

**Final Environmental Assessment/Initial Study
Maidu Bike Park Project**

ATTACHMENT A
*Comments Received on Draft
Environmental Assessment/Initial Study*

Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017

I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the larger (over 20 acre) parcels of ARD owned undeveloped property located at Regional Park or Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved canyon trails.

I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.

I/We find the following significant impacts inadequately addressed in the current draft CEQA/NEPA and request additional, supportive, and relevant studies, proper documentation, and a subsequent new draft CEQA/NEPA be released if Maidu Rd remains a consideration for a bike park location;

- 1) Significant Loss of an Irreplaceable Viewscape and Scenic Vista.
- 2) Widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset.
- 3) This proposed location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond.
- 4) The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon.
- 5) Building a bike park at this location would permanently change the current, irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area.
- 6) Cutting down oak trees that serve as a visual buffer between the area and the Auburn Dam site will negatively impact the scenic value.
- 7) The entire foreground of the viewscape would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per plan) of dirt formed into multiple dirt obstacles.
- 8) The bike park would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding.
- 9) Views of the American River and Sierras from the proposed Pioneer Express Trail reroute at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path.
- 10) There is no suitable mitigation for for the loss of excavating such a beautiful area into a dirt moonscape.
- 11) Complete "change in use" from a passive recreation area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural and serene feel.
- 12) Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. There will be very little wildlife that will remain as a bike park is not hospitable to the native fauna.
- 13) What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint.
- 14) The "change in use" loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development than a wildlife viewing area.
- 15) Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities?

- 16) Is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission?
- 17) It puts bikes on the nationally recognized and historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail.
- 18) There is also clear and obvious "conflict of interest" created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district. Who is liable for accidents that are a direct result of this conflict?
- 19) There is no comparable mitigation for bifurcating the existing location of our nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss.
- 20) The proposed Pioneer Express trail reroute to the lower side of the bike park along a bank that drops off onto a paved road would have views of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground.
- 21) Many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate.
- 22) Watering proposals for dust control are not 100% and would change local air quality.
- 23) The proposed reroute is not equivalent to the current quiet and natural trail experience (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (adding extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation.
- 24) The section of Pioneer Express trail in question is a major connector trail between FLSRA and ASRA and should remain as such.
- 25) Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.
- 26) The other proposed trail mitigation is utilizing an existing road (closed to vehicular traffic) that winds down overlooking the China bar area. This road is already a designated multi-use trail that everyone can use so it is not a new trail that is being provided for trail loss mitigation.
- 27) Providing a dirt shoulder along a road is in no way similar to the quiet section of single track, shady, and scenic Pioneer Express Trail that would be lost.
- 28) The community has previously and publicly expressed they do not want a bike park at Maidu Drive as verified by a standing room only meeting hosted by ARD at the Canyon View Community Center on March 27, 2014. Neighbors expressed that they do not want the bike park located at Maidu drive, nor do hikers, runners, seniors, or equestrians.
- 29) It has been suggested that locating the bike park at the more centrally located, undeveloped, large parcels (over 20 acres each) available at Regional Park or Shockley Rd would be the best compromise to support our entire community.
- 30) There is only one school in the Maidu Rd area so why not put the park near where more of our kids live in north Auburn? All of the youth that live in north Auburn would benefit more from the Regional Park or Shockley Rd optional locations.
- 31) The community was not given the full scope of the project until the CEQA/NEPA project released a description including an expansive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track.
- 32) Many of the neighbors and community were not aware of the full project scope of the bike park until the release of the draft CEQA/NEPA and could use more time to fairly evaluate it. Requests to extend the comment period were made by several people but have been denied.
- 33) Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Runners and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail re-route or on the irrigation canal path above.
- 34) Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.

- 35) There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.
- 36) The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicycles (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.
- 37) With an estimated additional 278 vehicle trips per day on weekends when other area trail use is at it's highest, this presents huge safety issues. The current trail users in the area not only cross Maidu Rd in two places but often use Maidu Rd to go between the canal path or the Pioneer Express Trail and the ASRA trails below.
- 38) Horse trailers also park along the road because their parking lot was paved over and a replacement parking area has not been provided as of yet. Currently this is a very low traffic area which clearly makes any additional traffic a legitimate and significant safety concern.
- 39) Need plans in place to upgrade and fix the current condition of the entire length of Maidu Rd as several areas have potholes making additional traffic a bigger concern.
- 40) Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Are the bike park volunteers trained to deal with potentially confrontational situations arising from efforts to enforce rules?
- 41) Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. The nearby Skate Park is an example of this whereby neighbors are constantly subjected to unwanted noise pollution and lack of means to enforce rules in a more remote area. The sound study done at Folsom Bike Park is not applicable to Auburn.
- 42) Policing and supervision are less effective in remote areas as response times are delayed.
- 43) Who is liable with concern to all safety, environmental, noise disturbances, and other potential issues and how can the public hold them accountable?
- 44) What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses?
- 45) A centrally located bike park on undeveloped land, such as the larger (over 20 acre) parcels at Regional Park or Shockley Rd, would be more ideal due to significant concerns with safety response times, obstructing existing trails, impacting current area uses, and significantly altering natural environments.

Summary

I/We feel that an Auburn bike park can be accommodated elsewhere and that this and similar development should not be expanded onto the edge of our beautiful American River canyon where it would diminish the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, July 3, 2017

Name: Brenda Kay Atwood

Signature: 

Address: 3040 Deseret Drive, Auburn CA 95603

Additional Comments;

My daughter & I are trail runners. My daughter also rides her horse on these trails. I hope that the preserving the safety/beauty of the "endurance capital of the world" in Auburn CA is put first when making the bike park decision. There are places more suited for a bike park.

Written comments are due by close of business Monday, July 3, 2017, to Jamie LeFevre, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Sacramento, CA 95825. Comments may also be emailed to jlefevre@usbr.gov. For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)

From: [Lefevre, Jamie](#)
To: [Markus Lang](#); [Jonathan Friedman](#); [Emmett Cartier](#); [Kahl Muscott](#)
Subject: Fwd: Public Comments Regarding Maidu Bike Park Project
Date: Thursday, June 29, 2017 9:39:28 AM
Attachments: [Maidu Bike Park Project.pdf](#)

----- Forwarded message -----

From: <kbaird4@aol.com>
Date: Wed, Jun 28, 2017 at 8:21 PM
Subject: Public Comments Regarding Maidu Bike Park Project
To: jlefevre@usbr.gov

Please find attached to this email a signed letter expressing my concerns regarding the Maidu Bike Park Project located in Auburn.

I live on the street adjacent to the planned location and did not receive notice of it until today. This lack of public notice is extremely concerning and I need at least a 90 day extension to review the Environmental Assessment and consider options.

Ken Baird

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Jamie LeFevre,
Natural Resources Specialist
Bureau of Reclamation, Mid-Pacific Region
2800 Cottage Way, Sacramento, California 95825
(916) 978-5035
jlefevre@usbr.gov

W 6-25-17

Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017

I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the large acreages of ARD owned property located at Regional Park or Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved trails.

I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.

1) **SIGNIFICANT LOSS OF AN IRREPLACEABLE VIEWSCAPE AND SCENIC VISTAS**

There is widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset. The proposed Maidu Rd bike park location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond. The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon. Building a bike park at this location would permanently change this irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area. The entire foreground of the viewscape would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per plan) of dirt formed into multiple dirt obstacles. Clearly this project would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. Views of the American River and Sierras from the proposed Pioneer Express Trail reroute at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path. Snap a photo of the River Canyon and Sierras and compare it to photos of bare dirt bike parks and the significant aesthetic loss is easily evident. The draft CEQA/NEPA does not adequately acknowledge this significant environmental impact and there is no suitable mitigation for it's loss.

2) **CHANGE IN USE FROM A PASSIVE RECREATION AREA**

The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact, there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint. This loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

3) **NO COMPARABLE MITIGATION FOR NATIONALLY DESIGNATED HISTORICAL TRAIL LOSS**

The current proposed bike park bifurcates the existing nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss. The bike park planning committee has proposed to move the trail to the lower side of the bike park along a bank that drops off onto a paved road for the purpose of mitigation. The rerouted trail view would be of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground. Additionally, many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate. This reroute proposal is not equivalent (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (adding extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation. Furthermore, this section of trail is a major connector trail between FLSRA and ASRA and should remain as such. Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.

The other proposed trail mitigation is utilizing an existing road (closed to vehicular traffic) that winds down overlooking the China bar area. This road is already a designated multi-use trail that everyone can use so it is not anything new that is being provided for trail loss mitigation. Providing a dirt shoulder along a road is in no way similar to the quiet section of single track, shady, and scenic Pioneer Express Trail that would be lost.

4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**

Due diligence has not been carried out in canvassing and taking into account the opinions of the community with respect to the location of the bike park. As verified by a standing room only meeting hosted by ARD at the Canyon View Community Center on March 27, 2014, neighbors expressed that they do not want the bike park located at Maidu drive, nor do hikers, runners, seniors, or equestrians. This clearly suggests locating the bike park at Regional or Shockley would be the best compromise to support our entire community. There is only one school in the Maidu Rd area so why not put the park near where more of our kids live in north Auburn? All of the youth that live in north Auburn would benefit more from these optional locations.

5) **COMMUNITY WAS NOT GIVEN THE FULL SCOPE OF THE PROJECT**

The CEQA/NEPA project description includes an expansive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track. The full project scope was not presented to the public until the release of the CEQA/NEPA and should have been communicated to the proximal neighbors and current area trail users so they could have had time to fairly evaluate it.

6) **HEATH AND SAFETY ISSUES**

Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Runners and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail re-route or on the irrigation canal path above. Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.

There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.

The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicycles (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.

With an estimated additional 278 vehicle trips per day on weekends when other area trail use is at it's highest, this presents huge safety issues. The current trail users in the area not only cross Maidu Rd in two places but often use Maidu Rd to go between the canal path or the Pioneer Express Trail and the ASRA trails below. Horse trailers also park along the road because their parking lot was paved over and a replacement parking area has not been provided as of yet. Currently this is a very low traffic area which clearly makes any additional traffic a legitimate and significant safety concern.

7) **MANAGEMENT CONCERNS**

Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Neither the ARD board staff nor the bike park volunteers are equipped or trained to deal with potentially confrontational situations arising from enforcing rules. Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. Policing and supervision is ineffective in remote areas as response times are delayed. This clearly supports a more centrally located bike park. Who is liable with concern to all safety, environmental, noise disturbances, and all other potential issues and how can the public hold them accountable? What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses? These issues are not adequately covered in the CEQA/NEPA.

SUMMARY

I/We feel that multiple user groups should not be displaced for one special interest group that can be accommodated elsewhere. I/We feel that development should not be expanded onto the edge of a beautiful river canyon when mother nature does not have a voice. We are her voice and we don't want a bike park diminishing the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, 28th June 2017
Name: Ken Baird Signature: [Handwritten Signature]
Address: 1905 Vista Del Lago, Auburn, CA 95603

Additional Comments; _____

Return your response post marked before July 3, 2017 to;
Maidu Bike Park Project
Auburn Area Recreation and Park District (ARD)
123 Recreation Drive
Auburn, CA 95603

Email your response by July 3, 2017 to
Kahl Muscott, District Administrator at;
KMuscott@auburnrec.com

----- Forwarded message -----

From: **Jeff On Trails** <Jeff-On-Trails@comcast.net>

Date: Sat, Jul 1, 2017 at 11:40 AM

Subject: support for Auburn Bike Park

To: KMuscott@auburnrec.com, jlefevre@usbr.gov

Dear Kahl and Jamie,

Thank you for accepting public comments on the proposed Auburn Bike Park. It will be a wonderful addition to the Auburn community for kids, families and visitors. I am sorry you have to deal with so much negative noise from a small faction of the equestrian community over this, but they find a reason to loudly complain about anything that involves bicycles, which is sad.

I look forward to the day shovels hit the dirt and we get this park built. As a high school mountain bike coach, I will be getting our kids out to help build (assuming volunteer work will be permitted).

Thank you for all of your hard work on this.

Best Regards,

Jeff Barker
Advocacy Coordinator
Cycling Development
www.cyclingdev.com

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Jamie LeFevre,
Natural Resources Specialist
Bureau of Reclamation, Mid-Pacific Region
2800 Cottage Way, Sacramento, California 95825
(916) 978-5035
jlefevre@usbr.gov

----- Forwarded message -----

From: **Christina Bickley** <christina@mickel.ws>

Date: Wed, Jun 28, 2017 at 9:02 AM

Subject: Support for Auburn Bike Park

To: jlefevre@usbr.gov

Ms. Lefevre,

As a longtime Auburn resident (1978), I am requesting your support of the Auburn Bike Park. Auburn is in need of more healthy, family activities and the bike park is an opportunity to bring increasingly diverse offerings of activities for kids and families.

Adding bike parks is a growing trend for communities focused on families, outdoors and healthy opportunities for all.

As a community member and parent, I urge your support of the Auburn Bike Park. Please feel free to contact me with any questions.

With gratitude,
Christina Bickley
1036 Oak Ridge Way
Auburn
[530-613-6647](tel:530-613-6647)

Sent from my iPhone

-----Original Message-----

From: Rob Bixler [<mailto:docrobbixler@gmail.com>]

Sent: Saturday, July 1, 2017 1:14 AM

To: Kahl Muscott <KMuscott@auburnrec.com>; jlefevre@usbr.gov

Subject: Auburn Bike Park Support

This email is in complete support of the Auburn Bike Park project. What the community will see when the project is completed, is a location for healthy activity available to all ages. My wife and 13 year old son spent 3 days at the Truckee Bike Park earlier this week (while i had to work) and both raved about what a good time they always have there. My 44 year old wife thinks she had as much fun riding as our son! My 13 year old son made fast friends with older and younger riders all there for a great time in the outdoors. Informal mentoring happens in these places every day. I'm proud that my son helped out some younger riders learning the basics, and even more reassured that more experienced riders took the time to give my son tips and tricks to improve his riding as well! It's always proven to be such a positive and supportive environment, that i look forward to our own community having this resource.

While i appreciate the concern of those who disagree with the social trail re-alignment which facilitates the Auburn Bike Park, i disagree with the gravity or value placed on that short section. We enjoy abundant access to multiple use trails in our region, but this bike park will be a truly unique addition to our stellar community.

Respectfully

Robert Bixler MD FAWM
VP & Medical Director
Sierra Buttes Trail Stewardship
Dept Chief Urgent Care
Sutter Medical Group
cell 530-368-2203

-----Original Message-----

From: Sara Bixler [<mailto:sarabixler72@gmail.com>]

Sent: Saturday, July 1, 2017 11:51 AM

To: Kahl Muscott <KMuscott@auburnrec.com>; jlefevre@usbr.gov

Subject: Auburn bike park

Hello. I recently spent 3 days at the Truckee bike park with my 13 year old son and his friend while we were camping in Donner. We all had such a blast! It was great to see how much the boys improved over only 3 days. They both said, "I wish Auburn had a bike park." It was great to see people of all ages and abilities enjoying the park. We have attended Auburn bike park fundraisers in the past, and I hope that it can become a reality for my family and community in the near future.

Sara Bixler, RN, BSN

530-368-2204

Sent from my iPhone

-----Original Message-----

From: Kenneth Boskovich [<mailto:kenbosko@icloud.com>]

Sent: Friday, June 16, 2017 8:27 AM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Auburn Bike Park

I just wanted to commend you on your support of the Auburn Bike Park project. Being an avid mountain biker, bicycle patrol CHP Officer, and bicycle patrol/safety instructor for over 10 years, I realize the need to have a safe environment for cyclists to improve their skills and increase safety. It is forward thinking individuals, like yourself, that understand the needs of their local communities and the importance of building those relationships, with common sense projects like the ABP.

Thank you for your time, support, and service to our communities.

Ken

----- Forwarded message -----

From: **JDCJ BOYER** <boyerx4@gmail.com>

Date: Wed, Jun 28, 2017 at 8:30 AM

Subject: Maidu Bike Park Project Comments

To: jlefevre@usbr.gov, Kahl Muscott <KMuscott@auburnrec.com>

Mr. Muscott and Mr. LeFevre -

On behalf of the Boyer family, we are writing in strong support of the Maidu bike park project (aka Auburn Bike Park).

By way of background, we live on Skyridge Drive in Auburn and have two boys, ages 8 and 11. We are an active mountain biking family, having traveled to both Truckee and Folsom numerous times to ride their bike parks. We frequently ride on trails pretty much everywhere we can in Auburn and elsewhere, and we take our kids on trails in Granite Bay and elsewhere where appropriate to their skill level. Biking is a fun alternative to traditional sports and video/tv "screen" time for the kids, and a great bonding opportunity for us as a family. Attached is one picture taken last year when we took a large group of our friends with kids up to Truckee to play at their bike park and had a blast!

We've reviewed the CEQA/NEPA and feel it is a very well-planned project. Although we live on the street (Skyridge Drive) that might see added traffic, this isn't a concern to us, as we believe most kids will be riding from their homes and neighborhoods to the park, it will be spread throughout the day, and there will be alternate signage directing traffic to use Maidu Drive.

We also believe the design meets various stakeholder interests. Trail users will have a new and improved trail that will skirt the outside of the park, plus a brand new trail within the ASRA that provides a safe route, allowing trail users to stay in the canyon and avoid crossing Maidu Drive twice. We appreciate that the Auburn SRA worked with ARD and USBR to make this a possibility. With these options, trail users will have more choices for where they can hike/ride/run. The addition of fences at the bike park and signs to direct bikers to walk across the bridge of the canal are adequate safety features.

The CEQA/NEPA more than adequately addresses any perceived loss of trail access for all trail users. The plan would continue access to the PCWA canal, which sees the most use in the area. The unnamed trail below the canal is much less used. See attached picture which I took just a few weeks ago showing overgrowth and lack of use in that area. The Pioneer Express Trail ends near China Bar (near the river, south of Cardiac/Cardiac Bypass trails), and Auburn SRA has clarified this fact by posting a trail sign at this end point (see attached). Finally, any designation of trails as a "National Recreational Trail" is not legally binding on the federal government or local land managers, and trails can, and often are, rerouted, as has occurred for the Western States Trail and Pioneer Express Trail in Granite Bay.

The Maidu Bike Park Project will be a great asset to our local community. It will be a cherished recreational facility for our youth and families - encouraging kids to get outside, and get active. Importantly, it would give them a safe space to ride their bicycles, something that is sorely lacking in our community.

Thank you for your time and effort on this project.

Diana Boyer, on behalf of the Boyer Family
270 Skyridge Drive, Auburn CA
(916) 606-1746 cell

**YOU ARE NOW ENTERING THE
AUBURN STATE RECREATION AREA
42,000 ACRES**

**PIONEER EXPRESS TRAIL ENDS HERE
CARDIAC TRAIL BEGINS HERE**

**To access the Western States Trail, follow the
Cardiac Bypass Trail to the Auburn Staging Area**









Lefevre, Jamie <jlefevre@usbr.gov>

Public Comment - Auburn Bike Park

1 message

Boyme, Susan <Susan.Boyme@ncr.com>
To: "jlefevre@usbr.gov" <jlefevre@usbr.gov>

Mon, Jul 3, 2017 at 11:30 AM

Hello Jamie,

I am writing as a parent and active member in the Auburn community, to show my strong support of the planned Auburn Bike Park. I've been involved in fund raising activities for years in hopes that my kids, now ages 8 and 10, will be able to have a safe, outdoor activity in Auburn. The bike park will attract respectful families and children who are "in training" to take advantage of our beautiful canyon as they get older – and will act as a safe place to practice their skills and have a good time. This isn't a disrespectful, noisy, or misbehaving group! One trip to observe the Truckee Bike Park should put any residents fears to rest.

I hope you show your support on July 27th. Unfortunately I will be on vacation that day so won't be there to show my support in person. Help us to break ground quickly and make Auburn more kid/family friendly!!

Thank you

Susan



Susan Boyme

NCR Corporation

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-----Original Message-----

From: Susan Boyme [<mailto:susanmik1@yahoo.com>]

Sent: Sunday, June 11, 2017 6:08 PM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Support for Auburn Bike Park

Hello Kahl,

I am writing to encourage the support and action around making the Auburn Bike Park a reality! My kids are 8 and 10, and need a safe and fun place to enjoy their bikes! We have driven to Truckee and Granite Bay and would like to stay local and enjoy Auburn.

Thank you for your support in helping us move the Auburn Bike Park forward!

Regards,

Susan Boyme

Auburn Resident



-----Original Message-----

From: Mark Bryant [<mailto:mandcbryant@gmail.com>]

Sent: Monday, July 3, 2017 4:58 PM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Bike Park

Dear Kahl:

I am writing to express my concern over the scope of the proposed bike park in our neighborhood. When we attended the public hearing about the site selection some time ago, the proponents of the park stressed the need for local residents, specifically their children, to have a pump track where they could ride in a safe environment. In addition, they felt that was important for the local youth to appreciate nature through their activities. The proposed theme park seems to be designed with more mature riders from all over Northern California in mind, with traffic and events that would sandwich my neighborhood between the PA system at the Overlook and this new eyesore. We would like to go on the record as being opposed to the bike park as it is currently proposed. Let's scale this project down to serve those local kids from nearby schools.

Mark and Cheryl Bryant

From: derrick butticci [<mailto:derrkbutticci94@yahoo.com>]

Sent: Friday, July 7, 2017 9:12 AM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: bike park

hello my name is derrick butticci and I have lived in auburn for the last 10 years and I race professionally. I was one of the last mechanics at auburn bike works before they closed. I ride bikes at least 2-3 times a week at bike parks such as elk grove folsom bijou and truckee which I have put in alot of time at each in helping build and maintain. I was apart of the group of riders 5 years ago the got busted at the jumps off of auburn folsom and I remember riding there with my cousin 15 years ago. watching them get torn down after putting coutless years into building those was truly heartbreaking I love riding bikes and auburn truly is one of the best places for it we just need a little leeway with the bike park and mtb trails and we could have a world class area for bike riding. I just hopewe can break ground soon and stop putting it off cause honeslt alot of people in our community have lost hope and its sadcause of how big of a bike community we are supposed to be cause when the time comes I know we will have some of the most man power I have seen at a bike park build.

well thank you for your time and have a good day.



13%



9:04 AM



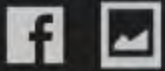
PHOTO



butticiderrrk
Woodward Tahoe

96w





12%

9:05 AM



PHOTO



butticiderrrk

64w



#SubaruCycling #SeaOtterClassic





[Sent from Yahoo Mail on Android](#)

----- Forwarded message -----

From: **Juanita Cooper** <juanitasnowangel@hotmail.com>

Date: Fri, Jun 30, 2017 at 3:09 PM

Subject: The New Auburn Bike Trail

To: "JLefevre@usbr.gov" <JLefevre@usbr.gov>

Dear Jamie,

I think it would be great to have a safe bike trails for the young bike riders? Biking is excellent exercise!

I live on Skyridge Drive, in South Auburn, so I am with you 100% on the Bike trails!

Sincerely,

Juanita M. Cooper

From: Ryan Cruz [<mailto:rpcruz21@gmail.com>]

Sent: Friday, June 30, 2017 1:53 PM

To: Kahl Muscott <KMuscott@auburnrec.com>; jlefevre@usbr.gov

Subject: Auburn Bike Park

Hi Kahl and Jamie,

I hope you are both gearing up for the 4th of July weekend. I moved up here from the Bay Area in 2014. It was a big move for me. My wife grew up in Grass Valley and i am very familiar with the area, but the move took me away from my familiar environment with the hopes we were landing somewhere more conducive to raising a family. I wanted to be part of a community that put family and kids first. The kind that used to be common everywhere. We moved up here on June 1st of that year and I started my new job. Within a couple of weeks we heard about an event to support a bike park for kids. We went out to Sunrise Park for the event, and that was the day I fell in love with the Foothills. I looked around and saw a community coming together with the vision and hopes of getting a bike park installed for the kids. It was such an incredible sight. I still drink my adult beverages out of that silicone Auburn Bike Park cup i received that night. My kids love the outdoors. We eventually bought our home in Meadow Vista and we are now staying here for the long term. I have 4 kids 6 yrs old and under, and I want nothing more than for them to get their bike park. I look forward to seeing this vision become a reality.

Take Care,

Ryan Cruz
530-277-1670

July 3, 2017

TO: The Auburn Park and Recreation District and its Board; and,
US Bureau of Reclamation, Sacramento Division & Offices.

RE: Comments re: Bike Park Project, Auburn, CA

This letter is sent as a comment to the Bureau of Reclamation and Auburn Parks and Recreation District, regarding the District's Bike Park Project. The project is a recreational use to be developed in the Auburn area and the creation of a "Bike Park." The District owns a number of parcels of land where the Bike Park may be created and operated -- but the District has been focusing on what is referred to as the Maidu site, almost to or to the total exclusion of other project sites and to the exclusion of the comments of the local community, while being attentive to the international biking lobbyists and national and local biking lobby groups.

The Maidu site is not owned by the Parks and Recreation District, it is owned by the Bureau of Reclamation.

The comments herein are more specifically addressed to the consideration of what is referred to as the Maidu proposed project location and the potentially significant negative effects arising from the use of that site, which may be mitigated, reduced, or eliminated by using one of the other properties already owned by the Parks and Recreation District.

Using a site already owned by the Parks and Recreation District makes sense for the Federal agencies when the insurance and liability, management, maintenance, and policing issues are considered (regardless of any existing agreement with the

local agency) which would not otherwise adhere to the Federal property from the Bike Park operations if they were created on local District lands and not on Federal lands.

Most importantly, for purposes of this comment letter -- the Maidu location is one among many different potential project sites and locations. There is only a gloss of a description of how that site was focused on, which admits that it was influenced by the participation of the biking lobbyists and their organizations to the exclusion of the rest of the community. Undoubtedly, this raises Brown Act violation issues because of the prejudicial nature of the decisions and the narratives supporting it which are not transparent and show behind the scenes communications by the Board, its members, and the biking lobbyists.

Those locally owned lands do not have the potential significant negative effects and impacts as does the Maidu site, owned by the United States.

There has been a failure, by the Board to consider these alternative project sites and of the Federal agencies in reviewing this project under the Federal laws governing federal lands and the State laws. (NEPA requires a specific articulation of and consideration of all feasible project alternatives – something which has not been done at all or totally inadequately in this project review process to date. And, at the state and local level, CEQA requires identifying negative potential cumulative and direct project impacts, specification of information inadequacies when they are present, e.g. asbestos contamination rates and issues, and consideration of project alternatives, such as alternative sites, as well – as is described and set forth in the discussion and citations of California laws and regulations herein.)

The Board has announced a determination and intention to use the Maidu location (subject to receiving additional comments as part of a July 27th meeting)¹ -- contrary to the requests, comments, and advice of community members and local area residents who live in the adjacent residential neighborhood composed of families with children and their homes. This comment letter, in part, requests that this decision be revised and/or reversed in order to provide an adequate environmental consideration of potential adverse cumulative and direct effects of the project and to consider the project alternative, as well as to avoid any legal disputes in either of both Federal and/or State court, and to specifically provide a proper evaluation of the community concerns before making a final decision.

A priority concern for the local people is the presence of asbestos in the soil within and nearby the project area and the risk to children living in the adjacent residential housing project, to users, to the public in the area, and to the environment from asbestos contamination that will be increased using the Maidu site for a bicycle sporting and events park. (See the attached .pdf comment by a licensed state geologist who is intimately familiar with the Maidu project site and uses in the area, incorporated herein by this reference. Also incorporated herein are the list of issues and letters from community members regarding negative impacts and liability, quality of life and the environmental issues sent to you by community members and users of the area at issue.)

¹ As indicated in an email communication from the Bureau of Reclamation dated June 29th to Judy Suter.

Note: The Initial Study Assessment identifies Placer County Air Pollution Control District and an asbestos dust mitigation plan as a requirement of this project, but nowhere identifies or addresses the nature, extent, and significance of the asbestos effects of the project – this is impermissible classic piecemealing of a proposed project in order to avoid finding significant potential cumulative and/or direct negative impacts and effects of a project at the earliest significant point of review of the project. See CEQA 21065; and Guidelines 15378 (a), *Bozung v. Local Agency Formation Commission* (1975) 13 Cal.3d 263, 283-284 (CEQA requires “that environmental considerations do not become submerged by chopping a large project into many little ones – each with a minimal potential impact on the environment – which cumulatively may have disastrous consequences.” Also, the only reason for finding no “National Pollutant Discharge Elimination System (NPDES) and no Stormwater Pollution Prevention Plan (SWPPP)” will be required at this time is this suspect disturbed area calculation.).²

Also, traffic issues have not been addressed and threaten a reduction of the quality of life, air quality, noise levels, nighttime lights, and property values decline due to a decline of quality of living in the area and the threat of asbestos contamination from the naturally occurring asbestos in the soils in the area. The current project utilizes residential streets as major thoroughfares for access to the proposed Bike

² The only evidence justifying that latter conclusion is a perfunctory and loose assertion that only .91 acres of soil surface will be disturbed, which appears to be only a self-serving manipulation of the data in such an extensive project, intended specifically to occupy and use over 8 total acres for a large number of specific bike trail and sports activity facilities at this site. Initial Study/Assessment p. 18.

Park open to the general public. (It should be mentioned here that the Board has received many more public comments from users who reside out of this area, this state and this country than they have taken and considered from local residents who are just recently becoming aware of the risks to their health, the quality of their lives, the transportation related issues, the asbestos issues, light and noise issues, and all other issues herein addressed.)

The equestrian trail is endangered and the safety of users disregarded in the existing review process, including disregarding the historical trail issues related to the significance of the area as a part of the historic pioneer's express trail system.

And, it is not clear at all that there will not be any significant effects to fish and wildlife from the dust and silt created by a Bike Park, and associated traffic, noise, light and use of the Maidu area adjacent to a river with active salmonid and other fish present for a dirt bike park area.

As one of the procedural errors in this process of environmental review -- The Initial Study/Assessment did not contain any evidence citing the registration number showing that it had been filed with or properly reviewed by the State Clearinghouse. No number was present indicating such a review and compliance, and it made it impossible for the public to easily locate or obtain information and assistance necessary to an informed comment upon the project and to assure that notice was sent out to all the State and any necessary federal agencies.

These are but a few of the many issues, both procedural and substantive, that have been addressed in comments previously filed by community members, and yet their request for more time within which to comment has been summarily rejected

-- without any proper and adequate consideration, by both the Federal and State and local agencies -- of these above listed concerns and the many others already identified in community responses to the project and the Maidu location.

As a separate procedural issue -- the determination by the Board is being made without giving the public adequate time to respond, notices were not adequate or sufficient in the initial stages of this project, there is no evidence of consultation with all the require or other agencies, and adequate and timely notice is a formal procedural requirement for all projects under the California Environmental Quality Act (CEQA Pub. Res. Code 21000 et seq. and NEPA 42 U.S.C. 4321 et seq. and the respective California State Guidelines and Federal Regulations.)

The determination of the board does not comply with the CEQA statutes and Guidelines, or the Federal controlling laws governing Bureau of Reclamation, and related Federal and state agencies governing environmental protections on state and federal lands and state and federal projects on those lands.

For example, air quality from the dust by itself is an issue, due to the cumulative effects of all other uses separate from the additional project use of the area for a Bike Park. The same is true for transportation, parking, road use, and related issues. Also, light and noise from any facilities after dark and the impacts of all uses on local wildlife, runoff of asbestos laden dust into the river waters, increased siltation, etc. are not addressed adequately or at all in the Initial Study and project determinations being made by the Board and accepted by the Federal Agencies, to date. As previously stated, it is not clear that all the appropriate state and local agencies were contacted and notified of this proposed project as required by CEQA

and NEPA. See the following discussion of and citations to the governing laws and case law citations:

I. CEQA Applies to this project, and governs the local and state agencies in this matter, including responsible transportation planning agencies and public agencies responsible for transportation and traffic related issues (Citations are to the Public Resources Code of California, West):

§ 21080. DIVISION APPLICATION TO DISCRETIONARY PROJECTS; NONAPPLICATION; NEGATIVE DECLARATIONS; ENVIRONMENTAL IMPACT REPORT PREPARATION

(a) Except as otherwise provided in this division, this division shall apply to discretionary projects proposed to be carried out or approved by public agencies, including, but not limited to, the enactment and amendment of zoning ordinances, the issuance of zoning variances, the issuance of conditional use permits, and the approval of tentative subdivision maps unless the project is exempt from this division.

(c) If a lead agency determines that a proposed project, not otherwise exempt from this division, would not have a significant effect on the environment, the lead agency shall adopt a negative declaration to that effect. The negative declaration shall be prepared for the proposed project in either of the following circumstances: Association of Environmental Professionals 2016 CEQA Statute 11

(1) There is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.

(2) An initial study identifies potentially significant effects on the environment, but

(A) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and

(B) there is no substantial evidence, in light of the whole record before the lead agency, that the project, as revised, may have a significant effect on the environment.

(d) If there is substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment, an environmental impact report shall be prepared.

(e) (1) For the purposes of this section and this division, substantial evidence includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact.

(2) Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment.

(f) As a result of the public review process for a mitigated negative declaration, including administrative decisions and public hearings, the lead agency may conclude that certain mitigation measures identified pursuant to paragraph (2) of subdivision (c) are infeasible or otherwise undesirable. In those circumstances, the lead agency, prior to approving the project, may delete those mitigation measures and substitute for them other mitigation measures that the lead agency finds, after holding a public hearing on the matter, are equivalent or more effective in mitigating significant effects on the environment to a less than significant level and that do not cause any potentially significant effect on the environment. If those new mitigation measures are made conditions of project approval or are otherwise made part of the project approval, the deletion of the former measures and the substitution of the new mitigation measures shall not constitute an action or circumstance requiring recirculation of the mitigated negative declaration.

(g) Nothing in this section shall preclude a project applicant or any other person from challenging, in an administrative or judicial proceeding, the legality of a condition of project approval imposed by the lead agency. If, however, any condition of project approval set aside by either an administrative body or court was necessary to avoid or lessen the likelihood of the occurrence of a significant effect on the environment, the lead agency's approval of the negative declaration and project shall be invalid and a new environmental review process shall be

conducted before the project can be reapproved, unless the lead agency substitutes a new condition that the lead agency finds, after holding a public hearing on the matter, is equivalent to, or more effective in, lessening or avoiding significant effects on the environment and that does not cause any potentially significant effect on the environment.

§ 21062. LOCAL AGENCY “Local agency” means any public agency other than a state agency, board, or commission. For purposes of this division a redevelopment agency and a local agency formation commission are local agencies, and neither is a state agency, board, or commission.

§ 21063. PUBLIC AGENCY “Public agency” includes any state agency, board, or commission, any county, city and county, city, regional agency, public district, redevelopment agency, or other political subdivision.

§ 21065. PROJECT “Project” means an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following: (a) An activity directly undertaken by any public agency. Association of Environmental Professionals 2016 CEQA Statute 7

(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

(c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

15368. LOCAL AGENCY “Local agency” means any public agency other than a state agency, board, or commission. Local agency includes but is not limited to cities, counties, charter cities and counties, districts, school districts, special districts, redevelopment agencies, local agency formation commissions, and any board, commission, or organizational subdivision of a local agency when so designated by order or resolution of the governing legislative body of the local agency. Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21062 and 21151, Public Resources Code.

§ 21092.4. CONSULTATION WITH TRANSPORTATION PLANNING AGENCIES AND PUBLIC AGENCIES

(a) For a project of statewide, regional, or areawide significance, the lead agency shall consult with transportation planning agencies and public agencies that have transportation facilities within their jurisdictions that could be affected by the project. Consultation shall be conducted in the same manner as for responsible agencies pursuant to this division, and shall be for the purpose of the lead agency obtaining information concerning the project's effect on major local arterials, public transit, freeways, highways, overpasses, on-ramps, off-ramps, and rail transit service within the jurisdiction of a transportation planning agency or a public agency that is consulted by the lead agency. A transportation planning agency or public agency that provides information to the lead agency shall be notified of, and provided with copies of, environmental documents pertaining to the project.

(b) As used in this section, "transportation facilities" includes major local arterials and public transit within five miles of the project site and freeways, highways, overpasses, on-ramps, offramps, and rail transit service within 10 miles of the project site.

II. Agency responsibility under CEQA is to identify potentially significant adverse impacts, to mitigate such impacts and to consider alternatives that will maximize mitigation and reduce or eliminate all such negative effects through communication and transparency with the public and providing for informed self-government. That the agencies did not do in this case: see *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564; *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.

§ 21002.1. USE OF ENVIRONMENTAL IMPACT REPORTS; POLICY In order to achieve the objectives set forth in Section 21002, the Legislature hereby finds and declares that the following policy shall apply to the use of environmental impact reports prepared pursuant to this division:

(a) The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.

(b) Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so. Association of Environmental Professionals 2016 CEQA Statute 3

(c) If economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations.

(d) In applying the policies of subdivisions (b) and (c) to individual projects, the responsibility of the lead agency shall differ from that of a responsible agency. The lead agency shall be responsible for considering the effects, both individual and collective, of all activities involved in a project. A responsible agency shall be responsible for considering only the effects of those activities involved in a project which it is required by law to carry out or approve. This subdivision applies only to decisions by a public agency to carry out or approve a project and does not otherwise affect the scope of the comments that the public agency may wish to make pursuant to Section 21104 or 21153.

(e) To provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant.

III. CEQA contains substantive provisions with which agencies must comply. The most important of these is the provision requiring public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects. See *Sierra Club v. Gilroy City Council* (6 Dist. 1990) 222 Cal. App.3d 30; Pub. Res. Code 21002, Guidelines 15002 (a)(3), 15021 (a)(2), (c); 15041(a); 15063(c)(2); 15091 (a); 15093; 15096 (g); 15126 (c), (d); 15364; 15370.

IV. The environmental review process is a means by which the public interacts with decisionmakers in developing policies affecting the environment. The California Supreme Court has stated the CEQA process “protects not only the environment but also informed self-government.” See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564; *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.

V. The Initial Study is deficient, does not address required considerations and community concerns and issues; there was no Clearinghouse number indicated on the document; there is no evidence of adequate consultation with necessary agencies like CA Fish & Wildlife, CalTrans or local streets and roads agencies; State Lands Commission regarding the streambed adjacent to the site; the Army Corps regarding waters of the United States potentially impacted by the project; etc.: (See the CEQA Guidelines, California Code of Regulations Title 14 at the cited regulation numbers) --

15060. PRELIMINARY REVIEW (a) A lead agency is allowed 30 days to review for completeness applications for permits or other entitlements for use. While conducting this review for completeness, the agency should be alert for environmental issues that might require preparation of an EIR or that may require additional explanation by the applicant. Accepting an application as complete does not limit the authority of the lead agency to require the applicant to submit additional information needed for environmental evaluation of the project. Requiring such additional information after the application is complete does not change the status of the application.

(b) Except as provided in Section 15111, the lead agency shall begin the formal environmental evaluation of the project after accepting an application as complete and determining that the project is subject to CEQA.

(c) Once an application is deemed complete, a lead agency must first determine whether an activity is subject to CEQA before conducting an initial study. An activity is not subject to CEQA if:

(1) The activity does not involve the exercise of discretionary powers by a public agency;

(2) The activity will not result in a direct or reasonably foreseeable indirect physical change in the environment; or

(3) The activity is not a project as defined in Section 15378.

(d) If the lead agency can determine that an EIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the EIR process described in Article 9, commencing with Section 15080. In the absence of an initial study, the lead agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant.

Authority: Sections 21083, Public Resources Code; Reference: Sections 21080(b), 21080.2 and 21160, Public Resources Code. Note: Authority cited: Sections 21083 and 21087, Public Resources Code; Reference: Section 65944, Government Code; Section 21080.2, Public Resources Code.

15063. INITIAL STUDY

(a) Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable. Association of Environmental Professionals 2016 CEQA Guidelines 135

(1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.

(2) To meet the requirements of this section, the lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.

(3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.

(b) Results.

(1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:

(A) Prepare an EIR, or

(B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or

(C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plans described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

(2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

(1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.

(2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(3) Assist in the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(6) Eliminate unnecessary EIRs;

(7) Determine whether a previously prepared EIR could be used with the project.

(d) Contents. An Initial Study shall contain in brief form: Association of Environmental Professionals 2016 CEQA Guidelines 136

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.

(4) A discussion of the ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; (6) The name of the person

or persons who prepared or participated in the Initial Study. (e) Submission of Data. If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.

(f) Format. Sample forms for an applicant's project description and a review form for use by the lead agency are contained in Appendices G and H. When used together, these forms would meet the requirements for an initial study, provided that the entries on the checklist are briefly explained pursuant to subdivision (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project. (g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21100 and 21151, Public Resources Code; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, i (1990) 222 Cal.App.3d 1337.

VI. The choice of the Maidu location is made without adequate environmental review, based on a deficient Initial Study and violates the intentions of the legislature in enacting the CEQA statutory processes to protect the environment and protect the public from adverse effects -- or to mitigate those effects, including evaluating alternative project sites. The purposes of the CEQA statutory processes are matters of law and are not satisfied by this project review process and by the denial of further time to properly evaluate the potential negative impacts and effects of this project proposal, including no substantive analysis of any or all of the project

alternatives (and, consideration of the no project alternative, as is required for compliance with NEPA as applicable to lands owned by the Bureau of Reclamation on its federal lands; see National Environmental Protection Act 42 U.S.C. 4321 et seq. and Code of Federal Regulations below cited 1500 et seq., and CEQA CA Pub. Res. Code 21000 et seq.).

CEQA

§ 21000. LEGISLATIVE INTENT The Legislature finds and declares as follows:

- (a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- (b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- (c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- (d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- (e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- (f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- (g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

§ 21001. ADDITIONAL LEGISLATIVE INTENT The Legislature further finds and declares that it is the policy of the state to:

(a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

(b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

(c) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

(d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

(e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

(f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

(g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

Code of Federal Regulations: And, see these Federal regulations having the force of law, operative in cases involving lands of the US and federal agency projects and decisions, simultaneously with California State laws, as provided by the respective laws of the US and the State of California, see from the Federal Regulations C.F.R. Title 40 the following:

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§1501.3 When to prepare an environmental assessment.

(a) Agencies shall prepare an environmental assessment (§1508.9) when necessary under the procedures adopted by individual agencies to supplement these regulations as described in §1507.3. An assessment is not necessary if the agency has decided to prepare an environmental impact statement.

(b) Agencies may prepare an environmental assessment on any action at any time in order to assist agency planning and decision making.

§1502.14 Alternatives including the proposed action.

This section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment (§1502.15) and the Environmental Consequences (§1502.16), it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public. In this section agencies shall:

(a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.

(b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.

(c) Include reasonable alternatives not within the jurisdiction of the lead agency.

(d) Include the alternative of no action.

(e) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.

(f) Include appropriate mitigation measures not already included in the proposed action or alternatives.

§1502.22 Incomplete or unavailable information.

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

(b) If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

(1) A statement that such information is incomplete or unavailable; (2) a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment; (3) a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment, and (4) the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts which have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

(c) The amended regulation will be applicable to all environmental impact statements for which a Notice of Intent (40 CFR 1508.22) is published in the FEDERAL REGISTER on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

§1502.25 Environmental review and consultation requirements.

(a) To the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*), the National Historic Preservation Act of 1966 (16 U.S.C.

470 *et seq.*), the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*), and other environmental review laws and executive orders.

(b) The draft environmental impact statement shall list all Federal permits, licenses, and other entitlements which must be obtained in implementing the proposal. If it is uncertain whether a Federal permit, license, or other entitlement is necessary, the draft environmental impact statement shall so indicate.

Conclusion of these immediate comments: There is no urgency to this project such that further time for the community to respond and comment is not appropriate. The local agency Board has shown no due regard to the concerns of the public, and, to date, it is not clear why the individual Board members are proving themselves to be determined to use the Maidu site and to avoid any serious review or discussion of all the alternative sites. This should not be allowed by the Federal agency staff under the federal laws, as this project is proposed to significantly alter and modify the patterns and locations of uses on Federal lands adjacent to waters of the US, and active major river streambed, with salmonid fish present now and historically.

The community and the equestrian trail users have requested that I write this letter in order to convey their concerns and the seriousness with which they take this proposed project and its potential negative impacts and effects to the local residents, the regional and all users of the trails, and the community of Auburn and the health and safety of all concerned, their standards of living, quality of life, property values and uses, and the protection of the environment from unnecessary and unwanted destruction and negative impacts and effects.

Thank you for your time and consideration, on behalf of the equestrian users and the local community,

William O. Davis,
Attorney at Law, State Bar 137629
P.O. Box 492796,
Redding, CA 96049
530-242-1275

From: Tricia DeJersey [mailto:freedomridersmtbclub@gmail.com]

Sent: Wednesday, June 14, 2017 6:49 AM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Bike Park

Dear Mr. Muscott,

I'm writing in support of the Auburn Bike Park for our community. I grew up riding bikes and building tracks in our neighborhood with my brother and our friends. Riding bikes has brought so much happiness to my life. I am now a 3rd grade teacher and an avid mountain biker.

Riding my bike has brought me confidence, love/respect for nature, and many health benefits. I firmly believe that we should give children every opportunity to be outside, creating friendships, and being a part of something bigger than themselves. I will personally be using the bike park myself and bringing my two boys 9 and 12 to ride too. There is a real need for this bike park! If you wonder what bikes can do for our youth, check out the article from this link: <https://www.singletracks.com/blog/beginners/mountain-biking-good-youth/>

Thank you so very much for your time!

Gratefully,
Tricia DeJersey

On Wed, Jun 14, 2017 at 6:53 AM, Tricia DeJersey <freedomridersmtbclub@gmail.com> wrote:
Dear Jamie LeFevre,

I'm writing in support of the Auburn Bike Park for our community. I grew up riding bikes and building tracks in our neighborhood with my brother and our friends. Riding bikes has brought so much happiness to my life. I am now a 3rd grade teacher and an avid mountain biker. Riding my bike has brought me confidence, love/respect for nature, and many health benefits. I firmly believe that we should give children every opportunity to be outside, creating friendships, and being a part of something bigger than themselves. I will personally be using the bike park myself and bringing my two boys 9 and 12 to ride too. There is a real need for this bike park! If you wonder what bikes can do for our youth, check out the article from this link:
<https://www.singletracks.com/blog/beginners/mountain-biking-good-youth/>

Thank you so very much for your time!

Gratefully,
Tricia DeJersey





Lefevre, Jamie <jlefevre@usbr.gov>

re: Maidu Bike Park project

1 message

Diane Dixon-Johnson <greengate1@att.net>
To: jlefevre@usbr.gov

Sun, Jul 2, 2017 at 8:49 PM

Please see attachment for comments regarding the Maidu Bike Park project:

- 4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**
Due diligence has not been carried out in canvassing and taking into account the opinions of the community with respect to the location of the bike park. As verified by a standing room only meeting hosted by ARD at the Canyon View Community Center on March 27, 2014, neighbors expressed that they do not want the bike park located at Maidu drive, nor do bikers, runners, seniors, or equestrians. This clearly suggests locating the bike park at Regional or Shockley would be the best compromise to support our entire community. There is only one school in the Maidu Rd area so why not put the park near where more of our kids live in north Auburn? All of the youth that live in north Auburn would benefit more from these optional locations.
- 5) **COMMUNITY WAS NOT GIVEN THE FULL SCOPE OF THE PROJECT**
The CEQA/NEPA project description includes an expensive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track. The full project scope was not presented to the public until the release of the CEQA/NEPA and should have been communicated to the proximal neighbors and current area trail users so they could have had time to fully evaluate it.
- 6) **HEALTH AND SAFETY ISSUES**
Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Hikers and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail route or on the irrigation canal path above. Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.

There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.

The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicyclists (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.

With an estimated additional 276 vehicle trips per day on weekends when other area trail use is at it's highest, this presents huge safety issues. The current trail users in the area not only cross Maidu Rd in two places but often use Maidu Rd to go between the canal path or the Pioneer Express Trail and the ASRA trails below. Horse trailers also park along the road. Because their parking lot was paved over and a replacement parking area has not been provided as of yet. Currently this is a very low traffic area which clearly makes any additional traffic a legitimate and significant safety concern.
- 7) **MANAGEMENT CONCERNS**
Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Neither the ARD board staff nor the bike park volunteers are equipped or trained to deal with potentially confrontational situations arising from enforcing rules. Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. Policing and supervision is ineffective in remote areas as response times are delayed. This clearly supports a more centrally located bike park. Who is liable with concern to all safety, environmental, noise disturbances, and all other potential issues and how can the public hold them accountable? What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses? These issues are not adequately covered in the CEQA/NEPA.

SUMMARY

I/We feel that multiple user groups should not be displaced for one special interest group that can be accommodated elsewhere. I/We feel that development should not be expanded onto the edge of a beautiful river canyon when mother nature does not have a voice. We are her voice and we don't want a bike park diminishing the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day July 2, 2017
Name: Diane Debra Johnson Signature: Diane Debra Johnson
Address: P.O. Box 233 Greenwood, CA 95625

17 years

Additional Comments: As an active member of ASRA mounted assistance, I have witnessed too many horrible bike accidents as a private citizen embrace the natural surroundings of this park. Please reconsider passing this.

Written comments are due by close of business Monday, July 3, 2017, to Jamie LeFevre, Bureau of Reclamation, Mid-Pacific Region, 2600 Cottage Way, Sacramento, CA 95825. Comments may also be emailed to arld@usbr.gov. For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5085 (TTY 900-877-8339).

Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017

I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the large acreages of ARD owned property located at Regional Park w/ Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved trail.

I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the Draft CEQA/NEPA Maidu Bike Park Project.

- 1) **SIGNIFICANT LOSS OF AN IRREPLACEABLE VIEWSCAPE AND SCENIC VISTAS**
There is widespread consensus that our American River Canyon is a beautiful, unique local treasure, an irreplaceable natural asset. The proposed Maidu Rd bike park location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond. The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon. Building a bike park at this location would permanently change this irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area. The entire foreground of the viewscapes would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per pile) of dirt turned into multiple dirt obstacles. Clearly this project would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. Views of the American River and Sierras from the proposed Pioneer Express Trail route at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path. Snap a photo of the River Canyon and Sierras and compare it to photos of bare dirt bike parks and the significant aesthetic loss is easily evident. The draft CEQA/NEPA does not adequately acknowledge this significant environmental impact and there is no suitable mitigation for it's loss.
- 2) **CHANGE IN USE FROM A PASSIVE RECREATION AREA**
The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural landscape that enriches the quality of our lives and is a significant resource. This bike park has no room for compromise.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses, and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

3) **NO COMPARABLE MITIGATION FOR NATIONALLY DESIGNATED HISTORICAL TRAIL LOSS**

The current proposed bike park bifurcates the existing nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss. The bike park planning committee has proposed to move the trail to the lower side of the bike park along a bank that drops off onto a paved road for the purpose of mitigation. The rerouted trail view would be of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground. Additionally, many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate. This route proposal is not equivalent (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (posing extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation. Furthermore, this section of trail is a major connector trail between FLSRA and ASRA and should remain as such. Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.

The other proposed trail mitigation is utilizing an existing road (closer to vehicular traffic) that winds down overlooking the China bar area. This road is already a designated multi-use trail that everyone can use so it is not anything new that is being provided for trail loss mitigation. Providing a dirt shoulder along a road is in no way similar to the quiet section of single track, steady, and scenic Pioneer Express Trail that would be lost.

-----Original Message-----

From: Jeff Dunkle [<mailto:jddunkle@yahoo.com>]

Sent: Sunday, June 25, 2017 5:43 PM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Auburn Bike Park Support

Hi Kahl!

I'm writing to you to express my family's excitement for the new bike park in Auburn! This is long overdue, and the location is perfect! Thank you!!

Jeff Dunkle
Auburn Resident

Sent from my iPhone

----- Forwarded message -----

From: **Jeff Dunkle** <jddunkle@yahoo.com>

Date: Sun, Jun 25, 2017 at 5:44 PM

Subject: Auburn Bike Park

To: jlefevre@usbr.gov

Hi Jamie!

I'm writing to you to express my family's excitement for the new bike park in Auburn! We often make the journey up to Truckee to use their facility, as well as Folsom and Roseville. This is long overdue, and the location is perfect! Thank you!!

Jeff Dunkle
Auburn Resident

Sent from my iPhone

----- Forwarded message -----

From: **Eric and Peggy Egli** <eegli@att.net>

Date: Tue, Jun 27, 2017 at 10:18 PM

Subject: request to extend comment period for Maidu Bike Park Project

To: jlefevre@usbr.gov

Dear Ms. Lefevre,

I live at 313 Riverview Drive and am a frequent walker along Maidu Drive, the Shirland Canal, Pleasant Street, and nearby trails in ASRA.

I write to request a 60-day extension to the comment period for the Maidu Bike Park Project in order to have more time to review the documents.

Notice about this project to me and my neighbors has been haphazard and late. To my knowledge, neither ARD or BOR notified homes on the closest adjacent streets (Maidu Drive, Riverview Drive, and Vista del Lago).

Information sheets in an aging, yellowed plastic box labeled "Notice of Project" have been posted at the site for several years, but nothing indicated that the info sheets inside had recently changed.

Perhaps because I spoke at the March 2014 ARD meeting about the bike park, I received email notice of the draft document on June 14, 2017 from ARD Director Kahl Muscott. This is only 19 days before the comments deadline of July 3, 2017.

Also on June 14, 2017 an Auburn Journal article about the project stated that the Draft study was released June 9, 2017 for a 30 day comment period, which - oddly - seems to imply it ends on July 9.

While canvassing our street with a petition yesterday, it became obvious that, although some neighbors knew ARD wanted to build a bike park, most had no idea that it had grown from the ~ 1.5-acre footprint described in early 2014, to a ~ 9-acre facility intended to be a regional draw. They were concerned. My neighbors on Riverview Drive *only up to #399 and with email* knew about the public comment deadline because I emailed them that information on June 21, 2017. Only a few people who I talked with had looked at the document yet.

I would greatly appreciate your decision to extend the comment period for the Maidu Bike Park Project CEQA Initial Study/NEPA Environmental Assessment comment period to 60 days.

Sincerely,

Peggy Egli

313 Riverview Drive Auburn CA 95603

530-889-9048

eeqli@att.net

Response to Maidu Bike Park Project Draft Environmental Assessment/Initial Study

This project will have an overall negative impact on my family and on our neighborhood and I prefer that ARD continue to seek another site. Maidu Drive is a poor and potentially unsafe location, will not serve those who would most benefit, and is a destructive change from passive use of the area.

If, despite this, you decide to go ahead with this project, I have made suggestions that I hope will reduce its negative impacts.

Environmental Justice: This location is not where the needs are:

- Others have already pointed out that, from a population standpoint, most bike park users in the ARD service area live on the other side of I-80 and would be better served by a closer facility. Only 1/3 of the children in Auburn's elementary schools attend Skyridge, the closest school.
- Rock Creek Elementary, with an enrollment of 211 out of 1210 students in Auburn Union School District K-5, has the fewest physically fit students (50% vs 80-88% for Auburn El and Skyridge) who are the most economically disadvantaged (88% free lunch vs 49% and 38% for Auburn El and Skyridge). (2017 data from <http://public-schools.startclass.com>)
- In its proposed location, the bike park will serve the fittest children, those who are most able to bike ride to the park, and those who have parents with greater resources and time to drive them there.
- This side of town already has a skate park for kids. The Bike park needs to go elsewhere. Non-team-sport recreation facilities should be spread around, not concentrated.
- Proponents claim that most users live in South Auburn to justify its location here, but p93 of the report predicts that 78% of traffic will be coming from the north.
- Proponents claim there is more user interest in South Auburn, making this site a good location. Compared to residents on the other side of I-80, they or their parents currently have better access and experience with off-street cycling. Why not expand interest in the sport by providing opportunity to those who have little?

The Asbestos Risk study is incomplete

- ARD will incur significantly higher costs if asbestos is ever found in exposed soil or airborne dust at this site.

- The report states that testing of stockpiled soil onsite has not been completed even though the intention is to use it to create bike park “features”. This work should be finished before any decision is made.
- Future monitoring for asbestos should include tests of user exposure. Airborne dust sampling during use is the best method to determine asbestos exposure. Child-height riders following a lead rider are most exposed. Only wet, not moist, conditions effectively reduce dust exposure.
([https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dc283e6c5d6056f88257426007417a2/c9351f6fe0b2c2a98825743b007e2885/\\$FILE/Atlas5_08%20322kb.pdf](https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dc283e6c5d6056f88257426007417a2/c9351f6fe0b2c2a98825743b007e2885/$FILE/Atlas5_08%20322kb.pdf)).

The project is destructive to natural beauty and is not an appropriate use for Placer County Greenbelt/Open Space designated land

- The project is in Placer county Greenbelt and Open Space (OS) but its major elements do not meet the definition of OS in the Placer County General Plan (<https://www.google.com/search?client=safari&rls=en&q=placer+county+green+belt+definition&ie=UTF-8&oe=UTF-8>, p12). The OS designation is intended to “protect important open space lands.” Use is “limited to *low intensity* agricultural and public recreational uses.” Green ball fields and bicycle paths fall into the OS category (p19-20), but scalped and drastically sculpted bare land areas do not, to my mind. Similarly, BMX bike activity is not considered passive recreation by the City of Roseville CA.
http://www.roseville.ca.us/parks/parks_n_facilities/parks_in_roseville/open_space.asp
- In spring, many wildflowers including Blue Dick, Hartwegs’ Iris, Fiddleneck, Miner’s lettuce, Fairy Lanterns, and much more can be found blooming in the shaded oak woodland below the canal, where the current ASRA trail is located. This would be lost due to grading and/or trail reroute.
- Bare dirt with multiple 8’ piles will be an ugly blight on a formerly natural (albeit recovering) area.
- Impacts on both local and canyon views should have been considered, but only the canyon view was considered important.
- Some rooms of the Canyon View Community Center will have views of a busy dirt pile instead of the natural view that was enjoyed.
- The report fails to address how deeply rutted trails will be repaired although this is a consequence of heavy bike use on canyon trails.

ARD should have 100% responsibility to maintain the bike park

- If the bike park is built, ARD must be prepared to assume complete responsibility for its maintenance and safety, should volunteer help ever be inadequate. This should be stated in the final document. Our experience with volunteers is that even though they are well intentioned, lives can change, kids grow up, and people drift away.
- ARD could be liable for injuries that occur at the bike park if the design or maintenance are found to be unsafe. Will ARD have sufficient authority or expertise to minimize this risk?

The bike park will increase bike use and user conflicts on the canal trail. ARD and PCWA will both be liable for damages.

- Earlier designs connected with the canal trail only at the bridge. However the current design has two additional junctions. The one on the north clearly feeds onto the canal trail in a smooth curve. These junctions will encourage use of the canal trail by bikes, including novice riders who the most likely to have falls or collisions. Those junctions should be removed from the design.
- The Shirland canal trail is inadequate for bike use because it has some very narrow (18”), unbanked sloping sections that are not appropriate for bikes. In contrast, even the 6’ wide proposed skills trails **which will be bike only** are expected to be at least 2’ wide.
- Increased bike use of the canal trail will adversely impact the experience of runners and walkers who are the majority of users. Pedestrians will also have to negotiate around the bridge crossing and watch for cross-traffic. Nearly 80% of users are predicted to be unsupervised (p. 92) and it is unrealistic to expect that bikes will be walked across the bridge.
- The short steep sections leading from either side of north Maidu Dr. down to the canal trail are already slippery/dangerous. They will suffer increased erosion from bike use.
- By effectively encouraging such unsafe use, ARD will be liable for accidents involving or caused by bike park users.
- By approving a design that encourages unsafe use on the canal, PCWA will also be held liable for accidents involving or caused by bike park users.
- Our property at 313 Riverview Drive, like the other canyon-side homes on the street (145-395) includes the canal and ends just above the existing ASRA trail. Use of the canal trail (a PCWA easement across private properties) by the public has increased significantly since the 1990s and nowadays it is shown on various maps. I am OK with walkers using the canal (my property) as long as they are considerate and careful, but we assume a liability risk in doing so. Our liability risk will also increase with increased bike traffic.