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09-RENEW EO-1	
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To: California Energy Commission
Dockets Office, MS-4
Docket No. 09-RENEW EO-01
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From: California Off Road Vehicle Association (CORVA)

Date: May 7th. 2012

Subject: Comments and submissions continued from the April 26th. 2012
Breakout Session for the "Renewable Energy Development Scenario"
held in Ontario California.

Thank you for the opportunity to participate in this process. As a continuing effort to help design and shape the DFAs, and define Recreation's place in this effort, we offer the following suggestions for the benefit of Mechanized and Motorized Dependant Recreational Activities (MMDRA):

1. For clarification in this discussion: When we speak of "routes" in the following the meaning and use is generic in form. What we are making reference to, could be labeled as, road; route; way; or trail, to use some Bureau of Land Management terms. In another term, they are those linear features to be used by motorized vehicles which run across the landscape. What is being referenced, and asked to be considered for replacement or re-routing, are those legal routes which we travel on in the deserts which are severed by renewable energy projects of any technology. We don't expect, or want, freeway quality surfaces, as long as it is passable to the types of vehicles legally allowed on the routes which are being severed and then replaced.
2. Passage around or through the facilities to maintain vehicular travel through the general area.
3. Maintain connection to routes outside of lease foot prints that become cut off from the local route system. This could simply be a new route which runs along the perimeter of the lease property, and outside the security fence.
4. Lease foot prints may encompass trail heads with vehicle parking areas for hiking or equestrian trails. Sometimes these are referred to as "staging areas", which is generally nothing more than a wide spot in the road suitable for parking and turning vehicles with trailers around. Connectivity for vehicles with parking and staging areas could be located on the perimeter of the lease where the trail continues onward from the lease area.
5. For considerations of the environment, safety to vehicle operators, and potential damage to the security fence, should a vehicle accidentally stray from the route, it would

be to the advantage of all to establish a reasonable setback for the routes or staging areas from the fence and the outer edge of the lease area. We would like to suggest that this setback be fifty (50) feet from the centerline of the route, or fifty feet from the circular turning radius of vehicles with trailers for staging areas.

6. For safety purposes along routes, equestrian trails, or staging areas intended for use by either horses or motorcycles, we ask that barbed wire fencing be avoided if possible.

7. Primitive back country campsites are highly desirable in the minds of many who visit the desert. Relocating those encompassed in the facilities, or within a mile of the lease boundary, would be highly desirable. However, if the campsites get moved away from the lease area then we lose the protections and opportunities afforded by the lease itself. Moving them away from sound and sight of the facilities by a distance would be the preferred alternative. In order to accommodate this request, decision makers would have to consider adding to a project's main lease request small lease areas for camping purposes separate from the primary lease for the facility itself. We would assume that these areas would have to be included in the environmental mitigation process as part of this process in order to protect access, use, and the environment. The replacement campsites could be located along existing routes away from the facilities and set back by a distance of 100 feet from the route.

8. A desire has been expressed by members of the rock hound community to be able to maintain access to areas inside the leases which contain collectible rocks or minerals. Also, as part of this, which might apply more to solar than wind, there is a desire to have access to a collection site which will be destroyed by construction prior to the start of that construction in order to recover as many collectibles as possible.

9. Maintenance of roads or trails to maintain passage, safety, or environmental compliance, is always an issue for us. The maintenance of roads intended for our purpose on the lease and surrounding area for the life of the lease would be a great addition.

10. Should existing facilities or other Recreation amenities be impaired by the projects, improvements to Recreation amenities in other areas could be made.

11. Can wind mills be painted a more neutral color in relationship to the general background colors?

Sincerely,

For the California Off Road Vehicle Association

David Beaumont