



# LAKE CALIFORNIA SECONDARY ACCESS ROAD

December 17, 2019

**Letter of Transmittal to the Tehama County Board of Supervisors:**

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**From: The Lake California Board of Directors**

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Sharon D. B. Crawford, on behalf of the LC POA BOD

## 1. Purpose

The purpose of the attached Lake California Secondary Access Collector Road Evaluation is to provide the information for the LC 'Snivley' and 'Riverview Ranch' secondary access routes requested by the Tehama County (TC) Board of Supervisors (BoS) during the September 25, 2018<sup>1</sup> meeting. This report completes the Lake California Property Owners Association (LCPOA) Board of Directors (BoD) actions that lead to the TC BoS vote to select a preferred route for LC secondary access and to move forward with eminent domain proceedings. The LC POA and its members anticipate the forthcoming TC BoS vote so that the LC secondary access project may continue to progress.

## 2. Background

Lake California (LC) is a community in Tehama County organized as a Property Owner Association (POA) in 1969<sup>2</sup>. LC was initially established as a sportsman's paradise with few homes and full-time residents. However, over the years, LC has significantly changed.

LC is a growing community with an increasing number of younger families with children. Most of the approximately 1400 homes are occupied by full-time residents, with an estimated population estimated between 3,500 to 4,000 residents. The community is growing, and the potential exists for many more homes more based on approximately 890 vacant lots. For the last several years a constant level of new home construction has been 25 to 30 homes. While LC has grown, the surrounding infrastructure has not. The one-way in and out access road no longer meets the needs of LC residents.

### 2.1. Current Means of Ingress/Egress

When LC was created and approved in the 1960s, community design standards were significantly more lenient than required today. This meant that only a single road was included and approved in the LC community design. Fortunately, community design standards have strengthened community safety and now require at least two means of ingress/egress. However, LC has been left behind.

The sole means of ingress/egress into LC is Lake California Drive, a single two-lane county road. Lake California Drive does not meet current design standards for a road of this type. The road is too narrow with obstacles along both sides. In fact, based on the findings in a recent safety study, Lake California Drive is one of the most dangerous roads in TC, even when there is no emergency.

LC's Tehama County approved '*Multi-Hazard Emergency Evacuation Plan*' does not call for an evacuation. The plan requires residents to shelter-in-place within LC. In an emergency,

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<sup>1</sup> Tehama County Board of Supervisors (BoS), September 25, 2018

<sup>2</sup> Then called River Lakes Ranch and renamed to Lake California POA in 1980.

residents have no way to escape because Lake California Drive is unsuitable as an evacuation route because it is narrow, tree-lined, and in poor condition. First responders will need to enter the community using LC Drive. Two-way traffic is not possible with emergency vehicles entering the community. What this means is that during an emergency – even a minor event, such as the 2019 one-day snowstorm, or an accident, prevents passage, and LC has no ingress/egress route whatsoever.

The lack of two safe routes means that during emergencies, first responders face severe challenges getting into the community, and residents may have no evacuation route.

## **2.2. Prior efforts for secondary access**

The LC POA and residents have attempted to get road improvements in earnest since 2001. However, these attempts were unsuccessful because the LC POA does not own land that could be used for a secondary road and easement agreements with the private landowners failed.

Wildfires are increasing in number and intensity. The tragic loss of life during the Carr and Camp fires in 2018 renewed the call to action for LC to secure a secondary means of ingress/egress. However, obtaining the necessary easement to allow a secondary access road for LC to be constructed is beyond the LC POA's power. The LC POA has exhausted all possible means to negotiate an easement with the private landowners. As such, we require TC BoS to act on our behalf.

## **3. Conclusion**

In conclusion, the LC POA has done everything within its power to negotiate an easement with the landowners for a secondary access road. Our negotiations have failed. We require Tehama County to act for the safety of our community.

As agreed with Tehama County, the LC POA has completed the requested engineering studies. Tehama County officials have the information to choose a road alignment and to move forward with eminent domain proceedings. Our community is depending on the Board of Supervisors to use the power allocated by California State law to act on our behalf. We are asking the Board of Supervisors to do their job to protect the citizens of Lake California. We have done ours.