

FEIR APPENDIX A

PRAIRIE CITY SVRA CONSISTENCY ANALYSIS

MEMORANDUM

To: Kimber Gutierrez, Senior Planner – Sacramento County
From: David Hochart, Dudek
Subject: Coyote Creek Agrivoltaic Ranch Project – Prairie City State Vehicular Recreation Area – General Plan Consistency Review
Date: June 5, 2025
Attachment: Figure 1, PCSVRA Map

1 Introduction

The following General Plan consistency review evaluates the Coyote Creek Agrivoltaic Ranch (CCAR) Project consistency and/or potential inconsistency with applicable planning documents and policy frameworks that govern land use and development within the Prairie City State Vehicular Recreation Area (PCSVRA). The General Plan consistency review specifically examines consistency with two key planning documents: the Prairie City Final General Plan (FGP) and the Prairie City Road and Trails Management Plan (RTMP).

2 Project Description

The CCAR is an approximately 200-megawatt alternating current photovoltaic solar energy generating facility with an associated 4-hour/100-megawatt battery energy storage system. The project includes an on-site substation, inverters, solar array, fencing, roads, supervisory control and data acquisition system (SCADA), generation tie (gen-tie) line, and switchyard. The project's 230-kilovolt gen-tie line and the switchyard are located on State property on the southern boundary of the PCSVRA (Figure 1, PCSVRA Map) and would interconnect into the Sacramento Municipal Utility District (SMUD) 230-kilovolt powerline near the PCSVRA.

3 Consistency with General Plan Policies

The FGP establishes comprehensive goals and guidelines for natural resource management, operations and maintenance, and balancing multiple land uses within the PCSVRA. Key policy areas examined include natural resource management goals, renewable energy implementation guidelines, facility development standards, and environmental protection measures for soil, water, plant communities, noise, air quality, and visual resources.

The RTMP is tiered from the FGP and provides parkwide recommendations focused on coordinating with adjacent jurisdictions, maintaining access to easements, accommodating existing recreational uses, ensuring accessibility compliance, and protecting sensitive biological and cultural resources. The PCSVRA is divided into seven

management zones to provide a structured approach for organizing operations, maintenance, and natural resource management activities. Each zone functions as a distinct management unit with specific characteristics and allowable uses.

The RTMP acknowledges the CCAR as follows (Page 6-9, RTMP):

State Parks is currently considering a project proposal to grant easement rights to the Coyote Creek Agrivoltaic Ranch (CCAR) project for a solar energy transmission line (a “gen-tie” line) in Zones 1, 2, and 6 and a switchyard in Zone 6 in exchange for relinquishing the haul road easement rights. The gen-tie line would be a non-exclusive easement (other uses could occur within the easement) that will primarily fall within the existing 150-foot-wide easement area. If granted, the new easements may require some relocation of existing facilities as well as potentially affecting recommendations in these zones.

Both plans designate the site as Developed Use Area, a designation that generally “accommodates the more intense recreational and administrative uses and includes existing and future built facilities” (Page 4-7, FGP). The area for the switchyard and interconnection improvements would be constructed within an easement over PCSVRA property and was included as part of the RTMP.

The applicant has collaborated with State Parks and SMUD staff to reconfigure the switchyard to meet engineering design standards. As seen in Figure 1, the proposed design refinement shifts the switchyard to the northwest that overlaps a portion of an area designated for camping within a staging area (Z6-5). Relocating the substation northwest frees up land for State Parks to create an alternative staging area configuration (Z6-5) that meets the objectives of the RTMP. In summary, this reconfiguration of the switchyard was made in coordination with State Parks and maintains the functional area needed for the planned land uses in the RTMP. The adjusted switchyard layout would not prohibit the ability for the goals and objectives of the RTMP to be met. The reconfiguration also aligns with the RTMP in that the new easement may “potentially affect recommendations in these zones.”

As seen in Table 1, the proposed project is consistent with planning policies within the RTMP and would not prohibit the ability for recreational opportunities to be fully realized within the PCSVRA property as anticipated in the RTMP.

Table 1. General Plan Consistency Review

Plan	Policy No.	Policy Text	Consistency Review
Prairie City FGP	NRM Goal 1 (4.4.3.1)	Manage the SVRA for a balance of uses that allow protection and stewardship of natural resources while maintaining a quality OHV recreational experience.	The proposed project will deliver energy generated on site to the regional grid and has been developed to remain near the southern property line of PCSVRA and to avoid, minimize, and mitigate impacts to environmentally sensitive areas, scenic corridors, including, wetlands, oak woodlands, and farmland. The applicant continues to coordinate with PCSVRA staff to ensure consistency with the RTMP. Improvements to be performed by the project applicant include relocating temporary structures and reconfiguring part of the track. The proposed project would be consistent with this policy.
Prairie City FGP	Water Goal	Water Goals: Water Goal 1: Manage the SVRA for the protection of jurisdictional waters of the United States, including wetlands, and waters of the state, while maintaining a quality OHV recreational experience. Water Goal 2: Manage the SVRA for the protection of water quality while maintaining a quality OHV recreational experience. Water Goal 3: Manage the SVRA to conserve water resources while maintaining a quality OHV recreational experience.	As demonstrated in the Draft Environmental Impact Report (EIR), the project has incorporated mitigation measures to ensure impacts to wetland resources would be fully mitigated, water quality standards would be met and water resources needed for construction would not result in impacts to groundwater resources. The proposed project would be consistent with this policy.
Prairie City FGP	Plant Goal	Plant Goal 1: Manage the SVRA for a balance of uses that allow protection of special-status plants and sensitive natural communities while maintaining a quality OHV recreational experience.	As demonstrated in the Draft EIR, the project has incorporated mitigation measures to ensure impacts to special-status plants and natural communities would be fully mitigated. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 1, Guideline 1.2 (4.4.5.7)	Investigate and implement the use of solar and other innovative and renewable technologies to provide electricity at the SVRA.	The project will produce renewable energy and contribute materially to SMUD achieving the renewable energy targets of the 2030 Zero Carbon Plan, and compliance with State of California Renewable Portfolio Standards and achievement of 100% generation of electricity from renewable sources by 2045. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 1, Guideline 1.3 (4.4.5.7)	Promote opportunities to incorporate sustainability into SVRA development, operations, and maintenance. Sustainability initiatives could include supporting and encouraging the use of electric vehicles, promoting energy efficiency, using reclaimed water, and applying energy efficiency and green building standards to new construction and other initiatives that may be developed in the future.	The project is a utility scale solar facility that will generate a significant amount of renewable solar energy and store that energy to more efficiently utilize the energy throughout the day. The project will enable SMUD to reduce its reliance on thermal power plants that generate significant air emissions, to achieve SMUD’s 2030 Zero Carbon Plan targets, and comply with State of California Renewable Portfolio Standards. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 5 (4.4.5.7)	Develop and maintain SVRA facilities and monitor OHV activities to ensure compatibility with surrounding land uses.	The gen-tie line and switchyard have been sited and designed to avoid disrupting existing PCSVRA operations, including the OHV activities. Coordination with PCSVRA staff has been ongoing to relocate and improve facilities (e.g., kart track features) to accommodate gen-tie construction. These measures help ensure compatibility with ongoing recreational use and the broader land use objectives of the PCSVRA. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 5, Guideline 5.1 (4.4.5.7)	Manage the SVRA in a manner that honors existing easements and does not adversely affect easement use by the respective parties.	The project respects all existing easements within the PCSVRA and has been planned to avoid interference with their use or function. Through coordination with relevant interested parties, the project ensures continued access and operation for all easement holders. Any necessary adjustments will be made in alignment with existing agreements, ensuring that the project does not compromise current or future use of easements. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 5, Guideline 5.2 (4.4.5.7)	Require that noise levels not exceed relevant jurisdiction (county) noise standards for hourly exposure at or beyond the boundary line of the SVRA. In the SVRA, similar limits shall be strived for in areas of permanent human habitation (e.g., State Parks caretaker housing units).	As demonstrated in the Draft EIR, the project has incorporated mitigation measures to ensure noise impacts would be fully mitigated. The proposed project would be consistent with this policy.

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Prairie City FGP	OM Goal 5, Guideline 5.5 (4.4.5.7)	Employ practices to reduce noise levels for noise-sensitive receptors during construction of facilities.	As demonstrated in the Draft EIR, the project has incorporated mitigation measures to ensure noise impacts would be fully mitigated. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 6 (4.4.5.7)	Limit potential air quality impacts within the planning area that could result from construction, maintenance, and OHV recreation activities.	As demonstrated in the Draft EIR, the project has incorporated mitigation measures to ensure air quality impacts would be fully mitigated. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 7 (4.4.5.7)	Manage the SVRA for the protection of human health and ecological health based on recommendations developed in the Aerojet Feasibility Study for Area 39	As demonstrated in the Draft EIR, the project has incorporated mitigation measures to fully mitigate potential impacts associated with hazardous materials and the prior Aerojet facility uses. The proposed project would be consistent with this policy.
Prairie City FGP	OM Goal 8 (4.4.5.7)	Manage the SVRA to maintain current aesthetic qualities and reduce any visual impacts on surrounding areas that could result from construction, maintenance, and OHV recreation activities.	The applicant has made several significant commitments to the PCSVRA to improve park user experience following the installation of the gen-tie line and the switchyard. These improvements have been described and evaluated in the Draft EIR project description. Improvements will include the construction of a new and improved 2,400 square foot pro-shop building. The pro-shop will include a restroom, retail space, coffee bar, private office, and shipping and receiving area. New paving surface will be installed in the vicinity of the pro shop building to further improve the infrastructure and to ensure Americans with Disabilities Act (ADA) compliance. Solar panels will be placed on the roof to power or partially power the facility. Additionally, a new grid structure will be installed a location that allows for improved ingress and egress to the kart track. Revisions to kart track alignment will be made that improve the driver experience. Bleachers and bleacher canopy shading will be relocated to be situated along the track straightaway to improve viewing opportunities. Additionally, the applicant has made a commitment to California State Parks to provide a dedication of \$1,000,000 for trail improvements and/or aesthetic improvements to the staging area and trails disclosed and evaluated in the RTMP. In total, the improvements to park infrastructure, reimbursements for park staff time, and the dedication total approximately \$2.66 million. The improvements and contributions identified above would ensure the proposed project would be consistent with this policy.
Prairie City RTMP	Parkwide recommendations	Coordinate with Sacramento County and Capital South East Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance.	The project applicant has been working closely with State Parks and relevant interested parties throughout the CEQA process. Following construction, minimal trips will be required to maintain the facilities on State Park lands, and a traffic control plan will be required to be completed to effectively manage construction traffic. The proposed project would be consistent with this policy.
Prairie City RTMP	Parkwide recommendations	Coordinate with easement holders to develop trails and associated facilities that maintain legal access to, and use of, easements (a map of utility infrastructure and easements in the park is included in Appendix 5).	The project team has coordinated with State Parks and relevant easement holders to ensure that the proposed improvements preserve existing access routes and do not impede use of any legal easements across PCSVRA property. Any necessary adjustments or access improvements will be addressed through ongoing coordination. The proposed project would be consistent with this policy.
Prairie City RTMP	Parkwide recommendations	Participate in planning efforts for areas outside the park to ensure that nearby development proposals incorporate appropriate buffers or other approaches to accommodate existing noise, dust, and visual effects of motorized trail use in the park.	The siting and design of the proposed facilities incorporate buffers and setbacks from high-use OHV areas to preserve user experience and safety. These project components were planned in coordination with State Parks to minimize dust and noise intrusion into PCSVRA from nearby construction activities and maintain trail usability. The proposed project would be consistent with this policy.
Prairie City RTMP	Parkwide recommendations	New and altered trails and facilities shall follow State Parks Accessibilities Guidelines, Architectural Barriers Act Accessibility Standards, and the Americans with Disabilities Act standards, as appropriate.	The modifications to the Prairie City PCSVRA kart track—relocation of the office/retail modular units, canopy structure, and limited paving—will occur within previously disturbed areas and are intended to improve overall site usability and enhance recreational opportunities. Although these improvements are not required for the proposed project, the applicant has committed to ensuring the switchyard design modifications supports accessibility. Any limited paving around

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			relocated structures will be designed to facilitate ADA-compliant access. Since State Parks retains jurisdiction over these facilities, any additional accessibility improvements or verification of compliance with State Parks Accessibility Guidelines, the Architectural Barriers Act, and the ADA will be reviewed and approved by State Parks prior to implementation. The proposed project would be consistent with this policy.
Prairie City RTMP	Parkwide recommendations	Conduct surveys to identify and protect sensitive biological and cultural resources prior to constructing new trails or facilities.	The project applicant has prepared a Cultural Resources Management Plan, which sets out the procedures that would be followed in the event if unanticipated discoveries. The project will ensure no net loss of wetlands, riparian woodland, and oak woodlands habitat function and values through implementation of avoidance and compensatory mitigation measures. The proposed project would be consistent with this policy.
Prairie City RTMP	Z6-3	Construct and maintain a new staging area and new motorcycle, trails motorcycle, and ATV trails around the outer perimeter of the ROV trails. Include directional trails that accommodate higher speed uses. Construct jumps, alternate lines, and other trail features. Include signage and width limiters (e.g., bollards) to indicate allowed use types and direction of travel. Avoid construction of trails within vernal pool buffers and through wetlands	While the revised switchyard footprint intersects the buffer area of a vernal pool, the project includes mitigation measures to mitigate potential impacts to less than significant. Stormwater management features will be implemented to ensure that runoff from the switchyard is fully mitigated and does not impact the ecological function of nearby vernal pools. The project does not conflict with the location or construction of planned perimeter trails and preserves space for future staging areas and high-speed directional trails envisioned in the plan (see Figure 1). The proposed project would be consistent with this policy.
Prairie City RTMP	Z6-5	If there is demand for camping, allow for construction of a small campground (up to 15 campsites) at, or near, the future staging area and include shade ramadas and picnic tables. Provide restroom and shower facility for campers. Accommodate both day and camping users on a first come first serve basis. Number and delineate the sites as necessary.	The project has been designed to avoid precluding future implementation of a small campground near the anticipated staging area. The proposed project improvements are sited to preserve and accommodate future recreational development and implementation of the plan. The project’s limited footprint in this portion of the park, along with ongoing coordination with State Parks, ensures that potential future campground facilities would be consistent with the plan’s intent. The proposed project would be consistent with this policy.

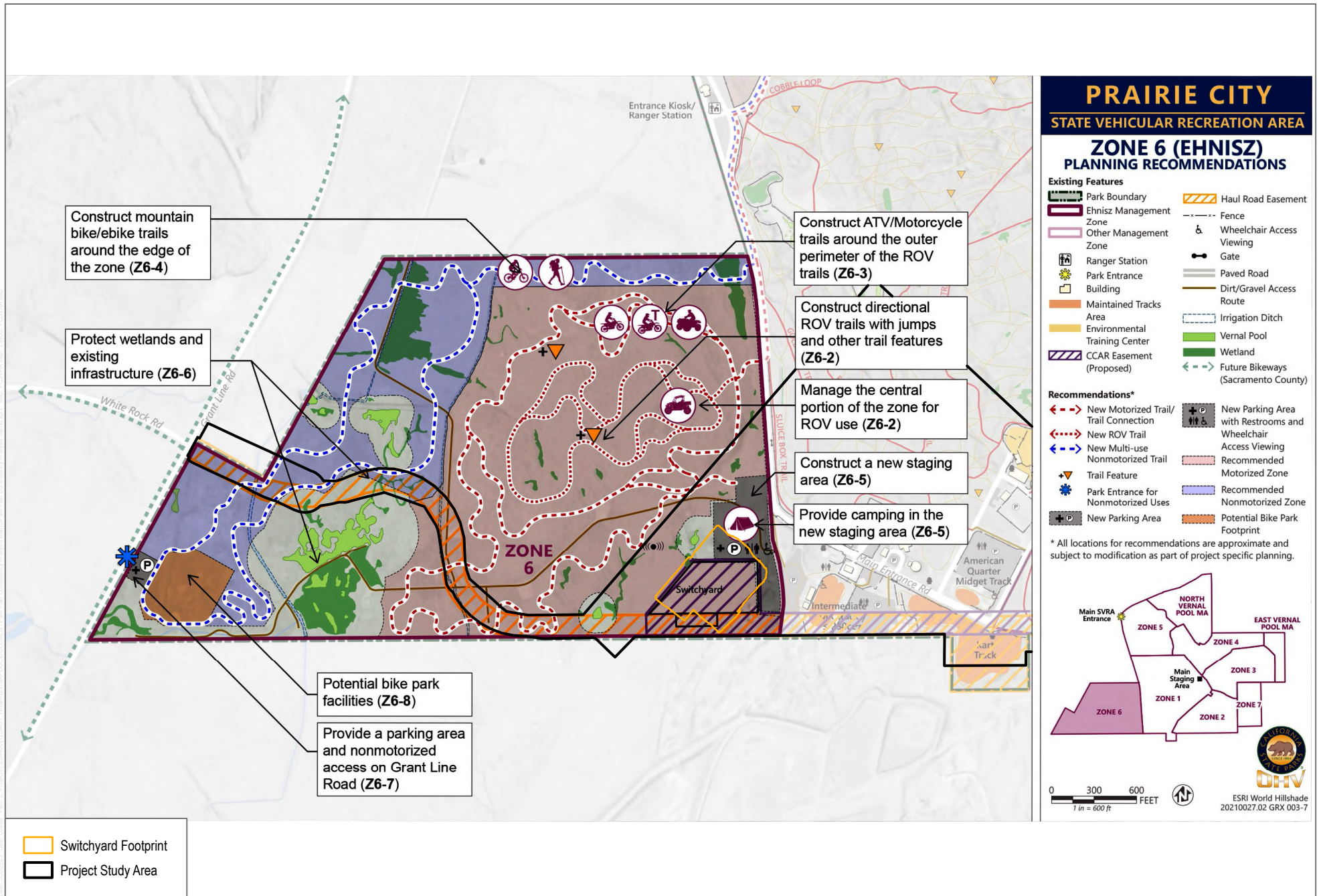
4 References

California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division. 2016. *Prairie City State Vehicular Recreation Area Final General Plan and Environmental Impact Report*. Sacramento, California: California State Parks.

California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division. 2022. *Prairie City State Vehicular Recreation Area Road and Trails Management Plan*. Sacramento, California: California State Parks.

Attachment

Figure 1, PCSVRA Map



SOURCE: California State Park 2025, Esri 2025