to.

When we subdivided our 160 acres into three parcels we were required to put in a 18 foot wide road with turn outs, that is for 3 parcels.

I understand with the zoning up and down Garden Bar Road you will never have developers to foot the bill, but the county still must comply with what everyone else has to.

If you paint a stripe down the middle of the road as is exists now any one can see there is not the required space on either side to be a legal lane for traffic.

I would hope after the county improves the road to comply with codes, a solid yellow line would be painted, no passing signs, and a speed limit imposed.

I drive as far to the right as I can, and I still have had so many narrow misses by the people who drive down the middle.

I would like this entered as a formal comment to the public record.

Marti Snyder
Garden Bar Road Resident

From: Steve [<mailto:lineman@zetabroadband.com>]

Sent: Saturday, June 09, 2018 8:15 AM

To: Lisa Carnahan

Cc: Connie; 'Jeffery Snyder'; Marti Snyder; coledouppnik@gmail.com; emick34@yahoo.com

Subject: Hidden Falls expansion - Garden Bar Rd.?

Lisa,

The recent publication on the proposed expansion of Hidden Falls Park mentions a potential new parking lot on the county owned parcel off Garden Bar Road. Does the proposal include public access to the park via Garden Bar Road before road improvements are complete?

Regards,
Steve Brown

From: Steve [<mailto:lineman@zetabroadband.com>]

Sent: Wednesday, June 13, 2018 9:23 PM

To: Lisa Carnahan; Shirlee Herrington

Cc: Connie; 'Jeffery Snyder'; Marti Snyder; coledouppnik@gmail.com; emick34@yahoo.com; Placer County Environmental Coordination Services; 'Shawn White'; Shawn & Dana White; Dave Howe; 'robert Brown'; Heather Brown

Subject: RE: Hidden Falls expansion - Garden Bar Rd.?

Lisa, Shirlee,

Thank you for the information. I do have some concerns with regard to the proposed parking lot on Garden Bar Rd. and potential public access via Garden Bar Rd. In looking at the final EIR, the proposed access is stated to be the same as stated in the draft EIR which indicates the new parking area in conjunction with widening Garden Bar Rd. to a hard surface of 18 feet with 2 foot shoulders (PHASE 2). Per the DEIR and EIR, it appears quite evident that no public access would be allowed via Garden Bar Rd. until stated improvements are complete. Being a resident of Garden Bar Rd living near the proposed access, I can tell you that the existing conditions and characteristics of the road are insufficient for the current traffic. The introduction of any additional traffic would put both visitors to the park and local residents at undue risk under current road conditions. I would like this entered as formal comment to the public record.

Regards,

Steve Brown

Garden Bar Rd.

From: Steve [<mailto:lineman@zetabroadband.com>]
Sent: Sunday, June 24, 2018 9:21 AM
To: Shirlee Herrington; Lisa Carnahan
Subject: RE: Hidden Falls expansion - Garden Bar Rd.?

Shirlee, Lisa,

Thank you for conducting the scoping meeting on June 14. I know it must be difficult when holding those meeting with folks that are upset with the project and I can empathize with your roles in that.

I would like to confirm what I heard from you at the meeting (pertaining to access via Garden Bar Rd.) as I can't seem to find it in writing in any of documents. Please correct me if I'm mistaken.

This is what I heard at the meeting regarding access via Garden Bar Rd.

- Access via Garden Bar under current road conditions will be limited to 25 vehicles per day by reservation only and only on weekends and holidays. I would also like to know how this will be managed on site; Will there be an attendant posted at the park during those times? I will predict that, as soon as any access via Garden Bar Rd. is publicized in any manner, the general public will show up, reservations or not.
- Those 25 vehicles will not have in and out privileges
- Vehicles will be limited to passenger cars only (no trailers, rv's, etc)

Please confirm or correct me on these 3 items.

I also have some recommendations if / when this type of access via Garden Bar Rd is granted.

- Post a prominent sign on northbound Garden Bar Rd. at both intersections of Garden Bar Rd. and Mt. Pleasant Rd stating "No Access To Hidden Falls without reservation". I believe this will help eliminate unnecessary and potentially dangerous increase in traffic on Garden Bar Rd.
- Decrease the cost of reservations for Placer County residents or increase the cost of reservations for non-Placer County residence. If Placer County is truly conducting this project in the interest of their constituents, this only makes sense: Just as the state requires increased fees for non-residents for recreational fishing license fees for example.
- Eliminate any "classroom size" access. This is too vague and I've heard numbers of up to 200 people. If the county has deemed that a limit of 25 passenger vehicles would be safely allowable, it doesn't make sense to think we can allow 200 people. Assuming a 4 person average occupancy per vehicle, which is optimistic, this would be double the proposed limit. The "classroom size" access needs to be eliminated until such time as improvements to Garden Bar Rd. are complete.

Thanks again for the information and I look forward to your response.

Regards,

Steve Brown

From: Steve [<mailto:lineman@zetabroadband.com>]
Sent: Tuesday, July 03, 2018 9:13 AM
To: Placer County Environmental Coordination Services
Cc: Shirlee Herrington; Lisa Carnahan
Subject: RE: Hidden Falls expansion - Garden Bar Rd.?

Shirlee, Lisa,

Thank you for confirming receipt of my comments. Can someone please provide a response to my questions confirming what was said at the scoping meeting pertaining to the initial access via Garden Bar Rd.

This is what I heard at the meeting regarding access via Garden Bar Rd.

- Access via Garden Bar under current road conditions will be limited to 25 vehicles per day by reservation only and only on weekends and holidays. I would also like to know how this will be managed on site; Will there be an attendant posted at the park during those times? I will predict that, as soon as any access via Garden Bar Rd. is publicized in any manner, the general public will show up, reservations or not.
- Those 25 vehicles will not have in and out privileges
- Vehicles will be limited to passenger cars only (no trailers, rv's, etc)

Please confirm or correct me on these 3 items.

Thanks,
Steve

Shirlee Herrington sherring@placer.ca.gov

Lisa Carahan lcarnaha@placer.ca.gov

SEIR Hidden Falls

Twilight Ride Property

Harvego Bear River Area

We are opposing the Hidden Falls expansion of Twilight Ride Property and Harvego Bear River Area for new vehicle access and parking.

1. Cramer Road cannot adequately handle the additional traffic that would be using the proposed parking lot. The roadway is too narrow, has no centerline and very sharp curves with ditches on each side. It is already a dangerous road that has more than it's share of traffic accidents.
2. Bell Road, although wider and with a higher posted speed limit, has several sharp curves, a narrow bridge and with the proposed increase in traffic would create an unsafe roadway and a dramatic spike in traffic accidents.
3. Lone Star Road has some of the same concerns as Bell Road. It is wider than Cramer Road but narrower than Bell Road. It has three dangerous curves, one of which is completely blind, no shoulders and ditches on both sides.
4. The intersection of Lone Star Road and Hwy 49 is not adequately designed to handle the increase in the proposed traffic volume. Sight distance southbound from north of the intersection is very limited. The speed of traffic on Hwy 49 makes it extremely difficult to make a left turn northbound or southbound on Hwy 49 or make a right turn onto Hwy 49; as there are no acceleration lanes. Adding the proposed car, truck and horse trailer traffic to that intersection would create an extremely unsafe condition. Cal Trans will not place a traffic signal at the intersection due to the limited southbound sight distance and lack of right of way. Therefore the increase in traffic that is proposed will make the Lone Star/Hwy 49 intersection even more dangerous.
5. Auburn Valley Road is a privately built and owned roadway, which does not meet county road standards, maintained by the AVPOA supported by homeowner's dues. To allow the proposed volume of traffic, (cars, trucks and horse trailers), would not only be dangerous to the current residents but place a unfair cost burden on the approximately 140 residences.
6. The total cost of this proposed project to the taxpayers is unreasonable in relation to any benefit derived. A regional park designation is just that, yet most of the Hidden Falls use comes from non-Placer residents who do not support the financial burden created by Hidden Falls and the parking lot proposals. Cost of building and maintaining the parking lots, personnel costs to monitor the lots, patrol the park, higher crime, homeless camping, trash and the increase in potential fire danger more than out weighs any benefit that these two parking lots will provide.

Michael & Mary Lake
PO Box 7497 (6170 Viewridge Drive)
Auburn, CA 95604-7497

Shirlee Herrington

From: Spencer, Nicole <Nicole.Spencer@cbnorcal.com>
Sent: Saturday, June 16, 2018 9:43 AM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls expansion project

Hello.

I wanted to send kuddos to you and Placer county for working so hard to put in trails and ways for our residents to enjoy nature and the beauty that the foothill provides. We pay high taxes in CA and the weather and nature are the reasons why many people come here, stay here and flourish....without that, why stay in California?

I live in North Auburn and hike, ride horses and kyack. My clients are mostly active and do the same....as well as those clients that come from out of the area. However, from N. Auburn it takes 20-30 minutes to get to Hidden Falls, Empire Mine, the canyon and other trails. To have a place to go that is closer, is fantastic!!!! Thank you!

Sincerely,

Nicole Spencer
d. 530-886-5720
cell/text 650-537-1245
[Masters Club 2017](#)
www.NicoleSpencerHomes.com
[Facebook](#)



Nicole Spencer | Realtor
Cal BRE# 02008447

.....
COLDWELL BANKER RESIDENTIAL BROKERAGE
500 Auburn Folsom Road Suite 300 | Auburn, California 95603
.....

*I have not verified any of the information contained in those documents that were prepared by other people.
***Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

Shirlee Herrington

From: nina burkett <justrideandshutit@gmail.com>
Sent: Friday, July 06, 2018 2:54 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls comments

My name is Nina Burkett I am in support of the Hidden Falls Expansion Project. I have lived and ridden horses out in the area for 40 years. It is such an importance to have a beautiful positive place for families to enjoy and explore. Having a place such as the expansion would be such a great asset for the community as well as surrounding businesses that can also help to generate more income for the area. Thank you for your time.

July 6, 2018

RECEIVED

JUL 09 2018

CDRA

Attention: Shirlee Herrington
Environmental Coordination Services
Community Resource Agency

Regarding Access to Hidden Falls Park

We have lived on Lone Star Rd. for 35 years and are greatly concerned about the plans being proposed for the purchase of Twilight Ride property and expansion of HFP.

We attended the first meeting months ago and felt hope that the planners of this really were listening to the people who lived in this area. At that time I felt they would not go forward with their plans. Months later I was surprised to hear they had used this time to further develop their plan and purchase property to start the project. Now it feels like a case of "You can't beat City Hall!" I hope this is not the case. I love my community and Auburn. All the reasons most of us moved here for will be altered forever by this decision.

In casting your vote, please put yourself in our shoes. Who is this really being done for and at what cost? The money to do it presents a big question but the higher cost is the potential of severe accidents even resulting in loss of life.

Already when pulling out onto Lone Star it is hazardous with current traffic. even after looking both ways, seeing no cars and being extremely careful to execute your turn, there are surprises. Blind curves and dips in the road often results in a surprise car in your rear view mirror as you pull out and unexpected cars popping up over the hill of oncoming traffic. There are many areas along these roads like that and I can foresee multiple extreme accidents occurring. Imagine when normal size cars often have trouble executing these roads safely but now truck horse trailers will be coming up on cars pulling out of their driveways from some of these blind spots. and won't be able to stop in time due to the weight of their vehicles.

Most of us who have lived in this area have knowledge of some terrible accidents. that have resulted in death. Yet some have inquired to have roads improved only to be told there are not enough statistical injuries or fatalities to warrant the expense. I think the size of the trailers and increased traffic on these roads will increase the danger.

I ask you who vote on this decision, "is not one death caused by the proposed changes worth it?" What if it was your family member who was injured or died from it.?

Ask yourself, "Who is really benefitting by this decision?" "Who is being hurt significantly by the choice to do this?"

If you made this country area your home and chose to raise your family here, would you want these kind of changes made.

Please think of the people who are so opposed to this plan and given you very sound and true reasons not to go through with it. Please care for we people living in this area and renew our belief in the system that has given you the opportunity to represent us. I trust you will make the best decision if you vote to help the people who are expressing their heartfelt reasons for not altering their home area.

Thank you for listening and please continue to listen to what is being said. We truly support all the statements that have been made to you in support of abandoning the proposal to purchase property to forward this plan.

People who live here have to make often frightening maneuvers to turn onto Hwy 49 from these country roads. Imagine having to negotiate a turn onto Interstate 80 where traffic is moving 65 mph or more. This is what it is like entering Hwy 49. And now we are being asked to negotiate turns from Hwy 49 to country roads

which are narrow with blind curves and other hazards. Now picture further complicating it with heavy truck and horse trailers "skirting" these roads with you. Please make your vote count for saving lives by preventing increasing severe accidents by adding these additional vehicles to roads that already can barely handle current traffic.

Sincerely and with appreciation for your consideration,

1 Cornelius
Susan and (Ed) Lane
11380 Lone Star Rd.
Auburn, CA 95602
(530) 269-2143

Shirlee Herrington

From: Heidi Storm <heidistorm@msn.com>
Sent: Friday, June 15, 2018 3:19 PM
To: Shirlee Herrington
Subject: Hidden Falls Expansion

Hello Sherry,

This is just a quick note to share my support for the expansion of hidden Falls Park. I am a hiker and an equestrian and I recognize how valuable parklands are to individuals and communities. I completely respect the concerns of the people that live along Meers road and understand the fears people have about the expansion. The new restoration-required parking plan has really helped the park and this could be continued after the expansion. Perhaps other steps can be taken to prevent overuse and abuse of the Park as well. I would hope that with continued careful planning and wisely enforced rules, the expanded park would be appreciated by those living close to it as much as for those who travel to visit it.

Having the land turn into neighborhoods and busy streets and commercial properties would ultimately be the alternative.

Thank you,

Heidi

RE: Hidden Falls Regional Park – Bell Road Access on Twilight Ride

Thank you for the opportunity to comment on the above subject at the recent public meeting.

Below are questions to clarify the situation and commentary.

Land Trust and Placer County

What is the relationship between the Land Trust and Placer County? Is Placer County required to assist the Land Trust? The reason for this question is the purchase of the Twilight property. By purchasing this property, not only will tax money be used to purchase the property, the land tax income will no longer be collected by the County from the seller. This appears to be a “nice to have” project with financial tax payer burden.

In addition to the land purchase, Placer County is proposing to remove a pond (wet land) and lay a large asphalt parking lot. Are grants involved to support the financial burden or will tax dollars be used for this portion of the project? It is concerning that a wet land would be removed when we all are aware of the importance of water in California. It may be a better idea to invest in creating a water reservoir rather than removal of this large pond for asphalt.

The two bridges over Racoon Creek – what is the cost burden for engineering, architecture, and installation as well as maintenance? Who will financially support this investment? Will this be a tax burden?

The planned trails also carry a cost. Who will financially support this project? Is this additional tax burden? What is the expected expense to create the trails?

The showers and rest rooms as well as drinking fountains will be supported by proposed on site ground wells. This project creates a commercial environment with commercial water use. What is the contingency plan if the surrounding residents’ wells go dry due to the County’s commercial use? What will be the cost associated with the infrastructure? What will be the cost of the showers, drinking fountains, and rest rooms? What is the associated cost of maintenance? Will the cost be an additional tax burden?

Consultants

What is the name of the firm and what qualifies this consultant to provide guidance on this subject matter?

Was this the same consultant used for the Mears Road project?

What were the payments made to this consulting firm?

2016

2017

2018 Payments and Obligations

What are future forecasted payments as they relate to this project and expansion?

What is the relationship of this consulting firm and the Land Trust?

Was the consultant chosen during a bid process? If not, why no bid process? If a bid process, why was this firm chosen for this project?

Parking Lot

What is the estimated cost to build the parking lot and entrance and exit accessibility. Will the tax payer be burdened with the associated cost?

Property Value Loss

Is there a contingent liability associated with possible property value loss for those living close to the property?

Traffic

There are substantial concerns regarding the safety of Lone Star, Cramer, and Bell Roads. The residents are familiar with the road conditions and unsafe road curves and drive these roads appropriately. The County has been put on notice that increased travel by vehicles, trucks and trailers will create a dangerous environment. Will the County take out liability insurance or will the tax payer be burdened with paying law suits associated with the expected collisions or will be County repair the roads appropriately? What will be the associated cost to bring the roads to acceptability based on expected travel? Will this cost be supported by the tax payer?

Fire

You were made aware of the residences' concern regarding fire. The residents know how to be careful and considerate when working in yards and fields, however, out of towners do not realize how quickly a fire can spread. It only takes a cigarette or joint to begin a fire where the winds pick up during the afternoons. Please have substantial fire fighting equipment nearby should there be a fire created by a visitor. Will the tax payer carry this financial burden?

Homeless

How will the county prevent the homeless from camping in the area and using the free showers? The residences expect a significant increase in loss and trespassing. How will the County address these concerns?

Construction

What will be the working hours of the construction teams? Who will be responsible for cleaning the roads from the tossing of garbage from the construction trucks? We always know when there is a nearby project by the increased amount of refuse on the side of the road. What will be the increased large equipment traffic on the surrounding roads and how will this traffic be minimized?

Refuse

How often will refuse be removed from the park? Does this mean that additional refuse trucks will travel the area? Will the tax payer be responsible for paying for the refuse removal?

How many receptacles will the County install in the area, and what will be the associated cost.

Parking Lot

Will there be a gate that opens during the open hours and closed at the end of the day?

What are the hours of operation?

Will there be a reservation system?

What is the associated cost to set up the reservation system?

Are the reservation participants public information?

Supervisors

Why did Supervisor Montgomery and Holmes vote no? Please pay attention to their vote. Supervisor Holmes lives on Bell Road and Supervisor Montgomery represents this area.

Why did the other Supervisors vote yes?

Financing

Will a bond be introduced to pay for the cost of this project?

If so, what is the public votes no?

If no bond, how does the County plan on financing this project? It is a concern that the County is considering spending millions of dollars without an apparent income stream and no reasonable payback period.

Suggestions

Perhaps this is a "big bang" project; too big and burdensome with more risk than reward. If this project moves forward is it possible to begin small to absorb the increased traffic and make a decision going forward as a go/no go?

Is there another location that would be more appropriate? There was a person at the meeting who offered his property. Has this property been considered? Why not use his ranch for Hidden Falls access?

Would a parking lot on Highway 49 with a shuttle be appropriate? Would a horse trail and hiking trail from a highway 49 parking lot work with a very small entrance (no parking) on Bell?

What is the downside of not doing this project? I cannot see an upside to moving forward with this project. I sincerely do not believe that more people will be using local restaurants or purchasing at stores.

Would it be more beneficial to use the money for a water reservoir to support the agriculture and residents?

It may be appropriate to create a small resident committee to assist with this project and provide guidance. If such a committee will be created, I would raise my hand to volunteer.

Summary

Please do not move forward with this project. The increase in traffic and people in this area will destroy the quiet, agriculture environment and negatively impact the beauty of this area from Twilight Ride to Lone Star out to highway 49 and Cramer Road as well as Bell Road. Expanding roads and increasing traffic and signage will create an ugly, loud, busy, and littered environment. This project does not appear to enhance the area, create an income source, or benefit the area residents and Placer County residences while creating a new tax burden.

Thank you for the opportunity to comment on this project.

Michele Calbi

4984 Bell Road

RECEIVED

JUL 06 2018

CDRA

June 30, 2018

Shirlee Herrington, Environmental Coordination Services, Community Development Resource Agency
3091 County Center Dr
Suite 190
Auburn, Ca. 95603

To the members of the Board of Supervisors, Planning Commission, Placer County Parks Commission, Municipal Advisory Commissions

I am opposed to creation of a parking lot in the residential areas off of Bell Road in Auburn. The approval by any elected officials of this development will result in my voting for those individuals opposing the plan.

Sincerely

A handwritten signature in cursive script that reads "G Leeds".

Gary Leeds
4101 Monteverde Drive
Lincoln, Ca. 95648

Shirlee Herrington

From: Marianne Stuart <marianne.stuart49@gmail.com>
Sent: Friday, July 06, 2018 7:07 AM
To: Placer County Environmental Coordination Services
Subject: hidden falls expansion project

I totally support the Hidden Falls expansion. The explosive growth in use once the park was opened shows how much of a need there is regionally for parks and open space. It only makes sense to link the Big Hill, Bear River and other Ranch acquisition properties. And additional parking is already needed during high use times. With expansion and development in all the counties surrounding and including Placer, more open space hiking, riding and walking trails are needed. And with an aging population who needs trails, not bike parks or playgrounds, this is an appropriate use of taxpayer dollars and serves the tax-paying population - older folks, particularly old women!!!

Marianne Stuart

8312 Yvonne Way

Fair Oaks, CA 95628

Sent from my iPad

Shirlee Herrington

From: Kristi Christianson <kchristianson08@gmail.com>
Sent: Friday, July 06, 2018 11:52 AM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls Comments

Hello,

These are my comments in support of the Hidden Falls project.

My name is Kristi Christianson and I live in Newcastle. I grew up in Granite Bay/Roseville and have been in the area since 1970. My family has been in the area since 1950. I grew up across from Mrs. Cavitt's ranch where I could ride my horse or hike for hours and see new things in nature everytime. I have seen the development in this area and wish they had done more to save these amazing treasures from being destroyed forever. With Hidden Falls, the county has preserved a beautiful piece of what the area once was. I completely understand how local residents feel about the traffic. I have been there. But if given the option, I would rather have had a park and not the multiple developments that went in. I fully support expanding Hidden Falls and saving this for future generations to enjoy nature. If there is another meeting on this issue please let me know.

Thank you,

Kristi Christianson
(916)365-6796

RECEIVED

JUN 22 2018

CDRA

June 19, 2018

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Notice of Preparation / Hidden Falls Expansion Project

My comments and concerns on this proposal is as follows:

This proposal is currently agriculture zoned land, this proposal changes the zoning to Recreational without a Zoning Text Amendment. The County would not allow me to go outside my zoning of Residential/Agriculture to commercial. Just because the County is the Lead Agency for the Expansion does not mean they are exempt from zoning requirements.

This same department is spending time and money on how to reduce our carbon footprint on the environment, but this proposal is encouraging 100 plus vehicles and 40 horse trailers into a part of the county that is not zoned for that amount of traffic.

Placer County is fortunate to have 2 State Parks and several other areas to hike, ride and walk. I WAS a supporter of Placer Legacy and Placer Land Trust (including it in my trust) but seeing how the County is managing their current land donations I am having second thoughts. Their original concept (for both) was to preserve the land and not exploit it.

I don't want my tax dollars supporting to this expansion.

Wrong zoning for this proposal...



Lorrie Lewis
6245 Wise Road
Newcastle, CA 95658
Lorrielewis6@gmail.com

Shirlee Herrington

From: Sarah Sullivan <svsole@gmail.com>
Sent: Wednesday, July 04, 2018 11:10 PM
To: Placer County Environmental Coordination Services
Subject: Resident comment re: Proposed Hidden Falls Regional Park Expansion Project

Shirlee Herrington,

Our community recently gathered for a potluck to discuss the proposed Hidden Falls expansion on the "Twilight Ride" property at 5345 Bell Rd. I feel that this expansion threatens the lifestyle that we were looking for when we moved here.

I request a completely new Environmental Impact Report be completed for this project. I know that the current hidden falls area has caused a large disruption in that community and fear the same for mine. I do not want increased traffic, trash, use of the same water table that we use for our home wells and increased fire risk. There are some areas that flood during heavy rains and Bell road wasn't constructed to handle heavy traffic.

I moved to 4952 Bell Road almost 2 years ago (from Sacramento) to get away from traffic and crowding. I willingly gave up being close to amenities. This is what makes Auburn so great! My community is small and tight knit. That is what I love about it! I feel this is a safe place to raise my kids! I vote to keep Auburn rural!

-

Sarah Sullivan
4952 Bell Rd
Auburn, CA 95602
916-899-9721

--

Sarah Sullivan

Shirlee Herrington

From: rick couvrette <capt2512@yahoo.com>
Sent: Friday, July 06, 2018 10:22 AM
To: Shirlee Herrington
Subject: Proposed Park entrance Bell Rd.

To Sheirlee Herrington.

This is in response to the proposed Park access from Bell Rd in North Auburn. My wife and I live off Bell Rd at Hubbard Rd and we feel this additional public access will degrade our life. We were both born and raised in the Auburn area and we understand that more people means more traffic, more crime, and so on. However, we made a choice when we stayed in our home town and purchased property to live quietly out in the country. We raise cattle and have invested our lives towards living this type of life. With this proposed access point for Hidden Falls Park, this quietness will be replaced with a lot more traffic and the sometimes rude people that we don't tend to see out here. Our question for those who are considering this project is how does this help preserve the possibility for a rural life style going into the future? It feels like Placer County has lost its way when it comes to preserving the very things that attract people to our area in the first place. Some of those things are the pastures and rural settings within the county. If this is not preserved, in the end we just become San Jose. We feel what Placer County is doing with this proposed park addition is making it even more difficult for people like my wife and I to want to maintain a very nice rural area. Instead, it makes us feel we are not wanted, so we should just leave. This is not scare tactics, this is the mood out here in the country. We are being run out by the majority. In whatever environmental impact report that is or was done, I am pretty sure the rural living environment is not being considered. We would suggest to all of you people who are trying to change the nature of living in the country, remember what you saw before you make the changes because it will be only a memory. And that would be sad considering what the real goal of the land preserve project is or should be, to preserve some of our rural areas before it's too late. We accept the fact the future will not be kind to our rural areas since the population in general just keeps going up. However, we should not try to hurry this process along.

Please consider not expanding this park at this time. It is pre-mature and most importantly it is destructive to the rural life style, this should be part of what we want to save.

As an alternative to the proposed expanded public access as proposed, we would recommend that the park service provide limited guided access to these preserved areas. This would also be much more educational. Education is the best way to preserve our rural areas.

Respectfully

Richard J Couvrette
Michele C Couvrette
4722 Bell Rd Auburn CA 95602

Shirlee Herrington

From: wendy lumbert <tevisjunk@att.net>
Sent: Thursday, June 14, 2018 11:07 PM
To: Shirlee Herrington
Subject: Hidden Falls expansion

Hello Shirlee,

I'm writing to ask for your support or at the least to include these comments in the administrative report regarding the expansion of Hidden Falls trail network expansion.

We have the chance to create an amazing network of trails and to provide access and parking for people to enjoy them. This brings so much value to Placer County, as well as to each person who has the opportunity to enjoy the outdoors here.

The proposed parking on Bell road would be particularly appreciated by my family and for many of us here on the Divide, as it would be much more easily accessed than the current parking lots.

This conservation land was clearly meant to be used by the public. Guided tours do not allow enough access. Please do whatever is possible to expand the trails, the parking and the access to these beautiful lands. Having more trails makes it so much easier to share as well, since there are many different activities and agendas for the trails.

thank you!
Wendy Lumbert
Longtime home owner in Cool, CA

Shirlee Herrington

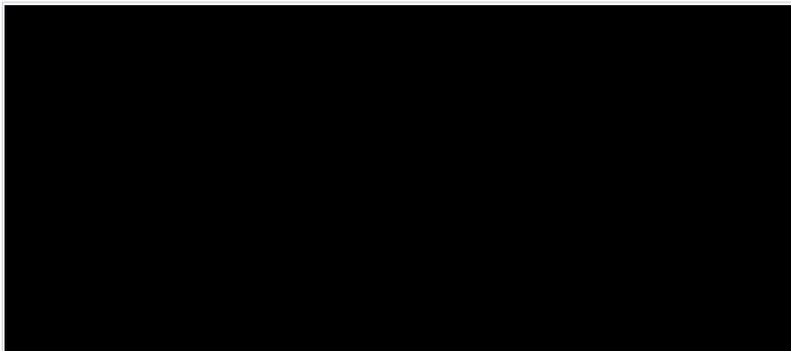
From: Laurie Sweeney <lauriemsweeney@yahoo.com>
Sent: Wednesday, June 13, 2018 9:29 PM
To: Shirlee Herrington; Jennifer Montgomery
Subject: Hidden Falls Expansion Comments

I would still like to see reservations in place even if the congestion is reduced by the expansion of the park. Equestrian parking is at a premium, and it is expensive to haul horses only to find that there is no place for you to park.

I would love to see some plans for horse camping. Placer County has NO horse camps. There a few in Nevada County and several in El Dorado, but none in Placer County. This location would be great as it is below the snow level and would be available to horsemen in the winter season. Horsemen would require no amenities for a camp as many rigs have bathrooms and can haul water. You can request horsemen to leave with their manure. Some shade trees and a flat area with turnarounds is all that is required. Niceties would include bathrooms, a water source for watering horses and corrals. There are several trails associations in the area that I know would be interested in adopting the camp and could fund raise for any equestrian amenities. A reservation system would be best.

Planning for parking - Please make sure that it takes into consideration turnarounds for rigs. Limit those rocks that damage rigs. Railroad ties as barriers are much friendlier. Consider circular pull outs similar to the Oroville Horsecamp. Rigs simply pull over to the right and left side semi-circles to park, and then continue around the circle to exit.

[Loafer Creek Equestrian Campground - Lake Oroville](#)



Loafer Creek Equestrian Campground - Lake Oroville

Loafer Creek Equestrian Campground at Lake Oroville.
Complete camping information, including facilities, reserv...

I am thrilled with the expansion of the park.

Thank you,

Laurie Sweeney
916-955-0184

Shirlee Herrington

From: Jerry Cowan <jerrycowan@hotmail.com>
Sent: Thursday, July 05, 2018 9:27 AM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls Parking Lot

To Whom it may concern:

My Husband and I have lived on the corner of, Bell Rd. and Joerger Rd. since 1968. We have seen many changes since then.

We are both opposed to the proposed parking lot on Cramer Rd. We have had countless cars go through our fence into our yard. The County put a stop sign here a couple of years ago, and if I had a penny for every time someone goes through it without stopping, we would be rich. There have been several accidents in the intersection too. One that I know of was fatal. Mind you these incidents involved local residents. I shudder to think of what will happen with a bunch of out of town people use this road as an access to the parking lot. The fire danger alone scares me no end. Please, Please do NOT let this go through.

Sincerely
Dorothy and Jerry Cowan
Phone
(530)885-0590

RECEIVED

JUL 09 2018

PETITION
PROTECT RURAL AUBURN (PRA)

CDRA

The Placer County rural parking installation proposed for 5345 Bell Road as means to enhance parking and access to the Hidden Falls Regional Park and to some 2,500 additional acres held under the stewardship of the Placer Land Trust will denigrate our neighborhood. Traffic impacts, urbanization of agricultural lands, concerns about vandalism and thievery, and many additional impacts are the basis of our demand of the County to cease and desist with planning for trailhead access and parking at the address noted, a site referred to as the "Twilight Ride" property.

The undersigned desire that the County of Placer seek another solution to meet perceived parking needs for access to the acreages noted.

1.	Name: DOROTHY COWAN Address: 4005 Bell RD, AUBURN, CA. 95602 Phone: 530 885-0590 Email: JERRYCOWAN@HOTMAIL.COM
2.	Name: Jerry Cowan Address: 4005 Bell Rd Phone: 530 885-0590 Email: sancra@aborn
3.	Name: William K CANNON. Address: 11365 Quartz Dr. Apt 53 Phone: 530 770 1371 Email:
4.	Name: Virginia R CANNON Address: 11365 Quartz Dr Apt 53 Phone: 530 770 1371 Email:

<p>5.</p> <p>Name: Faith Jackson</p> <p>Address: 9970 Miracle Dr Auburn CA 95602</p> <p>Phone: (530) 805-3666 Email: faithjackson16@gmail.com</p>
<p>6.</p> <p>Name: Delanae Ruud</p> <p>Address: 10800 Cramer Rd, Auburn, CA 95602</p> <p>Phone: (530) 885-3397 Email: DRuud@inreach.com</p>
<p>7.</p> <p>Name:</p> <p>Address:</p> <p>Phone: Email:</p>
<p>8.</p> <p>Name:</p> <p>Address:</p> <p>Phone: Email:</p>
<p>9.</p> <p>Name:</p> <p>Address:</p> <p>Phone: Email:</p>
<p>10.</p> <p>Name:</p> <p>Address:</p> <p>Phone: Email:</p>

Shirlee Herrington

From: Gail Maduri <mmurmur@att.net>
Sent: Saturday, June 16, 2018 6:33 PM
To: Shirlee Herrington
Subject: Hidden Falls Expansion--Yes

Dear Ms. Herrington,

It came to my attention that there is a substantial push back against expansion of this lovely park. I understand the feelings of those living near Hidden Falls. Since moving to Cool almost 20 years ago, I've felt the impact of more and more people choosing to move out of the greater Sacramento area and other cities to enjoy a quieter and more rural lifestyle. And if they cannot move, they come up to enjoy our incomparable outdoor activities, such as hiking, biking, horseback riding, and just enjoying time spent by the beautiful American River.

I wish it could be the way it was, but I doubt that it can. I feel that more and more people need access to places like Hidden Falls to bring peace, pleasure and perspective to their lives. I think we need to consider having more access to public land, not less.

Certainly care must be taken to ensure that nearby property owners' concerns are addressed fairly, but within the framework of opening more of our public lands to the public. Let's find a balance.

Thank you for taking comments and emails.

Gail Maduri,

3318 Hamblen Ct.
Cool, CA 95614

Chairperson, Sweep Riders of the Sierras, sweepriders.org

Shirlee Herrington

From: et@crummyarabians.com
Sent: Friday, June 15, 2018 7:20 AM
To: Shirlee Herrington
Subject: Hidden Falls

I will be blunt.

It is COON CREEK not Raccoon Creek!

Just because YOU change the name to fit your personal taste, does not make it the proper name.

In the 1860's the town of Coon Creek had a US Post office.

Every map of the area I can find from the 1900's through today has it labeled COON CREEK.

Wikipedia labels it COON CREEK.

Google Earth labels it COON CREEK.

Placer County has the Auburn ravine/COON CREEK restoration plan.

Placer County is doing the COON CREEK Comprehensive Watershed Assessment.

Now correct your error.

I hope your project has no more setbacks.

Thank you,

Eric J. Thompson

Shirlee Herrington

From: Helen Crawford <sugarpine1996@sbcglobal.net>
Sent: Monday, June 18, 2018 11:41 AM
To: Shirlee Herrington
Subject: Hidden Falls

I would love to see an expansion of Hidden Falls. I am an equestrian and love riding there. Of course, parking is a problem. It is wonderful that so many of us want to be outdoors but Hidden Falls is no longer a sleepy little trail. Obviously it is heavily used. I would use it more if the expansion was approved.

Helen Mcdermott
Nevada City, CA

Shirlee Herrington

From: larry matz <lmatz1@yahoo.com>
Sent: Tuesday, June 19, 2018 5:01 PM
To: Shirlee Herrington
Subject: Hidden Falls expansion

I'm a long time Placer County resident and regularly visit Hidden Falls (HF), along with many other trail systems in our area and in other states. In many ways HF is among the best but currently lacks the size and access necessary to meet the needs of our ever growing population.

It's encouraging in this age of an increasingly sedentary and overweight population to see so many hikers, equestrians, and bikers of all ages regularly enjoying this beautiful park and the exercise and exposure to nature it provides. We're clearly fortunate to have this park and I commend the county for the foresight, willingness and ability to establish it.

However the rapid and continuing increase in popularity makes the proposed expansion critical. It's been apparent for a long time that many people are regularly denied access due primarily to limited parking. The proposed additional access and parking on Garden Bar Rd. and from Bell Rd are the next critically important improvements--along with expanding the trail system to accommodate increased usage.

I certainly understand the concerns of those who live adjacent to or nearby these additions and believe these concerns need to be considered and mitigated to the extent feasible. But the obvious benefit to a vastly larger group of county residents and visitors should be the overriding issue.

Through the development, maintenance and continual improvement of the existing HF facility the County has demonstrated an impressive ability to learn from initial problems and correct them. Moreover the current proposal recognizes those early problems as well as others that can reasonably be anticipated and discusses appropriate mitigation measures. It's therefore reasonable to believe the initial parking and access problems that occurred along Mears Rd won't be repeated along Garden Bar or Bell Rds. These are public, county maintained roads that will likely see increased traffic but that impact and it's mitigation is also addressed within the scope of this proposal.

The proposal is comprehensive and well thought out. It describes a critically important improvement of this beautiful and extensively utilized park commensurate with the ever growing recreational interests of our county residents. I strongly support approval of the NOP and early construction of the access and trails it encompasses.
Larry Matz

Shirlee Herrington

From: walkingsmooth <walkingsmooth@yahoo.com>
Sent: Friday, July 06, 2018 2:45 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls

Please go through with the expansion of the Hidden Falls park. We need more parking for everyone that goes there. Designated parking for trailers is so needed.

Than you

Sent from my Sprint Samsung Galaxy S8.

Shirlee Herrington

From: Laurene and Dave Davis <laureneanddave@gmail.com>
Sent: Friday, June 29, 2018 6:09 PM
To: Shirlee Herrington
Subject: Hidden Falls expansion support letter

I am writing in support of the park and parking lot expansion for Hidden Falls Regional Park.

- It would be great to be able to access the far end of the park without having to ride (horseback) all the way to the new area from Mears Place. Accessing the new area would involve a much longer time commitment that is not always available. Being able to access the additional trails from a new trail head would make it possible to explore the new trails without committing a full day's ride.
- Currently trails are shared by many groups; bicyclists, casual walkers, hikers, horseback riders and families. It is working well with all of the groups sharing the trails and additional access to the park would make the park available to more people.
- Trails without blind curves and wide enough to share are vital to the safety of all users.
- Having multiple access points and trail heads would also spread out the patrons using the trails, making it safer for everyone.
- I would also love access to the park from the Garden Bar area. For the same reasons. Being able to explore the farther reaches of the park without full day's commitment would be great. When we leave from the Mears parking lot, it is a very long ride to get to the area past the 2nd bridge. It would be great to explore this area more.

Thank you for your attention

Sincerely

Laurene Davis / equestrian

4801 Virginiatown Road

Newcastle, CA 95658

Shirlee Herrington

From: Bonnie McAdams <bmcadams11@gmail.com>
Sent: Thursday, July 05, 2018 5:21 PM
To: Shirlee Herrington
Subject: Hidden Falls Project

July 1, 2018

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

Re: Twilight Ride Property/Hidden Falls Regional Park

Dear Supervisors,

We are writing to express our strong opposition to the proposed purchase of the Twilight Ride property at 5345 Bell Road with the intention to create a new access point to Hidden Falls Regional Park.

As has been stated by many of our neighbors, the rural roads that lead to this proposed access point were not intended to be used as major throughways. Your action to do so not only puts many of us at risk of injury to ourselves and our family members, but will lead to a decrease in the value of our property.

There are many things that you, as our elected representatives, must protect, but the most precious are the residents of Placer County. The plain truth is that we are the ones as taxpayers that are already paying for your many decisions and will be paying for this also. So far, the residents who are suffering today because of your irresponsibility with the Hidden Falls Project in existence should give you pause and reason to question the sanity in moving forward.

We urge you to table this project in its current state and to listen to our united voices.

Preserve Rural Placer
Bonnie McAdams
Tim McAdams
4260 Bell Road

bmcadams11@gmail.com

June 14, 2018

RECEIVED
JUN 21 2018
CDRA

PLACER COUNTY BOARD OF SUPERVISORS

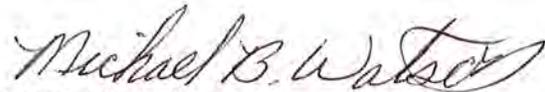
Subject: Placer County Purchase of 50 Acre Twilight Ride Property

located at 5345 Bell Road for more access to Hidden Falls Park

My name is Mike Watson and I have been a resident of Auburn since 1989 and I strongly oppose this project. It appears that it was rushed through without much thought or consideration of how it impacts our community. The EIR is was done almost 10 years ago (2009) and needs to be done again to reflect the current environment and changes in traffic. The infrastructure does not support this project and our country roads that will be affected by this project are already in poor condition and can barely handle the traffic now. Not to mention it all flows out to Hwy. 49 which is also becoming inadequate for the current traffic. No consideration was given to the residents which will now have a view of the parking lot rather than the view they paid for. Imagine how this project will impact property values in the future.

Every one of you has a job because this community voted for you and you are suppose to be working for us. My vote in the next election will depend on the outcome of how this project evolves now that you know our concerns. We all see what has happened on Mears and Mt. Vernon Roads with the drugs, litter, property damage, illegal parking and theft. Auburn as you know has a serious homeless problem and this will just expand their real estate opportunites.

Please consider an alternate plan for this project that does not negatively intrude on so many in the Auburn community.



Michael B. Watson

Parcel 075-050-056-000 (5555 Fawnridge Road)

530-392-0151

cc: Shirlee Herrington, Environmental Coordination Services

Protect Rural Auburn Group

June 13, 2018

Diane Dolley
9300 Cramer Road
Auburn, CA 95602
Assessor's Parcel # 026-110-027-000

RECEIVED
JUN 18 2018
CDRA

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Twilight Ride Property AND New Environmental Impact Report

Dear Madam:

This letter is in response to Placer County proposing a parking lot including horse stable, bike rental, picnic area and whatever else at 5345 Bell Road. This will have a terrible impact on Bell, Cramer, & Lone Star Roads. We have already seen what has happened on Mears Rd. The roads of Bell, Cramer, & Lone Star are heavily traveled daily and barely handle current traffic. These roads are narrow, have blind curves and other hazards.

**I ABSOLUTELY OPPOSE THIS PLANNED PURCHASE OF LAND AND PROPOSED PARKING LOT at 5345 Bell Road, Auburn.
THE BURDEN TO THE AREA IS MUCH GREATER THAN THE BENEFIT.**

Additionally, the county must prepare a NEW ENVIRONMENTAL REPORT as the current one is inadequate and nearly 10 years old. The county is proposing to more than double the original area of the first EIR. The information is clearly incomplete and dated.

The county should not continue on this path and I demand that they stop immediately and not go forward on any Hidden Fallen Regional Park Trail Expansion Project.

Sincerely,



Diane Dolley

Shirlee Herrington

From: Abbas Mehdi <abbas.ubc@gmail.com>
Sent: Thursday, June 14, 2018 10:47 PM
To: Shirlee Herrington
Subject: Hidden Falls Expansion

Hi,

I am a Placer County residents and in favor of expanding the trails and parking. I have many friends in the county who feels the same way. How can I make our case?

Would a petition with names and signatures suffice? Or does each signee need to comment and make a case?

Please let me know.

Thanks!

Abbas Mehdi.
8200 Christian Ln.
Granite Bay, CA 95746
323-572-6751

--
Abbas

Shirlee Herrington

From: caron@foothill.net
Sent: Friday, July 06, 2018 2:02 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls Proposal Lone Star Rd. access

Hello: July 6, 2018 1:57 pm

This email is in response to use Lone Star Rd and Bell Rd as access to the Hidden Falls Park .

I live at 5785 Lone Star VALLEY RD.(LSV rd.) which is a private ,residents maintained road with 9 houses.

This SINGLE LANE road is NOT improved or maintained by Placer County as it is situated in UNINCORPORATED Placer County.

Lone Star VALLEY (LSV.rd) road starts immediately off of Lone Star road and gives the illusion that it is a continuation of Lone Star Road. Many people mistakenly proceed down LSV road.They MISS the BLIND CURVE that actually is Lone Star rd. and continue down LSV RD.When they realize their mistake they approach the residences to ask where they are ,ringing doorbells at 7:am, trying to turn around in private driveways or sometimes driving across lawns.Directions signs are NOT heeded.The approach to the BLIND CURVE is a VERY,VERY steep hill which would be difficult for truck driven horse trailers to navigate.

The BLIND CURVE is extremely dangerous and there have been several near misses by traffic coming the other way, around the curve WHICH IS ALSO BLIND TO THEM.speed signs are totally IGNORED.

There is only ONE way out of LSV rd.,it has to be used as the FIRE RD. NON residents have parked at the head of the road

thus blocking the residents FIRE exit and FIRE TRUCK entrance.

Lone Star Road has several FLOOD Zones even though the entire road is deeply trenched on both sides to prevent more floods.

in order to widen the road which currently can not allow 2 horse trailers to pass. DOZENS OF OLD OAKS would have to be removed because there is no other room before them except to fill in the flood trenches and thus making the entire road impassable and cause even more flooding and property erosion. You are no doubt aware that there have been several traffic FATALITIES at the corner of Lone Star RD.and Rte 49 which is a BLIND CURVE for traffic coming from Lake of the Pines and Grass Valley. There are speed signs but people don't heed them.

Lone Star Rd. is remote and there is very little, if any(in areas) cell phone reception and GPS is inaccurate.

May I suggest that you all hitch a loaded horse trailer to a truck and come out here take a drive on Lone Star rd. and see for yourselves, what I am saying.

At the last open meeting all the people conducting the meeting were asked how many of them(you) live in the country.

NONE of them(you) do. !!!! Perhaps you need to see the areas that you represent and you would get a clearer picture.

Please don't destroy our peaceful and beautiful environment.

Thank you,
Carolyn Weaver
caron@foothill.net



This email has been checked for viruses by Avast antivirus software.

www.avast.com

July 5, 2018

VIA E-MAIL AND FEDERAL EXPRESS

SHERRING@PLACER.CA.GOV

Shirlee Herrington
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Comments on Revised Notice of Preparation: Hidden Falls Expansion Project

Dear Ms. Herrington:

We appreciate the opportunity to comment on the Revised Notice of Preparation (NOP) of a Subsequent Environmental Impact Report (SEIR) for the Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project (the "Proposed Project"). These comments are being provided on behalf of my client, Harvego Real Estate LLC (HRE). By this letter, we reiterate our request for notification of any new documents or other significant developments with regard to the Proposed Project.

Attached are comments we submitted on the original NOP for the Proposed Project on February 27, 2017. We understand that those comments will be included in the administrative record of proceedings for the Proposed Project. We remain concerned about the issues raised in our previous letter, which are equally applicable to the Proposed Project as reflected in the Revised NOP.

Most significantly, it is critical that the SEIR adequately analyze and disclose the environmental impacts that will result from the construction of an access roadway through my client's property, which includes most of what is referred to as "Curtola Ranch Road." As you are aware, based on the Grant of Easement dated June 14, 2011 between my client, Peter M. Caswell and Jacqueline F. Caswell, the Placer Land Trust, and the County of Placer, prior to public access being allowed through my client's property, the County is required to improve the road "to a minimum standard, consisting of a road with an all-weather roadway surface of not less than twenty feet (20) in width, which satisfies the County that it is suitable for use by the public in general. . ."

Construction of this roadway will likely result in significant environmental impacts, including those associated with heavy grading, oak tree removal, enlarging an existing earth dam, construction of a bridge, and diversion of storm and irrigation waters. This construction has the potential to impact protected species, native trees, and riparian resources, and thus may trigger additional environmental permits. The SEIR must analyze, disclose, and mitigate for the impacts of constructing these improvements, and those impacts should be considered in the SEIR's evaluation of project alternatives.

As stated in our previous letter, we are surprised that the County has not elected to meet with my client prior to moving forward with the Proposed Project. There has been no meaningful communication from the County regarding the Proposed Project since we submitted our original comments. We remain hopeful that the County will establish a substantive dialogue with my client and other stakeholders in order to ensure that all parties' rights and interests are taken into consideration before the Proposed Project moves forward.

We look forward to the opportunity to provide input regarding the potential impacts of the Proposed Project prior to public circulation of the SEIR. Please feel free to contact me at your convenience to discuss this further.

Very truly yours,

DOWNEY BRAND LLP



Kathryn L. Oehlschlager
Enclosure

February 27, 2017

VIA E-MAIL AND MAIL

Shirlee Herrington
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Comments on Notice of Preparation: Hidden Falls Expansion Project

Dear Ms. Herrington:

We appreciate the opportunity to comment on the Notice of Preparation (NOP) of a Draft Subsequent Environmental Impact Report (DEIR) for the Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project (the "Proposed Project"). These comments are being provided on behalf of my client, Harvego Real Estate LLC (HRE).

As the County is aware, HRE owns a substantial amount of property adjacent to the Proposed Project, as well as several properties upon which improvements are proposed as part of the Proposed Project. HRE previously owned what is now the 1700-plus-acre "Harvego Bear River Preserve" (HBRP), which generally has the Bear River as the north boundary. Presently, there is no public access to the HBRP, and the Proposed Project contemplates allowing public access via several roads that will require substantial improvements, some of which cross HRE's property. HRE currently owns over 800 acres generally to the south of HBRP, including most of Curtola Ranch Road, which we understand would be the access to the onsite parking area on the HBRP, as identified in the section on Parking and Access and on Figure 3 of the NOP.

We have been surprised that the County has not elected to meet with our clients and discuss the matter prior to moving forward with consideration of the Proposed Project. It is the hope of my clients that there can be meetings and other communication with the County and project participants on the front end of the project to make sure the County's process meets legal requirements related to their property prior to the issuance of the DEIR, in an effort to save significant time and money down the road.

We have a few questions and comments, based on the limited information found in the NOP. Those include:

- The NOP shows trail easements, existing trails and proposed new trails as part of the Proposed Project. It is critical that the DEIR address the environmental and other impacts, including impacts on adjoining property, associated with developing the trails.
- How can the parking lot being contemplated on HBRP be associated with the Hidden Falls Regional Park when it is over 4 miles away?
- It is unclear why the County is preparing a subsequent EIR, instead of a new EIR, given that the location of the Proposed Project is geographically remote from the existing Hidden Falls Regional Park. A subsequent EIR is appropriate where an agency proposes changes to a project for which an EIR has already been prepared. *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 943. The Proposed Project is a separate, stand-alone project, and will have environmental impacts that are entirely different from the prior Hidden Falls project.
- The NOP contemplates access to the new parking lot on HBRP over Curtola Ranch Road without explicitly so stating. Is the County aware of the current condition of the extension of the road over our client's property and the requirements of the County to use the Easement over our client's property for public use?
- Improving Curtola Ranch Road for public use will require major improvements and significant heavy construction, and all impacts of those improvements must be addressed in the DEIR. For example, will the DEIR address the issues of crossing an earthen dam on a dirt road that is currently less than 20 feet wide? Similarly, will the DEIR address the significant loss of oak trees and substantial cost to build the extension of Curtola Ranch Road?
- Will the DEIR address the significant storm water flow issues that the Proposed Project would impact, and the fact that a bridge of some type would be required over existing water canals to get to the proposed parking area?
- Will the DEIR address the fact that there are very limited, if any, utilities in the area of the proposed parking lot?

We note that the County does not address Curtola Ranch Road and related areas owned by HRE under Roadway Improvements or Construction, Operation, and Maintenance sections of the NOP. The questions above represent only a few of the potential environmental issues related to the easement across the HRE property. My client is concerned that the NOP as written does not adequately disclose the difficulty, cost, and environmental impacts of improving Curtola Ranch Road to the agreed upon standards, which would be required for public use.

We look forward to having an opportunity to provide input regarding the potential impacts of the Proposed Project prior to public circulation of the DEIR. Please feel free to contact at me at your convenience to discuss this further.

Very truly yours,

DOWNEY BRAND LLP



Kathryn L. Oehlschlager

Shirlee Herrington

From: Teresa Muscarella <trmdesigns@yahoo.com>
Sent: Friday, July 06, 2018 1:33 PM
To: Placer County Environmental Coordination Services
Cc: Michele Calbi; Mike Lutzker; Mike Muscarella; Judy Isaman
Subject: twilight ride access

Comments on Hidden Falls Regional Park Trails Network, Expansion Network -Twilight Ride Access.
Thank you for allowing to comment on this issue.

First of all the initial Hidden Falls parking area on Mears Place is a big failure and pushing the problem to our neighborhood is simply wrong. I think we should take a look at the people who are actual using Hidden Falls park and go from there. We can easily find the address' of these people by looking at the sign up website. If the bulk of the people are coming from the southern portion of our county or even Sacto county as I suspect then it would be prudent to have another access point closer to the demographics using the park. The nice man at our last meeting has offered up his ranch Lincoln for this very purpose. The land is close to 2 freeways and will not disrupt an established rural neighborhood. This seems a logical solution that should be explored. And if it is determined that many of these people come from our community than lets purchase a parcel of land on hwy 49 or a more populated area to connect to the park. You have waited this long what is the rush??

Looking again at Hidden Falls and Mears Place. The neighbors here have testified that the park has lowered the value of their property, created unprecedented traffic, unsightly litter, noise pollution, vandalism and theft. Why on earth would you want to replicate this scenario in another neighborhood? They also maintain that the park itself does not make good neighbors; trails too close to their property lines, poor barb wired fencing, and no access through properties adjacent to the park. It seems if these people are being burdened with this park and all the negative stigma that comes with it they should at the very least be given concessions for their burdens.

Now lets look at the Bell, Lonestar and Cramer Road areas. You claim that these roads are "semi" rural. I see them as rural. In fact many of these properties are Williamson act properties. Properties where the owners have taken great care to preserve their large pieces of land for ag use way into the future. These are forward thinking folks whose families have been here for generations and their very life depends on their land, their livestock and/or crops. They are great stewards of our land and cannot up and leave because the city is moving in. They will pay the heaviest price.

Our narrow roads are traveled by tractors, atv's and slow driving pickups. The mailboxes are in banks at the street corners and people actually walk to them. The additional traffic will be very dangerous especially by drivers who are not familiar with our winding, narrow roads. Cramer road is very narrow....and we like it that way. Will you be widening it and if so which side and will you be replacing our fences? To add insult to injury, I have read that we will be getting a new prioritized bike lane on Bell Road. How do you think this is going to work? Why would you do this? Horse tailors, city drivers, tractors, now cyclists all sharing the same road. This sounds like disaster to me. Are you planning to widen Bell Road?

Regarding the special use permits that you stated in our last meeting for people whose property is adjacent to the Twilight Ride park wherein these people may board horses and have access through their properties to the park seems great in theory. Have you considered the extra insurance burden these people will have to pay. As stated before many of these properties are Williamson Act and within that contract horse boarding is not permitted. So as this seems like a great concession it in theory is a mute point.

Now lets talk about the parking. The parking lot is planed to service 50 cars and 20 or so rigs. If it is scheduled like Hidden Falls then there are 2 permits per space daily; one in the morning and one in the afternoon. That is potentially 100 additional cars and 40 rigs daily on our little roads. Think of the impact! The noise, the pollution, the congestion and most importantly the accidents. This doesn't even include the cars that just drive by to check out if there are available spaces and park illegally on the street. The signs that will need to be posted. Signs showing where the park is and many more signs telling people where NOT to park. I have been told by many city planners that signage is blight. And so we live with blight.

The park proposal has many vague statements. What are the additional concessions? Why showers? Will the water be from a well and will that impact our neighbors wells? Will there be camping? Noise control, homeless control, garbage control? Bike rentals? How will it all be policed? How will our roads be maintained with all the extra traffic? I am concerned with many things about this park but most importantly concern is FIRE. Will the county take responsibility if a fire occurs in the park?

I am not naive. I know that this is almost a done deal. It is truly shameful that you intend to destroy our peaceful neighborhood to feed your coffers and your ego's. Once again North Auburn is a cash cow for Placer County.

If the park must happen (and I believe it should NOT) then consider this:

We should have equal burden with Mears Road. No more or less vehicles, rigs.

No fires at all

No overnight camping

No showers

No concessions at all

Let's keep it a quiet, nature park without all the hoopla.

I'm wondering how much my taxes will go up because of this park. It's ironic...we will be paying additional taxes to destroy our neighborhood.

The passage below was written by a concerned citizen and speaks true to me:

The purchase of this property itself should be scrutinized, when it comes to spending our hard earned tax dollars, is open space really a priority? When headlines show our Community College district is desperate for funds, our Fire districts are hemorrhaging, the unfunded long term liabilities are real, infrastructure needs continue to grow.... Is it really the role and priority to purchase, build, staff & maintain huge open space parks? One thing if Placer Legacy wants to solicit funds and purchase open space, quite another when thousands and thousands of staff hours are spent on meetings, planning, design..... purchasing at top dollar residential / ag lands, not to mention the impact of loss of funds to other areas - such as above, or more localized recreation facilities. Reality is, in our community / county there are vast open space resources, hundreds and hundreds of miles of hiking, biking & equestrian trails - when it comes to true "needs" it would be hard to prioritize spending on open space. We are surrounded by Tahoe National Forest, Auburn State Recreation area, Folsom Lake, Bureau of reclamation land..... - Again it is all nice, we can all appreciate open space - but we also have to be fiscally responsible, with long term visions (each expansion of Hidden Falls creates new long term liabilities...) - Public Safety, Infrastructure, water needs. Health & Human Services, unfunded debt.... Now of course putting in huge parking lots & increasing traffic on old rural roads is another issue, I also think that the speed of purchase and the obvious plans for this property are subject to questioning.....

It is what it is, I know how this works - a few meetings to pretend public input is wanted, and then soon ground will be breaking for the parking lot, the sky will not fall, but it is just one more sign at how out of whack we are getting, and how the allocation and management of our limited tax dollars is not really in line with what a local government should be focusing on. Just my opinion

One more last thought. I believe that it should be public knowledge when and where all property is purchased from the county BEFORE it is purchased. Also is there a map of all the land owned in the trust as I think I will have to move and I don't want to move near land you own.

Sincerely,
Teresa Muscarella
11400 Cramer Road
Auburn CA.

Imperial Mortgage & Real Estate Services

4455 Gambah Dr. Auburn Ca 95602

To: Placer county Board of Supervisors
Re: Hidden Falls new access off Bell Rd

Keith Wenger
4455 Gambah Dr,
Auburn, Ca. 95602
APNs 026-360-27, 026-360-15

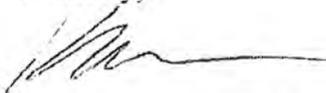
I am a local business owner of Imperial Mortgage & Real Estate Services and have lived here for 23 years. My wife Margie and I chose this area to raise our 6 children in a rural setting in the country. I am deeply disturbed about making this Hidden Falls new access off Bell Rd. I have the following concerns:

Bell Rd. is narrow most of the way and barely has enough room for bicycles and cars as it is. I live on the dangerous corner of Bell Rd. and Gambah Dr. and have had my mail boxes destroyed and property damages caused by drivers that don't know how sharp the turn is and this is going to be worse with 100 more cars and 40 horse trailers coming around that turn every day! This turn is plainly marked and the mail boxes have still been knocked down 4 times, causing damages to my fence and property. This is going to make it worse!

The Mears Rd. entrance has been a disaster for the people who live on that road and this will be worse! There is currently property damage, trespassing, garbage dispersed on the roads, etc. I am also very concerned about fires being started by park users who don't understand how easily a fire can spread in this area. If a fire damages property in this area our insurance rates, which are sky high, will go up even higher! I pay 6,000 a year for fire insurance now.....

What is the HURRY!! We Need a new EIR to be ordered and need to slow this whole project down or stop it completely. The park already has one entrance and that should be sufficient. This will turn Bell Rd. that is already too busy, into a freeway! I did not move here to have traffic, fire potential, littering, property rights violations and damages. I am firmly against this new access, and I am watching VERY closely to see who is for or against this access! I will vote accordingly in the next election of Placer County Supervisors.

Sincerely,

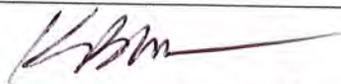
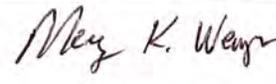
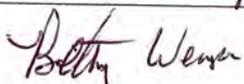
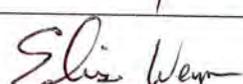


Phone: (800) 961-CASH or (530) 885-4444 Fax (530) 885-4476
Email: keithwenger@yahoo.com

**PETITION
PROTECT RURAL AUBURN (PRA)**

The Placer County rural parking installation proposed for 5345 Bell Road as means to enhance parking and access to the Hidden Falls Regional Park and to some 2,500 additional acres held under the stewardship of the Placer Land Trust will denigrate our neighborhood. Traffic impacts, urbanization of agricultural lands, concerns about vandalism and thievery, and many additional impacts are the basis of our demand of the County to cease and desist with planning for trailhead access and parking at the address noted, a site referred to as the "Twilight Ride" property.

The undersigned desire that the County of Placer seek another solution to meet perceived parking needs for access to the acreages noted.

1.	Name: Keith B. Wenger 
	Address: 4455 Gambel Dr Auburn, CA 95602
	Phone: 916-801-4445
	Email: k.th.k@keithwenger.com
2.	Name: Margie Wenger 
	Address: 4455 Gambel Dr Auburn, CA 95602
	Phone: 530-368-0145
	Email: MargieWenger@yahoo.com
3.	Name: Bethany Wenger 
	Address: 4455 Gambel Dr Auburn, CA 95602
	Phone: 530-368-0145
	Email: curlybwenger@yahoo.com
4.	Name: Elise Wenger 
	Address: 4455 Gambel Dr Auburn, CA 95602
	Phone: 530-305-2826
	Email: ewenger09@gmail.com

Shirlee Herrington

From: Tricia Frazier <pmoonblu@gmail.com>
Sent: Monday, June 18, 2018 10:03 AM
To: Shirlee Herrington
Subject: Hidden Falls

I just wanted to show my support in the expansion project. I ride there often with many of my friends. We all love how nice it is there and would really like having more area to ride on.

Thank you
Tricia Frazier

Shirlee Herrington

From: Ron Paitich <rpaitech@gmail.com>
Sent: Friday, June 15, 2018 11:37 AM
To: Shirlee Herrington
Cc: Lisa Carnahan
Subject: Hidden Falls NOP comments

Re: <https://www.placer.ca.gov/news/2018/june/hidden-falls-nop>

Dear Shirlee,

My wife and I attended the Hidden Falls NOP meeting at DeWitt last night.

From what we conclude, one reason for the expansion of Hidden Falls RP is to deal with the increase visitor load. I offer these comments:

The tenor of the NOP meeting was decidedly negative, with concerns expressed about increased traffic due to the 100 added parking spaces at the Twilight Ride property on Bell Rd. We're not traffic experts, but 100 cars over the period of a day is a trivial increase, an average of a dozen cars per hour.

One participant, a resident of Lincoln, said he had property that bordered (or was very close to) the west end of Hidden Falls. He said his property was available for purchase, to add to Hidden Falls. Based on this limited information, his proposal seems an ideal solution. It avoids the rural narrow Bell Rd access in the current proposal, while adding expansion to the existing park. The owner indicated that there are several roads to access his property.

We support expanding the park, as we will be able to make use of the trails closer to home. We contend that access to a park that size needs come from several locations and possibly be limited to Placer County residents. Since population density is larger on the west side of the park, easy access from the west should be included.

Here's a popular regional park that limited access to local residents:

We moved to Auburn 37 years ago from Los Altos. At that time, 1970s, there was an excellent park near us, Palo Alto Foothills Park. Access to the park was limited to residents of Palo Alto; to enter the park, it was necessary to present identification, e.g., driver license, that showed your address. Limiting access to local residents makes sense, as the park is funded and maintained by Placer County. In addition, it completely solves the concerns, real or imagined, of traffic increase. Cost of the proposed expansion would be avoided as well.

Here's more on the Palo Alto solution:

<https://www.cityofpaloalto.org/gov/depts/csd/parks/preserves/foothills/default.asp>

Residency Requirement

Foothills Park is open to Palo Alto residents and their accompanied guests only. Proof of residency is required. Guests must be accompanied by a Palo Alto resident. Limit of 15 guests per resident in two additional cars. Please call the Foothills Park rangers for clarification or for additional questions at 650-329-2423.

Sincerely,

Ron and Barbara PAITICH

5841 Bell Rd.

Auburn CA 95602

Telephone: +1 (530) 269 2966

Shirlee Herrington

From: Keith & Stephanie <kcs4br@sebastiancorp.net>
Sent: Friday, June 08, 2018 10:22 AM
To: Shirlee Herrington
Cc: Sheila Toner; Timothy and Sue Crum; Bruce Littlefield
Subject: Hidden Falls Regional Park

We are encouraged you are seeking ways to fix the terrible parking problem at Hidden Falls. We would like you to also think about how providing additional parking lots will affect local homeowners in terms of increased traffic and increased maintenance costs on non-County maintained roads. We don't live near Hidden Falls but find it very problematic that the County did not consider the additional burden on local homeowners the traffic would present in terms of road maintenance.

In Foresthill, access to a major staging area for ASRA, for which the County chooses to take no responsibility for road maintenance, has been a very difficult issue for the entire community.

Also, we hope some of the new parking areas will not be adjacent to a steep slope for a trail head, both in terms of erosion and cutting across the trail and in terms of people whose physical limitations prevent them from getting into the park as a result of the steep starting/ending section of trail.

Sincerely,

Stephanie Williams and Keith Collins

Foresthill

Shirlee Herrington

From: Louise Fry <blfry@live.com>
Sent: Thursday, June 14, 2018 9:38 AM
To: Placer County Environmental Coordination Services; Bob, Louise Fry;
jimholms@placer.ca; jennifermontgomery@placer.ca
Subject: HIDDEN FALLS PROPOSED PARKING LOT

Attention Sharlee Herrington, Jennifer Montgery, Jim Holms and other board and county representatives:

You have already ruined one beautiful quiet neighbor hood and destroyed there Home values, why are you trying to do it to another, two wrongs don't make it right. You already have property, go deeper into it to make more parking.

We have lived here 40years and have seen much change but this is absolutely ridiculous and mind boggling. HOW WOULD YOU LIKE IT IF THEY WERE TO BUILD A 6 OR 8 LANE FREEWAY RIGHT NEXT TO YOU QUIET BEAUTIFUL HOME. All the noise, dust, theft, and destruction of property.

There are section of Bell Road that are not wide enough for 2 trucks and horse trailers to pass one another, Cramer is MUCH worse.

You need to do a New EIR. And Just wait till its time to re-electic you.
FIND ANOTHER WAY TO FIX YOUR SCREW UP.

NO PARKING LOT IN MY BACK YARD you rectal orifices.

Robert and Louise Fry
5401 Bell Rd.
parcel No 026-110-031-000

To ELECTED OFFICIALS of PLACER COUNTY; you are elected by the people of THIS county and are sopose to do what WE THE PEOPLE WANT. Are you listenting? Or are you deaf to our crys. Were you born or raised in this Beautiful area? Or did you move here from the City, If so why did you move here, for the Beauty and Calm of the Area? Then why are you tring to ruin it.

The PROPERTY AT 5345 Bell Rd. that you are trying to purchase with generous gifts and tax dollars, is not worth what you are willing to pay for it and it is right in the middle of quiet Homes & Animals grazing. It has been a GREAT AREA to raise our Children and grow old. NOW you come along and want to put a PARKING LOT & CONSESSIONS, right in the middle and bring in City Dwellers and Homeless, with there drugs, trash and noise polutions. RAISING GREAT ISSUES with FIRE DANDER. It's hard now to get fire insurance, who knows if we will even be able to get it then.

With the size of this PARKING LOT and the concessions, it will end up being the Main Entrance in to Hidden Falls Recreation Area.. Our Roads will not handle the type of traffic you want to inflect on them. Where will you get the money to widen and improve them...MORE TAXES. With bathroom you will have to drill wells, which will lowere out water tables.

You will have to take peoples property for turnouts and lefthand turn lane, and streighten out cures. How about School Buses with Childred in them morning & Afternoon. Also when there is an accident on Hwy 49, they divert traffic down LoneStar and Cramer on to Bell, How is that going to work with Trucks & Horse Trailers. LoneStar and Cramer both have a hard time with two way traffic. Bell use to be that way, but you widened it and put a line down it 20 years back, but city people still have a hard time driving it and staying on there side.

You already have the Park and you have disrupted the lives of many people on Mt. Vernon and Mears, WHY DON'T YOU JUST TAKE THE ROAD FARTHER IN TO THE PARK AND MAKE YOUR PARKING LOT & CONCESSIONS. Then you can make the roads as wide as you wish and the parking a big as you want. There was a Man at the meetting on June 14th from Lincoln that had property adjacent to the Park that wanted to sell it to you and you turned him down. WHY? Were his Neighbors against it too. We all have friends on Mears that are still complaining about the distruction, traffic and the Park its self. There property Values have dropped and they can't even sell ther houses. You may have had a great idea but it was started to late and now the property is to populated.

Please put yourselves in our shoes, drive out Bell, from Joger all the way to the Auburn Valley Country Club, you will see signs NO HIDDEN FALLS ACCESS, WE DO NOT WANT IT IN OUR BACK YARDS, DON'T RUIN OUR COUNTRY HOMES AND BEAUTIFUL VIEWS.

Bob & Louise Fry, 5401 Bell Rd., Auburn

Fr: Steve & Alice Perry
Re: Bell Road Parking Lot
Dt: June 14, 18

RECEIVED

JUN 22 2018

CDRA

To: Shirlee Herrington Environmental Coordination Services

Hello Shirlee. My wife and I are transplants from the Vacaville area for about five years now. Our retirement is going well, as we enjoy and continue to adjust to country living. Stating things simply, we are alarmed at the potential parking lot on the corner of Bell and Cramer. We know how awful its been for many who live around the current Hidden Falls facility right now. This new parking lot will not fix that, but only exasperate it. There are already enough places in the greater bay area to ride, bike and hike, without turning our neighborhood and roads into a more unsafe situation. This is not a good plan, except in the minds of those who are not physically effected. We are in opposition. Thank you.

Steve & Alice Perry
4712 Howe Lane
Auburn Ca 95602
Assessment / Parcel Number 076-030-048-000

Shirlee Herrington

From: Willis <bjwillis@sbcglobal.net>
Sent: Monday, June 18, 2018 6:06 PM
To: Shirlee Herrington
Subject: hidden falls

Expansion of Hidden Falls is a much needed opportunity for our community to enjoy this parkland. It is such a popular place that reservations are needed to enjoy it. This alone should tell the decision making people that we need more recreation opportunity. I would like to see parking expansion for equestrians, as we use this park frequently, and is very desirable park for trail riders. Please consider the expansion of horse trailer parking.

Janet Willis
25076 China Hollow Rd,
Auburn, CA

Hidden Falls Regional Park Subsequent Environmental Impact Report Scoping Meeting Comment Card

Please write clearly and note that all comments received become a part of the public record. If you'd like to provide your name or contact information, please do so:

Name: WALLY GAFFNEY Organization: PRA / Personal; Address: 4961 Bell Rd, Auburn CA 95602
 Email: WGAFFNEY37@GMAIL.COM Date: 7/5/18

W. Charles Gaffney 916-275-1653
 Please add me to the mailing list for this project.

Preliminary review by Placer County staff indicates the proposed Hidden Falls Regional Park Expansion Project Subsequent Environmental Impact Report (SEIR) will evaluate impacts to the following environmental topics:

- | | |
|--------------------------------|-----------------------------------|
| ▶ Aesthetics | ▶ Hazards and Hazardous Materials |
| ▶ Agriculture | ▶ Hydrology and Water Quality |
| ▶ Air Quality | ▶ Land Use and Planning |
| ▶ Biological Resources | ▶ Noise |
| ▶ Cultural Resources | ▶ Population, Employment, Housing |
| ▶ Energy | ▶ Public Services and Recreation |
| ▶ Geology, Soils, Paleontology | ▶ Transportation/Traffic |
| ▶ Greenhouse Gas Emissions | ▶ Utilities and Service Systems |

Not ENVIRONMENTALLY SAGE!

Q: Have we missed any important topics? If so, which ones and why? Should any topics be dismissed from further consideration? If so, which ones and why?

MISSED → drainage: Asphalt &/or concrete parking lot surface of 40+ ACRES will drain (has fluids/petro/oil) to (E) adjacent ponds & creeks

Q: Should any topics be broken out separately or combined? Why?

drainage of surface pollutants from vehicles → parking surface the NATURAL ponds & creeks.

Q: Due to what you know about the location, scale, and character of this proposed park expansion, should the EIR place particular focus on certain topics? If so, which ones?

DRAINAGE / ROAD SAFETY / INCREASED FIRE DANGER CAUSED BY NON-RESIDENTS / NEGATIVE IMPACT ON (E) EXISTING AGRICULTURAL, LIVESTOCK, NATURAL GRAZING LANDS.

Q: Are there existing conditions on the site or in the vicinity of the project site we should consider in the EIR analysis? If so, please describe them.

DRAINAGE

INCREASED TRAFFIC - VIOLATIONS - ACCIDENTS

Mitigation Measures

Q: Mitigation measures are changes to the design, phasing, or operation that would reduce or avoid environmental impacts. Please suggest mitigation measures that could address impacts related to operations and maintenance.

FIND ANOTHER PARKING AREA & PARK ACCESS OTHER THAN PROPOSED TWILIGHT PARKING LOT @ 5345 BELL RD.

Alternatives

Q: The applicant will consider alternatives that meet the basic objectives for the project that could potentially reduce or avoid environmental impacts. Do you have ideas for alternatives that would reduce or avoid environmental impacts?

OTHER LOCATION

Save Auburn Raining Salmon & Steelhead

SMALLER PARKING LOT

California Rifle & Pistol Assoc.

Interested Parties

Q: Do you know of public agencies, public and private groups, or individuals that the applicant should contact regarding this project and the accompanying EIR? If so, please list them.

CA. FISH & GAME COMMISSION / SIERRA CLUB / CRPA / SARGAS / CSRA / PULP

If you would prefer to take this card with you and provide comments later, please send them by, 2018 to: July 6

Shirlee Herrington Environmental Coordination Services Community Development Resource Agency 3091 County Center Drive, Suite 190 Auburn, CA 95603.

You can review the Notice of Preparation (NOP) at Placer County's website at: https://placer.ca.gov/departments/communitydevelopment/planning

Placer County Conservation PROGRAM AECOM Scoping Meeting Comments

California Sport Fishing Protection Alliance

Hidden Falls Regional Park Expansion SEIR Public Scoping Meeting

5345 5345

Shirlee Herrington

From: Wally Gaffney <wgaffney37@gmail.com>
Sent: Friday, July 06, 2018 3:26 PM
To: Shirlee Herrington
Subject: Proposed Twilight Parking Lot

Dear Shirlee,

Let it be know that I am vehemently opposed to proposed Twilight Parking Lot !

This area is very near my family's home

This area is zoned residential/agriculture not Parking Lots

Major concerns of my friends and neighbors are

FIRE
SAFETY
COST
DRAINAGE OF PARKING LOT HAZARDOUS WASTE TO PONDS & CREEKS IN NEAR
PROXIMITY

Thank you for your time and consideration on this matter....

Please Respond

Wally Gaffney
4961 Bell Rd.
916-275-1653
Wgaffney37@gmail.com

RECEIVED

JUL 02 2018

Dear Shirlee

CDRA

As a tax paying, law abiding citizen I am very concerned regarding the proposed parking lot at 5345 Bell Rd., so-called Twilight ride property.

I built a home for my family 15 years ago @ 4961 Bell Rd, 20 acre parcel zoned residential/agricultural.

Let it be known I am vehemently opposed to this proposed parking area for many reasons listed below:

- *increased fire danger from non-residents
- *safety issues
- *county expenditures not approved by residents
- *parking lot in rural Auburn zoned residential/ag
- *many problems that will plague new parking as evident at Mt Vernon/Mears Rd Fiasco; theft, loitering, illegal parking, trash
- *devaluation of surrounding properties
- *cattle grazing and ranching activities will be decimated by the influx of users
- *increased potential for wildland fire and traffic safety issues

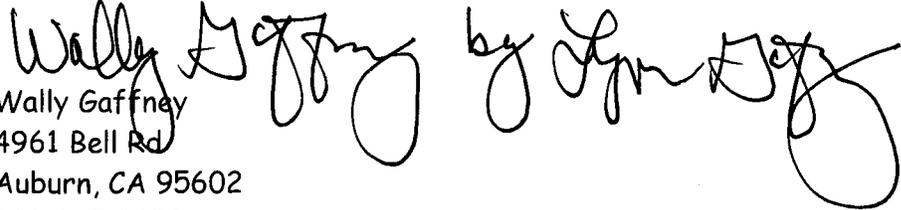
I feel Placer County is trying to shove their agenda down our throats without properly notifying residents.

Screen meeting held 6/14 @ county planning conference room was well attended by my concerned friends and neighbors but it seemed to fall on smug non engaged county employees. Why were the supervisors not there??? As I understand it the supervisors have the final vote on this issue. If so, I believe their presence is or should be mandatory.

Thanks so much for reading this heartfelt message. I would very much appreciate a response to this letter. You represent your constituents. We voted you in office to represent us. Please do so.

Please respond at your earliest convenience.

Very Concerned Resident,

Wally Gaffney by 
Wally Gaffney
4961 Bell Rd
Auburn, CA 95602
916-275-1653
wgaffney37@gmail

Shirlee Herrington

From: Jaya Perryman <seejaya@mac.com>
Sent: Friday, July 06, 2018 10:03 AM
To: Placer County Environmental Coordination Services; Jennifer Montgomery; Andy Fisher; Placer County Agricultural Commission; Rebeca Solomon; Mike DiMaggio
Subject: Hidden Falls Access Bell Rd

July 6, 2018

Objections/Considerations

- 1) The existing roads including Cramer, Lonestar and Bell are inadequate (and dangerous) for the traffic impact that will result
- 2) The influx of people will increase the chance of fire
- 3) Will devastate the rural agricultural neighborhood in the area
- 4) Will disturb and destroy sensitive habitat
- 5) Why would the disaster at Mears Rd be duplicated?
- 6) There is no plan for clean up and patrol of the area
- 7) Many recreational areas in California (and the world, ie. Thailand, New Zealand, Iceland) are being restricted because of overuse
- 8) The paradigm of attracting "more and more" visitors is antiquated, more appropriate to the 1950's and 60's
- 9) Placer County needs to consider the consequences and the future of our community as it will affect the existing, tax paying citizens who will bear the brunt of the expense and inconvenience that will result from this project
- 10) A careful review needs to be done and other options need to be contemplated

Dr. Jaya Perryman
4360 Burt Ln
Auburn CA 95602
APN 07604302

Anita M Wise
6125 View Way
Auburn CA 95602
June 14th 2018

APN 075-030-018-000

Board of Supervisors
Placer County.

Dear sirs,

I strongly object to the possibility of having a parking lots on the Twilight Ride Property at 5345 Bell Road Auburn CA.

Its going to cause an absolute nightmare with the traffic along Lone Star Road.

Anita M Wise

A handwritten signature in blue ink that reads "Anita M. Wise". The signature is written in a cursive style with a large initial 'A' and 'M'.

June 10, 2018

RECEIVED

JUN 18 2018

CDRA

Environmental Coordination Services
Community Development Resource Agency
3091 County Center Dr.
Suite 190
Auburn, CA 05603

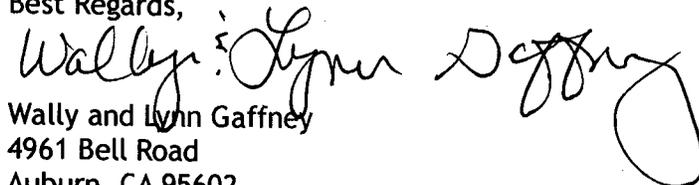
Dear Shirlee Herrington-

I am writing to you regarding the proposal for Placer County to purchase a 50 Acre Twilight Ride Property at 5345 Bell Road, which will provide more access to Hidden Falls Park. The proposal is to provide a 100 car and 40 truck-horse trailer parking, as well as stables, bike rentals, picnic area, restrooms etc.

We chose to build our lovely home at 4961 Bell Road APN (026-120-024-5109), 20 acres-3 minutes from above proposed parking site, specifically as it was located in rural Auburn and had small country roads. With the above proposed purchase, it will have not only an impact on Bell Road, it will impact homes on Cramer and Lonestar. I am certain that all of the homeowners on these roads have the same feeling. Our roads are not designed to accommodate this increased level of traffic. There would not only be a huge influx of traffic, but I am certain that this would also impact our property values. There will be increased littering, property damage, drug use, trespassing, illegal parking as well as theft. Today, our little one lane bridge can only manage the traffic we have. These roads are all very narrow and have blind curves and not designed for this type of increased use.

We are vehemently opposed to the project. Please let me know what we need to do to prevent this.

Best Regards,



Wally and Lynn Gaffney
4961 Bell Road
Auburn, CA 95602
(916) 275-1653

Shirlee Herrington

From: DIANE PHILLIPS <tntsierra769@att.net>
Sent: Thursday, July 05, 2018 8:23 PM
To: Placer County Environmental Coordination Services
Subject: Hidden Falls Expansion

Dear Shirlee Herrington,

I am writing to you today to comment on the Hidden Falls Expansion Project. I feel that this project would be an asset to Placer and Nevada counties. I live on Highway 49 at the Bear River Bridge in Nevada County close to where the new expansion would have a new staging area. Although I know it will create more traffic in the area I feel that it would also increase property values in the area. Not everyone can say they have a 3,800 acre nature preserve with 30+ miles of multi-use trails within a 10 minute drive from their house.

Again I am confirming that I support the construction of the Hidden Falls Expansion Project.

Sincerely,
Diane Phillips
24744 State Highway 49
Auburn, CA 95602
530-269-1517

Brian Mark Wise
6125 View Way
Auburn CA 95602
June 14th 2018

APN 075-030-018-000

Board of Supervisors
Placer County.

Dear sirs,

I strongly object to the possibility of having a parking lots on the Twilight Ride Property at 5345 Bell Road Auburn CA.

Its going to cause an absolute nightmare with the traffic along Lone Star Road.

B.M. Wise

A handwritten signature in cursive script that reads "B M Wise". The signature is written in black ink and is positioned below the typed name "B.M. Wise".

June 14, 2018

Shirlee Herrington
Environmental Coordination Services
3091 County Center Drive, Suite #190
Auburn, CA 95603

Regarding: Hidden Falls Regional Park Trails Network Expansion Project
Twilight Ride Property

We recently received a letter from the Placer County Development Research Agency notifying us of the proposed additional entrance and parking lot for Hidden Falls Regional Park and Expansion via property off Bell Road which will **drastically and negatively impact** not only Bell Road, but also Cramer, Lone Star, and Highway 49. Due to the fact that we live on Lone Star Road, we are extremely interested and concerned and changed plans so that we could attend the important meeting tonight at the Placer County Planning Commission on June 14, 2018.

We also attended the Placer County Meeting regarding the proposed Auburn Valley Country Club entrance on February 21, 2017. We sat quietly, and listened intently to the many affected people who spoke vigorously **against** the proposal, many of whom live on or near Mears Road, Mears Place, Mount Vernon and adjacent roads. We sat quietly, and listened intently to the many affected people that spoke vigorously **against** the proposal, many of whom live on or near that proposal, which would have negatively affected all of us who live in the Auburn countryside.

The opposing homeowners in February had many valid and verifiable reasons for their disappointment and dismay, all of which we completely sympathized with. Most of them addressed the following problems they currently experience, including: increased crime, mail theft, trash and garbage left on the road and on their property (bottles, cans, cigarettes, fast food boxes, papers, miscellaneous junk and even soiled baby diapers), an excess amount of cars, trucks and horse trailers, people, dogs, and bicyclists. **Fire** danger and water supply are huge issues in rural Auburn.

In addition, some of the Mears Road property owners stated that they have been verbally harassed by park visitors. Their continued concerns regarding the availability and speed of police, fire, and emergency response teams getting to their homes in case of emergency due to the traffic and congestion on the roads is not only valid, but very scary.

And, here we are again. We have lived on Lone Star Road for 38 years, and our concerns about another possible entrance via Bell Road to the expanded Hidden Falls Park is not only nearly impossible, but extremely dangerous. We do not want to be subjected to the same problems experienced every day by the Mount Vernon area homeowners.

Placer County Board of Supervisors are voted into office by the Placer County residents, and are elected by the voters to represent us, our homes and our property. Their job is to look out for **OUR** best interests, not the people that do not live here and do not pay our county taxes. Disrupting our lives, our property, our roads, our safety, etc., is definitely not in **OUR** best interests. Then, who is to benefit from this atrocity? Definitely, not those of us that bought a home and/or property and had a dream of living quietly in the beautiful and serene rural Auburn countryside.

Thank you!



Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602
Parcel #075-040-066-000
530-269-0717 (home)
530-320-2282 (Jim cell)
530-906-6747 (Jane cell)
Teresajane50@gmail.com
jgimbpop16@gmail.com

Cc: Placer County Board of Supervisors

February 28, 2017

Shirlee Herrington
Andy Fischer
Lisa Carnahan
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603

We recently received a letter from the Auburn Valley Property Owners Association, notifying us of the proposed additional entrance to Hidden Falls Regional Park and Expansion via Lone Star Road, Cramer, or Bell Roads. Due to the fact that we live on Lone Star Road, we were extremely interested and attended the meeting at the Placer County Planning Commission on February 21, 2017. We sat quietly, and listened intently to the many affected people that spoke vigorously against the proposal, many of whom live on or near Mears Road, Mears Place, Mount Vernon and adjacent roads.

The opposing homeowners had many valid and verifiable reasons for their disappointment and dismay, all of which we completely sympathize with. Most of them addressed the following problems they currently experience, including: increased crime, mail theft, trash and garbage left on the road and on their property (bottles, cans, cigarettes, fast food boxes, papers, miscellaneous junk and even soiled baby diapers), an excess amount of cars, trucks and horse trailers, people, dogs, and bicyclists. In addition, some of the property owners stated that they have been verbally harassed by park visitors. Their continued concerns regarding the availability and speed of police, fire, and emergency response teams getting to their homes in case of emergency due to the traffic and congestion on the roads is not only valid, but very scary.

We have lived on Lone Star for 37 years, and our concerns about another entrance via our country road to an expanded Hidden Falls Park that is not only nearly impossible, but extremely dangerous for the following reasons:

1. Lone Star Road is a narrow country road. For many years, there was not a painted line in the middle to separate the traffic. Years ago, they slightly increased the width of asphalt so that it was legal and wide enough to put a center line. However, it is still a very narrow road.

2. Lone Star Road is not a straight shot back to Auburn Valley Country Club. Once you turn onto Lone Star, on the way to the Country Club, there are several hairpin curves, and blind sections of the road with difficult line-of-sight issues of oncoming traffic.
3. When they updated Highway 49, and expanded it to 4 lanes, residents on both sides of Lone Star Road rallied for a stop light at the intersection. We were denied because there is a curve in the road prior to the intersection (coming from Auburn) and not enough time for people to slow down and stop, since the speed limit is 65 (although most people go 70 - 75).
4. Lone Star does not have sidewalks or a bike lane therefore, walking or bike riding on the road is dangerous. Our neighborhood mailbox is situated at a dangerous place in the road; there is not ample room to pull over safely.

We would be happy to discuss any and/or all of our concerns with you, and personally give you a tour of our beautiful and quiet neighborhood. Make no mistake, we intend to do everything we can to keep it that way!!

Thank you!



Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602
530-269-0717 (home)
530-320-2282 (Jim cell)
530-906-6747 (Jane cell)
Teresajane50@gmail.com
jgjimbpop16@gmail.com

Cc: Placer County Board of Supervisors

Date: June 25, 2018

To: Supervisor Jack Duran, District 1
Supervisor Robert Weygandt, District 2
Supervisor Jim Holmes, District 3
Supervisor Kirk Uhler, District 4
Supervisor Jennifer Montgomery, District 5
Shirlee Herrington, Environmental Coordination Services

From: Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602

Re: Hidden Falls Regional Park
Twilight Ride Property

Placer Land Trust Mission Statement: *"Placer Land Trust is a non-profit organization working with **willing** landowners and conservation partners to permanently preserve Placer County's natural and agricultural lands for future generations".*

We attended the NOP Scoping Meeting that was held on June 14, 2018 regarding the proposed Twilight Ride Property. We were so extremely disappointed in the entire evening that we decided to bring our thoughts and concerns directly to our Placer County Supervisors. It is extremely important for **our** Supervisors to hear directly from **their** property owners, constituents, and supporters in rural Auburn. (Our June 14 letter is attached – written prior to the meeting).

Mr. Fischer and Ms. Carnahan opened the meeting with the same rhetoric and power point pictures that we all heard and saw at the meeting that was held last year when Placer Land Trust was attempting to acquire an alternative entrance to Hidden Falls through the Auburn Valley Country Club. Our letter regarding that proposal and meeting is also included (February 28, 2017). In addition to Mr. Fischer and Ms. Carnahan, there were three consultants, for a total of 5 people running the meeting.

- Due to the fact that there were no Placer County Supervisors in attendance, we were told that the meeting was being recorded. Please, please, please, take your valuable time to closely listen to the very concerned homeowners and property owners in the proposed Twilight Ride neighborhood; along with many people from the surrounding area. One property owner (who owns property that would adjoin the proposed parking lot) broke down in tears from heartache and deep concern. I closely watched Mr. Fischer and Ms. Carnahan while she cried, they showed no empathy, no response. As the evening continued, complete boredom was apparent on all 5 of their faces.
- We arrived early so we could sit near the front so we could see and hear everything that was said. We didn't count the number of people that voiced their opinions, but there was at least 25-30+ in opposition of the proposed Twilight Ride parking lot. There was one woman that spoke in favor of the proposed parking lot; but of course, when questioned, she did not live in the affected area.

- One longtime property owner, and almost last to speak, directly asked those on the 5 person panel, if they lived near the proposed parking lot, or in Auburn. They looked out at the crowd and stared in complete silence. The gentleman asked several times again until Mr. Fischer finally admitted that he lived in El Dorado County.

The money that would be spent on this proposed project is astounding!! It would continue to drain the Placer County coffers with: continual trail maintenance costs, parking lot road maintenance, trail maintenance, garbage control, water supply, septic, 24 hour crime watch, property and public safety, theft and fire prevention, electrical costs, daily restroom janitorial, and so much so much more. In addition, the costs to improve Highway 49, Bell, Cramer, and Lone Star to adequately and safely handle the huge increase in traffic on our country roads. What happened to the roundabouts on Highway 49 that were proposed at another meeting we attended?

One woman eloquently spoke at the meeting, charging Mr. Fischer and Ms. Carnahan to come back with an in-depth cost analysis and budget of an entire list items that must be financially projected. That information should then be presented to the Placer County Board of Supervisors and Placer County residents at a future meeting before any formal consideration of going forward with the Twilight Ride proposal.

As longtime residents of Placer County, we see the need for so many more important areas that require financial attention, as opposed to a parking lot that will serve approximately no more than 75% of the people coming to Auburn for a hike or ride that live outside of Placer County. I know for a fact, the day-use people are not paying our taxes, and when there is a tax increase to pay for the huge parking lot, and everything that goes with it, it will be us that will bear the tax burden, not those taking a drive into Auburn to spend a day at Hidden Falls. Who wins definitely not those of us that live on the property line or on or near the roads leading into Hidden Falls. There are many beautiful areas to hike in Placer County that do not disrupt the lives and homes of our residents, and that the Placer County Supervisors and local folks can be proud of.

Again, please listen to the recording of the meeting, and carefully read all the letters you will receive from property owners in Placer, the County that voted for you to protect them!! As you can see, the landowners affected by the proposed Twilight Ride are not "**willing**" (per your Mission Statement) to have our lives disrupted for a huge parking lot with increased daily traffic in the middle of our beautiful and quiet rural Auburn countryside.



Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602
Parcel #075-040-066-000
530-269-0717 (home)
530-320-2282 (Jim cell)
530-906-6747 (Jane cell)
Teresajane50@gmail.com
jgimbpop16@gmail.com

Cc: **Placer County Planning Department:** Richard Roccucci, Nathan Herzog, Richard Johnson, Jeffrey Moss, Anders Hague, Larry Sevison, Wayne Nader
Placer County Parks Commission: Doyle Radford, Gordon Holt, David Tooker, James Ricker, Pamela Berger, Richard Murry II

Shirlee Herrington
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

June 10, 2018
RECEIVED
JUN 13 2018
CDRA

Regarding: Revised Notice of Preparation of a Subsequent Environmental Impact Report for the Proposed
Placer County Hidden Falls Regional Park Trails Network Expansion Project
Subject: Assessment Number 026-110-010-000; Tax Rate Area 056-026; Fee Parcel Number 026-220-010-000
5395 Bell Road, Auburn, CA 95602

Please be informed, on Friday, June 1, 2018, we read the article in the Auburn Journal dated May 31, 2018 headlining "New Hidden Falls trailhead for North Auburn?". The surprise and personal shock we experienced is beyond description. Previously, we were following the available information and attended three meetings on the subject of access. We sent a letter following the scoping meeting in February expressing our "...fear that what is being planned is an attempt to fix one problem by causing other problems of an even greater scope." We asked to not dismiss the local constituents. We read newsletters, checked the papers and asked others if anything was reported. At no time were we contacted regarding all of the planning and preparation being pursued and we have learned a meeting was held with this as an action item and no notices were sent. We are submitting our objections now against this action as reported in the June 4, 2018 Notice.

Previously, the discussions included existing roads and no projected access points through private property within a rural community. The Auburn Journal article on the 31st of May was an overview of what is being pursued and we printed out the June 4, 2018 document revealing what appears to be a completed plan for the expansion areas suggesting the intent to proceed for approval even before hearing from the constituents. Our focus is on the so called Twilight Ride Property at 5345 Bell Road in Auburn (APNs026-110-012 and 018) Reference is made to the original Conditional Use Permit in January 2010 and the Environmental Impact Report and it is stated that the County has elected to release a Revised Notice of Preparation and a modified Conditional Use Permit. This is not acceptable and we object to anything other than an entirely new process specific to the above stated parcels.

Our individual research calls up the legality of your actions, concerns for the rule of law at all levels and undermining our fundamental rights. We conclude that our individual freedoms are being attacked. To consider the clearing and developing of the land in question to a parking lot of immense size, public access along our local roads and use to visitors exceeding any imaginable number will denigrate the neighborhood and result in the urbanization of our rural lands. This does not address the very specific items that are listed in the Revised Notice dated June 4, 2018 including operational measures to be initiated as a result of negative impacts at the Mt. Vernon & Mears Rd. location. Also, the Subsequent Environmental Impact Report as described is inadequate and limited in its focus and relying on the reports as applied to the original studies and reports applying to the Mears Rd. location.

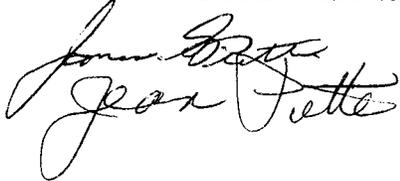
2. 6/10/2018

Overall, the entire report is flawed and totally unacceptable. The proposal for the 100 car and 40 truck-horse trailer parking lots, plus a Stable, Horse Boarding, Bike Rental, Picnic Area, Restrooms, Drinking Water, Off-site Access Road(s), trail network expansion and interpretive displays and nature education classes and more to be developed or considered on a site within a location consisting of private properties with homes, ranches with livestock, grazing, agricultural fields, irrigation ponds and creeks, private wells, orchards and gardens and the property owners living on the properties that would be negatively impacted is beyond comprehension. These items listed barely touch on a larger list of areas that need to be addressed.

Based on the enormity of the project, the number of property owners and citizens involved, the lack of an adequate report and no evidence of a County plan to implement a proposal that would address zoning, encroachment, liability, property value, traffic, fire, crime, crowd control, homeless concerns, population increases due to visitors, to name just a few, in addition to previous issues, it is clear this proposal needs to be reconsidered and to cease and desist until such time as all issues and concerns are adequately addressed.

Respectfully submitted,

James G. Piette and Jean Piette Trustees

Handwritten signatures of James G. Piette and Jean Piette. The signature for James G. Piette is written above the signature for Jean Piette. Both signatures are in cursive and appear to be written in black ink.

Placer County Board of Supervisors

June 25, 2018

175 Fulweiler Ave.

Auburn, CA 95603

Attention: Supervisors Jack Duran, Robert Weygandt, Jim Holmes, Kirk Uhler, Jennifer Montgomery

CC: Placer County Planning Commission, Placer County Parks Commission,
Municipal Advisory Commissions (MACS)

Re: Hidden Falls Regional Park (HFRP) Twilight Ride Property

RECEIVED

JUL 06 2018

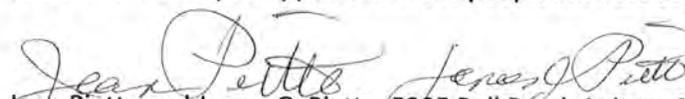
CDRA

To All Concerned:

On June 18, 2018 We submitted a letter to the Supervisors of Placer County expressing my concern regarding the actions already taken regarding the purchase of above property and the blatant disregard for the property owners/residents adjacent to and in the area affected by projected plans. I posed questions and stated concerns. I can only refer you to that letter that should be in your files and I am attaching a copy in this mailing.

There are only so many questions and comments your constituents, property owners, tax payers, registered voters can pose in such an unbelievable plan of action. Those who are not immediately impacted may ask why we are opposed to the plan as they like the idea of a Regional Park and want to be able to easily and readily access it. Those of us who are being impacted respond regarding the fact that we have always supported Placer Legacy and the Hidden Falls Regional Park which is supposed to be in the best interest of the local residents and property owners. Little did we know the Supervisors and County Commissioners would rise to the occasion when an opportunity arose by out of the area property owners who offered them a way to get out of the mess they had all created at the Mears Road location of the HFRP. This opportunity was acted on so rapidly that it was completely developed and only lacks the final signatures to close escrow and all before any of the constituents had any knowledge of what was happening.

As I learn more and more as we search and inquire I become more and more antagonistic and angry. I will not lie down and allow you to do this dastardly deed without a fight. You are the ones with what seems to be the power and control and I can only imagine that you are feeling almighty about now. If you do I am sorely disappointed in the people who are supposed to be representing us.


Jean Piette and James G. Piette, 5395 Bell Road, Auburn 95602
530-888-1340 jean39.piette@gmail.com

Shirlee Herrington, Environmental Coordination Services,
3091 County Center Drive, Suite 190, Auburn 95603

RECEIVED

JUN 25 2018

CDRA

AN OPEN LETTER TO THE PLACER COUNTY BOARD OF SUPERVISORS

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

June 18, 2018

Re: Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project

Attention: Supervisor Jack Duran, District 1
Supervisor Robert Weygandt, District 2
Supervisor Jim Holmes, District 3
Supervisor Kirk Uhler, District 4
Supervisor Jennifer Montgomery, District 5

Submitted by: James G. and Jean Piette; Assessment No. 026-110-010-000

Each of you have the privilege of holding a vote on the above project that will change the lives of the people in an entire area of the County. I am speaking of the Bell Road corridor (if you will) and the property owners faced with the potential for an invasive development.

We became aware of the plans by the article in the Auburn Journal on Thursday, May 31, 2018. Unfortunately it was a complete shock to all of us and we are not even close to getting over the shock. As a matter of fact, we are disappointed by the experience we had at the Scoping meeting on Friday, June 15th conducted by Andy Fisher and Lisa Carnahan. It seemed like a waste of time to stand up and share our questions and concerns without anyone in a position to provide some answers and assure us that we were being heard. We have attended other meetings that ended without any input and the same statements that we could be assured that they were listening and would be getting the information posted once considered. This has not happened in the past as we are still looking for the information following the February, 2017 Scoping meeting. It is difficult to understand how those who say they are listening to us, who have no vote, can adequately convey our statements to those who will be voting. They sat and passively listened as we were in an angry rage and emotionally overwhelmed or attempted to control ourselves in an attempt to make some sense of what we are dealing with in this regard.

2.

I submitted the attached copy of our letter prior to the June 14th meeting. It is vital that each of you are informed on the subject as it is presented by the constituents in the area since each of you will vote on the project. We do understand that the 3 to 2 vote was already recorded well before any of us even knew what was happening. This has caused all of us a major concern as well as reading the June 4, 2018 report that appears to be a project near completion without any contact or consideration for the constituents prior to its writing. It is also reported that the purchase of the Twilight Ride property is already in escrow waiting for the go ahead. When asked, Andy Fisher said when the property became available they couldn't show their hand like in a card game. This brings into question the legality of the procedures. If you were one of the property owners I wonder if your stomach would be churning at this knowledge too.

It is not clear if any of you have visited the Twilight Ride acres off Bell Road. I can only assume that you have viewed the maps. The maps do not show the surrounding properties including our home on 10 acres overlooking the potential parking lot and development. It is incomprehensible to me to think that you could have or plan to vote for this project if you have seen the actual properties. If you have visited and still believe it is feasible I have to ask, where are your commitments to the people you are representing and supposed to serve? Do you truly believe it is in the best interest of the property owners to place the proposed project on residential/agricultural land? Do you know how many property owners are going to be impacted? Do you have some notion that we are going to benefit in any way? We are your constituents and a Regional Park is supposed to be for the local residents. The figures of the existing/original park show that the greater number of visitors are, just that, visitors who drive into our communities with no responsibilities toward the local tax base, toward the services available and the maintenance of our local roads to name just a few. It has also been revealed that the existing Mears Road area has experienced crime, littering, disregard for others properties, property damage, trespassing, homeless issues, drug issues, unleashed animals, disregard for park hours and more.

The benefits to the County coffers and the Placer Land Trust investments may be your primary consideration at the expense of your constituents. This would be blatantly wrong and a black mark against your service. Since when do Counties function as businesses? There are no figures shown regarding the benefits but there are some that show some exorbitant amounts being spent and proposed to be paid, such as the offer for the 50 acres which is considerably above the value of said acreage. Whatever your figures show, it is reported our property values would go down from 25% to 50% if the project is approved. Our questions is, "Do you even care?"

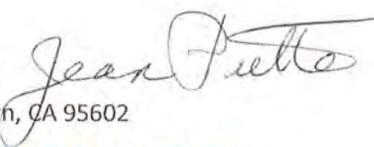
I plan to submit additional communications as more information is gathered. I hope you will read the letters submitted and add them to the docket. I urge you to reconsider your support of this horrendous development and take time to review other options. There are other options.

Sincerely,

Jean and James Piette

5395 Bell Road, Auburn, CA 95602

530-888-1340


jean39.piette@gmail.com

Attachment Cc: June 10, 2018 Letter to Ms. Herrington

Shirlee Herrington, Environmental Coordination Services, Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603

Shirlee Herrington

From: Rosalie Wohlfromm <rwohlfromm@att.net>
Sent: Thursday, June 14, 2018 7:39 AM
To: Placer County Environmental Coordination Services
Cc: Jennifer Montgomery
Subject: Hidden Falls

As regards to the proposed Hidden Falls Regional Park Expansion, I have a question. Has any thought gone into widening the access roads to the park? It is proposed that a parking lot will be constructed to accommodate 100 cars and 40 truck-horse trailers. I can't imagine the road (especially Cramer) can support this extra traffic.

I have friends who live in the area who tell me that the roads are narrow, have blind curves, and are not safe. They say the roads can hardly handle the current traffic now. People who live there know they have to drive to the very right of their lane to avoid on-coming car. (A friend narrowly escaped a collision after a truck took one of these curves dangerously close to the middle of his lane.)

I realize we need extra parking spaces. I've heard the complaints of illegal parking, littering, theft, etc. made by the neighbors adjacent to Hidden Falls. I just wonder if any thought at all went to the access roads and the problems the extra traffic might incur.

Rosalie Wohlfromm
1115 Humbug Way, Auburn 95603

July 3, 2018

To Be Included in Comments for Environmental Impact Report
Proposed Hidden Falls/Twilight Property access

To Whom It May Concern:

We are writing this letter to express our strong opposition to the proposed purchase of the Twilight Ride property at 5345 Bell Road with the intention to create a new access point to Hidden Falls Regional Park. This access point is to include 100 parking spots for cars and 40 more for trucks with horse trailers. Future additions to this site include restrooms with showers, bike rentals and various retail concession buildings.

This proposal is a TERRIBLE idea! Our neighborhood roadways, Bell, Cramer, Lonestar, Joeger, Dry Creek and other narrow rural roads with their twists, turns, and blind spots that lead to this proposed access point were not intended to be used as major throughways. This proposed action will lead to an increase in traffic, speeding vehicles (already a problem since the speed limit was raised!), accidents, noise, litter, and other environmental pollutants in our rural community. We recently finished construction on our dream home on Bell Road and have been shocked and disappointed to find out that this is being proposed for our peaceful rural area. We moved away from the Bay Area 2 years ago and up to Auburn to get away from the traffic, noise and congestion. We purchased 4.8 acres and loved the location. We can't believe the County thinks this is a good idea to increase access to bring in revenues, at the expense of its own community by destroying a beautiful and peaceful area and ruining our property values. People visiting from out of our area do not seem to respect our trails and parks. They drive recklessly, blare their music, throw trash out of their vehicles and litter our trails. Why the need to commercialize this park? Why must something beautiful be ruined for the sake of some extra money? I hike Hidden Falls often and have to take a trash bag with me when I hike to pick up other people's trash left behind, dirty diapers, water bottles, food wrappers, etc.

It is unthinkable that an area zoned for agriculture and dotted with oak trees and containing wetlands, would be turned into a parking lot and a retail venue. In addition, from my understanding taking approximately four hundred thousand dollars from the Tree Preservation Fund to purchase this property is not the way these funds were intended to be spent. Since the Tree Preservation Fund contribution will constitute 33% of the total acquisition cost, at least 33% of the property must be preserved as oak woodland habitat. This means that up to 67% of the trees and woodland habitat may be removed for a parking lot and trailhead. It will also be necessary to remove dozens and dozens of trees including heritage oaks to widen these roads to accommodate traffic and bicycle lanes that the Supervisors have approved. This extensive destruction of habitat, and plant and animal communities appear to be directly opposed to the Placer Legacy Program's mission and objectives. It is far from clear that this is a fair way to pay for this property. We have beautiful wineries and ranches in this area that are enough to encourage people to visit and enjoy the area. Many bicyclists enjoy riding these peaceful roads for exercise and to visit the wineries with their cycling clubs. We have local residents walking and jogging as well.

The availability of water and the opportunity for fire are also concerns of mine. As a resident I understand how to conserve resources and to be fire safe. Non-locals do not realize how quickly a fire can spread. It only takes one match, a cigarette discarded from a vehicle or just the right spark to begin a fire and once it begins it doubles in size every few minutes. Another concern is the millions of other dollars needed to carry this project forward, and this is not how I want my tax dollars spent.

We urge you to table this project in its current state. This project merits a meaningful comprehensive master plan to include projections of fiscal expenditures, impact of residents and their quality of life and address safety concerns with input from a committee that need to include community members.

Having the Mears Road neighborhood negatively impacted by the current access point to Hidden Falls has already been devastating enough. Unfortunately, the location of Hidden Falls is not meant for large amounts of people to visit. There are plenty of other beautiful places like the American River Canyon for people to visit without impacting residents, their livestock and their quality of living.

We encourage and pray that you to listen to our united voices and discard this project. Leave Hidden Falls Regional Park as is, before it is completely ruined and the ripple effect spreads to North Auburn!

Sincerely,

Darrell & Linda Graham, *Preserve Rural Placer*

Street 4125 Bell Road Auburn, CA 95602

Email lindag3026@yahoo.com dd283@yahoo.com

**Hidden Falls Regional Park
Subsequent Environmental Impact Report
Scoping Meeting Comment Card**

Please write clearly and note that all comments received become a part of the public record. If you'd like to provide your name or contact information, please do so:

Name: Darrell & Linda Graham Organization/Address: 4125 Bell Road, Auburn, CA 95602
Email: lindag3026@yahoo.com Date July 3, 2018

Please add me to the mailing list for this project.

Preliminary review by Placer County staff indicates the proposed Hidden Falls Regional Park Expansion Project Subsequent Environmental Impact Report (SEIR) will evaluate impacts to the following environmental topics:

- ▶ Aesthetics
- ▶ Agriculture
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Energy
- ▶ Geology, Soils, Paleontology
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Noise
- ▶ Population, Employment, Housing
- ▶ Public Services and Recreation
- ▶ Transportation/Traffic
- ▶ Utilities and Service Systems

Q: Have we missed any important topics? If so, which ones and why? Should any topics be dismissed from further consideration? If so, which ones and why? _____

Q: Should any topics be broken out separately or combined? Why? _____

Q: Due to what you know about the location, scale, and character of this proposed park expansion, should the EIR place particular focus on certain topics? If so, which ones? land use and planning, transportation and traffic, agriculture, noise, hazards and hazardous materials.

Q: Are there existing conditions on the site or in the vicinity of the project site we should consider in the EIR analysis? If so, please describe them. lack of proper roadways that don't impact residents, rural properties, generations of ranching, these roadways are not designed to access a park.

Mitigation Measures

Q: Mitigation measures are changes to the design, phasing, or operation that would reduce or avoid environmental impacts. Please suggest mitigation measures that could address impacts related to operations and maintenance.

We can't in good conscience recommend a better solution. This park is too remote and impacts too many people and properties to have this be a good idea. This area needs to remain in a pristine state and not be commercialized!!

Alternatives

Q: The applicant will consider alternatives that meet the basic objectives for the project that could potentially reduce or avoid environmental impacts. Do you have ideas for alternatives that would reduce or avoid environmental impacts?

There is no good alternative solution to this proposal other than shelving this proposal. Leave this area alone and not introduce more people and more damage to this area. Perhaps the county parks commission look into a shuttling system to bring people to the existing site. That would help with lessening the current problems on Mears Rd.

Interested Parties

Q: Do you know of public agencies, public and private groups, or individuals that the applicant should contact regarding this project and the accompanying EIR? If so, please list them. Every resident in North Auburn west of Hwy. 49, Placer Grown, Placer Wineries & Breweries Chamber of Commerce

If you would prefer to take this card with you and provide comments later, please send them by, **2018** to:

Shirlee Herrington
Environmental Coordination Services
Community Development Resource
Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603.

You can review the Notice of Preparation (NOP) at
Placer County's website at:
<https://placer.ca.gov/departments/communitydevelopment/planning>

July 6

Shirlee Herrington

From: Leslie Prevost <lprevost1964@gmail.com>
Sent: Friday, June 15, 2018 7:25 AM
To: Shirlee Herrington
Subject: Hidden Falls

Hi there,
My husband and I ride hidden falls in a regular basis and fully believe in the expansion.
This is a huge positive for our community as a whole.
To relieve the parking congestion and add more space are pluses.

--

Leslie Prevost
Seducente Ranch and Vineyard
Pilot Hill, California 95664
www.seducente-ranch.com
www.facebook.com/seducenranch/

July 4, 2018

To: Shirlee Herrington sheerrinton@placer.ca.gov

Re: Acquisition of Twilight Ride Property and Access and Expansion of HFRP

In the County MEMORANDUM it states that the Twilight Ride Property is a Placer Legacy Program acquisition. As stated on the Placer County Website, "*Placer Legacy is a Countywide, open space and habitat protection program. Placer Legacy will result in a comprehensive open space plan for Placer County that preserves the diversity of plant and animal communities in the County and addresses a variety of other open space needs, from agriculture and recreation to urban edges and public safety. Placer Legacy will help maintain the County's high quality of life and promote economic vitality.*" The Twilight Ride Property Project and Hidden Falls Access and Expansion Program appears to be focusing primarily on recreation. I would like to address the impact of this massive project on 1) protecting open space 2) habitat protection and preserving the diversity of plant and animal communities, 3) agricultural needs.

1)Protecting Open Space: The 50 acre Twilight Ride Property is open space right now. Your project will pave over and urbanize a majority of that 50 acres and it will no longer be open space. Creating trails that cross over Big Hill connecting all the Placer Land Trust properties will urbanize several thousand acres. This is not just open space, it is sacred ground, once the home of Native Americans. Those of us that live near the Twilight Ride Property have found large grinding rocks and Native American artifacts on our property.

2)Habitat Protection and preserving the diversity of plant and animal communities: After the initial destruction of habitats resulting from the construction and paving of the entrance road and parking lots and building trails, restrooms and boarding facilities there will be the ongoing damage. There is a pond (wet land) at the entrance to the property that will probably need to come out resulting in total destruction of that ecosystem. On the west side of the Twilight Ride Property there are two ponds that hold water for approximately eight months of the year. They are home to water fowl, otters, and various pond creatures. Due to the fact that these ponds are at the lowest point on the property, they will receive all the drainage of oil, gas, and toxic pollutants off the parking lot. This will not only damage the habitat of these two ponds, but also pollute the water that overflows from these ponds and makes its way down hill through cattle grazing land and ultimately finding its way to Orr Creek, Racoon Creek and the NID canal.

The 2000+ acres that are part of the proposed Hidden Falls Access and Expansion Program are home to many different animals and birds. Their habitats and preservation will be greatly threatened by this project. With cyclists zipping along, and hikers, equestrians and their dogs roaming around, these creatures will not feel safe and become scarce. There is also the **increased potential for wildfires which will completely destroy their habitat.**

The resulting destruction of trees will be huge. It states in the property purchase agreement, *“Since the Tree Preservation Fund contribution will constitute 33% of the total Property acquisition cost, at least 33% of the property must be preserved as oak woodland habitat.”* That means that up to 67% of the trees and woodland habitat may be removed. Additionally, it will also be necessary to remove dozens and dozens of trees, some heritage oaks, along Bell Road for the bicycle lanes that the County supervisors have approved. In order to make Cramer Road and Lone Star Road wider for the added traffic to and from the parking lot and trailhead there will be more trees removed. This extensive destruction of habitat, and plant and animal communities seems to be directly opposed to the Placer Legacy Program’s mission and objectives.

3)Agricultural needs: Do you realize that the Twilight Ride Property and several thousand acres of land that is part of the Hidden Falls Expansion is cattle grazing land? Since you don’t have cattle on the Hidden Falls Park Property, the cattle grazing will probably end on this acreage too. It is a great concern that the government and non-profits will control more and more of our Placer County agricultural land. Placer Grown and the Placer County Farm Bureau are a vibrant network of Placer County farmers and ranchers and this proposed project, and its urbanized recreation focus is destructive to the sustainability of agriculture in Placer County.

Whether you live in rural north Auburn or are a resident elsewhere in Placer County, these issues are probably important to you. We have a responsibility to make wise choices for our environment. If this project came about from the desire and request for **more** trails, then please step back. Does **wanting more** trails trump 1) protecting open space 2) habitat protection and preserving the diversity of plant and animal communities, and 3) agricultural needs? Please rethink your grand plan and ask yourselves if it **first and foremost protects and preserves open space and the plants, animals, water and air**. I hope that this will not be another example of those in power hurting those with less power simply because they **want more**.

Thank you for letting me share my love for the natural world... I implore you to protect and take care of it, as we all must do.

Respectfully submitted,

Jane Wurst, resident in rural North Auburn

July 5, 2018

To: Shirlee Herrington, sherring@placer.ca.gov

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 Department of Parks and Recreation to find out what the necessary Ranger presence would need to be in the Hidden Falls Regional Park and the proposed additional 2,500 acre trail system of the proposed expanded Hidden Falls Regional Park?

- How many trained California State Park Rangers would be needed to monitor the extensive trail system that will be over 3,500 acres? How many daily (nightly)?
- How do the Rangers monitor and deal with people that stay in the park after the park closes?
- How do the Rangers monitor and deal with people trespassing on private property?
- Will you be able to contract with the California State Department of Parks and Recreation to use trained professional rangers?
- What would be the cost annually to the County 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 from sunrise to sunset?

- How will they prevent and deal with trespassing, vandalism, theft, intoxication, transient/homeless issues that will affect residents close to the parking lot and to all property owners throughout and near the proposed park expansion trails?
- 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 narrow, winding, hilly, 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 enforce the speed limit?
- How will they enforce cyclists following the rules of the road?
- How will they prevent littering on all these roads?

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 highly combustible dry brushy canyons/gorges and oak woodlands that have poor 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?

Respectfully submitted, Jane Wurst, rural North Auburn resident

Shirlee Herrington

From: Placer County Environmental Coordination Services
Subject: Neighborhood Traffic Management Program

From: Linda Graham [<mailto:lindag3026@yahoo.com>]
Sent: Friday, June 08, 2018 4:39 PM
To: Rebeca Solomon <RSolomon@placer.ca.gov>
Subject: Neighborhood Traffic Management Program

Hi Rebeca,

I wanted to ask if I could schedule a meeting with you to discuss how the residents in our area can start the process of having a speed and traffic safety survey conducted for the residential area of Bell Road, 3000 block and up. We are new residents to this area after completing a new construction home and over the course of the 18 months we have been living in Auburn and building the house we have experienced some very dangerous conditions with speeding and reckless drivers (passing cars, crossing over the double yellow lines, etc.) since the speed limit was raised to 40 mph. This is a very popular road especially on the weekends with groups of bike riders, motorcycle riders, winery visitors and due to narrow roadways and curves, hills, etc. the speed limit is too high for this area for those who want to feel safe enjoy what our area has to offer.

There is also a proposal to add another staging area for Hidden Falls Regional Park on Bell Road; increasing the amount of traffic which makes it even more important to get the speed reduced and possibly take some other traffic calming measures to get people to slow down. My husband and I worked in law enforcement for 34 and 28 years in the Bay Area before retiring to beautiful Auburn and we chose this area for its peacefulness and low traffic. We are all for the new staging area and park expansion but would like to help in getting the speed issue and roadway safety dealt with BEFORE this proposed expansion happens.

Any help and guidance would be greatly appreciated!

Sincerely,

Linda Graham
4125 Bell Road, Auburn
925-852-7304 cell (best # for contact)
530-888-1257 home

Shirlee Herrington

From: Placer County Environmental Coordination Services
Subject: FW: Re[2]: Hidden Falls Regional Park Trail Expansion Project, Notice of Preparation of Subsequent EIR

From: Paul Primmer [<mailto:pprimmer@gmail.com>]
Sent: Thursday, June 14, 2018 8:16 PM
To: Lisa Carnahan
Cc: Shirlee Herrington
Subject: Re[2]: Hidden Falls Regional Park Trail Expansion Project, Notice of Preparation of Subsequent EIR

Thanks for getting back. I do have one additional question to add to the ones I already submitted. A recent article in the Auburn Journal said Placer had done some things to get a better fire rating. I was not aware there was a rating system of 1 to 10 where 10 is the worse. Placer was getting lowered from 6 to 5 or 4 and some people might get a lowered Home Owner Insurance rate. What does a park do to an areas fire rating? And to be honest I can't see how it would help our rating and realistically only hurt our area with increased cars an people. Most fires are caused by people. I'm surprised it isn't a line item for an EIR especially in CA.

Paul Primmer
pprimmer@gmail.com
Home: 530 269-2699
Mobile: 530 368-9701

----- Original Message -----

From: "Lisa Carnahan" <LCarnaha@placer.ca.gov>
To: "pprimmer@gmail.com" <pprimmer@gmail.com>
Cc: "Shirlee Herrington" <SHerring@placer.ca.gov>
Sent: 6/6/2018 11:03:17 AM
Subject: RE: Hidden Falls Regional Park Trail Expansion Project, Notice of Preparation of Subsequent EIR

Hello Mr. Primmer,

As the Project Manager for the proposed Project, I was forwarded your comment. All comments received on the original NOP, as well as those received as a result of the Revised NOP, will be addressed within the Draft Subsequent Environmental Impact Report (SEIR). When that document is prepared, you will be notified, as will all other commenters.

If you have any additional questions, please feel free to contact me.

Thank you,

Lisa Carnahan

Placer County Parks Division

Senior Planner
11476 C Avenue
Auburn, CA 95603
lcarnaha@placer.ca.gov
(530) 889-6837

From: Paul Primmer [<mailto:pprimmer@gmail.com>]
Sent: Tuesday, June 05, 2018 5:08 PM
To: Shirlee Herrington
Subject: Re: Hidden Falls Regional Park Trail Expansion Project, Notice of Preparation of Subsequent EIR

Hi Shirlee,

My question is what ever happened to the questions submitted in 2017? I sent an email with questions (and others) regarding the last NOP but never got a response. The new parking off Bell does not negate all the other questions that came from the first NOP. The definition of insanity is doing the same thing over again and expecting different results. Will we ever see answers to the first set of questions?

Paul Primmer
pprimmer@gmail.com
Home: 530 269-2699
Mobile: 530 368-9701

Shirlee Herrington

From: Harry Wyeth <hbwyeth@gmail.com>
Sent: Saturday, June 16, 2018 11:59 PM
To: Shirlee Herrington
Subject: Hidden Falls Expansion

We understand that Hidden Falls Park expansion plans were subject to a recent hearing, which we were unable to attend. My wife and I are hikers and horseback riders who definitely support expansion of the park and improvements to the horse trailer parking situation. This is a wonderful area and Placer County is to be commended for creating this park. We do understand the concerns of neighbors who would rather not have park traffic, but feel that these issues can be dealt with.

Thanks for your consideration.

HARRY and KAREN WYETH

Grass Valley

Shirlee Herrington

From: Jazzy Catt <jazzycatt@gmail.com>
Sent: Friday, June 15, 2018 7:39 AM
To: Shirlee Herrington
Subject: Hidden Falls expansion

I am in support of the Hidden Falls expansion and an other areas to be made available for equestrians to ride. I am a volunteer with Placer County Sheriff's Search and Rescue Mounted Team. Having places to ride and train our horses is a vital part of saving lost people. So far we have never needed to search for a lost person in an arena, we need the trails.

Thank you

Leslie Gray

RECEIVED

JUL 06 2018

CDRA

QUARRY KENNETH JON & JANET CLAIRE
5495 BELL RD.
AUBURN CA 95602 PARCEL # 026-110-014-000

THE BELL RD PROJECT FOR A HIDDEN FALLS ENTRANCE-
PARKING ADDED STRUTURES INCLUDING BATHROOMS SHOWERS
BARN,STABLES AND WHO KNOWS WHAT ELSE,HAS NOT BEEN WELL
THOUGHT OUT. THIS WOULD DESTROY THE WAY OF LIFE WE LOVE.

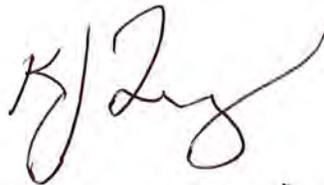
THE DANGER OF FIRE,ADDED NOISE, POSSIBLE LOSS OF WATER
TO LOCAL WELLS ARE A CONCERN. IT WOULD ALSO MOST SURELY
BRING A HOMELESS PROBLEM.

LAW ENFORCEMENT AND THE FIRE DEPARTMENTS ARE THIN NOW.
THE ROADS IN THIS AREA ARE NARROW AND BLIND CURVES ARE MANY.

MY WIFE AND I LIVE AT THE CORNER OF BELL AND CRAMER.
VEHICLES WILL HAVE TO MAKE A LEFT TURN IN FRONT OF OUR HOME
LESS THEN FIFTY FOOT FROM OUR FRONT DOOR.

FOR THE COUNTY NOT TO LISTEN TO OUR CONCERNS IS WRONG.
PROBLEMS INCLUDING FIRE,ACCIDENTS AND UNDESIREABLE PEOPLE
CAUSING TROUBLE WILL BE ON YOUR HANDS !!!

4 July 18



Janet Claire Quarry July 3, 2018

Nancy Halcomb
5600 Upper Ridge Way
Auburn, CA - 95602
APN # 026-061-041-000
June 14, 2018

To: County of Placer, Development Resource Agency,
Board of Supervisors, Placer Land Trust, et al.

Re: Registering my objection to a parking
lot @ 5345 Bell Rd., as access to
Hidden Falls Park expansion.

I have lived here for 30 years. I'm
a newcomer. Most of these people are
ranchers who have lived here all their lives.
People, who like me, voted for you, pay
your salaries & pay the property taxes -
not the people who you are now
catering to. People who will be coming
into our neighborhood from all parts of
California & more.

This parking lot will impact
our roads to our homes, create the same
diabolic nightmare as you created on
Mears Rd. & our worst fear the increased
chance of FIRE!

- continued -

I could reiterate about the devastation you will bring about to our neighborhood, the same things I have heard and seen first-hand from residents on Mears Rd. only magnified by the concessions you plan to develop.

I am not opposed to recreational areas. I am opposed to using Bell Rd. as a parking lot and exposing us to the same devastation the homeowners face everyday on Mears Rd. Two wrongs do not make a right!

Sincerely,

Nancy Halcomb.

Shirlee Herrington

From: Tom Ronk <gtronk@icloud.com>
Sent: Tuesday, July 03, 2018 1:39 PM
To: Shirlee Herrington
Subject: Please Table the Twilight Ride Property/Hidden Falls Regional Park Project

DATE: July 3, 2018

TO: Shirlee Herrington

Reference: Twilight Ride Property/Hidden Falls Regional Park

Dear Ms Herrington,

I am writing to express my strong opposition to the proposed purchase of the Twilight Ride property at 5345 Bell Road with the intention to create a new access point to Hidden Falls Regional Park. This access point is to include 100 parking spots for cars and 40 more for trucks with horse trailers. Future additions to this site include restrooms with showers, bike rentals and various retail concession buildings.

Bell Road, Cramer Road, Lone Star Road, Joeger Road, Dry Creek Road, and other rural roads with their twists, turns, and blind spots that lead to this proposed access point were not intended to be used as major throughways. So this proposed action will lead to an increase in traffic and accidents, noise, litter, and other environmental pollutants in our rural community. While the County believes this access will increase revenues, this action will only decrease my property value by thousands of dollars.

It is unthinkable that a property, zoned for agriculture and dotted with oak trees and containing wetlands, would be turned into a parking lot and a retail venue. In addition, from my understanding taking approximately four hundred thousand dollars from the Tree Preservation Fund to purchase this property is not the way these funds were intended to be spent. Since the Tree Preservation Fund contribution will constitute 33% of the total acquisition cost, at least 33% of the property must be preserved as oak woodland habitat. This means that up to 67% of the trees and woodland habitat may be removed for a parking lot and trailhead. It will also be necessary to remove dozens and dozens of trees including heritage oaks to widen these roads to accommodate traffic and bicycle lanes that the Supervisors have approved. This extensive destruction of habitat, and plant and animal communities seems directly opposed to the Placer Legacy Program's mission and objectives. So it is far from clear that this is a fair way to pay for this property.

The availability of water and the opportunity for fire are also concerns of mine. As a resident I understand how to conserve resources and to be fire safe. Non-locals do not realize how quickly a fire can be started and spread. It only takes one match or just the right spark to begin a fire and once it begins it doubles in size every few minutes. Another concern is the millions of other dollars needed to carry this project forward, and this is not how I want my tax dollars spent.

I urge you to table this project in its current state. This project merits a meaningful comprehensive master plan to include projections of fiscal expenditures and address safety concerns with input from a committee that includes community members.

I encourage and hope that you to listen to our united voices.

George T Ronk II, on behalf of *Preserve Rural Placer*

Street: 4435 Gambah Drive, Auburn, CA 95602

Email: gtronk@icloud.com

Tel: 1-916-434-6755