

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
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F14

NORTH CENTRAL COAST DISTRICT DEPUTY DIRECTOR'S REPORT

*For the
September 2016 Meeting of the California Coastal Commission*

September 02, 2016

To: Commissioners and Interested Parties

From: Dan Carl, North Central Coast District Deputy Director

Following is a listing for the waivers, emergency permits, immaterial amendments and extensions issued by the North Central Coast District Office for the September 2016 Coastal Commission hearing. Copies of the applicable items are attached for your review. Each item includes a listing of the applicants involved, a description of the proposed development, and a project location.

Pursuant to the Commission's direction and adopted procedures, appropriate notice materials were sent to all applicants for posting at the project site. Additionally, these items have been posted at the District office and are available for public review and comment.

This report may also contain additional correspondence and/or any additional staff memorandum concerning the items to be heard on today's agenda for the North Central Coast District.

DE MINIMIS WAIVERS

The Executive Director has determined that the following developments do not require a coastal development permit pursuant to Section 30624.7 of the California Coastal Act of 1976.

Applicant	Project Description	Project Location
2-16-0697-W Saint Ignatius College Preparatory	Anchor a new 15 foot-wide by 17 foot-long modular floating dock to an existing wooden dock at the Lake Merced Boathouse on Lake Merced	located on Harding Park Road, San Francisco County.
2-16-0730-W Horizon Cable TV	Geotechnical investigation for future horizontal drilling project below Bolinas Lagoon inlet, including excavation of two, 6-inch diameter test borings approximately 20 to 40 feet in depth using a hydraulic powered drill rig	at the south western end of Wharf Road in Bolinas and the section of beach to the northwest of Seadrift Road in Seadrift, Marin County. (APN(s): 195-300-15)

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NOTICE OF PROPOSED PERMIT WAIVER

Date: August 24, 2016

To: All Interested Parties

From: Nancy Cave, North Central Coast District Manager
Shannon Fiala, North Central Coast Coastal Planner

A handwritten signature in dark ink, appearing to read "Nancy Cave".

Subject: Coastal Development Permit (CDP) Waiver 2-16-0697-W
Applicant: St. Ignatius College Preparatory

Proposed Development

Anchor a new 15 foot-wide by 17 foot-long modular floating dock to an existing wooden dock at the Lake Merced Boathouse on Lake Merced, located on Harding Park Road, San Francisco County.

Executive Director's Waiver Determination

Pursuant to Title 14, Section 13238 of the California Code of Regulations, and based on project plans and information submitted by the applicant regarding the proposed development, the Acting Executive Director of the California Coastal Commission hereby waives the requirement for a CDP for the following reasons:

The proposed project will facilitate water-oriented recreational activities, specifically for small rowing shells, at a boat house that is open to the public and also serves non-profit boating groups, including the Dolphin Club, Pacific Rowing Club, St. Ignatius Club, and San Francisco State University's youth boating program. As proposed, the project will not have any significant adverse impacts on coastal resources, including water quality and biological resources. The new floating dock will be installed from the existing wooden dock to which the new dock will be attached and will not require any new piers or equipment in the water of Lake Merced. For the reasons above, the proposed project is consistent with Chapter 3 of the Coastal Act and the certified San Francisco City and County Local Coastal Program.

Coastal Commission Review Procedure

This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on September 9, 2016, in Newport Beach. If four Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

If you have any questions about the proposal or wish to register an objection, please contact Shannon Fiala in the North Central Coast District office.

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**NOTICE OF PROPOSED PERMIT WAIVER**

Date: August 25, 2016
To: All Interested Parties
From: Nancy Cave, North Central Coast District Manager
Sara Pfeifer, Coastal Planner *Nancy Cave*
Subject: Coastal Development Permit (CDP) Waiver 2-16-0730-W
Applicant: Horizon Cable TV

Proposed Development

Geotechnical investigation for future horizontal drilling project below Bolinas Lagoon inlet, including excavation of two, 6-inch diameter test borings approximately 20 to 40 feet in depth using a hydraulic powered drill rig at the south western end of Wharf Road in Bolinas and the section of beach to the northwest of Seadrift Road in Seadrift, Marin County.

Executive Director's Waiver Determination

Pursuant to Title 14, Section 13238 of the California Code of Regulations, and based on project plans and information submitted by the Applicant regarding the proposed development, the Acting Executive Director of the California Coastal Commission hereby waives the requirement for a CDP for the following reasons:

The proposed geotechnical investigation is adequately sited and designed to avoid potential impacts to coastal resources, including those to public access, public recreation and water quality. The project will utilize a truck-mounted 8 x 20 foot drill rig. Backfill of material excavated at Wharf Road will consist of grout. No material will be excavated or require backfill at the Seadrift site; the soils at the location of the borings are comprised of loose sands that will fill the hole once the probe is removed. Coastal public access along the dry sand will not be impacted during implementation of this development activity. To protect water quality, Best Management Practices will be applied by the Applicant, including washing, refueling, and/or servicing the drill rig off site. The development schedule and encroachment permit required by the Seadrift Association and the County of Marin, respectively, have both received approval from the Association and the County. For the reasons listed above, the proposed project is consistent with Chapter 3 of the Coastal Act and the certified Marin County Local Coastal Program.

Coastal Commission Review Procedure

This waiver is not valid until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission on Friday, September 9, 2016, in Newport Beach. If four Commissioners object to this waiver at that time, then the application shall be processed as a regular CDP application.

If you have any questions about the proposal or wish to register an objection, please contact Sara Pfeifer in the North Central Coast District office.

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**Memorandum**

September 6, 2016

To: Commissioners and Interested Parties

FROM: Dan Carl, North Central Coast District Deputy Director
North Central Coast District

Re: *Additional Information for Commission Meeting
Friday, September 9, 2016*

<u>Agenda</u> <u>Item</u>	<u>Applicant</u>	<u>Description</u>	<u>Page</u>
F16a	Sonoma County LCP Amendment No. LCP-2-SON-15-0025-1 Part C (Carrington Ranch Zoning)	Staff Report Addendum	

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F16a

Prepared September 6, 2016 for September 9, 2016 Hearing

To: Commissioners and Interested Persons

From: Nancy Cave, North Central Coast District Manager
Stephanie Rexing, North Central Coast District Supervisor

Subject: **STAFF REPORT ADDENDUM for F16a**
Sonoma County Amendment Number LCP-2-SON-15-0025-1 Part C (Carrington Ranch Zoning)

The purpose of this staff report addendum is to make corrections to some factual aspects of the findings contained in the initial staff recommendation (dated August 26, 2016). After initial publication of the staff recommendation, the California Department of Parks and Recreation (State Parks) contacted North Central District staff in order to clarify that State Parks has no plans to become the landowner of Carrington Ranch through a land transfer from the Sonoma County Agricultural Preservation and Open Space District (SCAPOS). North Central District Staff contacted Sonoma County Regional Parks (County Parks) and discovered that given State Park's current inability to accept land transfers due to budget constraints, County Parks will be the accepting entity of the land transfer from SCAPOS. The 2006 Draft Immediate Public Use Facilities Plan (Draft IPU) no longer governs Carrington Ranch park operations.

The most current operation agreement allows SCAPOS to hire County Parks to do limited maintenance at Carrington Ranch. County Parks currently has a conservation easement and a land transfer in negotiation. This factual development does not alter the substance of the coastal resource impact analysis of the proposed rezone found in the initial staff report's findings. Commission staff still recommends approval of the proposed rezone as submitted as the conversion of the land from the current designation to a designation that will support parks facilities will preserve and facilitate coastal recreational, visitor-serving uses of the adjacent Sonoma Coast State Park and will add to and supplement the Parks complex in the area, facilitating visitor-serving coastal access in the area. In addition, the proposed zoning amendment is consistent with LUP policies that promote and protect agricultural uses because the zoning change would not interfere with or prevent any existing or future agricultural operations and would be compatible with continued agricultural use on surrounding lands. Finally, the zoning change would be consistent with LUP policies that protect and prioritize visitor-serving and recreational uses, especially given the proximity to the coast of the land for re-designation to a public park.

However, in order for the staff recommendation to reflect the most current IPU, the staff recommendation dated August 26, 2016 is modified to reflect the most up to date factual information regarding the land transfer. The initial staff recommendation is modified as

follows:

1. For every instance where “California Department of Parks and Recreation” and/or “State Parks” is mentioned replace text in staff report with “Sonoma County Regional Parks” or “County Parks.”
2. Correct the following factual inaccuracy in the last full paragraph on staff report page 6 as follows:

“Ownership by ~~State~~ County Parks may further encourage low-production agricultural uses that are friendly to the public, such as ~~a horse ranch or community garden~~ continued grazing for natural resource management of grasslands and coastal prairie.”

EXHIBITS

Exhibit 1: Revised Immediate Public Use Facilities Plan (2010)

DRAFT

**INITIAL STUDY
MITIGATED NEGATIVE DECLARATION**

**CARRINGTON PROPERTY
IMMEDIATE PUBLIC USE FACILITIES PROJECT**



Revised - December 2010



State of California
DEPARTMENT OF PARKS AND RECREATION

Russian River District
P.O. Box 123
Duncans Mills, CA 95430

**LCP-2-SON-15-0025-1 Part C
Addendum Exhibit 1
Page 1 of 120**

MITIGATED NEGATIVE DECLARATION

PROJECT: CARRINGTON PROPERTY IMMEDIATE PUBLIC USE FACILITIES PROJECT

LEAD AGENCY: California Department of Parks and Recreation

AVAILABILITY OF DOCUMENTS: The Initial Study for this Mitigated Negative Declaration and the Sonoma Coast General Plan and Final EIR are available for review at:

- Guerneville Public Library
Armstrong Woods Road
Guerneville, CA 95446
- California Department of Parks & Recreation
Russian River District Headquarters
25381 Steelhead Blvd.
Duncans Mills, CA 95430
- Department of Parks & Recreation
Northern Service Center
One Capital Mall-Suite 410
Sacramento, CA 95814
- CA Department of Parks & Recreation website
http://www.parks.ca.gov/default.asp?page_id=981

PROJECT DESCRIPTION:

The Department of Parks and Recreation (DPR) proposes to provide immediate public use facilities on the Carrington Property, a new acquisition located at the intersection of State Highway 1 & Coleman Valley Road approximately 2.5 miles north of Bodega Bay. The Property will be added to Sonoma Coast State Park. The proposed facilities are outlined in the *Immediate Public Use Facilities Plan for the Carrington Property (DPR 2008)*.

The following is a brief summary of work:

- Create two permeable surfaced parking lots, one with 22 vehicle spaces and one with 8 spaces for a total of 30 vehicle spaces, including three spaces that are American with Disabilities Act (ADA) compliant.
- Construct driveway improvements at two existing locations off of Coleman Valley Road that include asphalt paved aprons, the replacement of one 42 inch culvert on the south driveway, and vegetative clearing for sight distance compliance.
- Spot widening of Coleman Valley Road of up to 3 feet in various locations between Highway One and existing driveway access points.
- Construct one new, 2 stall ADA compliant restroom.
- Construct approximately 3 miles of new trail, including approximately ½ mile of ADA compliant trail, 1 bridge (32 feet), 6 puncheons, and 2300 linear feet of new boardwalk. Trail construction would involve clearing of brush and minor grading along proposed alignments. Bridges (including puncheons) and boardwalks would involve ground disturbance only for abutments and post footings. No grading would be done along proposed boardwalk alignments.

- Construct five picnic sites, two would be ADA compliant. Picnic sites to include tables and interpretive signs.
- Construct ADA compliant trails linking parking areas, restroom, and main house areas.
- Install security gates at parking areas, emergency telephone at the north parking area, and security lighting at the main house and parking areas.
- Install an aggregate base mobile home pad for use as a caretaker residence site.
- Install the following utilities for caretaker residence site; water well, 5000 gallon water storage tank, water distribution system for residence only, above ground 250 gallon propane tank, septic system and leach field, extend electricity approximately 530 feet from an existing power source, and extend telephone service approximately 300 feet from existing service.
- Conduct stabilization measures on the main house and tank house to prevent further decay and failure of these structures. Some stabilization measures would include limited rehabilitation in the areas of footings, foundations, and sub-structural supports on the main house and tank house.

A copy of the Initial Study is attached. Questions or comments regarding this Initial Study/Mitigated Negative Declaration may be addressed to:

Gary Shannon
California Department of Parks & Recreation
PO Box 123
Duncans Mills, CA 95430
Fax: 707-865-2046
Email: gshan@parks.ca.gov

Submissions must be in writing and postmarked, or received by fax or e-mail, no later than July 5, 2011. The originals of any faxed document must be received by regular mail within ten (10) working days following the deadline for comments, along with proof of successful fax transmission.

Pursuant to Section 21082.1 of the California Environmental Quality Act, the California Department of Parks and Recreation (DPR) has independently reviewed and analyzed the Initial Study and Mitigated Negative Declaration for the proposed project and finds that these documents reflect the independent judgment of DPR. DPR, as lead agency, also confirms that the project mitigation measures detailed in these documents are feasible and will be implemented as stated in the Mitigated Negative Declaration.

Liz Burko
District Superintendent

Date

Jack Ekstrom
Environmental Coordinator

Date

TABLE of CONTENTS

<u>Chapter/Section</u>	<u>Page</u>
1 INTRODUCTION.....	2
2 PROJECT DESCRIPTION.....	5
3 ENVIRONMENTAL CHECKLIST.....	17
I. Aesthetics.....	21
II. Agricultural Resources.....	26
III. Air Quality.....	28
IV. Biological Resources.....	34
V. Cultural Resources.....	44
VI. Geology and Soils.....	48
VII. Greenhouse Gas Emissions.....	55
VIII. Hazards and Hazardous Materials.....	60
IX. Hydrology and Water Quality.....	66
X. Land Use and Planning.....	71
XI. Mineral Resources.....	74
XII. Noise.....	75
XIII. Population and Housing.....	78
XIV. Public Services.....	80
XV. Recreation.....	83
XVI. Transportation/Traffic.....	86
XVII. Utilities and Service Systems.....	93
4 MANDATORY FINDINGS OF SIGNIFICANCE.....	97
5 SUMMARY OF MITIGATION MEASURES.....	99
6 REFERENCES.....	106
7 REPORT PREPARATION.....	113

Appendices

A	MAPS, TABLES, AND CHARTS
B	SPECIES LISTS
C	CARRINGTON RANCH IMMEDIATE PUBLIC USE FACILITIES PLAN (REVISED 2010)
D	CARRINGTON RANCH TRAFFIC IMPACT STUDY
E	CARRINGTON RANCH SOIL SAMPLING AND ANALYSIS REPORT W/ ADDENDUMS (2)

CHAPTER 1

INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

The Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the California Department of Parks and Recreation (DPR) to evaluate the potential environmental effects of the proposed Carrington Ranch Immediate Public Use Facilities Project in Sonoma Coast State Park, Sonoma County, California. A prior Environmental Impact Report (EIR) was prepared as part of the Sonoma Coast State Park General Plan in March 2007 (SCH# 2003022116, CEQA Guidelines §15166). This project represents subsequent specific activities that were not examined in the General Plan EIR. This document has been prepared as a second tier to the General Plan EIR addressing and analyzing site specific proposals and detailed information in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 and 15152 *et seq.*

A previous version of this IS/MND was circulated for public review in September 2008. Due to substantial revisions, the project IS/MND is being recirculated (CEQA Guidelines §15073).

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines §15063(a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines that revisions in the project plans or proposals made by or agreed to by the applicant mitigate the potentially significant effects to a less-than-significant level, a Mitigated Negative Declaration may be prepared instead of an EIR [CEQA Guidelines §15070(b)]. The lead agency prepares a written statement describing the reasons a proposed project would not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/MND conforms to the content requirements under CEQA Guidelines §15071.

1.2 LEAD AGENCY

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is DPR.

All inquiries regarding environmental compliance for this project, including comments on this environmental document should be addressed to:

Gary Shannon
Russian River District
PO Box 123
Duncans Mills, CA 95430
Fax: 707-865-2046
E-mail address: gshan@parks.ca.gov

Submissions must be in writing and postmarked, or received by fax or e-mail, no later than July 5, 2011. The originals of any faxed document must be received by regular mail within ten (10) working days following the deadline for comments, along with proof of successful fax transmission.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of the proposed Carrington Ranch Immediate Public Use Facilities Project in Sonoma Coast State Park. Based on policies and guidelines established in the Sonoma Coast State Park General Plan and analysis thereof, this document will address issues specific to the proposed project. Mitigation measures have also been incorporated into the project to eliminate any potentially significant impacts or reduce them to a less-than-significant level.

This document is organized as follows:

- Chapter 1 - Introduction.
This chapter provides an introduction to the project and describes the purpose and organization of this document.
- Chapter 2 - Project Description.
This chapter describes the reasons for the project, scope of the project, and project objectives.
- Chapter 3 - Environmental Setting, Impacts, and Mitigation Measures.
This chapter identifies the significance of potential environmental impacts, explains the environmental setting for each environmental issue, and evaluates the potential impacts identified in the CEQA Environmental (Initial Study) Checklist. Mitigation measures are incorporated, where appropriate, to reduce potentially significant impacts to a less-than-significant level.
- Chapter 4 - Mandatory Findings of Significance

This chapter identifies and summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impact to humans, as identified in the Initial Study.

- Chapter 5 - Summary of Mitigation Measures.
This chapter summarizes the mitigation measures incorporated into the project as a result of the Initial Study.
- Chapter 6 - References.
This chapter identifies the references and sources used in the preparation of this IS/MND. It also provides a list of those involved in the preparation of this document.
- Chapter 7 - Report Preparation
This chapter provides a list of those involved in the preparation of this document.

1.4 SUMMARY OF FINDINGS

Chapter 3 of this document contains the Environmental (Initial Study) Checklist that identifies the potential environmental impacts (by environmental issue) and a brief discussion of each impact resulting from implementation of the proposed project.

Based on the IS and supporting environmental analysis provided in this document and that of the Sonoma Coast State Park General Plan EIR, the proposed Carrington Ranch Public Use Facilities Project would result in no impacts for the issues of agricultural resources, air quality, land use and planning, mineral resources, and population and housing. Aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation/traffic and utilities and service system impacts would be less-than-significant with mitigation.

In accordance with §15064(f) of the CEQA Guidelines, a Mitigated Negative Declaration shall be prepared if the proposed project will not have a significant effect on the environment after the inclusion of mitigation measures in the project. Based on the available project information and the environmental analysis presented in this document and the General Plan EIR, there is no substantial evidence that, after the incorporation of mitigation measures, the proposed project would have a significant effect on the environment. It is proposed that a Mitigated Negative Declaration be adopted in accordance with the CEQA Guidelines.

CHAPTER 2

PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the California Department of Parks and Recreation (DPR) to evaluate the potential environmental effects of the proposed Carrington Ranch Public Use Facilities Project on Sonoma Coast, located north of Bodega Bay, Sonoma County, California. The proposed project would provide public access to the Carrington Ranch property through the construction of vehicle parking, a restroom facility, trails, picnic sites and overlooks, and interpretive facilities. This project would stabilize, and partially rehabilitate the existing historic main house complex, and develop a security infrastructure.

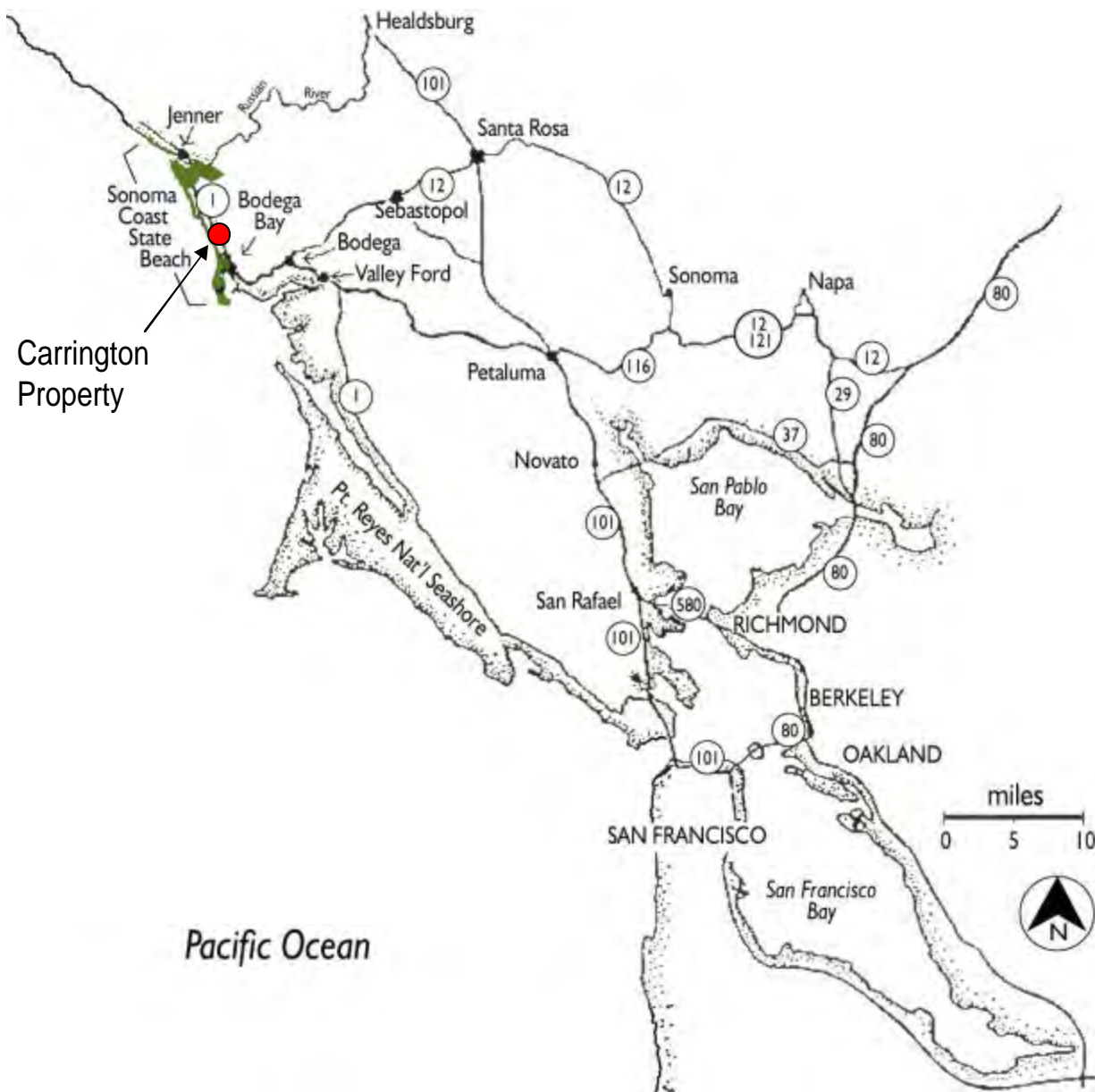
2.2 PROJECT LOCATION

Located on the Sonoma Coast approximately 2.5 miles north of the community of Bodega Bay, the Carrington Property consists of 334.9 acres at the junction of State Highway 1 and Coleman Valley Road (see Figure 1-1). Situated just inland of Sonoma Coast State Park, the Property is bounded on the west by the State Park and State Highway 1, on the north by private property and Marshall Gulch, on the east by private property, and on the south by private property and Salmon Creek. The Property straddles Coleman Valley Road on the north and south. The proposed project is centrally located within the parcel with the exception of proposed trails that are located throughout the parcel.

2.3 BACKGROUND AND NEED FOR THE PROJECT

Because of its location, scenic vistas, open space, natural resources, and potential for recreational access, the Property was purchased in 2003 by the Sonoma County Agricultural Preservation and Open Space District (SCAPOSOD). The SCAPOSOD has been working cooperatively with DPR, and plans to transfer title to the State in 2008 for inclusion into Sonoma Coast State Park. Following the title transfer, the SCAPOSOD will retain a conservation easement on the Property. This conservation easement is not included in this document and will undergo a separate CEQA review upon its completion.

It is the goal of State Parks and the SCAPOSOD to make the Property available for public access and enjoyment as soon as possible. Through a grant provided by the California Coastal Conservancy and other matching funds, the SCAPOSOD, LandPaths, and DPR have worked cooperatively on site clean-up, building security and planning for the Property. These actions have allowed the SCAPOSOD to open the property for limited public use through guided tours conducted by its non-profit partner, LandPaths. SCAPOSOD and LandPaths plan to continue this level of public access until transfer to the State takes place and improvements can be implemented.



SOURCE: Sonoma Coast State Beach Draft General Plan 2006 - EDAW

FIGURE 1-1

In 2008 DPR prepared the Immediate Public Use (IPU) Facilities Plan for the Carrington Property. The IPU Facilities Plan is a site specific plan prepared subsequent to the Sonoma Coast State Park General Plan (2007). The Carrington Property was integrated into Sonoma Coast SP, and potential management and use issues are addressed in the General Plan/EIR (pg 2-115). Proposals in the IPU Plan have incorporated many of General Plan guidelines and site selection criteria (Appendix C & D) in the placement and evaluation of project proposals. The IPU Facilities Plan identifies various proposals to facilitate immediate public use, provide support facilities, and provide protection of

important resources. This plan follows policies and guidelines established in the General Plan in such areas as; Vegetation and Wildlife Management, Cultural Resource Management, Visitor Use, Roadway Access and Safety, Operational and Recreational Facilities, and Community Involvement. Agency and public reviews of the plan were conducted and comments have been incorporated into the plan where appropriate.

Late in 2008, a Draft Initial Study/ Mitigated Negative Declaration was prepared for the project, followed by a Notice Of Availability and Intent To Adopt A Mitigated Negative Declaration. The Draft IS/MND was never finalized or adopted. Based on comments received during the public review period, subsequent biological analysis, soil sampling, and a traffic study have been conducted. Due to the substantial nature of additional data and the time involved in obtaining information, revisions of the Draft IS/MND merit recirculation. Recirculation of this document will ensure the public and agencies have an opportunity to comment on completed revisions.

DPR proposes construction of basic infrastructure and facilities necessary to support public use of the Carrington Property. If this project is not approved, the general public would not have access to this area of the coast and be denied the recreational and educational opportunities found on this property.

2.4 PROJECT OBJECTIVES

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality recreation.

The intent of this project is to provide public access for recreation on the Carrington Property, consistent with the Immediate Public Use Facilities Plan prepared by DPR. Overall plan objectives include:

- Provide support facilities and visitor access to visual and historic features of the Property.
- Provide hiking trails (approximately 3 miles of onsite trails network, including approximately 1/2 mile of ADA compliant trail).
- Provide interpretive information on the natural and cultural resources of the Carrington Property and surrounding visual features.
- Minimize impacts to sensitive cultural and natural resources.

The proposed Immediate Public Use Project would allow the Department to meet its mission to provide visitors high-quality recreational opportunities while protecting its most valued natural and cultural resources on recently acquired public lands.

2.5 PROJECT DESCRIPTION

The Department of Parks and Recreation proposes to provide immediate public use facilities on the Carrington Property, a new acquisition located at the intersection of State

Highway 1 & Coleman Valley Road approximately 2.5 miles north of Bodega Bay. This property includes existing improvements and structures that will, in part, serve as a foundation basis for project proposals.

The following is a brief summary of proposed work:

- Create two permeable surfaced parking lots, one with 22 vehicle spaces and one with 8 spaces for a total of 30 vehicle spaces, including three spaces that are American with Disabilities Act (ADA) compliant.
- Construct driveway improvements at two existing locations off of Coleman Valley Road that include asphalt paved aprons, the replacement of one 42 inch culvert on the south driveway, and vegetative clearing for sight distance compliance.
- Spot widening of Coleman Valley Road of up to 3 feet in various locations between Highway One and existing driveway access points.
- Construct one new, 2 stall ADA compliant restroom.
- Construct approximately 3 miles of new trail, including approximately ½ mile of ADA compliant trail, 1 bridge (32 feet), 6 puncheons, and 2300 linear feet of new boardwalk. Trail construction would involve clearing of brush and minor grading along proposed alignments. Bridges (including puncheons) and boardwalks would involve ground disturbance only for abutments and post footings. No grading would be done along proposed boardwalk alignments.
- Construct five picnic sites, two would be ADA compliant. Picnic sites to include tables and interpretive signs.
- Construct ADA compliant trails linking parking areas, restroom, and main house areas.
- Install security gates at parking areas, emergency telephone at the north parking area, and security lighting at the main house and parking areas.
- Install an aggregate base mobile home pad for use as a caretaker residence site.
- Install the following utilities for caretaker residence site; water well, 5000 gallon water storage tank, water distribution system for residence only, above ground 250 gallon propane tank, septic system and leach field, extend electricity approximately 530 feet from an existing power source, and extend telephone service approximately 300 feet from existing service.
- Conduct stabilization measures on the main house and tank house to prevent further decay and failure of these structures. Some stabilization measures would include limited rehabilitation in the areas of footings, foundations, and sub-structural supports on the main house and tank house.

The following is a summary of existing features to be retained on the property:

- Two driveways to access the property from Coleman Valley Road
- Historic vehicle access (single lane) to main house from State Highway 1
- Approximately one mile of existing hiking trail
- Electrical and telephone service to the property on the north and south side of

Coleman Valley Road

- Developed spring
 - Structures that include: historic main house and water tank house; carpenters shop; poultry house; milk house; collapsed barn; and Cypress Tree windbreaks.
- Perimeter/boundary fencing

2.6 PROJECT IMPLEMENTATION

Construction would commence in the fall of 2011 upon approval of all applicable federal and State permits. The project would be phased, with trail work undertaken first to allow time for completed trails to cure prior to public use. Optimal construction period windows for trail tread construction and rehabilitation would occur in the fall through spring. However, elements of construction may occur at any time during the year. Trail construction would continue for up to two years. Subsequent construction would follow with utilities, caretaker mobile home pad, parking areas and access improvements, and the restroom building. These construction activities would begin in the spring of 2012 and continue through the dry season for approximately six months. Main house and tank house stabilizations would be ongoing beginning in the summer of 2011.

Heavy equipment such as excavators, graders, bulldozer and dump trucks would be used to perform parking lot, caretaker site construction, and access improvements. Equipment staging areas would be limited to work sites or adjacent disturbed areas. Trail work would be performed with hand crews using hand tools and/or a Sweco trail construction dozer. Trail work and site restoration work would be performed by DPR crews trained in all aspects of the presented scope of work. Building stabilization and all other work would be performed by a combination of State Park crews and private contractors. The area around the main house and tank house will be secured by perimeter fencing with locking access gate to prevent unauthorized entry. Work would occur during daylight hours. Weekend and/or holiday work may be implemented to accelerate the construction schedule.

2.7 PROJECT REQUIREMENTS

Under CEQA, the Department of Parks and Recreation has the distinction of being considered a lead agency, a public agency that has a primary responsibility for carrying out or approving a project and for implementing CEQA; a responsible agency, a public agency other than the lead agency that has responsibility for carrying out or approving a project and for complying with CEQA; and a trustee agency, a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people for the State of California. With this distinction comes the responsibility to ensure that actions that protect both cultural and natural resources are always incorporated into all projects. Therefore, DPR has created a list of Project Requirements that are included in project design to reduce impacts to resources.

DPR has two types of Project Requirements, standard and specific. Standard project requirements are assigned to all projects state-wide, as appropriate. For example, Fire Safety practices are included in all DPR projects, however, a requirement regarding inadvertent discovery of archaeological artifacts would only be appropriately assigned to projects that include ground-disturbing work; this requirement would not be necessary for a project that is scoped to repair a roof. Specific project requirements address actions that are unique to a given project and are typically not needed on a statewide basis. While mitigation measures can be found in the specific section as required (Chapter 5 contains a list of all mitigation measures and project requirements), the following Project Requirements have been included in this project.

ISSUE	PROJECT REQUIREMENT
AIR QUALITY	
<u>STANDARD PROJECT REQUIREMENT</u> <u>AIR-1</u> AIR CONTAMINATES	<ul style="list-style-type: none"> During dry, dusty conditions, all active construction areas will be lightly watered to reduce dust without causing runoff. All trucks or light equipment hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard. All diesel and gasoline-powered equipment will be maintained in proper tune according to manufacturer's specifications, and in compliance with all State and federal requirements including CARB certifications.
BIOLOGICAL RESOURCES	
<u>STANDARD PROJECT REQUIREMENTS</u> <u>BIO-1</u> BIOLOGICAL RESOURCE PROTECTION	<ul style="list-style-type: none"> Prior to the start of on-site construction activities, a DPR Environmental Scientist will train on-site construction personnel on the life history of identified sensitive species, work constraints, and any other pertinent information related to the species. Prior to the start of on-site project implementation and when the plants are in a phenological stage conducive to positive identification (i.e., usually during the blooming period for the species), a DPR Environmental Scientist will conduct surveys for special-status plant species throughout the project impact area. Project excavations, holes, and ends of pipes will be covered at night with plastic, or another approved method that prevents animals from becoming trapped. The Project Manager or State Parks Representative will avoid or minimize impacts to federally protected wetlands to the extent practicable by conducting work in upland areas.
Cultural Resources	

<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENT</u> <u>CULT-1</u> DISCOVERY OF PREVIOUSLY UNDOCUMENTED RESOURCES</p>	<ul style="list-style-type: none"> • Prior to the start of Construction, a DPR-qualified cultural resources specialist will train construction personnel in cultural resource identification and protection procedures. • A DPR-qualified Cultural Resources Specialist will record historic fabric or features discovered during the project (a photograph and/or drawing showing any new material must be prepared) or recovered and archived. • In the event previously undocumented cultural resources are discovered during project construction, work within 100 feet of the find will be temporarily halted until the archaeologist designs and implements appropriate treatments in accordance with the Secretary of the Interiors Standards and Guidelines for archaeological resource protection. <ul style="list-style-type: none"> ○ A State Parks approved cultural specialist will modify the project to ensure that construction activities will avoid cultural resources upon review and approval of a DPR-qualified cultural resources specialist. ○ If ground disturbing activities uncover intact cultural features (including but not limited to dark soil containing shellfish, bone, flaked stone, groundstone, or deposits of historic ash), when a DPR Qualified cultural resources specialist is not on-site, the construction supervisor or project manager will contact the DPR State Representative immediately and the construction supervisor will temporarily halt or divert work within the immediate vicinity of the find a DPR-qualified cultural resources specialist evaluates the find and determines the appropriate treatment and disposition of the cultural resource.
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<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENTS</u> <u>CULT-2</u> HUMAN REMAINS</p>	<ul style="list-style-type: none"> • In the event that human remains are discovered, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate DPR personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The DPR Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities. • The local County Coroner will make the determination of whether the human bone is of Native American origin. • If the Coroner determines the remains represent Native American interment, the NAHC in Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC §5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination. • If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives will occur as necessary to define additional site mitigation or future restrictions.
Hazards and Hazardous Materials	

<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENT</u> <u>HAZMAT-1:</u> SPILL PREVENTION AND RESPONSE</p>	<ul style="list-style-type: none"> • Prior to the start of on-site construction activities, State Parks and/or the Contractor will clean and repair (other than emergency repairs) all equipment outside the project site boundaries. • All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination. • Prior to the start of on-site construction activities, a State Parks Representative will inspect all equipment for leaks and regularly inspect thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination. • Prior to the start of on-site construction activities, State Parks and/or the Contractor will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution Prevention Plan (SWPPP) for State Parks approval to provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants. This plan will include (but not be limited to); <ul style="list-style-type: none"> ○ a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment will occur; ○ a list of items required in a spill kit on-site that will be maintained throughout the life of the project; ○ procedures for the proper storage, use, and disposal of any solvents or other chemicals used in the restoration process; ○ identification of lawfully permitted or authorized disposal destinations outside of the project site.
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<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENT</u> <u>HAZMAT-2:</u> FIRE AVOIDANCE AND RESPONSE</p>	<ul style="list-style-type: none"> • Prior to the start of construction, State Parks and/or the Contractor will develop a Fire Safety Plan for State Parks approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CDF) and local fire department(s). • All heavy equipment will be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site. • Construction crews will park vehicles away from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire. • DPR personnel will have a State Park radio at the Park, which allows direct contact with CalFire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
Hydrology and Water Quality	
<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENT</u> <u>HYDRO -1</u> EROSION AND SEDIMENT CONTROL AND POLLUTION PREVENTION</p>	<ul style="list-style-type: none"> • Prior to the start of construction involving ground-disturbing activities, State Parks or the Contractor will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for DPR approval that identifies temporary Best Management Practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate. • If construction activities extend into the rainy season (October 31 to May 1) or if an un-seasonal storm is anticipated, State Parks or the Contractor will properly winterize the site by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas. • State Parks or the Contractor will employ Best Management Practices (BMPs) for erosion control to avoid runoff of project-related sediments, vehicle fluids, and other liquids into special plant communities.
Noise	

<p><u>STANDARD</u> <u>PROJECT</u> <u>REQUIREMENT</u> <u>NOISE-1:</u> NOISE EXPOSURE</p>	<ul style="list-style-type: none"> • Internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for Project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary. • Stationary noise sources and staging areas will be located as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds.
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2.8 VISITATION TO CARRINGTON PROPERTY

The Property is not currently open to the public. Since purchase by the SCAPOSD in 2003, access is available only through guided tours conducted by the non-profit organization, LandPaths. Proposed recreational uses and support facilities are planned for a capacity of approximately 100 people at one time. Use beyond that level may result due to special events. Special event applications are required by DPR and evaluated on a case by case basis at the time of application. Special events are subject to CEQA.

2.9 CONSISTENCY WITH LOCAL PLANS AND POLICIES

The proposed project to install immediate public use facilities would include work within the Carrington Property. The Carrington Property will be added to Sonoma Coast State Park. All work proposed in the Carrington Ranch IPU Facilities Plan is based on and consistent with the Sonoma Coast State Park General Plan's goals and guidelines. This project is consistent with DPR's mission and its management directives aimed at creating opportunities for high-quality outdoor recreation.

Conservation Easement

The Carrington Property was purchased by the SCAPOSD in 2003. The underlying purpose of the acquisition was to transfer title of the Property to the State as an addition to the State Park. As part of the title transfer, the SCAPOSD will retain a conservation easement on the Property. The purpose of the conservation easement is to insure that the land is used, maintained and managed in a manner consistent with the mission of SCAPOSD and State Parks.

2.10 DISCRETIONARY APPROVALS

DPR maintains approval authority for the proposed improvements at Sonoma Coast State Park, within the terms of the Conservation Easement. The project may also require:

- Consultation and/or permits from the California Department of Fish and Game,

- Coastal Development Permit from Sonoma County
- Regional Water Quality Control Board Section 401 permit
- Army Corps of Engineers Section 404 permit/consultation
- Compliance with Americans with Disabilities Act (ADA) requirements
- Public Resources Code 5024 review, and local Native American Heritage Commission review

2.11 RELATED PROJECTS

DPR often undertakes smaller maintenance related projects on a continuous basis. There is a proposed 1mile Class I bikeway trail project proposed for the Bodega Dunes area of Sonoma Coast State Park. The trail project would extend from Keefe Ave. south to the Bodega Bay Community Center. No new or larger scale improvement projects are proposed for State Parks

CHAPTER 3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: Carrington Ranch Immediate Public Use Facilities Plan
2. Lead Agency Name & Address: California Department of Parks and Recreation
3. Contact Person & Phone Number: Gary Shannon (707) 865-3132
4. Project Location: Hwy 1 & Coleman Valley Road
5. Project Sponsor Name & Address: California Department of Parks and Recreation
Russian River District
PO Box 123
Duncans Mills, CA 95430
6. General Plan Designation: Public- Quasi Public with Coastal combining zone
7. Zoning: Public Facilities with Coastal combining zone
8. Description of Project: The Department of Parks and Recreation proposes to provide immediate public use facilities on the Carrington Property, a new acquisition located at the intersection of State Highway 1 & Coleman Valley Road approximately 2.5 miles north of Bodega Bay. The proposed facilities are outlined in the *Immediate Public Use Facilities Plan for the Carrington Property (DPR 2008)*.
The following is a brief summary of work:
 - Create two permeable surfaced parking lots, one with 22 vehicle spaces and one with 8 spaces for a total of 30 vehicle spaces, including three spaces that are American with Disabilities Act (ADA) compliant.
 - Construct driveway improvements at two existing locations off of Coleman Valley Road that include asphalt paved aprons, the replacement of one 42 inch culvert on the south driveway, and vegetative clearing for sight distance compliance.
 - Spot widening of Coleman Valley Road of up to 3 feet in various locations between Highway One and existing driveway access points.
 - Construct one new, 2 stall ADA compliant restroom.
 - Construct approximately 3 miles of new trail, including approximately ½ mile of ADA compliant trail, 1 bridge (32 feet), 6 puncheons, and 2300 linear feet of new boardwalk. Trail construction would involve clearing of brush and minor grading along proposed alignments. Bridges (including puncheons) and boardwalks would involve ground disturbance only for abutments and post footings. No grading would be done along proposed boardwalk alignments.
 - Construct five picnic sites, two would be ADA compliant. Picnic sites to include tables and interpretive signs.
 - Construct ADA compliant trails linking parking areas, restroom, and main house areas.
 - Install security gates at parking areas, emergency telephone at the north parking area, and security lighting at the main house and parking areas.
 - Install an aggregate base mobile home pad for use as a caretaker residence site.

PROJECT INFORMATION

- Install the following utilities for caretaker residence site; water well, 5000 gallon water storage tank, water distribution system for residence only, above ground 250 gallon propane tank, septic system and leach field, extend electricity approximately 530 feet from an existing power source, and extend telephone service approximately 300 feet from existing service.
- Conduct stabilization measures on the main house and tank house to prevent further decay and failure of these structures. Some stabilization measures would include limited rehabilitation in the areas of footings, foundations, and sub-structural supports on the main house and tank house.

9. Surrounding Land Uses & Setting: Refer to Chapter 3 of this document (Section IX, Land Use Planning)

10. Approval Required from Other Public Agencies Refer to Chapter 2, Section 2.9

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

- | | | |
|--------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> None |

DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that, although the original scope of the proposed project **COULD** have had a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☒

I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents. ☐

I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required. ☐

Jack Ekstrom
Environmental Coordinator

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers, except "No Impact", that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to the project being evaluated (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on general or project-specific factors (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must consider the whole of the project-related effects, both direct and indirect, including off-site, cumulative, construction, and operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether that impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate when there is sufficient evidence that a substantial or potentially substantial adverse change may occur in any of the physical conditions within the area affected by the project that cannot be mitigated below a level of significance. If there are one or more "Potentially Significant Impact" entries, an Environmental Impact Report (EIR) is required.
4. A "Mitigated Negative Declaration" (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures, prior to declaration of project approval, has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact with Mitigation." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR (including a General Plan) or Negative Declaration [CCR, Guidelines for the Implementation of CEQA, § 15063(c)(3)(D)]. References to an earlier analysis should:
 - a) Identify the earlier analysis and state where it is available for review.
 - b) Indicate which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.
 - c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for this project.
6. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist or appendix (e.g., general plans, zoning ordinances, biological assessments). Reference to a previously prepared or outside document should include an indication of the page or pages where the statement is substantiated.
7. A source list should be appended to this document. Sources used or individuals contacted should be listed in the source list and cited in the discussion.
8. Explanation(s) of each issue should identify:
 - a) the criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question
and
 - b) the mitigation measures, if any, prescribed to reduce the impact below the level of significance.

ENVIRONMENTAL ISSUES

I. AESTHETICS.

ENVIRONMENTAL SETTING

The Carrington Property is located along a coastal terrace above the Pacific Ocean on California State Highway 1 in Bodega Bay, Sonoma County, California. The Property is bounded on the west by the Pacific Ocean, parkland, and State Highway 1, on the north by private property and Marshall Gulch, on the east by privately owned property, and on the south by private property and Salmon Creek. The Property straddles Coleman Valley Road on the north and south. Vegetation in the proposed project site consists of coastal terrace prairie dominated by native and non-native herbaceous species, particularly grasses, sedges, and rushes. Plant communities on the Property include wetlands and wet meadows, estuarine and estuarine emergent wetlands, Monterey cypress groves, northern coastal scrub, annual grassland, perennial grassland, and eucalyptus groves (DPR 2007). The project area has sweeping views of the Pacific Ocean, beaches, and coastal marine terraces. From certain locations, views include Salmon Creek and an historic main house complex.

Although the Sonoma County General Plan's Open Space Element is not binding upon State Property, it does provide some information about the site. It identifies certain scenic resources as scenic landscape units. As the county urbanizes, maintenance of the openness of these areas provides important visual relief from urban densities. Coleman Valley Road and the coastal terraces located at the project site are designated as Scenic Landscape Units (Sonoma County, 1989). The general plan requires that all new structures within these units meet the following criteria:

- 1) They are sited below exposed ridgelines.
- 2) They use natural landforms and existing vegetation to screen them from view from public roads. On exposed sites, screening with native, fire retardant plants may be required.
- 3) Cuts and fills are discouraged and where practical, driveways are screened from public view.
- 4) Utilities are undergrounded where economically practical.

(Sonoma County, 1989. Section 2.2. OS-2e)

The Sonoma County General Plan's Open Space Element also identifies certain rural roadways as scenic corridors. The goal of the General Plan with regard to these corridors is to "identify and preserve roadside landscapes which have a high visual quality" (Sonoma County, 1989). Highway 1 and Coleman Valley Road are designated as scenic corridors. The general plan requires more restrictive siting and setback policies in these areas to preserve visual quality. The County prohibits development within the rural scenic corridor setback (200 feet from the centerline of the road), with the exception of new structures if existing vegetation and topography screen the use

(Sonoma County, 1989. Section 2.2. OS-3c).

The Sonoma Coast State Park General Plan identifies preserving scenic quality as a key issue along the coast. The plan provides direction for managing the aesthetic quality of Sonoma Coast State Park through a series of guidelines for the management and maintenance of scenic resources. The General Plan identifies three key elements to be considered that include: scenic resources within the viewshed, public viewpoints that provide access to views, and proposals that would introduce new facilities in the existing landscape (DPR 2007, 3.4.1 Management Zone Goals and Guidelines, pp 3-35, 3-36). Guideline FAC-1C (pg. 3-25) and Guidelines COAST-3D & 3E (pg. 3-36) specifically address facility siting and development in the coastal zone.

The California Legislature initiated the California Scenic Highway Program in 1963, with the goal of preserving and protecting the state's scenic highway corridors from changes that would reduce their aesthetic value. The State Scenic Highway System consists of eligible and officially designated routes. A highway may be identified as eligible for listing as a state scenic highway if it offers travelers scenic views of the natural landscape, largely undisturbed by development. Eligible routes advance to officially designated status when the local jurisdiction adopts ordinances to establish a scenic corridor protection program and receives approval from the California Department of Transportation. The portion of California State Highway 1 adjacent to the proposed project site is listed as an Eligible State Scenic Highway (California Department of Transportation 2008).

South of Coleman Valley Road the property is characterized by a number of buildings and landscape features dating from the late 19th and early 20th Centuries. The buildings and landscape features present a fairly complete picture of a small family farm. This farm originated in the early settlement period of the Sonoma Coast and continued through WWII. Together, the architecture, land use, spatial organization, circulation, and vegetation give the property a distinctive character reflective of the ranching history in Western Sonoma County (Roland, 2006).

Coleman Valley Road bisects the property and is proposed to serve as the public access point. Various areas of the Carrington Property can be seen along this road interface. These views are greatly restricted due to the amount of vegetation and high cut banks along the road. Some vegetation removal is associated with this project to provide safe visitor access. From locations on Coleman Valley Road, east of the property boundary, panoramic views of the ocean, the north half of the Carrington Property, and the Carmet and Sereno Del Mar Subdivisions can be observed.

Key to the overall visibility of the property is the Highway 1 corridor and Coleman Valley Road corridor. Traveling along Highway 1 provides the most viewing opportunities for the greatest number of people. From this orientation, the view is always changing and view duration is substantially reduced. Due to the variable position and short duration times associated with motion, objects viewed in this manner have significantly less impact. Additionally, the more visual character present (variety of land forms and vegetation) the greater the capability of the overall scene to absorb a visual impact of an object (or objects). Public use of proposed trails will also generate a variety of viewing opportunities. Maintaining the quality of a visitor's experience has

been identified as a major factor in determining trail alignments. The Visual Resources Section of the IPU Plan's Site Analysis (Section 8.1) further examines the evaluation of visual resources.

The expansion of recreational day-use facilities on the Carrington Property, such as this proposed project, is consistent with the Sonoma County General Plan and the Sonoma Coast State Park General Plan (DPR 2007).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Aesthetics is based on criteria I a-d, described in the environmental checklist above.

DISCUSSION

- a) Proposed facilities such as parking lots, restroom, residence site, and trails would be visible from the scenic landscape units and scenic corridors (Coleman Valley Road, Highway 1, and coastal terraces) located within the project area. Site selection for proposed facilities has been carefully identified following guidelines and criteria previously established in the SCSP General Plan. Proposals subject to visual sensitivities reflect compliance with established criteria dealing with visual resources.

Coleman Valley Road

The restroom, parking lots, and residence site would potentially be seen from various points along Coleman Valley Road. To the east of the property, as Coleman Valley Road rises above the coastal terrace, the proposed residence site and north parking sites would be seen from the western most switchback of the road. There is no turnout here and the views are dynamic as one travels around the turn. The dominating elements of the view are the ocean, large expanses of coastal terrace and the residential development of Carmet and Sereno del Mar to the north. This location is approximately 0.3 of a mile from the proposed residence and parking sites. With the changing viewing perspective and expanse of the views, the proposed features would be absorbed in the variety of visual features and remain subordinate to the overall visual setting.

Highway 1

The restroom and south parking lot would not be visible from Highway 1. The north parking lot may be visible from Highway 1 for short durations. Some sections of the boardwalk trail may also be visible from Highway 1 both north and south of Coleman Valley Road. Where vegetation exceeds a height of 3 feet in the vicinity of trails, visibility will be concealed.

Coastal Terraces

Portions of the boardwalk would be visible from some vantage points within coastal terraces. The north parking lot and possibly the caretaker residence site would be visible from the terrace to the north. The presence of vegetation on the coastal terrace has the capability to visually obscure proposed elements of facility development that remain below elevation height (4ft. average).

No other recommendations proposed in the plan would degrade, damage, or cause adverse effects on the existing visual resources. Preservation of visual quality is further reinforced through proposed Viewshed Management Guidelines identified in the IPU Plan (Viewshed Management - pp.56-58). The SCSP General Plan EIR (pg. 4-6) provides analysis specific to Guideline COAST-3D & 3E. Compliance with these guidelines and those contained in the Draft IPU Plan, together with the policies for the Coastal Landscape Units of the Sonoma County General Plan Open Space Element will ensure that visual impacts to scenic vistas and corridors remain at a less than significant level.

- b) As mentioned above in the Environmental Setting, the portion of Highway 1 adjacent to the proposed project site is listed as an Eligible State Scenic Highway (California Department of Transportation 2008). No roadways associated with the project are officially designated State Scenic Highways. Project proposals would not cause damage to existing historic resources and scenic resources and features. No impact.
- c) The site selection process for the parking areas, caretaker residence and restroom building has incorporated guidelines established in the Sonoma County General Plan and the Sonoma Coast State Park General Plan (see Discussion Item a). It has been demonstrated that visual character is of prime importance and proposed facility site selections have been undertaken with sensitivity to visual resources to protect inherent visual character. Use of the varied surroundings and diverse vegetation patterns have been optimized to insure that proposed facility developments blend with and do not dominate the landscape, or alter visual character. The cumulative application of above mentioned guidelines and facility site design as discussed, would keep degradation and impacts to the visual character of the area at a less than significant level.

- d) Security lights are proposed at the entrance gates and at the main house building complex that would be a likely source of glare during night time. Glare from cars in the parking lot may also be a factor during the daylight hours. New structures such as the proposed restroom and a mobile home on the caretaker's site have the potential to create glare. Minor distractions resulting from glare may be experienced from travelers along Highway 1, Coleman Valley Road, and other public viewing locations. The application of **Mitigation Measure- Aesthetics-1- Light and Glare Reduction** will reduce impacts from glare created by automobiles, structures and security lighting to a less than significant level.

MITIGATION MEASURE – AESTHETICS-1- LIGHT AND GLARE REDUCTION

- The west side of the northern parking lot will be screened with native vegetation at a minimum height of 3 feet and not to exceed 5 feet in height at maturity.
- Any mobile home or permanent structure placed on the trailer pad will have a non-reflective roof and walls that are dark or neutral in color as approved by a Landscape Architect or other qualified state representative.
- Restroom will be located near the fringe of the historic zone and adjacent to existing trees to insure the structure remains visually subordinate to the historic setting. Restroom structure will have walls and roof that are fine in texture, dark or neutral in color, and absent of highly reflective elements.
- Security lights will be directed downward and away from reflective surfaces.
- Night time lighting will incorporate shielding that extends below light source to block direct light from being cast horizontally and observed from key visual sources such as Highway 1 and Coleman Valley Road.

II. AGRICULTURAL RESOURCES.

ENVIRONMENTAL SETTING

The Carrington Property is composed of coastal terrace and transition uplands to the first coastal ridge. Vegetation composition is primarily coastal scrub and previously grazed grasslands. Forested areas in the project area include trees planted on the site as windbreaks consisting of Cypress and Eucalyptus and narrow bands of riparian forest directly adjacent to defined watercourses.

Although no agricultural activity has occurred on the Carrington Property since 2003, the property has a rich agricultural history. In 1862 two parcels were created from the Rancho Bodega lands north of Salmon Creek in the vicinity of "the horse trail to Irish Hill" (Coleman Valley Road). The southern parcel (200 acres) was sold to the Stumpf or Stump family, and the northern parcel (161 $\frac{3}{4}$ acres) to the Daugherty or Dougherty family. Both families lived and worked on the land until the mid-late 1870s. The Bodega Bay region became well known for potatoes production and later, in the 1870's, as a dairy farming region, primarily exporting butter via the maritime route from Bodega Harbor to San Francisco.

In 1877, both holdings were combined and the two parcels were purchased by John Genazzi, a Swiss immigrant dairy farmer with a large family. Members of the Genazzi family owned and operated a dairy farm on the property from 1877 until the late 1940s, when the dairy closed and the land was sold to the Sonoma Title Guarantee Company. Subsequently, ownership was transferred to the Carrington family. The Carringtons did not reside on the property, but leased the land for ranching and residential use until it was sold in 2003 to the Sonoma County Agricultural Preservation and Open Space District.

Current agricultural activity in the area is limited to grazing activities on adjacent private parcels to the east along Coleman Valley Road, and private properties further to the north (non-adjacent) along Highway 1. Grazing activities to the east are essentially open range bisected by Coleman Valley Rd.

Farmland Mapping and Monitoring Program

Prime Farmland has the best combination of physical and chemical characteristics for crop production. Farmland of statewide importance is not as productive as prime soil, though it still has supported crop production for at least the three preceding years. Unique farmland ranks below prime and statewide important farmlands, though it is still capable of producing "high economic value crops" such as olives, avocados, or grapes. Finally, farmland of local importance ranks below the other three, yet "may be important to the local economy due to its productivity" (Department of Conservation, Important Farmland Map Categories).

The California Department of Conservation Farmland Mapping and Monitoring Program, Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance for Sonoma County Report includes Rohnerville loam, 0-9% slopes. As stated in Section IV, Geology and Soils, the project area is located within an area of Rohnerville loam, 0-9% slope. The project site is listed on the Sonoma County Important Farmland map as Grazing Land (2006).

Williamson Act

The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are lower than normal because they are based upon farming and open space uses as opposed to full market value (Department of Conservation, 2007).

Sonoma County currently has 42,321 acres of prime agricultural land and 230,937 acres of non-prime land. (Department of Conservation, 2007)

The proposed project is located adjacent to approximately 1,000 acres of Williamson Act- Non-Prime Agricultural Land to the east.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model for use in assessing impacts on agricultural and farmland.

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Agricultural Resources is based on criteria II a-c, described in the environmental checklist above.

DISCUSSION

- a) No Prime Farmland, Unique Farmland or Farmland of Statewide Importance would be converted to non-agricultural use. No impact.
- b) No conflicts with existing zoning for agricultural use or a Williamson Act contract would occur as a result of the proposed work. No impact.
- c) There is no land zoned as forest land, timberland, or Timberland Production in the project area. No impact.
- d) Forest land on the project area is limited to riparian areas and planted windbreaks. No loss of forest land or forest conversions are proposed as a result of this project. No impact.
- e) Neither farmland nor forest land would be converted to non-agricultural use as a result of procedures necessary to implement this project. No impact.

III. AIR QUALITY.

ENVIRONMENTAL SETTING

The Carrington Property is located in the North Coast Air Basin (NCAB), which comprises Del Norte, Humboldt, Trinity, Mendocino and northern Sonoma Counties, under jurisdiction of the Northern Sonoma County Air Pollution Control District (NSCAPCD) and United States Environmental Protection Agency (USEPA) Region IX. Sonoma County is located within the southwestern portion of the NCAB.

Climate

Climate has a strong influence on both natural resources and recreational opportunities on the project site. Sonoma County has a Mediterranean climate with moderate temperatures, wet winters and typically dry summers. The climate along the coast is heavily influenced by the Pacific Ocean, which brings summertime fog, low clouds, winter storms, and seasonally variable winds. Summer temperatures are mild (average 64° F), with frequent low clouds and fog that provide important moisture to vegetation during the dry season. Prevailing summer winds are from the northwest, averaging 10 to 15 miles per hour, with gusts as high as 50 to 60 miles per hour. Winter storms often batter the coastline with strong, moisture-laden, southerly winds. These winter storms, from November through April, account for nearly all the average annual rainfall, which varies between 30 and 38 inches. Winter temperatures are moderate, with averages ranging from highs in the 50's to lows in the 40's. (DPR, 2008)

Air Quality Designations

The California Air Board makes state area designations for ten criteria pollutants (an air pollutant for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set): ozone, suspended particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles (VRPs). At the State level, ozone is designated as non-attainment/transitional; PM₁₀ is designated in attainment; PM_{2.5}, carbon monoxide, hydrogen sulfide, and visibility reducing particles are designated unclassified; and nitrogen dioxide, sulfur dioxide, sulfates, and lead are designated in attainment.

If a pollutant concentration is lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “non-attainment” for that pollutant. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified”. Non-attainment/transitional is a subcategory of the non-attainment designation; an area is designated non-attainment/ transitional to signify that the area is close to attaining the standard for that pollutant

In contrast to the State area designations, the USEPA makes National area designations for five criteria pollutants: ozone (8 hour standard; the National 1-hour standard was revoked in June 2005), particulate matter (PM), carbon monoxide, nitrogen dioxide, and sulfur dioxide. At the National level: ozone, carbon monoxide, PM_{2.5}, and nitrogen dioxide are designated unclassified/attainment; PM₁₀ and sulfur dioxide are designated unclassified.

If an area does not meet (or that contributes to ambient air quality in a nearby area that does not

meet) the national primary or secondary ambient air quality standard for the pollutant, it is designated as non-attainment. If an area meets the national primary or secondary ambient air quality standard for the pollutant, it is designated in attainment. An area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant is designated unclassifiable (USEPA, 2008)

The following table illustrates the criteria pollutant designations at both the State and federal levels.

Criteria Pollutant	State	Federal
Ozone	Non-Attainment	Unclassified / Attainment
Suspended Particulates (PM10)	Attainment	Unclassified
Fine Particulates (PM2.5)	Unclassified	Unclassified / Attainment
Carbon Monoxide	Unclassified	Unclassified / Attainment
Nitrogen Dioxide	Attainment	Unclassified / Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Lead (particulate)	Attainment	No Federal Standard
Hydrogen Sulfate	Unclassified	No Federal Standard
Visibility reducing particles	Unclassified	No Federal Standard

State designations were updated July 2007; National designations were current as of September 2006

Source: California Air Resources Board

Sources

During personal and business activities, Californians release thousands of tons of pollutants into the air every day. Although each of us may only produce a small amount of air pollution, the combined pollution from the 33 million Californians adds up to problems. Some air pollutants are formed and released during the combustion (burning) of petroleum-based products and other fuels such as wood. Examples include gasoline and diesel-powered vehicles and fireplaces, respectively. Many tons of pollutants also enter the air through evaporation, such as fuel from gasoline storage and dispensing facilities, and car and truck gasoline tanks, and gasoline storage containers (CARB).

On hot, sunny days, pollutants emitted by vehicles, industry, and many products (nitrogen oxides and volatile organic compounds) react with each other to form ozone, the main ingredient of smog. During the winter, temperature inversions can trap tiny particles of smoke and exhaust from cars, trucks, fireplaces, and anything else that burns fuel. This keeps the pollution close to the ground - at the level where people are breathing (CARB).

Sonoma County experiences a combination of rural-type pollution (dust and smoke) and pollution transport. Such problems stem from the county's agricultural economy which necessitates land cultivation and agricultural waste burning, and the prevailing wind patterns that transport pollutants from the San Francisco Bay Area Air Basin to the North Coast Air Basin. Sparsely populated on the coast, where prevailing winds blow clean air in from the Pacific Ocean, this basin enjoys some of the best air quality in California.

Air Monitoring Stations

The monitoring stations in the state are operated by the California Air Resources Board (CARB), by local Air Pollution Control Districts (APCD) or Air Quality Management Districts (AQMD), by private contractors, and by the National Park Service (NPS). These entities operate more than 250 air monitoring stations in California. The ARB operates air monitoring stations throughout the State. Most of the local districts operate air monitoring stations within their jurisdictions. In some portions of the State, private contractors operate monitoring stations under contract with businesses that are required by permit conditions to conduct monitoring. The National Park Service also operates a number of air monitoring stations in the National Parks and National Monuments throughout California (CARB, 2008). Six monitoring stations are located in Sonoma County: Cloverdale, Guerneville- 1st & Church, Healdsburg- Limmerick Lane, Healdsburg- Matheson, Healdsburg- Municipal Airport, and Santa Rosa. The Cloverdale, Guerneville- 1st & Church, Healdsburg- Limmerick Lane, Healdsburg- Matheson stations monitor PM₁₀. The Healdsburg- Municipal Airport station monitors O₃. The Santa Rosa station monitors CO, NO₂, O₃, PM₁₀, PM_{2.5}, Toxics, Outdoor Temperature, Wind Direction, and Horizontal Wind Speed, and Solar Radiation (CARB).

Health Hazards

Ozone and particulate matter are the most common air pollutants in California. Ozone, also known as smog, can irritate the respiratory system, causing coughing, irritation in the throat or a burning sensation in the airways. It can reduce lung function, resulting in feelings of chest tightness, wheezing, or shortness of breath. Particle pollution, also known as particulate matter, is composed of microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. When exposed to these small particles, people with heart or lung diseases and older adults are more at risk of hospital and emergency room visits or, in some cases, even death from heart or lung disease. Carbon monoxide can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. Sulfur dioxide causes a wide variety of health and environmental impacts because of the way it reacts with other substances in the air. Impacts include; respiratory effects, visibility impairments, acid rain, plant and water damage, and aesthetic damage (building decay). People, animals, and fish are mainly exposed to lead by breathing and ingesting it in food, water, soil, or dust. Lead accumulates in the blood, bones, muscles, and fat. Nitrogen dioxide contributes to ozone; causes respiratory problems; contributes to the formation of acid rain; contributes to nutrient overload, which deteriorates water quality; contribute to atmospheric particles, which causes visibility impairment; reacts to from toxic chemicals; and contributes to global warming (USEPA).

In November 2006, DPR contracted with NorBay Consulting to perform asbestos and lead paint inspections on the existing structures at the project site. Small amounts of asbestos were found on roofing material on the main house and lead based paint was found in exterior paint on all structures and in the majority of interior paint. Please refer to **Chapter VIII: Hazards and Hazardous Materials** for detailed information and mitigation measures.

Sensitive Receptors

Sensitive receptors include individuals as well as groups relating to specific land uses. Some individuals are considered to be more “sensitive” than others to air pollutants. The reasons for greater sensitivity than average include health problems, proximity to the emission source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the old and the infirm are more susceptible to respiratory infections and other air quality related health problems than the general public. Residential uses are considered sensitive receptors because people in residential areas are often at home for extended periods of time, so they can be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

Sensitive receptors in the vicinity of the proposed project area are limited to recreational users. Prior to and during construction, the project site would not be open to public use.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Conflict with or obstruct implementation of the applicable air quality plan or regulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations (e.g., children, the elderly, individuals with compromised respiratory or immune systems)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make these determinations.

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Air Quality is based on criteria III a-e, described in the environmental checklist above.

DISCUSSION

a) Proposed work would not conflict or obstruct implantation of any of the applicable air quality

plan or regulation for the North Coast Air Basin. No impact.

- b, c) Construction activities would not emit air contaminants at a level that, by themselves, violate any local, state or federal ambient air quality standards or contribute to a long-term or permanent increase in any air contaminant. However, project implementation would generate short-term emissions of fugitive dust and involve the use of equipment and materials that would emit ozone precursors. Increased emissions of ozone precursors could contribute to existing non-attainment conditions, which could interfere with achieving the projected attainment standards. The inclusion of **STANDARD PROJECT REQUIREMENTS – AIR-1, AIR CONTAMINATES** (See Chapter 2) into the project implementation will insure that any potential impacts from airborne contaminants remain at a less than significant level.

Implementation of any plan to stabilize or rehabilitate existing structures has the potential to result in exposure to airborne asbestos and lead hazards. Implementation of **Mitigation Measure Hazmat -1- Asbestos & Lead** will reduce impacts to an insignificant level.

- d) As mentioned in the above discussion, project construction would generate dust and equipment exhaust emissions for the duration of the project. Although sensitive receptors are limited in the area, there is the possibility that during construction, recreational users on adjacent property could be affected. However, members of the public with conditions that make them sensitive to these emissions would have the option of moving to areas further away and avoiding the area altogether or remain in areas that would be upwind or protected from blowing dust or other emissions. Potential impacts would be less than significant.
- e) No objectionable odors would be created in the implementation of this project. The project would not result in any impacts to air quality. No impact.

IV. BIOLOGICAL RESOURCES.

ENVIRONMENTAL SETTING

The 335 acre Carrington Property, located on the Sonoma Coast, is a coastal terrace prairie that is comprised of a complex matrix of varied habitats (Appendix A, Drawing 1). The property's southern boundary is Salmon Creek, a Saline Emergent Wetland dominated by cattails (*Typha sp.*) and tule (*Scirpus sp.*). Salmon Creek has an "Estuarine" corridor along its banks that is composed of California Wax Myrtle (*Myrica californica*), Ninebark (*Physocarpus capitatus*), Red Alder (*Alnus rubra*), and willows (*Salix sp.*). The Property is bounded on the west by Highway 1, across which lie Sonoma Coast State Park and the Pacific Ocean.

The western part of the property is a mosaic of Perennial Grassland, Palustrine Wetlands, and Wet Meadows. These vegetation types are dominated by Tufted Hairgrass (*Deschampsia cespitosa ssp. holciformis*), Purple Velvet Grass (*Holcus lanatus*), Rushes (*Juncus sp.*), and Coyote Thistle (*Eryngium armatum*), respectively. The eastern portion of the property is a mixture of Northern Coastal Scrub, and Perennial and Annual Grasslands. Coyote Brush (*Baccharis pilularis*), CA Coffeeberry (*Rhamnus californica ssp. californica*), and CA Blackberry (*Rubus ursinus*) comprise the prevalent vegetation cover of Northern Coastal Scrub. Annual Grasslands are characterized predominantly by Hedgehog Dogtail Grass (*Cynosurus echinatus*) and Slender Wild Oatgrass (*Avena barbata*). Marshall Gulch forms the northern boundary of the property; it is a narrow corridor of "Valley Foothill" riparian vegetation dominated by willow (*Salix sp*) and Monterey Cypress (*Cupressus macrocarpa*). Surrounding the historic buildings in the central area of the property are Eucalyptus (*Eucalyptus sp.*) and Monterey Cypress windbreaks (CRP, 2004). For a complete description of all vegetation types occurring on the Property, please refer to Appendix C: Chapter 3- Biotic Resources.

Sensitive habitats in the project area were identified in a survey conducted in 2004 by Circuit Rider Productions (CRP). Habitats were characterized and mapped using the California Wildlife-Habitat Relationships System (California Department of Forestry, 1988). CRP conducted a detailed floristic analysis for the proposed trail areas (CRP, 2004). Additionally, State Park staff conducted on-site botanical surveys from March through July 2006 and April 2009. The survey methodology involved walking the entire length of trail multiple times during the bloom season, identifying and recording observed species consistent with California Native Plant Society (CNPS) guidelines. All available biological references relating to the Sonoma County Coastal Region were reviewed, including the California Department of Fish and Game Natural Diversity Database (CNDDB). Surveys focused on observing and recording Special Status species on the proposed trail alignment and three feet on either side of the alignment.

Three sensitive vegetation types (Holland 1986) are known to occur in the vicinity of project site (CNDDB 2008):

1. Northern Coastal Salt Marsh: Highly productive, herbaceous, salt-tolerant hydrophytes forming moderate to dense cover and up to 1m tall. Most species are active in summer, dormant in winter. Usually found along sheltered inland margins of bays, lagoons, and estuaries. These hydric soils are subject to regular tidal inundation by salt water for at least part of each year.

2. Coastal Brackish Marsh: Dominated by perennial, emergent, herbaceous monocots to 2m tall. Cover is often complete and dense. Similar to Salt Marshes and to Freshwater Marshes with some plants characteristic of each. This habitat is similar to Coastal Salt Marshes, but brackish from freshwater input. Salinity may vary considerably, and may increase at high tide or during seasons of low freshwater runoff or both. Usually intergrades with Coastal Salt Marshes toward the ocean and occasionally with Freshwater Marshes at the mouths of rivers.

3. Coastal and Valley Freshwater Marsh: Dominated by perennial, emergent monocots to 4-5m tall. Often forming completely closed canopies. Tule (*Scirpus* sp.) and cattail (*Typha* sp.) dominate these sites. (Davis, et. al. 1998)

Riparian vegetation is located within the area where the southern vehicle access and the bridge on the North Loop Trail are proposed. Although Eucalyptus and Monterey Cypress were introduced to California, wildlife has come to depend upon them. The trees occur in the Coleman Valley Road riparian area, where a culvert would be replaced as part of this project, as well as near the driveway and proposed parking areas.

Special Status Species

Special Status species have been afforded special recognition and protection under state and federal regulations. Special Status species are defined as those plants and animals that are listed by federal, state, or local resource conservation agencies and organizations, including the California Native Plant Society (CNPS). This includes plants and animals that are officially listed as Threatened (FT) or Endangered (FE) or considered candidates for listing by the United States Fish and Wildlife Service, and plants and animals officially listed as Rare (CR), Threatened (CT) or Endangered (CE) or Species of Special Concern (CSC) by the California Department of Fish and Game. It also includes species recognized by CNPS as rare, endangered or threatened in California and elsewhere (1B); rare, threatened or endangered in California but more common elsewhere (2); plant species that require additional information to make a determination (3); or plants of limited distribution that are considered vulnerable and potential candidates for special status (4) (CNPS 2008).

Queries of the CNDDDB (2008) and the California Native Plant Society's On-line Inventory (CNPS, 2008) were conducted for sensitive biological resources that are known to occur within the Bodega Head 7.5-minute U.S.G.S. quadrangle map. The CNDDDB records search and the CNPS Online Inventory Search are provided in Appendix B. Six species returned by CNDDDB and CNPS Inventory searches are located in habitat types not found on the Carrington Property. Sixteen species could potentially occur in coastal prairie, coastal scrub, meadow, marsh, or swamp habitat, however they were not found in the project area during site surveys. Only two species, *Sidalcea malviflora* ssp. *purpurea* and *Calystegia purpurata* ssp. *saxicola*, were found in the project area.

Park natural resource staff conducted wildlife surveys during field visits and recorded their observations along all sections of trail between April and July 2006 and April 6 & 13, 2009. During the focused field visits, trail areas were examined for habitat suitability for State and Federally

listed species and Species of Special Concern. The proposed trail alignment was walked multiple times. All available biological references relating to the Sonoma County Region were reviewed, including the CNDDDB, CA Dept of Fish and Game's Habitat Conservation Planning Branch's Special Plant and Animal Lists, the Bodega Marine Laboratory's list of Mammals, and the Sonoma County Breeding Bird Atlas (Burridge, 1995).

Sensitive Species Known to Occur, or Could Potentially Occur Within Project Area

Plants

Purple-stemmed Checkerbloom (*Sidalcea malviflora* ssp. *purpurea*)- This is a CNPS List 1B.2 species found in coastal prairie and coastal scrub. Surveys have detected it on the property, therefore there is a potential for the proposed project to impact the species.

Coastal Beach Morning-glory (*Calystegia purpurata* ssp. *saxicola*)- This is a CNPS List 1B.2 species that is found along the coast in Northern and Central California. It occurs in coastal prairies, and has been reported at the Carrington Property in site surveys. Based on presence, the proposed project has the potential to impact this species.

Yellow Larkspur (*Delphinium luteum*)- This is a Federally Endangered plant species with known occurrences within 2 miles of the project site.

Harlequin Lotus (*Lotus formosissimus*)- This is a CNPS List 4.2 species that is found along the coast in coastal prairie and scrub.

Short-leaved evax (*Hesperervax sparsiflora* var. *brevifolia*)- This is a CNPS List 1B.2 species. It occurs in areas with shallow, rocky soils along the coast interspersed with coastal prairie and scrub.

Fish

Tidewater Goby (*Eucyclogobius newberryi*)- This species is listed as Federally Endangered. CRP's 2004 surveys confirmed the presence in the Salmon Creek estuary, although it can range up to 2 km into freshwater habitat. However, construction would not occur during flooding, nor do the proposed work items enter the estuary or stream channel. Therefore, the fish would not be affected by the proposed project.

CA Freshwater Shrimp (*Syncaris pacifica*)- This species is listed as Federally Endangered. It was encountered in Salmon Creek estuary, adjacent to the Carrington Property, during CRP's 2004 survey. However, construction would not occur during flooding, nor do the proposed work items enter the estuary. Therefore, the shrimp would not be affected by the proposed project.

Birds

Northern Harrier (*Circus cyaneus*) - This is a California Species of Concern found throughout the open headlands of Sonoma Coast State Park. Nesting occurs on or near the ground in open

grassy meadows, marshes, agricultural fields, and savannahs. Foraging habitat is similar to nesting habitat. Shrubs are often used as perches within the habitat areas. Nesting pairs were encountered during State Parks Staff field visits between mid-April and late June 2006. The proposed trails traverse the northern harrier's nesting and foraging habitat, therefore potential impacts could occur as the result of project implementation.

Mammals

American Badger (*Taxidea texus*)- This California Species of Concern occurs in the dry open areas on the steep inland slopes of the Property's southern portion. There are signs of extensive burrows of *Taxidea texus* within the project area; therefore the species could be impacted during implementation.

Hoary Bat (*Lasiurus cinereus*)- This is a California Species of Concern due to a continuing reduction of suitable habitat and sensitivity to pesticides (California Bat Conservation Fund 2008). Although this species has not been found in the project site, there is suitable habitat for it to occur. It typically roosts in trees; therefore removal of trees could impact this species, if present (Western Bat Working Group 2008).

Townsend's Big-eared Bat (*Corynorhinus townsendii*)- This is a California Species of Concern species. For the past 50 years it has experienced a downward trend in its population in the western part of its range (Gruver and Keinath 2006). It is commonly found in native prairies and coastal habitats. Although it has not been observed at the site, and typically roosts in caves or mines, there is suitable habitat in the project area (WBWG 2008).

Amphibians

Red-legged Frog (*Rana aurora draytonii*)- This species is listed as Federally Threatened and is a California Species of Concern. CNDDB lists a confirmed occurrence in Salmon Creek. Field surveys completed by Prunuske Chatham, Inc. in April 2008 confirmed species presence in Palustrine/Wet Meadow vegetation near the western boundary of the property. Red-legged frog breeding season lasts from November through March (Fish and Wildlife Service 2008). Perennial and seasonal ponds that retain water for at least 4-6 months provide suitable habitat for breeding. Frogs are able to move large distances between water sources during the rainy season. They are noted to forage in seasonal wetlands. They also utilize upland rodent burrows during the summer months (FWS 2008). The Salmon Creek Trail traverses wetland areas on the property, therefore red-legged frog could be impacted during project implementation.

Wetlands and Waters of the United States

The U. S. Army Corps of Engineers (US ACOE) defines wetlands as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." The US ACOE wetland definition is made according to three criteria: hydrophytic vegetation, hydric soils, and wetland hydrology (US ACOE Wetlands Delineation Manual (1987). Wetlands were surveyed as described in the US ACOE Wetland Delineation Manual (1987).

All of the proposed trail project areas are within the coastal zone and are therefore under the jurisdiction of the County of Sonoma's Local Coastal Plan. Under PRC Section 30121 in the Coastal Act, "Wetland' means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens". The Coastal Act defines wetlands by the presence of any one of three wetland criteria (vegetation, soils, and hydrology). Therefore, wetlands within the coastal zone often encompass a much broader area under the Coastal Act than compared with wetlands as defined by the US ACOE.

The project area was initially assessed for jurisdictional waters April-May 2006, with follow up visits in June 2007, and final delineations made January-June 2008. Delineations were confirmed in the field by ACOE staff in July 2009. 2006 was an unusually wet year in Sonoma County, characterized by numerous flood events. Both 2007 and 2008 were drier than normal years, resulting in Governor Schwarzenegger declaring a statewide drought. The wetland assessment consisted of walking the proposed trail alignment, noting hydrophytic vegetation (adapted to living in wet conditions). Obligate, facultative wetland, and facultative species (OBL, FACW, and FAC) are considered wetland indicators and were determined from the US Fish and Wildlife Service's National List of Wetland Plants (1988). The US Army Corps of Engineers defines obligate wetland plants as those occurring almost always (>99% of the time) in wetlands, facultative wetland plants occur in wetlands 67-99% of the time, facultative plants occur in wetlands 34-66% of the time, facultative upland plants occur in wetlands 1-33% of the time, and obligate upland plants occur in wetlands <1% of the time (USACOE Wetlands Delineation Manual, 1987).

When more than 50% of the dominant species contained a combination of obligate, facultative wetland, or facultative species, the plant community was determined to have dominant hydrophytic vegetation. Since normal circumstances exist throughout the site (no significant disturbances), the presence or absence of wetland vegetation was used as a reliable indicator of the need to gather soils or hydrological data. For these sites, soil samples and hydrology were analyzed.

Within each plant community identified as possessing wetland vegetation, soils were examined for hydric characteristics. At each site, soil was excavated to a depth of 16 inches using a hand auger. The soil profile was recorded by describing the color (Munsell Soil Color Charts 2000 edition), texture, and in some cases the structure. Also recorded for each soil pit (when applicable) the presence of redoximorphic concentrations, gley, sulfidic odor, histosols, aquic or peraquic moisture regimes and concretions.

Wetland hydrology of the coastal terrace within Sonoma Coast State Park is primarily a function of small drainages, swales and sheet flow originating from the hills located east of the coastal terrace. The gently sloping surface and the loamy soil of the terrace appears to create a dispersed hydrologic regime.

Wetlands in Project Area

Wetlands comprise a substantial proportion of the project area. Of the 20 plots sampled, DPR staff determined that 16 of the 20 (80%) met the criteria for wetland habitat under US Army Corps

of Engineers jurisdiction. Where the proposed trail bisects wetlands, boardwalks have been proposed to minimize heavy foot traffic through wet areas. A total of 85.55 acres of the project area were determined to be federally regulated waters and wetlands. The proposed project would result in 0.01 acres of fill, which is less than 1% of the total area falling under federal jurisdiction. Primary wetland types encountered were a wet phase of coastal terrace prairie (palustrine emergent) and coastal riparian corridors (palustrine scrub-shrub and palustrine forest) along perennial drainages. Wetland locations are mapped in Appendix A.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a sensitive, candidate, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Biological resources is based on criteria III a-f, described in the environmental checklist above.

DISCUSSION

- a) **Purple-stemmed checkerbloom, Short-leaved Evax Coastal Beach Morning-glory and Harlequin Lotus.** Site surveys identified the presence of these species in the project area. At the time of the surveys, no populations or individual plants were identified in proposed construction areas. The checkerbloom, evax and morning glory are listed by CNPS as 1B.2. The lotus is listed by CNPS as 4.2. Because of the location of the populations of both species outside proposed construction areas, no impact to these special status plants is expected.

Yellow larkspur.

At the time of surveys, no populations or individual plants were identified in the project area. The larkspur is listed as Federally Endangered by the US Fish and Wildlife Service. No impact to this species is expected.

The implementation of **STANDARD PROJECT REQUIREMENTS BIO-1 BIOLOGICAL RESOURCE PROTECTION** would further ensure that potential impacts to special status plants remain at a less than significant level.

Northern Harrier and Other Nesting Raptors. Trail construction activities could temporarily disrupt adjacent nesting locations and nesting success for the northern harrier. New trail construction through currently undisturbed habitat may displace nesting harriers if existing nest sites are near the new sections of trail, although nest desertion is difficult to predict. Impacts within new trail areas may be significant due to construction activities and if heavily used by the public. **Mitigation Measure Bio-1-Northern Harrier and Other Nesting Raptors Avoidance** is proposed below to reduce impacts to a less than significant level.

Mitigation Measure Bio 1 – Northern Harrier and Other Nesting Raptors Avoidance

- | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• For work planned in nesting habitat during the nesting season (February 1 to August 31), a DPR-qualified environmental scientist will conduct a focused survey for raptor nests to identify active nests within 500 feet of the project area. The survey will be conducted no more than 30 days prior to the beginning of construction.• If nesting raptors are found within 500 feet of the project area, no construction will occur during the active nesting season of February 1 to August 31, or until the young have fledged as determined by a DPR-qualified environmental scientist. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Nesting bird species under Migratory Bird Treaty Act. Nests of migratory bird species could occur within the proposed project area. The following avoidance measures are designed to reduce project-related impacts to nesting migratory bird species to a less than significant level.

Mitigation Measure Bio 2 - Migratory Bird Species Avoidance

- If construction-related activities are scheduled to begin between February 1 and August 31, a DPR qualified Environmental Scientist will conduct a survey for nesting bird species within three days prior to commencement of construction at each site to ensure that no nesting birds will be impacted by the project. The survey area will include the project site and a 100 foot zone.
- If active nests are located, a 100 foot buffer will be placed around each active nest. No construction-related activities will occur within this buffer area until young have fledged and there is no evidence of a second attempt at nesting (as determined by a DPR-qualified Environmental Scientist).

American Badger. On the steep inland slopes of the Property's southern portion, there are extensive burrows of the *Taxidea taxus* (American badger) (CRP, 2004a pages 5-10). The following avoidance measures are designed to reduce project-related impacts to American badger to a less than significant level.

Mitigation Measure Bio 3 - American Badger Avoidance

- A DPR qualified environmental scientist will conduct pre-construction survey within 24 to 48 hours of construction for American badger burrows.
- If badger burrows are present, they will be mapped and protected from project-related impacts with a 50-foot buffer zone during the nesting season of June 1 through October 15.

Townsend's Big-eared bat, hoary bat and other sensitive bat species. Although not known to occur in the project area, suitable habitat exists. The following avoidance measures are designed to reduce project-related impacts to sensitive bat species, if present, to a less than significant level.

Mitigation Measure Bio 4 - Sensitive Bat Species Avoidance

- To the extent possible, all tree removal will occur between October 1 and January 31 when tree roosting bats are not expected to occur in the project area.
- If tree removal is required between February 1 and March 14 or between July 1 and September 31, a DPR-qualified environmental scientist will survey the trees immediately prior to removal for presence/absence.
- If bats are located, tree removal will not occur until the bats vacate the tree of their own accord.

California Red-legged Frog. Field surveys in April 2008 confirmed presence of the Federally Threatened *Rana aurora draytonii* (California red-legged frog) on site. The Coleman Valley Road drainage, where a culvert replacement is proposed, is a Class 3 stream with bank dimensions of approximately 4' wide by 2' deep. Currently the outboard fill face and the road fill beneath the culvert are eroding. The replacement of the culvert would potentially impact the red-legged frog. The following mitigation measures would reduce potential impacts to California red-legged frog to a less than significant level.

Mitigation Measure Bio 5- California Red-legged Frog

- Proper erosion control and other water quality Best Management Practices (BMPs) will be implemented to avoid sedimentation and disturbance into downstream and adjacent aquatic habitats.
- A preconstruction training session will be provided for construction crew members by a qualified biologist. The training will include a discussion of the sensitive biological resources within the Property and the potential presence of special-status species. It will also include a discussion of CRLF status, life history characteristics, protection measures to ensure CRLF and other sensitive resources are not impacted by project activities, and project boundaries.
- Prior to beginning work, a qualified biologist will conduct preconstruction surveys for CRLF and other potentially occurring species.
- If CRLF are encountered during construction, USFWS and CDFG will be contacted for guidance, and/or the frogs will be relocated by a permitted biologist. During construction, a qualified biologist will make frequent visits to the project area to ensure no CRLF or other species have entered the work area and are being impacted by construction activities.

- b) As mentioned in the Environmental Setting above, CNDDDB queries of the Bodega Head Quad returned three sensitive plant communities with the potential to be present within the proposed project site. These three communities are not located within the proposed project area and therefore will not be impacted.

Not present in the CNDDDB search, but existing on the property are riparian and coastal terrace prairie habitat. The riparian area at the proposed southern access point on Coleman Valley Road is currently impacted by vehicle and foot traffic and is characterized by a high percentage of foreign material (e.g., roadbed material, litter, etc.) intermixed within the soil and the presence of weedy plant species. The project proposes replacement of the existing culvert and clearing of some vegetation to improve sight distances, which could result in potential impacts to riparian habitat. Nonnative, invasive plant species will be removed from some areas of the project area, focusing on wetlands and non-native sapling trees invading grasslands. Revegetation with native trees, shrubs, and herbs to improve plant diversity and wildlife habitat will occur in areas of invasive removal. DPR will monitor the site for the establishment of new/ expanding populations of invasive plant species for a three year period. Monitoring will consist of semiannual inspections. Any new invasive, exotic species populations identified within the project area will be removed mechanically.

- c) Coastal terrace prairie is present on the property in large mosaics on both the north and south sides of Coleman Valley Road. The native coastal terrace habitat is *Deschampsia cespitosa* associations covering approximately 30% of the Property at its western boundary. Impacts to high quality native coastal prairie community have been avoided by designing trail alignments to pass through areas with a high density of exotic species (*Holcus lanatus*) to the greatest extent possible, avoiding areas with high density of native species (*Iris douglasii*,

Deschampsia cespitosa). Less than 1% of proposed work items would take place in this sensitive habitat. Where the trail passes through wetland areas, the use of boardwalks is proposed to reduce potential wetland impacts resulting from increased recreational activities and heavy foot traffic.

Six segments of boardwalk, totaling approximately 2500 L.F. would be constructed over wetland habitat. Boardwalk would be constructed using standard post and beam methods with 8 foot on center spacing. Ground disturbance would occur during construction and when the piers are installed. An estimated maximum of 11.44 cubic yards of fill would be discharged into an area of approximately 0.01 acres of Army Corps jurisdictional wetlands, less than 1% of the total jurisdictional waters in the project area.

The following mitigation measures were developed in consultation with ACOE staff and would reduce potential impacts to a less than significant level.

MITIGATION MEASURE BIO-6 WETLANDS
<ul style="list-style-type: none"> • Wetland fill impacts shall be mitigated at a 1:1 ratio by restoring at least 0.01 acre of degraded wetland within the Bodega Bay watershed. • Existing and restored wetland acreage shall be monitored and maintained so that no area is lost as a result of boardwalk piers or shading.

- d) As mentioned in the Environmental Setting, the proposed project would not occur during periods of flooding nor would the use of the proposed facilities affect fish during flooding. No impact.
- e) This project would not conflict with any local ordinances or tree protection policies. No impact.
- f) The proposed project would not conflict with any adopted conservation plans. No impact.

V. CULTURAL RESOURCES.

SUMMARY OF SIGNIFICANCE

Unless otherwise indicated, the following information is derived from a historical survey (Roland, 2006), a historical archeological survey (Beard, 2007), and an archeological survey (Steen & Origer 2006) conducted on the project site.

In 2006, a historical survey conducted for this project concluded that what remains of the dairy ranch complex is eligible for listing in the California Register of Historical Resources and the National Register of Historic Places as a rural historic landscape district associated with the history and economic development of Sonoma County. Properties determined eligible for the National Register are also eligible for listing in the California Register (California 1999). Criteria for both registers are similar. In addition, the main house was listed as Sonoma County Landmark No. 120 in 1982.

ENVIRONMENTAL SETTING

The Carrington Property is bound by Salmon Creek on the south, Highway 1 on the west, and Marshall Gulch on the north. This area of the coast contains a vast array of prehistoric sites that date as far back as 9000 years (DPR 2007). At the time of European settlement, the project area included territory controlled by the Kashaya Pomo. Subsequent research indicates the project area is also shown to be the territory of the Coast Miwok. While Europeans explored the area as early as 1575, historical settlements did not occur until about 1809 (Steen & Origer 2006).

Prehistoric Features

An archaeological investigation was conducted in 2006 that included a field survey of approximately 90 acres of the 335 acres that make up the parcel. The field survey area included all of the proposed work sites and 6000 feet of trails extending south to Salmon Creek.

Archival research revealed two previously recorded sites in the project area. One site, near the intersection of Coleman Valley Road and Highway 1, was recorded as a destroyed site covered by Highway 1. The other site is located near the western parcel boundary between Salmon Creek and Coleman Valley Road. No prehistoric archaeological resources were discovered within the field survey area or trail routes (Steen & Origer 2006).

Prehistoric resources often exist below the surface and remain unknown until they are exposed from sub-surface activities. Measures have been identified in the Standard Project Requirements (Chapter 2) to deal with accidental discoveries. Adherence to these practices during construction would insure that if prehistoric resources are found, they will not be impacted from further work.

Historic Buildings and Landscape Features

South of Coleman Valley Road, the property is characterized by a number of buildings and landscape features dating from the late 19th and early 20th Centuries. The buildings and landscape features present a fairly complete picture of a small family farm. This farm originated in the early settlement period of the Sonoma Coast and continued through WWII. This was the period in which dairy farming was most significant to the Sonoma County agricultural economy.

The ranch complex aspects of architecture, land use, spatial organization, circulation, and vegetation give the property a distinctive character reflective of the ranching history in Western Sonoma County (Roland, 2006).

The ranch complex was evaluated for eligibility to the California Register of Historical Resources (Public Resources Code 5024.1). The dairy ranch complex is considered eligible for listing under two of the four basic criteria: Criterion 1, association with events or patterns important in history, and Criterion 3, embodies the distinct characteristics of a type or region. Under Criterion 1, it is associated with the breakup of the large Mexican ranchos and establishment of small family farms in Western Sonoma County. Under Criterion 3, it is an excellent example of a 19th and early 20th Century working dairy farm in the Sonoma County area. The main house is also considered individually eligible under Criterion 3 because it is a rare surviving example of a vernacular single-wall wood frame residence, similar to many that were built across the frontier in the 1850s and 1860s. In addition to meeting one or more of the four criteria, the property must retain its integrity; that is its ability to convey its historical significance. Integrity is defined by the National Park Service as consisting of seven elements including location, design, setting, material, workmanship, feeling and association (Roland 2006).

The associated structures and features of the ranch complex constitute a historic district. A historic district is defined as a geographic area which contains a concentration of historic buildings, structures, or site united historically, culturally, or architecturally (California 1999). Furthermore, the National Park Service defines a rural historic landscape as a *geographic area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, buildings, roads, waterways, and natural features* (Burnbaum 1994). The Carrington Property conforms to this definition. The ranch historic district embodies aspects of architecture, land use, spatial organization, circulation, and vegetation that give the property a distinctive character and reflect the history of ranching in Western Sonoma County (Roland 2006). Contributing buildings, structures, and landscape features that make up the eligible rural historic landscape district include:

Main House (1860 or earlier)
Tank House (circa 1870)
Carpenter Shop (unknown)
Poultry House (unknown)
Milk House (circa 1930)
Entry Road and Cypress Allee (corridor) (Road circa 1870; Allee circa 1910-1920)
Cypress Windbreaks (circa 1910-1920)
Pasture within the circle of the Cypress Windbreak (circa 1910-1920)

A subsequent survey in 2007 found the cistern/springhouse and remaining fences and corrals to be additional contributing features (Beard 2007). Other structures or features located outside of the proposed district boundaries were evaluated and determined to be lacking historical significance.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial adverse change in the significance of a historical resource, as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Cultural Resources is based on criteria **IV** a-c, described in the environmental checklist above.

DISCUSSION

- a) The proposed project would develop new facilities including a small parking area for approximately 8 vehicles, an ADA compliant restroom, picnic sites, and access trails within the eligible rural historic landscape district. The parking area and restroom are proposed to be located near the milk house. Development of facilities at the milk house location has the potential to detract from or erode the historic character of the site. Construction activities associated with the parking and restroom could also directly impact the milk house.

Trails and picnic sites within the proposed historic district would not have an impact on historical structures, but could have an impact on the historic cypress trees. Notwithstanding previous historical surveys, new facilities and stabilizing work run the risk of discovering new evidence of historical resources. The application of **Mitigation Measure Cult-1- Historic Resources Protection** will ensure that project activities would have a less than significant impact on individual and collective resources of the eligible rural historic landscape district.

MITIGATION MEASURE CULT-1 – HISTORIC RESOURCE PROTECTION

- Construction of the parking area will be limited to surfaces previously manipulated and disturbed.
- Parking area will be defined with low barriers such as horizontal logs or rock boulders (less than 36" in height) to prevent vehicles from traveling beyond designated areas.
- Locate restroom near the fringe of the historic district to ensure the structure remains visually subordinate to the historic setting.
- To further ensure that the restroom does not adversely influence the historical setting, the structure will have surfaces fine in texture, dark or neutral in color, and absent of highly reflective surfaces. Restroom design shall be distinguishable in such a way it cannot be mistaken for a historic element.
- Prior to construction of parking area and restroom, perimeter fencing (orange construction fence) will be erected around the milk house and include an adequate exclusion zone buffer as determined by a DPR-qualified Historian.
- Any treatment measures taken under this plan will comply with *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (National Park Service 1996).
- In the event that trail construction activities encounter roots from cypress trees, no roots larger than 2 inches will be removed. Should construction conflict with roots over 2 inches in diameter, trail surfaces will be elevated over roots or relocated to avoid them.
- Prior to the commencement of construction activities, a DPR qualified Historian or qualified Architectural Historian will conduct a pre-construction meeting with contractors or DPR staff concerning the significance of relevant features and precautions in working around known historic resources.

- b) Although known archaeological sites are present in areas near the project site, no archaeological resources have been identified or are known to exist in the proposed project area. No impacts to archaeological resources are anticipated, however in the event that archaeological resources are encountered during project construction, The integration of **STANDARD PROJECT REQUIREMENT CULT-1, DISCOVERY OF PREVIOUSLY UNDOCUMENTED RESOURCES** (See Chapter 2) will reduce potential impact to a less than significant level.
- c) No human remains or burial sites have been documented or are known to exist at the proposed project site. No impact is anticipated. Should any potential human remains or burial artifacts be identified during the construction process, the integration of **STANDARD PROJECT REQUIREMENT CULT-2, HUMAN REMAINS** (See Chapter 2) will ensure that any impacts are less than significant.

VI. GEOLOGY AND SOILS.

ENVIRONMENTAL SETTING

The project site is located approximately 2.5 miles north of the community of Bodega Bay and is situated adjacent to Salmon Creek. The western side consists of gently sloped terraces transitioning to the east with rolling hills, with the eastern boundary comprised of moderate to steep slopes. Topography ranges from gently sloping areas of less than 10% on the west side to slopes of over 50% on the eastern side hills.

Geology

The geology of the Carrington Property is primarily influenced by extensive thrust faulting, where the Pacific Plate is thrust ("subducted") underneath the North American Plate. The San Andreas Fault lies less than 1 mile to the west of the project area. The result is a complex mixture of volcanic, sedimentary and metamorphic rock, known as the Franciscan formation, overlain by a layer of marine terrace deposits along the west side of the property. The Franciscan complex includes a mixture (mélange) of resistant rock types embedded in a matrix of sheared or pulverized rock. Common rock types include greywacke sandstone, shale, chert, greenstone, limestone and others. Scattered Franciscan bedrock outcrops are exposed on the hills along the eastern boundary and in the marine terrace deposits, suggesting these marine deposits are relatively thin. (DPR, 2007)

Seismicity

No active faults have been recorded on the project site. The project sites are located within the San Andreas Fault Zone, which is delineated on the Alquist-Priolo Earthquake Fault Zone Map (CDMG, 2000, See Map- Appendix A). The Rogers Creek Fault (20 miles to the east) and the San Andreas Fault, less than a mile to the west, are both historically active. In the San Francisco earthquake of 1906 the North Coast segment of the San Andreas Fault generated an earthquake of magnitude 7.6 on the Richter Scale. Due to the proximity of the San Andreas Fault Zone, the area may be prone to ground surface rupture, strong seismic shaking, liquefaction and seismically induced landsliding. The project area lies within an area of California where ground shaking during historical earthquakes has exceeded Modified Mercalli Intensity (MMI) . The MMI scale measures the effects of earthquakes ground shaking motion on people and structures. MMI effects are characterized by significant damage to weak structures (Peterson 2006). Along Salmon Creek, liquefaction potential of the marine terrace is considered "hazardous" in the event of seismic activity, and the Salmon Creek estuary is susceptible to tsunami waves greater than 20 feet. Numerous landslides are present, primarily along hillside slopes over 30% and gullies (CRP, 2004a). Surface rupture along the San Andreas Fault system usually involves horizontal motions. However, earthquake ruptures at sea or on other faults, such as the Cascadia Subduction Zone, could result in vertical displacement and the formation of tsunamis (Huffman, 1973).

Based on analysis of historic events and seismic modeling, the Rogers Creek Fault has a 30-year probability of 27% to 31% of generating a magnitude 6.7 or greater earthquake. The San Andreas Fault has a 30-year probability of 21% to 23% of generating a magnitude 6.7 or greater earthquake (WGCEP 2008). While the Rogers Creek Fault has the higher probability, the San

Andreas Fault has the greatest potential to generate damage or cause harm.

Soils and Erosion

The Sonoma County Soil Survey (Miller, 1972) classifies soils of the project area into six soil map units: Kneeland loam: 5-9% slopes, Kneeland loam: 30-50% slopes, Kinman-Kneeland loam: 30-50% slopes, Rohnerville loam: 0-9% slopes, Rohnerville loam: 9-15% slopes, and Tidal marsh (CRP, 2004a). A map of soil types on the property is included in Appendix C.

The Rohnerville loams, formed from weathered, soft sandstone, are located on the marine bench terraces on the western portion of the project area. Areas of the project site subject to ground disturbance as a result of this project are all of the Rohnerville Loam Soil Type. Rohnerville Loams have a moderate shrink/swell factor with a moderate to slight runoff potential and erosion hazard ratings (Sonoma County 2003). Rohnerville soils have limited suitability for uses such as septic tank absorption fields. These soils have a slow percolation, rated at less than 6" per hour at soil depths of 24-60 inches (NRCS 2008). The moderate shrink/swell properties and low caving potential of these soils will result in limited sloughing for shallow excavations up to 5 or 6 feet. (NCRS 2008).

The Kneeland loams, located on the uplands, are well drained and underlain by hard sandstone. Seepage is common on the lower toe slopes of areas made up of Kinman-Kneeland loam. On slopes of 30 to 50 percent, runoff is rapid and potential for erosion is high. Small landslides are present at various locations on the eastern hillside areas of the property where slopes exceed 40%. Areas prone to existing landslides are along the eastern boundary and do not pose a threat to areas of project improvements.

The sandy soils and any unengineered fill material will be the most susceptible to damage caused by ground shaking, followed by sand dunes and deep alluvium, deeper terrace deposits, alluvium and colluvium, and finally the least susceptible material will be Franciscan and Salinina Block bedrock (Huffman, 1973). Salmon Creek tidal marsh and alluvium soils represent the greatest potential for liquefaction in an earthquake event. The tidal marsh associated with Salmon Creek is extremely wet or under water for much of the year (CPR, 2004a). The smaller drainages on the property contain some elements of alluvium soils, but are mapped as Rohnerville Loams underlaid with the Franciscan formations.

Erosion along the California coast is an ongoing concern. Coastal bluffs will continue to recede, with larger erosion events occurring during severe storms and due to seismic shaking during earthquakes. The potential for erosion on a smaller scale exists primarily from construction activities associated with the project and cumulative use of trails.

There are no known paleontological resources or sites, or unique geologic features, located in the project area.

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems, where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Geology and Soils is based on criteria V a-f, described in the environmental checklist above.

DISCUSSION

a)

- (i) Given the close proximity of the project site to the San Andreas Fault, rupture may occur. If the rupture extends to the surface, then structures may be damaged by the ground displacement (if not by the shaking). The occurrence of the surface rupture depends upon the epicenter location, and earthquake characteristics such as intensity and duration.

The project sites are located within the San Andreas Fault Zone, which is delineated on the Alquist-Priolo Earthquake Fault Zone Map (CDMG, 2000, See Map- Appendix A). The possibility exists for damage to proposed underground utilities, and structures. Mitigation to prevent breakage of utilities and structures if surface rupture were to occur, is not possible. However, measures can be taken to reduce catastrophic and long term impacts of broken utilities to a less than significant level. **Mitigation Measure Geo-1 Ground Rupture**, will reduce impacts resulting from ground rupture to a less than significant level.

MITIGATION MEASURE GEO-1– GROUND RUPTURE

- Underground utilities including water systems, waste disposal systems, gas lines, electrical systems, and telephone/data systems constructed as part of this project will conform to applicable earthquake design and construction requirements of the most recent accepted edition of the California Building Code Title 24. The application of design criteria would be for Seismic Zone 4.
- All underground plumbing systems (water supply, waste water, gas) shall include shutoff valves for each system as a minimum at the following locations; 1) at the source of the respective utility; 2) any point where the respective utility exits or enters the ground; 3) at junctions to subsequent components or equipment. All valves shall be clearly marked and secured in below ground valve boxes or above ground mounting post or wall.
- DPR requires that new electrical utilities be located below ground. New electrical systems will include a master shut off located at the existing power source and at locations where electrical service transitions to any structure. DPR will insure that shut offs are accessible in the event of an emergency. All utility construction will be in compliance with the most recent version of the California Building Code, Title 24.
- Contractors or DPR staff responsible for construction will provide an as-built drawing to DPR staff upon the completion of all work showing the alignments of all underground utilities and valve/shut off locations. Contractor will physically show DPR field operations staff the locations of all utility valves and shut offs prior to the final construction inspection.
- The underground construction of all utilities will include metallic tracer wire or tape placed in respective utility trenches at the time of construction to facilitate utility location for necessary future inspections.
- In the event of a major earthquake, DPR staff will inspect utility systems for damage as soon as feasible.

- (ii) An earthquake on the San Andreas fault zone in the project vicinity may result in strong seismic shaking and a potentially significant impact. Strong seismic shaking could affect existing and proposed buildings and structures. The existing historic structures present on

the site were constructed prior to seismic building codes. None of the structures have been seismically retrofitted. The plan proposes to stabilize structures and arrest decay to prevent collapse and/or structural failure. Some stabilization measures would overlap proposed limited rehabilitation in the areas of footings, foundations, and sub-structural supports on the main house and tank house. No public use of the historic structures is proposed. New structures (restroom & mobile home) would be designed and constructed to withstand seismic shaking. Trails and picnic sites would be able to withstand strong seismic shaking with little or no damage. The application of **Mitigation Measure Geo-2 – Seismic Building Requirements** to design and construction of structures will reduce any potential impact to a less than significant level.

MITIGATION MEASURE GEO-2– SEISMIC BUILDING REQUIREMENTS

- Structures and foundations proposed as part of this project will conform to the earthquake design requirements of the most recent accepted edition of the California Building Code Title 24. The application of design criteria would be for Seismic Zone 4.
- Proposed residential water tank will conform to earthquake design requirements following applicable regulations and design practices of the American Water Works Association. Any new equipment associated with the water system will be secured to the walls and floors of related structures to prevent damage in the event of an earthquake. State Park staff will inspect the water supply system for damage as soon as feasible following a large earthquake.
- Work undertaken on stabilization and rehabilitation of the main house and tank house will be in compliance with the California Building Code, Title 24, Part 8, California Historic Building Code. If at any time the occupancy of these structures should change from residential use (main house) or storage (tank house) to public use, a complete seismic evaluation of the buildings and upgrading of the structures to meet life-safety standards will be required under the California Building Code.
- After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), State Parks Representatives will inspect all project structures and features for damage, as soon as is possible after the event. If any structures or features have been damaged, they will be closed to park visitors, volunteers, residents, contractors, and staff.

- (iii) Liquefaction occurs when unconsolidated (loose), water-saturated sediments are subject to seismic shaking. These sediments acquire liquid-like properties as the groundwater pore pressures increase. The factors affecting liquefaction potential are soil type and consistency, intensity and duration of seismic shaking, and depth to groundwater.

The numerous hiking trails proposed in this project traverse wetlands and drainages. Boardwalks and bridges are proposed to facilitate trail use in these areas. Depending on the content of alluvium soils and the intensity of shaking, liquefaction may occur resulting in damage to trail related structures. Minimal amounts of fill would be associated with the surface development of parking areas and the mobile home pad. Minimal grading is proposed for the development of these areas. This would result in a reduction of the

dependence of fill material used in construction, therefore the potential impacts from liquefaction will be less than significant.

- (iv) Areas prone to landslide, such as unstable coastal bluffs or steep hillsides, may fail due to seismic shaking during an earthquake. All proposed facilities are located on gently sloping ground away from steep slopes with the exception of some trail alignments. Portions of proposed trail alignments would be located on hillslopes up to 30%. Trail alignments in this location have a greater risk of being impacted by a landslide. Any potential impacts would be at a less than significant level.
- b) The greatest potential for soil erosion is during the construction process or cumulative loss of soil from visitor use of trails and vehicle parking areas. Site design process has demonstrated that proposed improvements have been located to minimize grading and soil disturbance to the greatest extent possible (Draft IPU Plan, Section 10. Proposed IPU Facilities). Additional potential for temporary soil erosion exists with the construction of parking areas, utilities, and grading around buildings. The application of **STANDARD PROJECT REQUIREMENT HYDRO-1, EROSION AND SEDIMENT CONTROL AND POLLUTION PREVENTION PLAN** (See Chapter 2) will insure that potential impacts remain at a less than significant level.
- c) Although the soils around the project site are considered loosely consolidated, they are considered to be stable. The eastern edge of the property contains steep slopes, which are prone to landslides. The proposed project would not increase the potential for on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. The proposed Salmon Creek loop trail alignment passes through one alluvial slide area below the existing spring. Due to the high levels of soil moisture, the area would be treated as a wetland and may be subject to liquefaction. This would affect approximately 400 feet of trail or about 2.5% of total proposed trails. This is a less than significant impact.
- d) The presence or absence of expansive soils would not result in any risk of life or property as a result of work proposed by this project. No impact.
- e) This project includes the installation of a septic system and leach field for the caretaker residence. Existing soils have limitations when used for waste water distribution due to the slow percolation rates. Limitations can be overcome or minimized by special planning, design and construction. The proposed restroom building would include a sealed storage vault system with sewage appropriately disposed of by contract. Implementation of **Mitigation Measure Geo-3** will insure that potential impacts resulting from septic system design, construction, and use will remain at a less than significant level.

MITIGATION MEASURE GEO-3 SEPTIC SYSTEM

- A soil classification and percolation test will be conducted for the proposed leach field to determine the soil texture and percolation rate prior to the design and specific site location. The design of the system will be prepared by a Registered Civil Engineer or Registered Environmental Health Specialist incorporating percolation test results as design criteria to insure successful percolation.
- The use of non-standard septic system designs may be used to overcome site limitations as approved by the Regional Water Quality Control Board. If a non-standard septic system is used, a monitor program will be in place to monitor system performance as regulated by California Water Resources Control Board
- System design, permitting, and construction will follow State guidelines and requirements of Sonoma County Permit and Resource Management Department.

f) The project site does not include any known paleontological resources or unique geologic features. No impact will result.

VII. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The Carrington Property is situated in the southern portion of the approximately 15 mile coastline of Sonoma Coast State Park. The property lies directly east of Highway One, contiguous with the State Park Property. Public use of the proposed facility will be limited to day use activities including hiking and interpretation of cultural and natural resources. The State Park attracts from 2 to 3 million visitors per year, with use concentrated in the southern portion of the park. Sonoma Coast State Park is primarily a day use park with approximately 800 parking spaces spread throughout, and approximately 150 campsites for overnight visitors. The projected peak use identified for the Carrington project is estimated at 100 people at one time.

Greenhouse gases (GHG) such as carbon dioxide and methane trap heat in the earth's atmosphere. Increased concentrations of these gases over time produce an increase in the average surface temperature of the earth. The rising temperatures can in turn produce changes in precipitation patterns, storm severity, and sea level, resulting in what is commonly referred to as "climate change."

Greenhouse Gas Emissions and Climate Change

Some GHG such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and through human activities. Naturally occurring greenhouse gasses include water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

- *Water Vapor* - Water Vapor is the most abundant greenhouse gas in the atmosphere. Changes in its concentration are considered a result of climate feedback loops related to the warming of the atmosphere rather than a direct result of human activities. The feedback loop that involves water is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the absolute humidity can be higher (in essence, the air is able to 'hold' more water when it's warmer), leading to more water vapor in the atmosphere. As a greenhouse gas, the higher concentration of water vapor is then able to absorb more thermal energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a 'positive feedback loop'. However, huge scientific uncertainty exists in defining the extent and importance of this feedback loop. As water vapor increases in the atmosphere, more of it would eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).
- *Carbon Dioxide* -The natural production and absorption of carbon dioxide (CO₂) is achieved through the terrestrial biosphere and the ocean. Carbon dioxide also enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees, and wood products, and as a result of other chemical reactions (e.g., manufacture of

cement). Carbon dioxide is removed from the atmosphere (or “sequestered”) when it is absorbed by plants as part of the biological carbon cycle. Carbon dioxide was the first greenhouse gas demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century.

- *Methane* – Methane (CH₄) has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands (at the roots of the plants). Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills. Methane is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO₂ and its lifetime in the atmosphere is brief (10-12 years), compared to some other greenhouse gases (such as CO₂, N₂O, CFCs).
- *Nitrous Oxide* - Nitrous oxide (N₂O) is produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. Concentrations of nitrous oxide began to rise at the beginning of the industrial revolution and is understood to be produced by reactions that occur in fertilizer containing nitrogen. Increasing use of these fertilizers has been made over the last century (NOAA).
- *Ozone* – Ozone (O₃) is a gas present in both the upper stratosphere, where it shields the Earth from harmful levels of ultraviolet radiation, and at lower concentrations in the troposphere, the air closest to the Earth’s surface, where it forms through chemical reactions between pollutants from vehicles, factories, fossil fuels combustion, evaporation of paints and many other sources. Key pollutants involved in ozone formation are hydrocarbon and nitrous oxide gases (CARB). Sunlight and hot weather cause the ground-level ozone to form in harmful concentrations and is the main component of anthropogenic photochemical “smog” (USEPA).

Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities.

- *Fluorinated Gases*: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases (“High GWP gases”) (USEPA).

The California State Legislature has proposed and the Governor has approved laws and policies to reduce the amount of GHG generated each year. As stated in Assembly Bill 32, Global Warming Solutions Act (AB 32), passed in 2006; “The State of California found that Global Warming would have detrimental effects on some of California’s largest industries including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.” AB 32

requires statewide GHG emissions in California be reduced to 1990 levels by the year 2020 and requires the California Air Resources Board (CARB) to adopt rules and regulations to achieve this goal.

CARB has developed the Climate Change Scoping Plan (Scoping Plan) California's roadmap to reach the GHG reduction goals required in AB 32. The Scoping Plan has several strategies and recommended measures to reduce GHG emissions. The intent is to implement measures through the rulemaking processes at the CARB or other agencies. The largest contributor of GHG emissions is the transportation sector (cars and trucks that move goods and people) at approximately 34% of total California GHG emissions for the 2002-2004 period (CARB 2008). Recommended implementation strategies for reducing GHG's that are applicable to the Carrington Project include; Transportation, Green Building Strategies, and Recycling and Waste.

Transportation strategies included in the Scoping Plan and identified here are regulated through the California Air Resources Board. They include: 1) The Low-Emission Vehicle Program, to set standards to reduce emissions from passenger vehicles, light-duty trucks, and medium-duty vehicles. 2) California's Smog Check Program ensures passenger vehicle emission control systems are properly maintained. 3) The Zero-Emissions Program that requires manufactures to offer for sale (in California) hybrid, partial-zero, and zero emitting vehicles. 4) The Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. This program calls for new and retrofitting of vehicles and engines to use state-of-the-art catalyzed diesel particulate filters and very low-sulfur diesel fuel. There are other transportation related GHG emission reduction regulatory measures currently being pursued by CARB to increase vehicle efficiency. These vehicle efficiency measures include; ensuring that vehicle tires are properly inflated, ways to reduce engine loads through low friction oils and reducing the need for air conditioning use, adopting fuel-efficient tire standards, and the development of Low Carbon Fuel Standards to reduce the carbon intensity of California fuels by 10% by 2020 (CARB 2008-H).

Green Building Strategies call for the expanded use of green building practices to reduce the carbon footprint. Practices aimed at reducing GHG emissions include; decreasing consumption of potable water, using sustainable construction materials and reducing solid waste generation, and siting considerations to improve energy consumption and transportation efficiencies.

Recycling and Waste Strategies are aimed at reducing methane emissions at landfills, mandated recycling, and beneficial uses of organic materials. Minimizing the generation of waste and maximizing the diversion from landfills is the objective to reducing GHG emissions through turning waste into resources. GHG emissions are further reduced by using less energy associated with the acquisition and processing of raw materials. Recycling programs and using recycled material can reduce dependence on virgin raw materials

The California Department of Parks and Recreation (DPR) has developed a "Cool Parks" initiative to address climate change within the State Park system. Cool Parks proposes that DPR itself as well as resources under its care adapt to the environmental changes resulting from climate change. In order to fulfill the Cool Parks initiative, State Parks is dedicated to using alternative energy sources, low emission vehicles, recycling and reusing supplies and materials,

and educating staff and visitors on climate change (DPR 2008).

Implementation of measures identified in the CARB Scoping Plan may deliver more emission reductions, and others less. Measures will be adjusted as new and better ways to reduce GHG emissions are developed. Emission reductions identified in the Scoping Plan Measures are estimates that may be modified based on additional information (CARB 2008). Actual quantification of emission measurements and reductions are still being developed. Only recently have efforts emerged to track quantifiable changes in GHG emissions (UCSD 2011).

The best available data for analyzing potential GHG emissions are models that apply project specific data to a modeling program for calculating impact to air quality. The closest model currently available to a state park environment is the California Emissions Estimator Model (CalEEMod) as developed by the South Coast Air Quality Management District. The CalEEMod is a land use based model with a recreation option that includes a city park subtype. Project specific data including annual operations and construction activities can be input to the model and project based results generated. As a baseline reference for existing statewide GHG emissions, the California Greenhouse Gas Inventory for 2000 to 2008 was used (CARB). The inventory primarily identifies CO₂ equivalent as the principal anthropogenic greenhouse gas that affects the Earth's radiative balance. Carbon dioxide equivalents are computed by multiplying the mass of the gas emitted by its global warming potential. The 2008 year was used as it represents the latest figures of record.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environmental?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The transportation sector is the largest contributing element of GHG emissions and represents the largest contributing element of the project. The development of proposed public use facilities is planned to accommodate a maximum of 100 visitors at one time. The proposed project would result in a new opportunity for public visitation and a potential increase in GHG emissions (CO₂ and N₂O) from increased traffic. The bulk of project related visitation would come from the public already visiting other areas of Sonoma Coast State Park. Quantifying net increases in project generated vehicle traffic is difficult due to the close proximity of the project to the existing park and overlapping visitation. For purposes of this analysis, a conservative approach was used in assuming that all project visitors will be additional new visitors.

The following table identifies base line inventory of greenhouse gas emissions in the Transportation Sector for 2008 and project GHG emissions estimate based on the CalEEMod Program/Model. Transportation category figures for all data include passenger vehicles and heavy duty truck use. Figures for the project include annual project operations, and first year operation with proposed project construction.

Estimations of CO2 equivalent	
Transportation: Baseline 2008 (CARB)	
163.3 million metric tons/yr	
Transportation: Project Annual Operation	Projected Operation as percentage of Baseline
2.09 metric tons/day = 762.85 metric tons/yr	0.000467%
Transportation: Total Project 1st Yr. w/ construction	Projected Operation as percentage of Baseline
855.37 metric tons/yr	0.000523%

The resulting GHG emissions estimates for the proposed project amount to approximately 5 thousandths of a percent addition to the existing. Additionally, existing CARB regulations and pending measures applied to projected use would continue to reduce GHG emissions for all California vehicles. Therefore the generation of GHG emissions as a result of this project would be less than significant.

Equipment used in construction including delivery trucks, crew trucks, backhoes, and grading equipment could contribute to a temporary increase in CO₂ and N₂O levels, both components of GHG. Integration of **STANDARD PROJECT REQUIREMENT AIR 1** (see Chapter 2 Project Description) is designed to reduce emissions and with the temporary nature of the construction work would be a less than significant impact on the generation of GHG emissions.

- b) The facilities proposed for this project and their operation would be in full compliance with measures identified by CARB to reduce the generation of GHG emissions. State Parks implements sustainable principles in facility site selection and building designs incorporating minimal energy use. State Parks existing programs of recycling solid waste, promotion of “pack-it-in, pack-it-out” strategies, and use of recycled content for building materials are part of DPR’s Cool Parks initiative to use less non-renewable energy thereby reducing GHG emissions. All of the above help meet CARB’s goal to reduce GHG emissions resulting in a less than significant impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

ENVIRONMENTAL SETTING

The proposed project site is on a section of coastal terrace, adjacent to the southern end of Sonoma Coast State Park. To implement the proposed project, recreation facilities would be constructed on the site and existing historic structures would be stabilized. Hazards have been identified in order to avoid, minimize and mitigate their impacts.

Hazardous Materials

Historically the property operated as a dairy, therefore past grazing and agricultural activities could be a potential, though unlikely, source for hazardous materials. The site is located in a rural area, and there has been no evidence of industrial use in the project area. The construction process has the potential to expose hazardous materials to the site as a result of spills from equipment fuels and fluids. There are no known hazardous materials stored on site. The closest cleanup site listed by the California Department of Toxic Substance Control (CDTSC) is located in Cotati, approximately 24 miles away (CDTSC 2008; Google Maps).

In March of 2003, SCAPOSD contracted with Advanced GeoEnvironmental Inc. of Stockton CA, to conduct a Phase I Environmental Site Assessment for the project site. The purpose of the assessment and resulting report (based on ASTM Practice E 1527-00, Section 1.1 guidelines) was to identify recognized environmental conditions, or the presence or likely presence of any hazardous substances or petroleum products on the site under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on a property or into the ground, ground water, or surface water of the property (Advanced GeoEnvironmental, 2003). The assessment identified a large amount of debris located in buildings and exterior areas consisting of residential sized containers of paint, cleaners, pesticides, herbicides and fertilizers, tires, abandoned cars and other miscellaneous materials. The final report recommended that debris located in the buildings and grounds be evaluated and removed. In 2004-2005, SCAPOSD, removed all debris from the buildings and exterior areas of the property.

Additionally, due to the age of the buildings onsite, it was recommended that an asbestos survey of buildings be completed by a qualified professional prior to any remodeling or demolition. In November 2006, DPR contracted with NorBay Consulting to perform asbestos and lead paint inspections. All six structures were found to contain lead based paint (NorBay 2006). Small amounts of asbestos were found on roofing material and sealant of the main house. The following discussions of Asbestos and Lead Paint are taken from the *Asbestos Bulk Sampling Report for Carrington Ranch Property 2006* and the *Lead in Paint Inspection for Carrington Ranch Property 2006* by NorBay Consulting (NorBay, 2006).

In October 2008, during the first IS/MND public review period, a response was received from the California Department of Toxic Substances Control (CDTSC). Since the Carrington Property supported former ranching and dairy activities, the CDTSC recommended investigation of

potential use of associated hazardous substances in the project area. Since soil testing was not done as part of the Phase I Environmental Site Assessment in 2003, SCAPOSD contracted with Advanced Geo-Environmental (AGE) to conduct supplemental soil testing. Soils testing reports are included in this document as Appendix E.

Soil borings and samples were conducted in July and September 2009 in 9 different locations including; the Ranch House area (3 samples), Milk Barn area (2 samples), and at the Sheep Pens/Mobile Home area (4 samples). Soil samples were analyzed for metals, Organo-chlorines, Organo-phosphates, and Organo-halides for potential residuals from possible historic pesticide usage and/or storage. No Organo-chlorines, -phosphates, or -halides were detected. Metals were found in several of the samples including arsenic, barium, chromium, copper, lead, nickel, vanadium, and zinc. Concentrations for chromium, copper, lead, and zinc for the Garage East sample in the Ranch House area, and nickel near the Milk Barn area slightly exceeded the range for naturally occurring metals (AGE, 2009,10-19). None of the above metals exceeded Environmental Screening Levels (ESL's) for Construction/Trench Worker Exposure in soils. (AGE, 2009, 10-19). The copper level for the sample taken at the Garage East site (Ranch House area) had an average concentration of 438mg/kg. This level exceeds the threshold identified in the ESL's for Terrestrial Ecological Impacts of 230mg/kg (AGE, 2009, 01-19). The next closest sample site, Ranch House East (approx 100 ft), had a copper concentration of 4.6mg/kg. The United States Environmental Protection Agency Office of Emergency and Remedial Response has developed ESL's for soil contaminants as a means to provide protection of terrestrial ecosystems (OSWER 2003). The level of copper detected in the soil samples may pose a Terrestrial Ecological Impact to flora or fauna on or near the Property (AGE, 2009, 10-19).

ASBESTOS

NorBay Consulting performed an asbestos inspection and collected bulk samples of suspect asbestos containing building materials in six structures located on Carrington Property. All areas of the six structures were inspected including the roof. A total of 15 samples of suspect asbestos containing building materials were collected during inspection. Upon analysis by Polarized Light Microscopy (PLM) the following materials were found to contain varying percentages of asbestiform minerals:

- Black roofing sealant/patching on the main house roof;
- Gray roofing sealant around chimney and other minor locations on the main house roof.

The roofing sealants were located on the roof of the main house, both the original section and the addition. The black sealant was obvious as it had been applied on the seams of the composition rolled roofing. The gray sealant was mainly located around the chimney but was also applied in other small areas, mainly penetrations to the structure. Since this material contains over 1% asbestos, it becomes regulated by the EPA or locally by the Bay Area Air Quality Management District. It would also be regulated by Cal-OSHA if it was to be disturbed. Implementation of any plan to stabilize or rehabilitate existing structures has the potential to result in exposure to asbestos hazards.

LEAD

NorBay Consulting performed a lead in paint inspection of six structures on the Carrington Property. A total of 72 readings were collected of painted/coated surfaces during the inspection. Of the 72 readings, 56 resulted in levels considered to be lead based paint. The exterior paint on all the structures was lead based. The majority of interior paint was also lead based with the exception of the poultry house. Damaged (loose, peeling or flaking) lead based paints are considered lead hazards. The following is a list of those materials considered to be lead hazards:

- Window frame in the carpenter shop
- Door in the carpenter shop
- Exterior walls and windows on the carpenter shop
- Ceilings in the main house (addition)
- Exterior siding on the main house
- Exterior window frame on the poultry house.

Implementation of any plans to stabilize or rehabilitate existing structures has the potential to result in exposure to lead hazards.

Schools and Airports

The closest school is Bodega Bay Elementary school, located approximately 4 miles south of the project site (Google Maps 2008). Sonoma County has one airport, the Charles M. Schultz Airport, which is located over 24 miles to the east of the Property.

Fire Hazards

The California Department of Forestry and Fire Protection (Cal Fire) has developed methods to assess fire danger throughout California. Cal Fire bases their zones on estimated fire fuel potential over a 30-50 year time horizon based on the probability of a burn and potential vegetation exposure to new construction (Cal Fire 2007). Cal Fire has three severity classifications: moderate, high, and very high. The project area is situated within a moderate fire severity zone that has been designated as a State Responsibility Area (Cal Fire 2007). Fire protection for the property is available from the Bodega Bay Fire Protection District (located approximately 5 miles from the project area), and the California Department of Forestry and Fire Protection located in Santa Rosa, CA. Additionally, Sonoma Coast State Park is outfitted with fire suppression materials. Construction activities pose a potential risk for fires. The IPU Plan identifies the use of a Fire Safety Plan during construction phases as a means to control risk of construction related fires.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be located in the vicinity of a private airstrip? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death from wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Hazards and Hazardous Materials is based on criteria **VIII** a-h, described in the environmental checklist above.

DISCUSSION

- a-b) Construction activities would require the use of powered equipment that use potentially hazardous materials such as fuels, oils, and solvents. These materials are contained within vessels engineered for safe storage. Large quantities of these materials would not be stored at or transported to the construction site. Spills, upsets, or other construction-related accidents could result in a release of fuel or other hazardous substances. The integration of **STANDARD PROJECT REQUIREMENT HAZMAT-1, SPILL PREVENTION AND RESPONSE** (See Chapter 2) will reduce potential impacts to a less than significant level.
- c) There are no schools in the general vicinity of the project or within one-quarter mile of the proposed project site. No impact.

- d) The project area is not on a list of hazardous materials sites, and is over 24 miles from the nearest listed site (CDTSC 2008). However, there is a potential for hazardous emissions resulting from stabilization work on the main house and tank house. NorBay Consulting encountered asbestos in the roofing material and sealant of the main house; they also found lead-based paint in all six structures on the property. Implementation of any plan to stabilize or rehabilitate existing structures has the potential to result in exposure to asbestos and lead hazards. Implementation of the **Mitigation Measure Hazmat-1 Asbestos & Lead** will reduce impacts to an insignificant level.

MITIGATION MEASURE HAZMAT-1 ASBESTOS & LEAD
<ul style="list-style-type: none"> • If repairs to, or stabilization of the roof of the main house are planned, specifically those which would disturb the asbestos containing sealants, a licensed asbestos abatement contractor or a roofing contractor with asbestos credentials will be utilized to remove, and properly dispose of these materials prior to activities taking place that would disturb them. • All paint work will follow <i>Preservation Brief 10, Exterior Paint Problems on Historic Buildings</i>. • Applicable OSHA regulations will be followed regarding worker safety. • Any renovation or removal of building materials which have lead-based and/or lead-containing paints will be conducted with the materials kept in a wetted state and removed in sections, as feasible, to reduce the potential for airborne lead emissions. • All hazardous materials will be removed by trained and authorized/certified personnel and disposed of at a licensed facility in compliance with local, state, and federal regulations and guidelines. • Prior to any activity that may result in a lead exposure, workers will be properly fitted with respiratory protection and protective clothing.

Metals – Copper. Soils sampling has detected a location (east of Ranch House area Garage) with higher than normal levels of copper. Levels indicated have a potential for Terrestrial (non-human) Ecological Impacts. However there is an identified wetland approximately 200-300 feet to the southwest. Plant and animal surveys conducted have not identified the presence of rare, threatened, or endangered species in the area. Wetlands are considered sensitive habitats and can be considered potential habitat for the California Red-Legged Frog. The area has been subject to observations from DPR staff specialists and consultants over the last several years. No indicators of terrestrial abnormalities have been observed in the area. Impacts from copper can pose a threat to sensitive wetland habitats. No construction is proposed within 100 feet of the Garage East area, ensuring that potential impacts remain at a less than significant level.

- e-f) The project area is not located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private air strip. Therefore, no impact would occur as a result of this project.

- g) The construction activities associated with the proposed project would occur within the project site, therefore would not restrict access to, cause delays, or block any public road outside the immediate construction area. The impact of this project would be less than significant.
- h) The project area contains grasses and shrubs that can become highly combustible during the dry season (June - October). The use of equipment for construction may be in close proximity to vegetation. Improper exhaust systems on equipment and friction between metal and rocks could generate sparks. Due to these uses, there is some risk of accidental wildfire ignition. The inclusion of a Fire Safety Plan and other **STANDARD PROJECT REQUIREMENTS HAZMAT-2, FIRE PREVENTION** (See Chapter 2) will keep the potential for adverse impacts from this project to a less than significant level.

IX. HYDROLOGY AND WATER QUALITY.

ENVIRONMENTAL SETTING

Watershed and Surface Water

Hydrologic processes within the project area are strongly related to the fact that the Property lies within the first coastal terrace, east of Highway 1. It is a relatively moist environment, with annual rainfall totals at Bodega Bay, four miles south, averaging 38 inches, and summer fog a common occurrence. Water draining down from the higher slopes east of the project boundary tends to saturate soils of the coastal terrace, resulting in a high preponderance of natural wetlands for much of the project area. Thus, wetlands and small drainages are prominent features along the headlands.

The largest watercourse on the Carrington Property is Salmon Creek, along the southern boundary, which drains a 34 square mile watershed. This salmonid-bearing perennial creek transitions to a tidewater estuary as it flows to the southwest. Along the northern property boundary, Marshall Gulch is a perennial spring-fed drainage that flows from the northeast. Northeast of Marshall Gulch, on the neighboring parcel to the north, springs provide a surface water source for the Carmet Subdivision, north of the project area (Baumgartner, 2010). Several other seasonal drainages flow across the property, generally following the slope from northeast to southwest. Significant erosion gullies are associated with some of these drainages. One developed spring exists on the parcel approximately 415 yards southeast of the main house. The concrete cistern spring was developed in the early to mid 20th Century as a water supply for ranching activities (Beard, 2007). The developed spring exists in its original form but is currently untapped as a water source.

Ground Water

The Carrington Property is located in the southernmost portion of the Fort Ross Terrace Groundwater Basin. It abuts the northern boundary of the Bodega Bay Groundwater Basin, part of the North Coast Hydrologic Region. The underlying geology of the project area is the Franciscan Complex, generally considered non-water bearing except where significant fracture porosity exists (DWR 2004). While ground water is present in the rock of the Franciscan complex, it is more often found in spring form through bedrock joints and fractures. Successful wells drilled in the Franciscan Formations are infrequent and those that produce generally have low yields of 1 to 3 GPM. These yields would be sufficient for domestic purposes when combined with water storage capacity of 1000 gallons or greater (DWR 1975). Typical water-bearing materials and ground water aquifers are not found on the project site. Known ground water storage areas in Sonoma County are typically located in inland valleys and along sizable drainages such as the Russian River Basin (DWR 1975).

Flooding

The project area is outside the limits of the 100-year flood zone, as determined by the Federal Emergency Management Agency (FEMA) (See Appendix A).

Water Quality and Supply

The project area falls under the jurisdiction of the North Coast Regional Water Quality Control Board (NCRWQCB). NCRWQCB regulates water quality in the region and provides water quality standards and management criteria as required by the Clean Water Act. These standards and criteria are presented in the 2007 Water Quality Control Plan (Basin Plan) for the North Coast Region. The Basin Plan identifies existing beneficial uses for surface water for a given hydrologic area or waterbody. The Salmon Creek Hydrologic Subarea of the Russian River Hydrologic Area is closest to the project area. Beneficial uses for surface water in the Salmon Creek and project areas include: Municipal, domestic, and agricultural supply; ground water recharge; contact and non-contact water recreation; cold freshwater, wildlife, and rare, threatened, or endangered species habitat; migration of aquatic organisms; and wetland habitat (NCRQWCB 2007).

Within the project area, a surface water supply exists as described above in the Watershed and Surface Supply Section. Implementation of this project includes development of a well or surface water source for domestic or residential purposes within the vicinity (1/4 mile radius) of the proposed caretaker/ residence site. Other than the existing spring located over 1/2 mile to the south of the proposed caretaker site, the closest known well is over 1 mile to the south across Salmon Creek on the neighboring property. No domestic water suppliers exist in the project area.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Result in inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Hydrology and Water Quality is based on criteria **IX** a-j, described in the environmental checklist above.

DISCUSSION

- a) During any planned grading, trenching, or excavation activities, a release of sediment to surface waters could occur. During construction to improve entrance driveways at the proposed Coleman Valley Road entrance, deposition in the drainage channels could occur. If construction activities continue into the rainy season, soil and construction materials could be mobilized by rainfall events. Other impacts to water quality could result from accidental releases of fuels or other fluids from equipment and vehicles during the construction process. Potential releases of sediments and fluids could result in violation of water quality standards. Construction activities in this area fall under the jurisdiction of the North Coast Regional Quality Control Board which regulates activities through their Section 401 Permit system. Construction activities affecting streams are regulated by the California Department of Fish & Game through their 1602 Streambed Alteration Agreement Process. Following regulatory protocols and compliance with water quality standards and requirements and the application of **STANDARD PROJECT REQUIREMENTS HYDRO-1, EROSION AND SEDIMENT CONTROL AND POLLUTION PREVENTION** (See Chapter 2) will result in potential releases of pollutants at a less than significant level.
- b) Elements of this project propose to develop a water system for residential use that includes drilling a new well and water storage for the proposed caretaker site. Site geology is such that ground water sources are generally isolated and producing wells have typically low yields, yet enough to sustain residential use with adequate storage. The parcel does not contain any previously existing wells and the closest well is over 1 mile away. Consequently little is known regarding present levels and quality of groundwater. Given the lack of wells in the immediate area and geological configuration, ground water would likely be from an isolated source. The demand for a single residence use will not significantly reduce water supply of other well users. Potential impacts to the aquifer are less than significant.

- c) Implementation of this project includes several elements that have the potential to alter existing surface runoff patterns. These elements include construction of a mobile home pad, parking areas, improvements to existing driveway connections to Coleman Valley Road, and new trail construction that includes a bridge, puncheons and boardwalk to span existing drainages and wetlands.

With the construction of both parking areas (8800 ft² and 3500 ft²) and mobile home pad, existing surface drainage patterns would undergo minor alterations. Sheet drainage of the parking areas and mobile home pad would be employed to prevent the concentration of surface runoff. Driveway improvements connecting Coleman Valley Road with the parking area may alter existing drainage patterns. Replacement of an existing culvert as part of the south driveway improvement has the potential to alter the existing drainage channel.

Trail construction would cross several seasonal drainages. Trail structures (bridges and puncheons) would be used to span the drainage channels, remaining above the streambed and channel. There would be no change to the drainage channels or significant alteration of surface flow patterns. Some minor grading would be required to redirect water around the foundation of the main house. Construction of driveway improvements has the potential to generate off-site sedimentation.

Earlier analysis has been provided in the Sonoma Coast SP General Plan/EIR (pg. 4-20) concerning guidelines (COAST-2B & 2C, pg. 3-35) intended to reduce potential impacts on water quality to a less than significant level. The implementation of **Mitigation Measure Hydro- 1- Sedimentation Control** will further assure that drainage pattern alterations and potential erosion from facility development will result in a less than significant impact.

MITIGATION MEASURE HYDRO-1 SEDIMENTATION CONTROL
<ul style="list-style-type: none">• Major grading activities such as the construction of parking areas, road accesses, and mobile home pad and utilities will be scheduled for and completed during the dry weather period (May thru October) with adequate time to stabilize soil and install temporary post- construction sediment control devices.• All construction activities will comply with conditions and measures outlined in the Sonoma County Encroachment Permit and Department of Fish and Game Stream Alteration Permit. DPR inspectors will be responsible for contractor compliance of all permit conditions prior to completion and acceptance of work.• Following completed construction of graded areas, all exposed soils will be seeded and mulched (min. 2 inches) with organic materials gathered from previously approved on-site sources.• During the first winter season following construction DPR will monitor work areas to ensure that temporary and permanent erosion control measures are functioning and maintained.

- d) See Discussion VIII (c) above. Parking lots would be constructed with pervious surface to further reduce surface runoff. No on or off- site flooding is anticipated. Impacts would be less than significant.
- e) Improvements identified in this plan would not create or contribute to runoff that would exceed the capacity of stormwater drainage system. No stormwater drainage system is planned in association with identified improvements. All construction would incorporate surface water drainage techniques and would not alter natural drainage patterns. Runoff impacts from plan proposals would be less than significant.
- f) The construction of plan elements has the potential to degrade water quality. See Discussion item a) above. The integration of **STANDARD PROJECT REQUIREMENTS HYDRO-1, EROSION AND SEDIMENT CONTROL AND POLLUTION PREVENTION** (See Chapter 2) will prevent a significant degradation of water quality. The impact will be less than significant.
- g) This project is not located within any FEMA-designated 100-year flood plain. There is no impact.
- h) No elements of this project propose to place structures that could impede flood flows within any FEMA-designated 100-year flood plain. There is no impact.
- i) Plan elements would not expose people or structures to an increased significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam. There is no impact.
- j) The entire project area lies within an area that could be subject to tsunamis. This is true for most of the park units within this State Park District. If such an event did occur, it is difficult to predict how extensive the damage would be to facilities or how many people would be affected, or what changes would result in the natural environment. The most effective method to prevent impacts is to avoid construction in and use of areas subject to tsunamis. No facilities are proposed along the lower elevation of bluffs and coastal terraces. The potential impacts from tsunamis are at a less than significant level.

X. LAND USE AND PLANNING.

ENVIRONMENTAL SETTING

The Carrington Property is located on State Highway 1 across from Sonoma Coast State Park. Since its incorporation into the California State Parks system in 1934, Sonoma Coast State Park has become one of the most visited state park units in California, with an average of around 2 million visitors per year (DPR).

The Carrington Property is located in a rural area of the Sonoma County coast, 4 miles north of the community of Bodega Bay, east of Highway 1 and immediately north of Salmon Creek. The small residential communities of Sereno Del Mar and Carmet lie to the north.

The property consists of four contiguous parcels (Assessor's Parcels #101-040-005,006,007,008) and is currently zoned for Public Facilities. The property has a Public- Quasi Public designation in the Sonoma County General Plan, although the County has no jurisdiction over State property.

The following combining districts are applicable to the project site. Their provisions govern the management, activities and facilities at the site (Sonoma County):

- Biotic Resources Combining District
- Floodplain Combining District
- Geologic Hazard Area Combining District
- Historic Combining District
- Scenic Resources Combining District

Land uses on the adjacent properties are: public parklands (Sonoma Coast State Park) to the west, agriculture and rural residential (Carmet, Sereno del Mar) to the north, open space (Colliss Property) to the east, and agriculture and rural residential (Chanslor Ranch, Salmon Creek subdivision) to the south. Land use designations and zoning are: Public Facilities (PF) on parklands, Land Extensive Agriculture (LEA160/640 with Coastal combining district) on agricultural lands, and Rural Residential (RR) in the nearby residential communities.

Influencing Planning Documents

Sonoma County General Plan and Local Coastal Plan

The county's General Plan and Local Coastal Plan contain a Scenic Landscape overlay on the Carrington Property, and designate Highway 1 and Coleman Valley Road as Scenic Corridors with Scenic Resources (SR) combining zoning. The homestead on the Carrington Property (south of Coleman Valley Road) is identified as a County Historic Landmark with a Historic District (HD) combining zone designation. A portion of the property along Salmon Creek is identified as "Sensitive and Hazardous", due to the sensitive estuarine resources and the potential for liquefaction during a seismic event.

In addition to land use and zoning, the Local Coastal Plan (LCP) contains policies and guidelines for implementing the California Coastal Act with respect to public access, recreation, environmental resources, natural resources, transportation, and development. (Sonoma County,

Conservation Easement

The SCAPOSD retains a conservation easement on the Property. The purpose of the conservation easement is to insure that the land is used, maintained and managed in a manner consistent with the open space preservation and conservation goals of SCAPOSD. State Parks mission and park management objectives are consistent with the terms of the conservation easement.

Sonoma County Outdoor Recreation Plan

The primary purpose of the Sonoma County Outdoor Recreation Plan (Sonoma County, 2003, draft) is to facilitate cooperation and coordination among agencies in planning, acquiring, managing and funding outdoor recreation facilities in Sonoma County, and to provide public access and recreation opportunities on public lands. The Outdoor Recreation Plan proposes the creation of a county-wide network of multi-use trails totaling 269.7 miles on public and non-public lands. Future trail connections are proposed to facilitate linkages to identified trail corridors.

Bodega Bay Bicycle and Pedestrian Trails Study

The Bodega Bay Bicycle and Pedestrian Trails Study was prepared for the County of Sonoma, with funding from California Coastal Conservancy, primarily to identify the most feasible north-south alignment for a bicycle and pedestrian route through the town of Bodega Bay. In the final report (Sonoma County, 2006), the study recommends a multi-use trail beginning approximately one-quarter mile southwest of the Carrington Property at Keefe Avenue, adjacent to the residential community of Salmon Creek. The northern-most trail segments would be developed on the same alignment as a proposed California Coastal Trail route.

Sonoma Coast State Park General Plan

A Sonoma Coast State Park General Plan and Final Environmental Impact Report (General Plan/EIR) was approved in May 2007. This Plan identifies existing conditions, needs and issues at the park unit and makes management recommendations for responding to those needs and issues. The guiding vision presented in the document states, in part:

“Sonoma Coast State Park will be protected and restored as a natural coastal open space of spectacular beauty. . . . The visitors’ appreciation of the . . . resources will be facilitated by well designed and maintained trails, campgrounds and other facilities. . . . Interpretative exhibits and educational programs [will] facilitate meaningful and sustainable interactions between park visitors and resources. . . .”

(Section 3.1.2)

In the discussion of needs and issues, the General Plan/EIR recognizes the need for additional camping facilities (environmental, traditional, and alternative); expanded trail linkages and signage; additional interpretive signage, programs and visitor center; additional parking; and consideration for accessibility within the park unit.

The General Plan/EIR establishes goals and guidelines to set the direction for management and development in the park. Integration of the Carrington Property into Sonoma Coast SP, and potential management and use issues are addressed in the General Plan/EIR (pg 2-115). Proposals in the IPU Plan have incorporated many of General Plan guidelines and site selection criteria (Appendix C & D) in the placement and evaluation of project proposals. The Carrington IPU Facilities Plan follows the guidance and criteria set forth in the General Plan/EIR.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with the applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Land Use Planning is based on criteria **X** a-c, described in the environmental checklist above.

DISCUSSION

- a) The proposed project is located completely within the boundaries of the Carrington Property, in a rural area of Sonoma County; the project would add no barriers or elements that would divide or interfere with an established surrounding community. No impact.
- b) At the time of implementation, the project site would be located within the Sonoma Coast State Park. . The proposed project would not conflict with the applicable land use plans, policies or regulations. The Sonoma Coast State Park General Plan EIR Impact Analysis (pg. 4-21) has determined that the GP guidelines on facility development and constraints would be consistent with the Local Coastal Plan. All appropriate consultation and permits would be acquired, in compliance with all applicable local, state, and federal requirements. No impact.
- c) There are no applicable habitat conservation plans or natural community conservation plans pertaining to the project area. No impact.

XI. MINERAL RESOURCES.

ENVIRONMENTAL SETTING

No significant mineral resources have been identified within the boundaries of the project area. Mineral resource extraction is not permitted under the Resource Management Directives of the Department of Parks and Recreation.

All construction activities associated with the project would take place within the boundaries of Sonoma Coast State Park, Sonoma County.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in the loss of availability of a known mineral resource that is or would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Minerals is based on criteria **XI** a,b, described in the environmental checklist above.

DISCUSSION

- a) The project would not result in the loss of availability of known minerals because extraction is not permitted under the Resource Management Directives of the Department of Parks and Recreation: no known mineral resources exist within the project area. No impact.
- b) No loss shall result in the availability of locally important mineral resource recovery sites because none are known to exist within the project area.

XII. NOISE.

ENVIRONMENTAL SETTING

The Carrington Property is located in a sparsely populated area on the Sonoma Coast.

Vehicle traffic from Highway 1, a two-lane State Highway, is the primary source of noise for this property.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain activities.

Noise is commonly described in “Ldn,” which expresses average sound level over a 24-hour period in decibels (dB), the standard measure of pressure exerted by sound. Ldn includes a 10 dB penalty for sounds between 10 P.M. and 7 A.M., when background noise is lower and people are most sensitive to noise. Because decibels are logarithmic units of measure, a change of 3 decibels is hardly noticeable, while a change of 5 decibels is quite noticeable and an increase of 10 decibels is perceived as a doubling of the noise level. A change from 50dB to 60dB increases the percentage of the population that is highly annoyed at the noise source by about 7 percent, while an increase from 50 dB to 70 dB increases the annoyed population by about 25 percent. Sounds as faint as 10 decibels are barely audible, while noise over 120 decibels can be painful or damaging to hearing.

Farming operations are common throughout Sonoma County. Typical types of farm equipment include Diesel Wheel Tractors (with Disc or with Furrow attachments), Weed Sprayers, and Seed Sprayers. There are no active farms adjacent to the project site.

According to the 2006 Traffic Volumes on California State Highways, the annual average daily traffic along State Highway 1 for this location is 5,200 vehicles. Traffic noise from Highway 1 is noticeable, but not generally intrusive (California Business, Transportation and Housing Agency 2006). Traffic noise varies seasonally, with an influx of tourism in the summer months leading to increased levels.

Other noises heard at the proposed project site include birds, wind in the trees, and wave action from the Pacific Ocean.

Construction Equipment Noise at 50 Feet

Equipment	Noise Level at 50 Feet
Earthmoving	dB
Front Loaders	75-79
Backhoes	75-85
Dozers	75-80
Tractors	75-80
Graders	75-85
Pavers	80-89
Trucks	75-82
Material handling	
Concrete Mixers	75-85
Crane	75-83
Concrete Crushers	75-85
Stationary	
Pumps	75-76
Generator	75-78
Compressors	75-81
Other	
Saws	75-78
Vibrators	75-76

Source: U.S. EPA 1971

There is one Public General Aviation Airport located within Sonoma County, the Sonoma County Airport, located in northern Santa Rosa. The airport is more than 24 miles from the project site (Google Maps website).

The Sonoma County General Plan provides standards for exterior noise levels. For non-transportation noise sources, such as this project, the daytime (7 a.m. to 10 p.m.) noise level standard is 50dB. The nighttime standard is 45dB.

The project site would not be open to the public during construction. Adjacent land uses include recreational activities and residential. Project construction is anticipated to use equipment with noise levels similar to those listed in the above Table.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Generate or expose people to noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate or expose people to excessive groundborne vibrations or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the vicinity of the project (above levels without the project)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project, in excess of noise levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be in the vicinity of a private airstrip? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Noise is based on criteria **XII** a-f, described in the environmental checklist above.

DISCUSSION

- a) As noted above, for non-transportation noise sources, the County daytime (7 a.m. to 10 p.m.) noise level standard is 50 dB. The property would not be open to the public during

construction. The nearest residence is less than 1 mile away from the project site and nearby recreation sites exist. Impacts resulting from noise will be less than significant.

- b) Construction activity would not involve the use of explosives; pile driving, or other intensive construction techniques that could generate significant ground vibration or noise. Minor vibration immediately adjacent to excavating equipment would only be generated on a short-term basis. Therefore, groundborne vibration or noise generated by the project would have a less than significant impact.
- c) Upon completion of the proposed project, construction related noise would cease. Nothing within the scope of the proposed project would result in a substantial permanent increase in ambient noise levels. Increased visitation could result in slight increases in ambient noise levels, but these are not expected to be substantial. Therefore, less than significant impact.
- d) Construction activities utilizing heavy and motorized equipment would result in a temporary increase in ambient noise levels. This would occur only during the initial construction of proposed facilities. The application of **Standard Project Requirement – Noise-1, Noise Exposure** (See Chapter 2) will insure temporary noise increases to a less than significant level.
- e-f) This project is not located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private airstrip. No impact.

XIII. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

Sonoma County had a population of 484,470 in 2008 (Sonoma County 2008). Between 2000-2008, the County's population grew at a rate of 0.5% (Sonoma County 2008). The Carrington Property is currently uninhabited. The closest residential areas are the Carmet and Sereno del Mar communities located directly to the north, and Chanslor Ranch and the Salmon Creek subdivision to the south. The closest unincorporated town is Bodega Bay (3 miles) and the closest incorporated city is Sebastopol (19 miles). Other adjacent properties are Sonoma Coast State Park to the west, and open space to the east.

The project proposes the development of a residence site in the area identified on the IPU Facilities Plan Drawing (Appendix A). A resident caretaker is proposed to provide a presence on the property to reduce vandalism to historic structures and improve overall security. Initially, utilities would be developed, followed by the construction of a mobile home pad for a temporary structure. A trailer or mobile home and occupant would be moved on-site and serve as the resident caretaker. This would be a park staff person, seasonal employee, or volunteer Camp Host.

The project proposes parking for 30 vehicles at one time, resulting in a targeted visitor capacity of approximately 100 visitors at one time. It is anticipated that the parking lot would turn over no more than three times per day, resulting in a maximum of 90 vehicles per day (DPR 2008).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Population and Housing is based on criteria **XIII** a-c, described in the environmental checklist above.

DISCUSSION

- a) The project proposes the addition of one on-site park residence, to provide security for existing historical structures, which have been vandalized over the past five years. It does not propose any elements which would induce a substantial population growth in the area. The proposed parking facilities would not cause a noticeable population increase in the over 2 million tourists already visiting Sonoma Coast State Park. Were the facilities filled to capacity (100 people) every day of the year, and all the tourists were additional tourists, the percent increase in daily population would only be 1.2%. However, we estimate that the parking lot would only be filled to capacity at most half of the year, and that the majority of visitors would not be new park goers, therefore the percent increase would drop to approximately 0.5%. Less than significant impact.
- b) No houses would be moved or removed for the project. No impact.
- c) No persons would be displaced either temporarily or permanently. No impact.

XIV. PUBLIC SERVICES.

The Carrington Property is located in along Highway 1, in Sonoma County, California. Sonoma Coast State Park is across Highway 1 to the west of the property, with private property along the north and southern boundaries, and open space to the east.

Fire Protection

The California Department of Forestry and Fire Protection and the Bodega Bay Fire Protection District provide fire protection services in the Bodega Bay area, extending north to Wright's Beach. The closest fire station is the Bodega Bay Fire Protection District, located at 510 S. Highway 1 at the intersection of Smith Brothers Road, approximately 5 miles from the Carrington Property (Google Maps).

Medical Aid

Emergency medical response is provided by numerous agencies and private companies. The first level of medical response for park visitors is provided by State Park peace officers, along with personnel from the two fire protection agencies noted above. If medical transport is required, ground ambulance service is provided by the Bodega Bay Fire Protection District. Medical air transport is available from the Sonoma County Sheriff's Office and two private companies, California Air Transport and REACH Air Ambulance. The nearest hospital is Palm Drive Hospital in Sebastopol; the nearest trauma center is at Santa Rosa Memorial Hospital.

Law Enforcement

Public safety and security services for visitors to the Carrington Property would be provided by State Park peace officers (rangers and permanent lifeguards), as well as peace officers of the Sonoma County Sheriff's Office and California Highway Patrol (CHP).

Schools

The Carrington Property lies within the Harmony Union School District. The closest school to the project site is Bodega Bay Elementary School, located at 1200 Canon St, in Bodega Bay, approximately 4 miles away (Google Maps).

State Park peace officers provide primary law enforcement and emergency services within Sonoma Coast State Park. Other agencies in the area that may also respond are Sonoma County Sheriff's Department, Monte Rio Volunteer Fire Department and CHP. If there are emergencies which involve transportation, REACH (a helicopter flight service), Sonoma County Sheriff helicopter and Coastal Ambulance Service are available to provide aid.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>MITIGATION</u>	<u>LESS THAN SIGNIFICANT WITH IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO</u>
WOULD THE PROJECT:					
a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Public Services is based on criteria **XIV** a, described in the environmental checklist above.

DISCUSSION

- a) The proposed project would provide immediate public use facilities to the Carrington Property. Currently, the public only has access to the property on guided tours. There would be increased visitation to the property as a result of the new day-use facilities, leading to a slight increase in the need for public safety services. However, the property is adjacent to Sonoma Coast State Park, which has the fourth highest State Park visitation in the California.

It is not anticipated that any new governmental facilities or any alterations to existing government facilities would be necessary as a result of this project.

Fire Protection: The project area contains amounts of grasses and shrubs that can become highly combustible during the dry season. The use of equipment for construction may be in close proximity to vegetation. Improper exhaust systems on equipment and friction between metal and rocks could generate sparks. Due to these uses, there is some risk of accidental wildfire ignition and therefore a possible need for increased fire protection in the event of a fire. The inclusion of a Fire Safety Plan and other **STANDARD PROJECT REQUIREMENTS HAZMAT-2, FIRE PREVENTION** (See Chapter 2) will keep possible impacts related to fire protection at a less than significant level.

Police Protection: The Salmon Creek Ranger Station is located less than ½ mile from the project area. State Park peace officers have law enforcement authority and regularly patrol this area in their normal patrol routine; therefore law enforcement responsibilities would not be significantly impacted. Sonoma County Sheriff's Department responds to emergency calls, provides back up to peace officers when necessary, and assists with investigations. With the proposed caretaker residence, additional presence on the site would aid in deterring illicit activities. These circumstances would result in a less than significant impact to police protection.

Schools: Since only day use recreational activities would result from plan proposals, there would be no additional students attending the nearby school. It is possible that features of the park may be an attraction to educators and provide learning opportunities for students. However, there would be no impact on school services or facilities.

Parks: The Carrington Property will be included as part of Sonoma Coast State Park. The activities and support facilities included in this plan are intended and designed to serve the Carrington Property. As such, activities and facilities would function as stand alone features. None of the elements proposed, during construction or operation, would interrupt normal activities at Sonoma Coast State Park. Changes to the existing park operations and services would be less than significant.

Other Public Facilities: The proposed project would have no impact on other public services.

XV. RECREATION.

ENVIRONMENTAL SETTING

The Carrington Property is located on the Sonoma Coast, four miles north of Bodega Bay. The property was acquired by the Sonoma Agricultural Preservation and Open Space District with the goal of preserving its natural resources and providing recreation activities. DPR's mission is to "provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation" (DPR 2004).

DPR's Planning Division provides technical support and research for the management and development of California's public park and recreation lands and facilities. An analysis of the most recent survey of recreation preferences, trends and needs revealed that:

- Developed nature-oriented parks were listed as the favorite type of recreation area by the largest percentage of Californians (DPR, 2002).
- The most popular outdoor recreation activities for Californians are:
 - Walking for fun and fitness
 - Driving for pleasure
 - Wildlife viewing
 - Trail hiking (DPR, 2005)

A needs analysis based on the 2002 survey concluded that camping in developed sites, trail hiking, walking for fitness and fun, and wildlife viewing were the four top activities that Californians (#1) would have done more often if facilities had been available, and (#2) would support spending by government to increase those opportunities (DPR, 2002).

The Carrington Property with its wildlife habitats, natural beauty, and proximity to future statewide/regional trails make it an ideal resource to develop for outdoor recreational activities.

Sonoma Coast Recreation Needs

Various agencies have recognized the need for the development of additional trails, camping, and interpretive facilities along the Sonoma Coast:

The Sonoma County Local Coastal Plan states (Part I, page 90):

"Several recreational activities are growing in popularity even though facilities are inadequate. Some of the desired improvements are safe bikeways, long distance hiking trails, hike-in and equestrian camp facilities, hostels . . . educational interpretation facilities, rest stops . . . and more camping and picnic areas."

The Sonoma Coast State Park Final General Plan and Environmental Impact Report also recognizes the need for additional camping facilities (environmental, traditional, and alternative); expanded trail linkages and signage; additional interpretive signage, programs and visitor center; additional parking; relocation of administrative and operational facilities (Salmon Creek operations center and Willow Creek maintenance facility); and consideration for accessibility within the park unit.

The Carrington Property can assist in meeting the aforementioned needs. The Immediate Public Use Facilities Plan proposes interpretation of natural and historic features, overlooks, and expansion of hiking trails that would connect to existing trail systems. The trails would cross various habitats characteristic of coastal prairie ecosystems; they would include boardwalks over wetland areas as well as ADA compliant sections. The proposed recreation improvements would also provide parking, restrooms and picnic sites overlooking the spectacular Sonoma Coast.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to recreation is based on criteria **XV** a-b, described in the environmental checklist above.

DISCUSSION

- a) This project would compliment existing recreational use of the Sonoma Coast by linking sections via trail networks, and providing access to diverse habitats and new scenic sites. The proposed project would include facilities, such as parking lots, a restroom and picnic areas. Therefore, it would not result in increased use of adjacent facilities to a level that would result in physical degradation of those facilities. Currently, the Sonoma Coast provides recreation opportunities to over 2 million visitors annually. The expected increase of visitors from the Carrington Property to the visitor base is estimated to be approximately 0.5% of the total. Less than significant impact.
- b) The proposed project includes the development of recreational day use facilities including picnic sites, hiking trails with boardwalk through wetlands, parking sites, a caretaker residence, and one restroom. The proposed construction of recreational trails on the project

site has the potential to adversely effect the environment by impacting wetlands, special status species, and spreading invasive plant species. **Mitigation Measures BIO-1 Northern Harriers and Other Nesting Raptors, BIO-2 Migratory Bird Species Avoidance, BIO-3 American Badger Avoidance, BIO-5 California Red Legged Frog**, as outlined in **Chapter IV: Biological Resources** would reduce any potential impacts to a less than significant level. For a more detailed analysis of these potential impacts and their mitigation measures, please refer to Chapter IV.

XVI. TRANSPORTATION/TRAFFIC.

ENVIRONMENTAL SETTING

The proposed project is located in southwest Sonoma County on the east side of Highway 1, approximately four miles north of the community of Bodega Bay. Highway 1 runs in a north/south direction along the entire western boundary of the project site. Coleman Valley Road bisects the site in an east/west direction intersecting with Highway 1 on the west end and terminating in the town of Occidental, approximately 9 miles to the east. Public access to the site is obtained from Coleman Valley Road approximately 950 feet east of the Highway 1/ Coleman Valley Road intersection.

The Circulation and Transit Element of the County's General Plan 2020 identifies a countywide highway system goal to provide travel demand at acceptable levels of service in keeping with the character of rural and urban communities (Sonoma Co. 2008). The Circulation and Transit Element also provides a series of objectives and policies detailing direction in achieving the highway system goal. The Sonoma Coast State Park General Plan identifies a set of guidelines for providing roadway access and safety regarding public access to facilities. Proposals in the IPU Plan have incorporated State Park guidelines for visitor access and parking. The IPU Plan proposals are also consistent with the County General Plan Policies.

The IPU Plan proposes to utilize Coleman Valley Road with existing access connections to provide public entry to the project area. On site parking for up to 30 vehicles would be constructed as part of the project. While other options for accesses from Highway 1 were investigated, all would require new road and intersection developments. New road and intersection developments were beyond the scope of the IPU Plan, would likely have significantly increased impacts beyond those associated with improving the existing access, and are not part of this project.

Highway 1 provides primary vehicular access to Sonoma Coast State Park. Highway 1, also known as the Pacific Coast Highway, is a regional attraction in itself, drawing visitors from throughout the state. Highway 1 is a two lane highway that provides access to over 15 miles of State Park coastline that includes 29 designated parking lots (approx 880 parking spaces) and numerous uncounted highway turnouts used for parking. From 1996 to 2005 visitor attendance to Sonoma Coast State Park fluctuated between 2 to 3 million visitors a year. This is reflective of current visitation counts. The vast majority of park visitors are drawn to the various beaches and shoreline access points. In the vicinity of the project area, Highway 1 daily traffic volumes average 5200 vehicles per day (Caltrans 2007). Highway 1 brings visitors to the park north from Marin County and the San Francisco Bay area, and south from Mendocino County. Highway 1 would provide the most convenient access to the project for the majority of visitors (W-Trans 2009).

Coleman Valley Road is a county road, approximately 9.5 miles long connecting Highway 1 to the town of Occidental. Coleman Valley Road primarily serves residents located between the coast and the community of Occidental. Open range grazing occurs on some private lands to the east of the Carrington Property. Property line fencing and a cattle guard on Coleman Valley Road prevents grazing animals from entering the Carrington Property. Coleman Valley Road is

identified as a Scenic Corridor in the Sonoma County General Plan. The road is a locally known attraction for the sight seeing public. Sonoma County Transportation Department considers Coleman Valley Road a very low volume rural road where traffic volumes are below 400 vehicles per day. Traffic volumes are undocumented as the volumes (estimated by collective staff knowledge of Sonoma Co. Transportation) are well below the threshold of 400 vehicles per day (Giovannetti – Lopeman 2008). Sonoma County does not maintain any level of service designation for Coleman Valley Road or a history of traffic counts (Wallace 2008). Approximately 950 feet east of the Highway 1 intersection, existing driveway connections provide access to the project site on the north and south side of Coleman Valley Road. This is the location proposed to provide access to the proposed project parking.

Traffic Study

A Traffic Impact Study (TIS) was conducted by Whitlock & Weinberger Transportation, Inc. (W-Trans) to examine potential traffic impacts associated with proposals in the IPU Plan (W-Trans, 2009). The TIS area included segments of Highway 1, Coleman Valley Road (CVR), and their intersection in the vicinity of the project. Other items addressed in the TIS included intersection levels of service, trip distributions, safety issues, future conditions, and traffic standards. The TIS includes recommendations to minimize potential traffic impacts that could result from implementation of the IPU Plan. These recommendations have been incorporated into the IPU Plan, environmental impact analysis, and mitigation measures. The traffic study is included in this document at Appendix D.

Roadways and their Intersection

Existing traffic volumes were obtained during the period between July 2-6, 2009, leading up to and over the July 4th weekend. This was intended to reflect peak conditions for tourist and recreation-related traffic analysis. Evaluations are based on weekday p.m. and weekend midday peak periods of road use at the intersection of Highway 1 and Coleman Valley Road. With a total peak weekday p.m. traffic volume of 574 vehicles, 546 utilized Highway 1, and 28 used Coleman Valley Road. The total weekend peak volumes were 514 vehicles with 477 to Highway 1, and 37 to CVR. The project is estimated to add 8 vehicles to the weekday peak p.m. and 12 vehicles to the weekend peak for CVR. This is an approximate increase in peak hour use of 28% and 32% (respectively) in traffic on CVR from Highway 1 to the proposed driveway entrance (950 feet). The distribution patterns of existing traffic, project added traffic, and future estimates are detailed in the TIS (Appendix D).

Level of Service (LOS) is used to rank traffic operations on various facilities such as intersections. Traffic volumes and roadway capacity is identified using letter designations from A to F, where A represents free flow conditions and F represents forced flow or breakdown conditions. The LOS designation is accompanied by a unit measure (seconds) reflecting a level of delay. The existing Highway 1 / CVR intersection is currently operating at LOS A during both peak study periods. The westbound approach from CVR to Highway 1 is operation at LOS B during both peak study periods. With the addition of project related traffic to existing volumes, the intersection is expected to continue operating at LOS A and the westbound approach at LOS B. The table below represents a summary of LOS calculations for existing and project conditions.

TABLE 1

Summary of Existing Intersection Level of Service Calculations

Intersection Approach	Existing Conditions				Existing plus Project			
	Weekday PM Peak		Weekend Midday Peak		Weekday PM Peak		Weekend Midday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hwy 1/CVR	0.4	A	0.6	A	0.5	A	0.8	A
Westbound Approach	12	B	11.6	B	12.1	B	11.8	B

The need for a left turn lane on Highway 1 at Coleman Valley Road was evaluated. The analysis determined that a left turn lane is not warranted under any of the conditions evaluated. These conditions included analysis of the future plus project conditions.

Trips estimated to be generated by the project are expected to average 228 trips per weekday and 379 trips per day on weekends. A trip is defined as a one-direction movement beginning or ending at the proposed project. For analysis purposes 100% of project trips were distributed west to Highway 1 to test the maximum impacts on Highway 1. Some visitors may choose to access the project to and from the east via Coleman Valley Rd. It is estimated that up to 10% of the project daily trips could use CVR to the east. This would result in an estimated number of daily trips of 22 to 23 for weekdays, and 38 for weekends in the eastbound direction. Based on extrapolating peak hour turning movements for the Highway 1 / Coleman Valley Rd. intersection, average daily traffic on CVR is estimated to be between 300 and 400 vehicles per day (Abrams 2010). The addition of projected use from the IPU Plan, Coleman Valley Road is expected to exceed the 400 vehicle standard for a very low volume rural road classification. This could result in a projected daily traffic range of 628 to 779 for the section of road west of the project driveways. Traffic volume east of the project driveways could be approximately 334 - 434 vehicles per day. With the addition of projected traffic volumes, Coleman Valley Road classification may exceed the Very Low Volume Category for that segment. The next level of road classification for county roads would be a Local Road, with volumes less than 2000 vehicles per day (Abrams 2010).

The width of Coleman Valley Rd. measures approximately 15 to 19 feet wide in the vicinity of the project entrance. Field observations during the preparation of the TIS noted that vehicles were able to pass side by side on the narrowest sections without conflict. To accommodate project traffic and emergency access, the TIS recommends that CVR be widened to 18 feet in necessary locations between Highway 1 and the project driveway entrances.

Collision history for the past 5 years (2003 through 2008) was analyzed to determine if trends or patterns indicated the presence of safety issues. For the segment of Highway 1 in the project area (1/2 mile north and south of CVR), the collision rate was 0.60 collisions per million vehicle miles (c/mvm). The statewide average for a rural two lane highway during the same period was

1.34 c/mvm. In analyzing the collision rate for the Highway 1 / CVR interchange, one collision reported in the last 5 years yielded a 0.06 c/mvm rate. The statewide average for this type of intersection is 0.22 c/mvm. There were no collisions reported for the entire length of Coleman Valley Rd. in the past 10 years.

Site Access

Access to the project and proposed parking areas is located in opposing directions from either side of Coleman Valley Rd. approximately 950 feet east of Highway 1. The TIS analyzed sight distances in both directions from both entrances. The analysis concluded that driveway intersections met sight distance criteria for safe access. However, the TIS noted that sight distances can be improved by trimming vegetation near the south entrance, and the removal of a tree at the north entrance would significantly improve sight distances.

Current driveway configurations do not meet Sonoma County Road Standards and existing vegetation limits sight distances in some locations (Sonoma County 2008). The TIS noted that the existing driveway configurations would need to be modified to accommodate visitor traffic and emergency vehicles. The study recommends both driveways be widened to 24 feet in width and paved for a distance of 50 feet from CVR. This is consistent with Sonoma County Department of Transportation Standards.

Parking is proposed for a total of 30 spaces, with 22 spaces identified for the north parking area and 8 for the south area. The IPU Plan also proposes bicycle parking in the south area for 8 to 12 bicycles. The proposed parking capacity is expected to meet the daily demand and is consistent with the planned maximum visitor capacity of 100 visitors. The TIS noted that the 30 space capacity will help to limit the maximum number of visitors at any one time.

Air Facilities

There is one operating airport within Sonoma County west of Highway 101, and no known private air strips in the vicinity. The Sonoma County Airport is over 24 miles away from the project area.

Other Facilities

Sonoma County Transit provides bus service to Sonoma Coast State Park on the weekends between July and September. This limited service has stops throughout the park between Bodega Bay and Jenner (near Highway 116) (Sonoma County Transit 2008). This includes a stop at the Salmon Creek parking area, within 1 mile of the project site.

There are no dedicated bicycle lanes that serve the area. Highway 1 is a dedicated bicycle route (Class III) but no special provisions exist for cyclists. Bicyclists must share the road with motor vehicles. Coleman Valley Road is popular with avid cyclists due to the steep gradients and low traffic volumes.

<u>POTENTIALLY</u> <u>SIGNIFICANT</u> <u>IMPACT MITIGATION</u>	<u>LESS THAN</u> <u>SIGNIFICANT</u> <u>WITH</u>	<u>LESS THAN</u> <u>SIGNIFICANT</u> <u>IMPACT</u>	<u>NO</u> <u>IMPACT</u>
----------------------------------------------------------------------	-------------------------------------------------------	---------------------------------------------------------	----------------------------

WOULD THE PROJECT:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Cause a substantial increase in traffic, in relation to existing traffic and the capacity of the street system (i.e., a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Contain a design feature (e.g., sharp curves or a dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to transportation and Traffic is based on criteria **XVI** a-g, described in the environmental checklist above.

DISCUSSION

- a) Implementation of the proposed project has the potential to substantially increase traffic on Coleman Valley Road for the segment between Highway 1 and the proposed driveways. In considering CVR as a whole, this impacted segment represents 950 feet of the 9 mile length of road. The TIS has documented that the LOS operation of the Highway 1 / CVR intersection will continue to operate at the same LOS A designation with increased project traffic. The IPU Plan includes recommendations to spot widen CVR in the area between Highway 1 and the driveways as a means to improve the accommodation of project traffic and emergency access. Exceeding the low volume traffic threshold of 400 vehicles per day, alone is not a significant impact (Abrams 2010). Considering the totality of the existing Highway 1 / CVR configuration, recommendations of the IPU Plan for improving road width and access conditions, and **Mitigation Measures – Traffic 1 – Hazard Reductions**, the impact on existing traffic and street system capacity will be less than significant.
- b) In implementing the IPU Plan, the LOS for these roads and intersection is expected to remain at the existing level. Table 1 summarizes the level of service standards of existing and with

project conditions during peak periods. The addition of vehicle traffic and resulting level of service impact will be less than significant.

- c) The project area is not located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private air strip. No impact would occur as a result of this project.
- d) Implementation of the IPU Plan is not expected to increase hazards resulting from additional facilities or use. While open grazing along CVR exists on properties to the east of Carrington, this situation is not uncommon. Open range grazing and State Park recreational activities coexist further to the north within Sonoma County along Highway 1 at Fort Ross State Historic Park. It has been noted that deficiencies exist with the widths of Coleman Valley Road and the existing driveways. Improvements to CVR for spot widening between Highway 1 and driveways, and increasing driveway widths have been included in recommendations contained in the IPU Plan to ensure road and driveway standards are met. The noted accident history in the vicinity indicates Highway 1 and CVR are operating at a relatively safe level. The following mitigation measure will further improve safety conditions and reduce potential hazards of traffic related features to a less than significant level.

MITIGATION MEASURES TRAFFIC 1 - HAZARD REDUCTIONS

- | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Trim roadside vegetation to the east along Coleman Valley Road between two and eight feet off the ground for a minimum distance of 150 feet from driveway to provide clear sight lines for vehicle traffic. • Remove existing Cypress tree growing on the south side of Coleman Valley Rd, east of the driveway for improved sight distance. • Trim vegetation on the south side of Coleman Valley Rd. west of the driveway to a distance of eight feet from the edge of the road to increase sight lines west. • Install pedestrian warning signs in advance of the driveways to advise motorists to expect pedestrians crossing Coleman Valley Rd. • Prohibit parking along both sides of Coleman Valley Rd along the interface with the Carrington Ranch Property. • All work within the scope to upgrade access/traffic design features for this project will comply with the conditions and standards set forth by Sonoma County Transportation and Public Works Department under Encroachment Permit # 08-0062. • Include language in brochures or other literature distributed to public visitors to the effect that; Coleman Valley Road is a narrow winding road for 9 miles to the east, and RV's, trailers, and oversized vehicles are not recommended. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- e) The IPU Plan makes recommendations to improve visitor vehicle access that includes the widening of existing driveways for emergency vehicle access. These and improvements to Coleman Valley Rd together with **Mitigation Measures – Traffic 1 – Hazard Reductions** will reduce potential hazards to a less than significant level and provide for safe emergency vehicle access.

- f) Currently, this parcel is not open for public use. However, the existing access points off of Coleman Valley Road terminate in open spaces used for parking in the past. Two separate parking areas totaling 30 spaces would be constructed as part of this project. The Traffic Impact Study prepared for the project has identified that proposed parking supply is expected to be adequate to meet daily demand, and is consistent with the planned maximum visitor capacity of 100 persons. Parking areas would be constructed prior to opening the parcel for public use. No impact.
- g) There are no policies, plans, or programs supporting alternative transportation that apply to this project. However, bicycle parking is planned for the south parking area to serve visitors using bicycles as transportation or for recreational purposes. No Impact.

XVII. UTILITIES AND SERVICE SYSTEMS.

ENVIRONMENTAL SETTING

The Carrington Property has had a history of inhabitation since the mid 1800's. Despite the long term use of the property, it is situated in a rural area of Sonoma County. As such, the parcel has been subject to various levels of utility systems development over time. This project seeks to use existing utilities wherever possible and minimize the development required for new systems. This project would require the use of the following utility systems:

Electric Service

Pacific Gas and Electric Company (PG&E) currently provides service to the project area via overhead lines. The company retains easements for electrical transmission lines, including poles along Highway 1, Coleman Valley Road, and high voltage power lines along the eastern property boundary. (Sonoma County, 1939; Sonoma County, 1963). The main house has had electric hookups in the past. Power has since been terminated at an existing pole approximately 50 feet from the house. Past service was also provided to the north side of Coleman Valley Road, adjacent to the proposed parking area. Power remains at an existing pole approximately 530 feet from this location. This project would utilize the source north of Coleman Valley Road to develop electrical service for the caretaker residence site and well.

Telephone Service

Telephone service to this area is provided by AT&T from telephone lines located along Highway 1 and Coleman Valley Road. The company holds an easement for telephone lines across the Carrington Property, to be located on the electrical transmission poles (First American Title Insurance Company, 2003). Service has been provided in the past at both the main house and the north side of Coleman Valley Road.

Wastewater Systems

While originally built without plumbing, the historic main house has been retrofitted with a bathroom and contains evidence of a sewer pipe extending from the house. Field surveys and investigations have not been able to locate any other evidence of an associated sewer or wastewater disposal system. A new waste water system with concrete septic tank and leach system is proposed for the mobile home pad at the caretaker residence site. A sealed concrete holding vault is proposed for the on-site restroom building. A disposal service would be utilized to transport waste to approved offsite locations. There are no existing wastewater utility systems in the area that can be connected to for service. Solid waste generated by park visitors would be hauled away and disposed of at an approved offsite location. This area of the coast is serviced by companies approved for solid waste transport. Existing State Park restrooms in the area all utilize vault systems for solid waste storage and rely on service companies for disposal.

Soils on the project site have been identified as having limitations for use in conjunction with septic system development due to anticipated low percolation rates (see **Section IX – Hydrology and Water Quality**).

Water Supply

Historically, water was provided for the ranch complex from an existing spring southeast of the existing poultry house, approximately ½ mile from the proposed caretaker site. This spring is

developed and consists of a cement cistern over the spring with a wood and aluminum cover. Above ground plastic piping (3/4 inch) extends northwest from the spring toward the ranch complex. The piping is in disrepair with sections of significant length missing throughout the run. The spring is currently unused for water supply purposes. No other known water source exists on the property. Due to the distance between the existing spring and proposed mobile home pad, development of a well near the proposed mobile home site is proposed to supply water for the caretaker residence. Because of the underlying geologic formation, groundwater availability in the vicinity is generally limited (see **Section IX - Hydrology and Water Quality – Ground Water** for additional information). A supplemental 5000 gallon water storage tank is proposed to provide adequate water storage. Resulting water quality may require chlorination treatment and an associated structure to protect equipment. Where on-site water is not available, potable water for park purposes would be purchased and trucked in from outside the state park (McKinney, 2006).

Other Utilities

Propane is used for space and water heating at many facilities within Sonoma Coast State Park. Numerous purveyors of propane serve the Bodega Bay area. Propane would be used at the caretaker residence site. No subsurface drainage systems or storm water facilities are proposed for the project

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Exceed wastewater treatment restrictions or standards of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination, by the wastewater treatment provider that serves or may serve the project, that it has adequate capacity to service the project's anticipated demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations as they relate to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the Proposed Action to Utilities and Service Systems is based on criteria **XVII** a-g, described in the environmental checklist above.

DISCUSSION

- a) Wastewater treatment for the caretaker site residence proposed as part of this project would be provided by an on-site septic system. The on-site system would be permitted by the California Water Resources Control Board, North Coast Region. Design and implementation would follow State and local (Sonoma County Permit and Resource Management Department Environmental Health) guidelines. The proposed restroom building would include a storage vault for wastewater and subsequently be transported off site. Both disposal methods would be in compliance with applicable RWQCB standards and restrictions. No Impact.
- b) This project proposes the installation of a septic system and leach field to dispose of wastewater for the caretaker residence. Existing soils have limitations when used for wastewater distribution due to the slow percolation rates. Limitations can be overcome or minimized by special planning, design and construction. The proposed restroom building would include a sealed vault system with sewage appropriately disposed of by contract. Implementation of **Mitigation Measure Geo-3- Septic System** would reduce any potential environmental impacts to a less than significant level.

This project proposes drilling a new well and water storage for the proposed caretaker site. If water treatment is required, a small chlorinator system would be installed to treat the water produced by the new well. Site geology is such that underground water storage is limited and producing wells have typically low yields, yet enough to sustain residential use with adequate storage. The lack of developed wells in the area is further evidence of the general lack of, or sporadic locations of groundwater supplies. Should a successful well tap an isolated supply, the impact on the environment would be less than significant. A small enclosed structure would protect any treatment equipment and have a minimal footprint on the landscape resulting in a less than significant impact. The process of constructing new water and wastewater facilities has the potential to impact the immediate area through soil disturbance. The application of **Mitigation Measure Hydro-1- Sedimentation Control** would reduce potential impacts from construction to a less than significant level.

- c) No new underground drainage facilities would be constructed as part of this project. The project would not require the construction or expansion of storm water drainage facilities. No impact.

- d) This project proposes to drill a new water well associated with the caretaker residence site. The amount of water needed for typical residential service would be approximately 200-300 gallons per day (AWWARF, 2010). In addition to human use, water would be needed for potential fire protection. Due to the known geology and ground water limitations of the area, it is possible that either no water will be found, or available water production may be less than estimated demand (See **Section VI - Geology & Soils**, and **Section IX - Hydrology & Water Supply**, for more information). In either case, a water tank of approximately 5000 gallons is proposed to meet the needs of residential use and emergency supply. Should water not be available in the vicinity of the site, water would be transported from off site sources. The impacts to water supplies will be less than significant.
- e) There is no wastewater treatment plant provider in the area. These services are unavailable, therefore there is no impact.
- f) Solid waste disposal services at Sonoma Coast State Park are provided under contract. The addition of solid waste generated from the proposed uses associated with this project would be included into the park contract. This addition is not expected to significantly impact the waste generated by the 2 million annual visitors of Sonoma Coast State Park. The County Disposal facility located in Petaluma, serves the solid waste needs of the region. The impact of the additional solid waste generated as a result of this project would be less than significant.
- g) In addition to the identified solid waste component as mentioned in the Discussion (f) above, some solid waste would be generated during construction activities. Portable self-contained toilets would be placed on site and serviced during the construction phase. Once the proposed restroom building is operational, portable toilets would be removed. The project would comply with all applicable statutes and regulations relating to solid waste. No impact would result from this project.

CHAPTER 4

MANDATORY FINDINGS OF SIGNIFICANCE

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have the potential to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects, and probably future projects?)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have environmental effects that will cause substantial adverse effects on humans, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The proposed project was evaluated for potential significant adverse impacts to the natural environment, its animals, and plant communities. It has been determined that the proposed project has the potential to degrade environmental quality by affecting habitats, visual resources, and cause soil erosion. However, full implementation of all mitigation measures incorporated into this project would avoid or reduce these potential impacts to a less than significant level.
- b) The proposed project was evaluated for potential significant adverse impacts to the cultural resources of Carrington Property. While many proposals in the plan are intended to protect and enhance cultural resources, there remains the potential to cause adverse impact to pre-historic and historic resources. Ground disturbing activities proposed by the project could inadvertently expose and significantly impact previously unrecorded cultural features and resources. Performing stabilization activities on historic structures would also have the potential to significantly impact the very features that need protection. However, full

implementation of all mitigation measures incorporated into this project would reduce those impacts, both individually and cumulatively, to a less than significant level.

- c) The potential impacts of this project, either individually or cumulatively have the potential to cause significant impacts. Please refer to **Chapter 2, Section 10.2, Related Projects** for discussion of related projects in proximity to the project area. Impacts from environmental issues addressed in this evaluation do not overlap with these related projects in a manner that would result in cumulative or significant adverse impacts that cannot be mitigated. Full implementation of all minimization and mitigation measures associated with this and other projects would reduce any potential impact, both individually and cumulatively, to a less than significant level.
- d) The majority of impacts from proposals in this plan have been determined to pose a less than significant impact on humans. However, there are some areas where possible impacts to humans have the potential to be significant. These include impacts from hazards and hazardous materials associated with building stabilization efforts, visual impacts compromising the quality of experience, and traffic/transportation effects on visitor safety. These potentially significant impacts would be reduced to a less than significant level by full implementation of all mitigation measures incorporated into this project.

CHAPTER 5

SUMMARY OF MITIGATION MEASURES

The following mitigation measures would be implemented by DPR as part of the Carrington Ranch Immediate Public Facilities Project.

AESTHETICS

MITIGATION MEASURE AESTHETICS-1- LIGHT AND GLARE REDUCTION

- The west side of the northern parking lot will be screened with native vegetation at a minimum height of 3 feet and not to exceed 5 feet in height at maturity.
- Any mobile home or permanent structure placed on the trailer pad will have a non-reflective roof and walls that are dark or neutral in color as approved by a Landscape Architect or other qualified state representative.
- Restroom will be located near the fringe of the historic zone and adjacent to existing trees to insure the structure remains visually subordinate to the historic setting. Restroom structure will have walls and roof that are fine in texture, dark or neutral in color, and absent of highly reflective elements.
- Security lights will be directed downward and away from reflective surfaces.
- Night time lighting will incorporate shielding that extends below light source to block direct light from being cast horizontally and observed from key visual sources such as Highway 1 and Coleman Valley Road.

AGRICULTURAL RESOURCES

No mitigation measures necessary.

AIR QUALITY

See also Mitigation Measure Hazmat-1 – Asbestos and Lead

BIOLOGICAL RESOURCES

MITIGATION MEASURE – BIO-1 NORTHERN HARRIER AND OTHER NESTING RAPTORS

- For work planned in nesting habitat during the nesting season (February 1 - August 31), a DPR-qualified environmental scientist will conduct a focused survey for raptor nests to identify active nests within 100 feet of the project area. The survey will be conducted no more than 30 days prior to the beginning of construction.
- If nesting raptors are found within 100 feet of the project area, no construction will occur during the active nesting season of February 1 to August 31, or until the young have fledged as determined by a DPR-qualified environmental scientist.

MITIGATION MEASURE – BIO-2 MIGRATORY BIRD SPECIES AVOIDANCE

- If construction-related activities are scheduled to begin between February 1 and August 1, a DPR qualified Environmental Scientist will conduct a survey for nesting bird species within

three days prior to commencement of construction at each site to ensure that no nesting birds will be impacted by the project. The survey area will include the project site and a 100 foot zone.

- If active nests are located, a 100 foot buffer will be placed around each active nest. No construction-related activities will occur within this buffer area until young have fledged and there is no evidence of a second attempt at nesting (as determined by a DPR-qualified Environmental Scientist).

MITIGATION MEASURE – BIO-3 AMERICAN BADGER AVOIDANCE

- A DPR-qualified environmental scientist will conduct pre-construction survey for American Badger burrows.
- If badger burrows are present, they will be mapped and protected from project-related impacts with a 50-foot buffer zone during the nesting season of June 1 through October 15.

MITIGATION MEASURE – BIO-4 SENSITIVE BAT SPECIES AVOIDANCE

- To the extent possible, all tree removal will occur between October 1 and January 31 when tree roosting bats are not expected to occur in the project area.
- If tree removal is required between February 1 and March 14 or between July 1 and September 31, a DPR-qualified environmental scientist will survey the trees immediately prior to removal for presence/absence.
- If bats are located, tree removal will not occur until the bats vacate the tree of their own accord.

MITIGATION MEASURE – BIO-5 CALIFORNIA RED-LEGGED FROG

- Proper erosion control and other water quality Best Management Practices (BMPs) will be implemented to avoid sedimentation and disturbance into downstream and adjacent aquatic habitats.
- A preconstruction training session will be provided for construction crew members by a qualified biologist. The training will include a discussion of the sensitive biological resources within the Property and the potential presence of special-status species. It will also include a discussion of CRLF status, life history characteristics, protection measures to ensure CRLF and other sensitive resources are not impacted by project activities, and project boundaries.
- Prior to beginning work, a qualified biologist will conduct preconstruction surveys for CRLF and other potentially occurring species.
- If CRLF are encountered during construction, USFWS and CDFG will be contacted for guidance, and/or the frogs will be relocated by a permitted biologist. During construction, a qualified biologist will make frequent visits to the project area to ensure no CRLF or other species have entered the work area and are being impacted by construction activities.

MITIGATION MEASURE – BIO-6 WETLANDS

- Botanical monitors will be onsite during all phases of construction where the trail passes through wetlands.
- Areas of permanent wetland fill will be mitigated through on-site, in kind enhancement at a 2:1 ratio.

- Areas of shaded wetland impacts will be mitigated through on-site, in kind enhancement at a 1:1 ratio.
- Areas of construction disturbance will be mitigated through appropriate erosion control measures and will be monitored for natural revegetation.
- Should these areas of construction impacts fail to meet the criteria established in the attached mitigation plan for natural revegetation, then these areas will be further enhanced through revegetation or weeding efforts by park staff. Mitigation efforts will be monitored for a period of five years with annual reports submitted to COE and Sonoma County.

CULTURAL RESOURCES

MITIGATION MEASURE CULT-1 HISTORIC RESOURCE PROTECTION

- Construction of the parking area will be limited to surfaces previously manipulated and disturbed.
- Parking area will be defined with low barriers such as horizontal logs or rock boulders (less than 36" in height) to prevent vehicles from traveling beyond designated areas.
- Locate restroom near the fringe of the historic district to ensure the structure remains visually subordinate to the historic setting.
- To further ensure that the restroom does not adversely influence the historical setting, the structure will have surfaces fine in texture, dark or neutral in color, and absent of highly reflective surfaces. Restroom design shall be distinguishable in such a way it cannot be mistaken for a historic element.
- Prior to construction of parking area and restroom, perimeter fencing (orange construction fence) will be erected around the milk house and include an adequate exclusion zone buffer as determined by a DPR-qualified Historian.
- Any treatment measures taken under this plan will comply with *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (National Park Service 1996).
- In the event that trail construction activities encounter roots from cypress trees, no roots larger than 2 inches will be removed. Should construction conflict with roots over 2 inches in diameter, trail surfaces will be elevated over roots or relocated to avoid them.
- Prior to the commencement of construction activities, a DPR qualified Historian or qualified Architectural Historian will conduct a pre-construction meeting with contractors or DPR staff concerning the significance of relevant features and precautions in working around known historic resources.

GEOLOGY AND SOILS

MITIGATION MEASURE GEO-1 GROUND RUPTURE

- Underground utilities including water systems, waste disposal systems, gas lines, electrical systems, and telephone/data systems constructed as part of this project will conform to

applicable earthquake design and construction requirements of the most recent accepted edition of the California Building Code Title 24. The application of design criteria would be for Seismic Zone 4.

- All underground plumbing systems (water supply, waste water, gas) shall include shutoff valves for each system as a minimum at the following locations; 1) at the source of the respective utility; 2) any point where the respective utility exits or enters the ground; 3) at junctions to subsequent components or equipment. All valves shall be clearly marked and secured in below ground valve boxes or above ground mounting post or wall.
- DPR requires that new electrical utilities be located below ground. New electrical systems will include a master shut off located at the existing power source and at locations where electrical service transitions to any structure. DPR will insure that shut offs are accessible in the event of an emergency. All utility construction will be in compliance with the most recent version of the California Building Code, Title 24.
- Contractors or DPR staff responsible for construction will provide an as-built drawing to DPR staff upon the completion of all work showing the alignments of all underground utilities and valve/shut off locations. Contractor will physically show DPR field operations staff the locations of all utility valves and shut offs prior to the final construction inspection.
- The underground construction of all utilities will include metallic tracer wire or tape placed in respective utility trenches at the time of construction to facilitate utility location for necessary future inspections.
- In the event of a major earthquake, DPR staff will inspect utility systems for damage as soon as feasible.

MITIGATION MEASURE GEO-2 SEISMIC BUILDING REQUIREMENTS

- Structures and foundations proposed as part of this project will conform to the earthquake design requirements of the most recent accepted edition of the California Building Code Title 24. The application of design criteria would be for Seismic Zone 4.
- Proposed residential water tank will conform to earthquake design requirements following applicable regulations and design practices of the American Water Works Association. Any new equipment associated with the water system will be secured to the walls and floors of related structures to prevent damage in the event of an earthquake. State Park staff will inspect the water supply system for damage as soon as feasible following a large earthquake.
- Work undertaken on stabilization and rehabilitation of the main house and tank house will be in compliance with the California Building Code, Title 24, Part 8, California Historic Building Code. If at any time the occupancy of these structures should change from residential use (main house) or storage (tank house) to public use, a complete seismic evaluation of the buildings and upgrading of the structures to meet life-safety standards will be required under the California Building Code.

MITIGATION MEASURE GEO-3 SEPTIC SYSTEM

- A soil classification and percolation test will be conducted for the proposed leach field to determine the soil texture and percolation rate prior to the design and specific site location. The design of the system will be prepared by a Registered Civil Engineer or Registered Environmental Health Specialist incorporating percolation test results as design criteria to insure successful percolation.
- The use of non-standard septic system designs may be used to overcome site limitations as approved by the Regional Water Quality Control Board. If a non-standard septic system is used, a monitor program will be in place to monitor system performance as regulated by California Water Resources Control Board.
- System design, permitting, and construction will follow State guidelines and requirements of Sonoma County Permit and Resource Management Department.

GREENHOUSE GAS EMISSIONS

No mitigation measures necessary.

HAZARDS AND HAZARDOUS MATERIALS

MITIGATION MEASURE HAZMAT-1 ASBESTOS & LEAD

- If repairs to, or restoration of the roof of the Main House are planned, specifically those which would disturb the asbestos containing sealants, a licensed asbestos abatement contractor or a roofing contractor with asbestos credentials will be utilized to remove, and properly dispose of these materials prior to activities taking place that would disturb them.
- All paint work will follow *Preservation Brief 10, Exterior Paint Problems on Historic Buildings*.
- Applicable OSHA regulations will be followed regarding worker safety.
- Any renovation or removal of building materials which have lead-based and/or lead-containing paints will be conducted with the materials kept in a wetted state and removed in sections, as feasible, to reduce the potential for airborne lead emissions.
- All hazardous materials will be removed by trained and authorized/certified personnel and disposed of at a licensed facility in compliance with local, state, and federal regulations and guidelines.
- Prior to any activity that may result in a lead exposure, workers will be properly fitted with respiratory protection and protective clothing.

MITIGATION MEASURE HAZMAT 2 - METALS – COPPER

- The wetland area southwest of the sample point, and the area surrounding (200 ft.radius) shall be monitored for change in terrestrial indicators on an annual (minimum) basis. Monitoring shall include photographs at designated stations, documentation of environmental conditions, and documentation of change and/or related observations.
- In the event of observed terrestrial mortality, current site conditions shall be documented and the subject species shall be tested for copper contamination. Affirmed contamination shall trigger a more site-specific risk assessment and soils testing to determine the extent influence.
- Should soil disturbance from any excavation activities be required within 100 feet of soil sample site Garage East, supplemental site specific soils testing shall be required prior to construction.

HYDROLOGY AND WATER QUALITY

MITIGATION MEASURE HYDRO-1 SEDIMENTATION CONTROL

- Major grading activities such as the construction of parking areas, road accesses, and mobile home pad and utilities will be scheduled for and completed during the dry weather period (May thru October) with adequate time to stabilize soil and install temporary post-construction sediment control devices.
- All construction activities will comply with conditions and measures outlined in the Sonoma County Encroachment Permit and Department of Fish and Game Stream Alteration Permit. DPR inspectors will be responsible for contractor compliance of all permit conditions prior to completion and acceptance of work.
- Following completed construction of graded areas, all exposed soils will be seeded and mulched (min. 2 inches) with organic materials gathered from previously approved on-site sources.
- During the first winter season following construction DPR will monitor work areas to ensure that temporary and permanent erosion control measures are functioning and maintained.

LAND USE AND PLANNING

No mitigation measures necessary.

MINERAL RESOURCES

No mitigation measures necessary.

NOISE

No mitigation measures necessary.

POPULATION AND HOUSING

No mitigation measure necessary.

PUBLIC SERVICES

No mitigation measure necessary

RECREATION

See Mitigation Measures BIO-1 Northern Harriers and Other Nesting Raptors, BIO-2 Migratory Bird Species Avoidance, BIO-3 American Badger Avoidance, BIO-5 California Red Legged Frog.

TRANSPORTATION/TRAFFIC

MITIGATION MEASURE TRAFFIC-1 HAZARD REDUCTIONS

- Trim roadside vegetation to the east along Coleman Valley Road between two and eight feet off the ground for a minimum distance of 150 feet from driveway to provide clear sight lines for vehicle traffic.
- Remove existing Cypress tree growing on the south side of Coleman Valley Rd, east of the driveway for improved sight distance.
- Trim vegetation on the south side of Coleman Valley Rd. west of the driveway to a distance of eight feet from the edge of the road to increase sight lines west.
- Install pedestrian warning signs in advance of the driveways to advise motorists to expect pedestrians crossing Coleman Valley Rd.
- Prohibit parking along both sides of Coleman Valley Rd along the interface with the Carrington Ranch Property.
- All work within the scope to upgrade access/traffic design features for this project will comply with the conditions and standards set forth by Sonoma County Transportation and Public Works Department under Encroachment Permit # 08-0062.
- Include language in brochures or other literature distributed to public visitors to the effect that; Coleman Valley Road is a narrow winding road for 9 miles to the east, and RV's, trailers, and oversized vehicles are not recommended.

UTILITIES AND SERVICES

See Mitigation Measure Geo-3 - Septic Systems and Mitigation Measure Hydro-1- Sedimentation Control.

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