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Environmental Analysis

4 ENVIRONMENTAL ANALYSIS

Penny Island, Source: EDAW 2003

4.1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

4.1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This General Plan for Sonoma Coast State Park (Sonoma Coast SP), with all its sections, constitutes an environmental impact report (EIR), as required by Public Resources Code (PRC) §§5002.2 and 21000 et seq. The General Plan is subject to approval, and the EIR is subject to certification by the California Park and Recreation Commission (Commission). The Commission has sole authority for the plan's approval and adoption. Following certification of the EIR and approval of the General Plan by the Commission, the Department will prepare management plans and area development plans as staff and funding become available. Future projects, within Sonoma Coast SP, may be subject to permitting requirements and approval by other agencies, such as the Caltrans, Department of Fish and Game, and the California Coastal Commission.

4.1.2 FOCUS OF THE ENVIRONMENTAL IMPACT REPORT

The Notice of Preparation for this General Plan was circulated to the appropriate federal, state, and local planning agencies. Based on comments received during the planning process, this General Plan and EIR was prepared to address environmental impacts that may result from the implementation of the management goals and guidelines. Emphasis is given to significant environmental impacts that may result from all future development and uses within Sonoma Coast SP that are consistent with these goals and guidelines.

4.1.3 SUBSEQUENT ENVIRONMENTAL REVIEW PROCESS

This Environmental Analysis Section and other sections of this document constitute the first tier Environmental Impact Report (EIR) as defined by §15166 of the CEQA Guidelines. It should be recognized that the level of detail addressed by this EIR is comparable in detail provided in the land use proposals of the General Plan. As subsequent management plans and site specific projects are proposed, they will be subject to further environmental review.

The proposed Sonoma Coast SP General Plan includes land use designations, the incorporation of goals and guidelines for protection of natural and cultural resources, and the development of appropriate recreational, interpretive, and operational facilities. The General Plan proposes to:

- Reclassify the park unit from a State Beach to a State Park to appropriately reflect the present size, characteristics, and resource values more closely associated with park units classified as State Parks. This will provide a more appropriate and higher level of management and protection for an expansive diversity of natural and cultural resources as well as recreation opportunities.

- Establish management goals and guidelines and management zones for resource management, facility operations, and accessible interpretive and recreational programs for the public within Sonoma Coast SP.

In addition, the General Plan proposes that several focused management plans, including a roadway management plan and trails management plan be prepared subsequent to adoption of the General Plan.

Development, maintenance facility use and recreational activities allowed by the General Plan have the potential to cause short-term and long-term impacts to the environment. These impacts could include soil disturbance, erosion, lowered water quality and quantity, degradation of cultural resources, degradation of aesthetic resources, and degradation of sensitive plant and animal populations or their habitats. As a program level (first tier) EIR (see CEQA Guidelines §15166, §15168), the General Plan identifies broad, park-wide environmental impacts and mitigation measures. Future management plans, activities, and projects will be subject to additional environmental review in order to identify specific impacts and appropriate mitigation and monitoring plans. All potentially new adverse impacts will be avoided, minimized, or mitigated to a level below significance.

Throughout the General Plan process, plan possibilities were considered. The preferred plan allows for existing coastal recreation to continue while providing protection for sensitive park resources. Expansion of inland watershed areas with the Upper Willow Creek addition also commensurately expands inland recreation opportunities, the size and diversity of park resources, and the character of the park itself. The plan allows for appropriate visitor access and recreation opportunities to the expanded inland area while providing protection of sensitive park resources and resource rehabilitation of park areas.

4.1.4 Contents of the Environmental Impact Report

The enclosed program EIR includes the following sections:

Introduction to the Environmental Analysis: This section includes a brief overview of the environmental review process, legal requirements, and approach to the environmental analysis.

EIR Summary: The EIR summary represents a summary of environmental impacts associated with the proposed General Plan, an overview of the environmental effects of alternatives considered to the preferred General Plan, and a description of any areas of controversy and/or issues that need to be resolved.

Project Description: This section provides an overview of the proposed General Plan, which is the focus of the program EIR.

Environmental Setting: This section notes the fact that the existing (baseline) conditions for environmental issues or resources that may be potentially affected by implementation of the General Plan are addressed in Chapter 2, Existing Conditions, which represents the environmental setting for this EIR.

Environmental Effects Eliminated from Further Analysis: This section describes those environmental topics that did not warrant detailed environmental analysis and the supporting rationale.

Environmental Impacts: This section analyzes potential environmental impacts associated with implementation of the proposed General Plan.

Other CEQA Considerations: This section contains information on other CEQA-mandated topics, including significant and unavoidable impacts, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts.

Alternatives to the Proposed Project: The alternatives analysis describes the various alternatives to the proposed General Plan (including the No Project Alternative) that are considered in this EIR and the associated environmental effects of these alternatives relative to the proposed project.

4.2 SUMMARY

4.2.1 SUMMARY OF IMPACTS AND MITIGATION

Implementation of the General Plan is not expected to result in significant impacts on the environment. Implementation of the Goals and Guidelines contained in Section 3 along with compliance with federal and state laws and regulations, as stated in those guidelines, avoids potential significant effects or maintains them at a less-than-significant level. Additional mitigation measures are, therefore, not necessary.

4.2.2 SUMMARY OF ALTERNATIVES CONSIDERED

Four alternatives were considered in this EIR, including the Proposed Project Alternative (the proposed General Plan), the Fewer Potential Development Areas Alternative, the No Potential Development Area Alternative, and the No Project Alternative. The Proposed Project Alternative is the environmentally superior alternative among the alternatives considered. Descriptions of the alternatives are provided in Section 4.8.

4.2.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Areas of controversy associated with implementation of the General Plan may include compatibility of recreational uses with natural and cultural resources in Sonoma Coast SP as well as with surrounding land uses. Final selection of a management approach for preserving

unique cultural resources located in popular recreational areas would be made in management plans, which would be subject to further environmental analysis. Protection of species of concern and restoration and preservation of sensitive habitats in popular recreational areas and in potential development areas constitute other areas of potential controversy. The public has also expressed concern regarding the appropriateness of certain recreational activities (e.g., biking and horseback riding on trails, hang gliding, mountain biking, night-time beach gatherings) with other recreational activities and with geologic and hydrologic conditions (e.g., trail erosion, creek sedimentation). While recreational activities have an effect on all of these resources, consideration of existing human uses is crucial in achieving success in any management approach.

Environmental compatibility of facility expansion, improvement, and development is another area of controversy. Some of the existing facilities are inadequate to serve the needs of Sonoma Coast SP, particularly as the number of visitors increases with regional and state-wide population growth. Specific concerns regarding new and existing facilities include effects on adjacent sensitive resources (e.g., wetlands), hazards associated with the sites (e.g., traffic safety, flooding, erosion), effects on viewshed, and adequacy and compatibility of domestic water, wastewater, and other utilities systems with site soils and other conditions.

4.3 PROJECT DESCRIPTION

Chapter 3 of this General Plan represents the project description and establishes the overall long-range purpose and vision for Sonoma Coast SP. Management goals and supporting guidelines in Chapter 3 are designed to address the currently identified critical planning issues and to mitigate the adverse environmental effects of uses that would be permitted in Sonoma Coast SP. In accordance with the goals and guidelines, site selection criteria would be used to avoid adverse environmental impacts resulting from future developments and improvements, to the extent feasible within the boundaries of Sonoma Coast SP.

4.4 ENVIRONMENTAL SETTING

Existing conditions that characterize Sonoma Coast SP, including descriptions of the important resource values within Sonoma Coast SP and the regional planning context, are described in Chapter 2 of the General Plan.

4.5 ENVIRONMENTAL EFFECTS ELIMINATED FROM FURTHER ANALYSIS

The following topics were eliminated for future analysis in the EIR because there is no potential for significant environmental effects resulting from implementation of the General Plan. A brief reason for their elimination is provided for each respective topic.

4.5.1 ENERGY AND MINERAL RESOURCES

Sonoma Coast SP does not contain important mineral or energy resources and has not been designated as such by the Department of Conservation. Off-shore oil drilling near Bodega Bay and outside Sonoma Coast SP has been proposed in the past. The Department has no

jurisdiction over off-shore oil drilling, and this plan does not include goals and guidelines on off-shore oil drilling. Therefore, no significant effects to energy or mineral resources would occur as a result of the implementation of the General Plan and no further environmental analyses of effects on energy and mineral resources are necessary.

4.5.2 Population and Housing

Sonoma Coast SP is a destination for residents throughout California, although most visitors come from the metropolitan areas of northern California. Visitation is expected to increase as the State's population grows by 1.4% annually through 2020. The staff at Sonoma Coast SP and the people involved in the tourist-serving industries primarily live in Sonoma County, and this population is projected to grow by an average of 2% annually through 2020. While implementation of the General Plan would not directly induce regional population growth, additional recreational facilities could attract additional visitation and potentially add to the employment base of the immediate area. Given the latest unemployment rate (September 2003 data) in Sonoma County of 4.3% (EDD 2003) and the latest housing vacancy rate (January 2003 data) in Sonoma County of 5.8% (DOF 2003), the increase in demand for labor and housing would be met by the existing local population and that no additional housing would be needed to serve growth associated with additional visitation. The General Plan does not include proposals for infrastructure that would induce additional growth in the immediate vicinity. For these reasons, no significant population, employment, and housing effects would occur as a result of implementation of the General Plan and no further consideration is necessary for this environmental topic.

4.6 Environmental Impacts

A CEQA Checklist completed for the General Plan completed at the beginning of the planning process is included in Appendix C. The following sections analyze potential impacts by resource topic.

4.6.1 Aesthetics

Introduction

This section analyzes impacts related to aesthetic resources that would result from the implementation of the General Plan.

Thresholds

The analysis of aesthetic impacts uses criteria from the State CEQA Guidelines Appendix G (environmental checklist). According to these criteria, implementation of the General Plan would have a significant aesthetic impact if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

IMPACT ANALYSIS

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Degradation of Viewsheds. Development within the coastal viewshed and the inland viewsheds could be visible from points within Sonoma Coast SP and could degrade the aesthetic value of the scenic views, as well as of night-time views. Implementation of Goal COAST-3 and the associated guidelines, as well as Goal INLAND-3 and the associated guidelines, would eliminate or minimize degradation of the viewshed and night-time views, and this impact would be **less than significant**.

Implementation of the General Plan may result in the development of recreational and operational facilities and improvements that would be visible to visitors at designated view points and from SR 1 and SR 116, which is a State-designated Scenic Highway. If the new facilities are not in context with the existing scenery or if they would introduce light sources that degrade night-time views, significant impacts could result.

With implementation of Goal COAST-3 and Guidelines COAST-3A, COAST-3B, and COAST-3C, the coastal viewshed from Sonoma Coast SP would be defined based on the designated viewpoints and would be preserved. Goal INLAND-3 aims for the preservation of the inland viewshed, and Guideline INLAND-3B aims for the restoration of the natural vegetation of the Willow Creek watershed in order to enhance the aesthetic quality. Guideline COAST-3E would require avoidance of development that would degrade the scenic quality of the viewshed, and Guidelines COAST-3D and INLAND-3A would require the use of site-appropriate visual screening to minimize the aesthetic degradation of viewsheds. New facilities may require night-time lighting that may degrade night-time views within Sonoma Coast SP. Guidelines COAST-3G and INLAND-3D would require shielding that would eliminate or minimize degradation of night-time views. Developments outside Sonoma Coast SP may also be visible to visitors at designated view points and on the state routes, and the developments may introduce new light sources that would degrade night-time views. With Guidelines COAST-3F and INLAND-3C, the Department would submit input to local, State, and federal agencies during the environmental review period of development projects in an effort to encourage mitigation for any potential visual impacts. While the decision to implement visual mitigation measures outside Sonoma Coast SP is not within the jurisdiction of the Department, it is expected that feasible mitigation measures would be implemented in compliance with State laws. Given the management goals and policies for coastal and inland viewsheds, this impact would be less than significant.

4.6.2 AGRICULTURAL AND TIMBER RESOURCES

INTRODUCTION

This section analyzes impacts related to agricultural and timber resources that would result from the implementation of the General Plan.

THRESHOLDS

The agricultural and timber resources analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact on agricultural resources if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Important Farmland, to non-agricultural use.

IMPACT ANALYSIS

Impact AG

Conflict with Existing Agricultural Uses. Implementation of the General Plan would not result in the conversion of land designated as Important Farmland or located within the Timber Preserve Zone, or the cancellation of Williamson Act contracts. The impact related to agriculture would be **less than significant**.

Most of Sonoma Coast SP was historically used for grazing and other agricultural purposes. Portions of Sonoma Coast SP are classified as Farmland of Local Importance but are not considered Important Farmland. Furthermore, these areas are not currently used for agricultural purposes. The Willow Creek portion of Sonoma Coast SP was historically used for timber production and agricultural purposes, but all agricultural and timber harvesting uses have ceased since the incorporation of the property into Sonoma Coast SP.

Several properties near Sonoma Coast SP are used for grazing purposes. As stated policy in the Department of Parks and Recreation Operations Manual, livestock grazing is an inappropriate use of parkland resources except under certain circumstances where a core park purpose is served. These core purposes of grazing include:

a. When directly contributing to historic interpretation approved in a unit's General Plan;

b. When necessary for a specific natural resource restoration purpose, which normally does not include fuels reduction or an alternative to extirpated ungulate grazing; or

c. When it is a necessary component to an acquisition agreement, including scaled-down grazing to improve natural resources.

Compliance with this policy would require one or more of these purposes to be met before grazing could be initiated within Sonoma Coast SP.

Two Williamson Act preserves are located adjacent to Sonoma Coast SP; one is located next to the Willow Creek area and the other is located near Schoolhouse Beach. The properties to the east of the Willow Creek area are used for timber harvesting purposes, but none of the adjacent properties are within Timber Preserve Zones. Implementation of the General Plan would not affect the adjacent agricultural uses, because no incompatible uses would be permitted by the General Plan.

Given that there are no Important Farmland, Williamson Act preserves, and Timber Preserve Zones within Sonoma Coast SP, no significant impacts related to the conversion of Important Farmland or areas zoned for agricultural uses would occur. As such, the impact related to agriculture is less than significant.

4.6.3 Air Quality

Introduction

This section analyzes impacts related to air quality that would result from the implementation of the General Plan.

Thresholds

The air quality analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant air quality impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standards or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

IMPACT ANALYSIS

Impact AQ

Air Pollutant Emissions. Potential construction activity and motor vehicle use by State Park visitors would result in increases in the emission of air pollutants. Compliance with General Plan goals and guidelines would maintain emissions within acceptable levels. This impact would be **less than significant**.

The primary sources of air pollutants include construction activities, onsite operational activities, and offsite traffic. New recreational development at Sonoma Coast SP may generate additional vehicular traffic to and from Sonoma Coast SP. Traffic volumes on highways and local roadways in the area are highest during peak visitation periods. During these periods, excessive delays at individual points on the roadways (e.g., signalized intersections, driveways into parking lots) have the potential to cause higher localized concentrations of CO. Typically, violations of CO emission standards are experienced at signalized intersections with extreme traffic congestion. The Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997) states that signalized intersections at level of service (LOS) E or F represent a potential for a CO violation. There are no signalized intersections within and in the immediate vicinity of Sonoma Coast SP. Instead, motorists experience the highest traffic delays where turning movements occur frequently (e.g., pull-outs, commercial driveways, local roadways). Guidelines ROAD-1A and ROAD-1C would require the preparation of a roadway management plan and coordination with Caltrans and Sonoma County to ensure the roadways in and around Sonoma Coast SP would be maintained and improved, to the extent needed and feasible, to avoid excessive traffic congestion. Potential improvements that would be considered include adding turning lanes to reduce congestion related to turning movements. With these improvements, excessive congestions would be avoided, and localized CO concentrations would not exceed air quality standards.

In addition to vehicular traffic, construction activities and onsite operational activities may also generate air pollutants. Development and improvement projects within Sonoma Coast SP may be required to obtain "authorization to construct or modify" and "permit to operate" from APCD. Guideline FAC-1L would require consultation with the APCD to determine if permits would be required. As a part of this permitting process, developments are required to comply with the APCD's rules and regulations on fugitive dust emissions, architectural coating emissions, air toxics, and other air pollutants generated by construction and operational activities. Implementation of air pollutant control measures required by these rules and regulations would minimize the emission of criteria air pollutants from construction activities and operational activities of onsite stationary sources.

Typical recreational uses occurring in the State Park system do not generate odors that would be considered objectionable to most people. Use of materials that can release toxic air contaminants (e.g., regulated herbicides) would be in accordance with State and federal rules and regulations. Given the above, impacts related to air pollutants would be less than significant.

4.6.4 BIOLOGICAL RESOURCES

INTRODUCTION

This section analyzes impacts related to biological resources that would result from implementation of the General Plan. A variety of documents and additional information were used to assess impacts on vegetation and wildlife from implementation of the General Plan Information. These include biological studies previously conducted in the vicinity of Sonoma Coast SP (see list of documents in Section 2, Existing Conditions), field surveys conducted during preparation of the General Plan, aerial photographs, and results of natural resource database searches.

THRESHOLDS

The biological resources analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 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.
- 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.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

IMPACT ANALYSIS

Impact VEG

Adverse Effects on Vegetation. Compliance with General Plan goals and guidelines would ensure that future development and improvements within Sonoma Coast SP would not result in significant adverse impacts on vegetation, such as significant disturbance or losses of sensitive plant communities or special-status plants. This impact would be **less than significant**.

Forty-nine special-status plant species, including one lichen, have the potential to occur in plant communities present at Sonoma Coast SP. A total of 19 special-status plant species are known to occur at Sonoma Coast SP. These include: pink sand-verbena (*Abronia umbellata* ssp. *breviflora*), Blasdale's bent grass (*Agrostis blasdalei*), Franciscan onion (*Allium peninsulare* var. *franciscanum*), Sonoma alopecurus (*Alopecurus aequalis* var. *sonomensis*), Baker's manzanita (*Arctostaphylos bakeri* ssp. *bakeri*), California sedge (*Carex californica*), deceiving sedge (*C. saliniformis*), Sonoma spineflower (*Chorizanthe valida*), Baker's larkspur (*Delphinium bakeri*), yellow larkspur (*Delphinium luteum*), San Francisco wallflower (*Erysimum franciscanum*), short-leaved evax (*Hesperevax sparsiflora* var. *brevifolia*), Perennial goldfields (*Lasthenia macrantha* ssp. *macrantha*), Tidestrom's lupine (*Lupinus tidestromii*), Marin knotweed (*Polygonum marinense*), Marin checkerbloom (*Sidalcea hickmanii* ssp. *viridis*), purple-stemmed checkerbloom (*S. malvaeflora* ssp. *purpurea*), secund jewel-flower (*Streptanthus glandulosus* var. *hoffmanii*), and Showy Indian clover (*Trifolium amoenum*).

Undocumented occurrences of these and other special-status plant species may be present in Sonoma Coast SP, and focused surveys would be necessary to accurately determine the full distribution and extent of special-status plant species in Sonoma Coast SP prior to development. Direct impacts, such as direct removal or damage of special-status plant occurrences, have the potential to occur where facility development or visitor use would be located. Development or expansion of facilities and other ground disturbance activities, including invasive weed abatement activities, would be conducted in accordance with Goals NAT-1 and FAC-1 and the associated guidelines. Specifically, these goals and guidelines would result in management actions that would inventory and monitor (Guidelines NAT-1A, NAT-1B, NAT-1C, NAT-1D), and avoid or minimize disturbances or losses of sensitive plant communities or special-status plants (Guidelines NAT-1E, REC-1F, REC-1G, and FAC-1A). As such, direct and indirect impacts to special-status plants would be maintained at a less-than-significant level. In addition, consistent with Guidelines NAT-1B, NAT-1C, COAST-2B, and INLAND-2B, restoration and eradication of non-native invasive species could potentially increase the quality and extent of suitable habitat for special-status plant species.

As discussed in the Chapter 2, the dynamic coastal ecosystem of Sonoma Coast SP contains a number of common and sensitive vegetation communities that are valuable habitat for plants and wildlife. Sensitive plant communities in Sonoma Coast SP include riparian areas, coastal and valley freshwater marsh, coastal brackish marsh, and coastal terrace prairie. Potential improvements, including potential development of building facilities and trails would avoid or minimize impacts to riparian areas, wetlands, and other sensitive plant communities by implementation of the goals and guidelines contained in the General Plan, including Goals NAT-1 and FAC-1 and Guidelines NAT-1A, NAT-1B, NAT-1E, REC-1F, and FAC-1B.

Implementation of Goal NAT-1 and Guidelines NAT-1C and NAT-1D would ensure that potential impacts from invasive weeds on native habitats and species are less than significant. Therefore, the impact on sensitive natural communities resulting from implementation of the General Plan would be considered less than significant.

Currently, no Habitat Conservation Plans or Natural Communities Conservation Plans have been approved in the region. The General Plan is consistent with the Local Coastal Plan, as discussed below under Section 4.6.9, Land Use and Planning. It also calls for the Department's active participation in regional conservation planning efforts (Guideline NAT-1G). Therefore, implementation of the General Plan would not conflict with plans intended to protect natural resources in the region, and there would be no impact.

Impact WILD

Adverse Effects on Fish and Wildlife. Implementation of the General Plan goals and guidelines would result in avoidance or minimization of disturbances or losses of special-status fish and wildlife species and their habitat and would also ensure that movement of native fish and wildlife species would not be restricted. This impact is **less than significant**.

Sonoma Coast SP supports a variety of terrestrial and aquatic fish and wildlife species, primarily due to its position along the northern California coastline. Most of the animals present are locally and regionally common, but as many as 22 special-status fish and wildlife species have the potential to occur in Sonoma Coast SP. Construction and maintenance of existing and proposed State Park facilities could result in loss and/or disturbance of habitat and individuals of some of these special-status species. Potential direct impacts could result from development, re-location and/or expansion of facilities, such as trails, parking lots, campgrounds, day-use areas, and visitor center. Potential secondary impacts on fish and wildlife resulting from increased visitor use could include disturbance from visitor activities (e.g., beachcombing, hiking, and camping).

Impacts to common wildlife species found in Sonoma Coast SP would be less than significant because maintenance or enhancement of existing facilities and construction of additional facilities would require a relatively small amount of ground disturbance and would not be sited in important wildlife habitat areas, in accordance with Goal NAT-2 and Guideline NAT-2P. None of the facilities would be expected to involve removal of large tracts of wildlife habitat and none would substantially reduce opportunities for wildlife movement or fish passage, in accordance with Guidelines NAT-2D, NAT-2G, and FAC-1F. In addition, the opportunity to enhance habitat linkages and buffers around existing State Park resources would be sought, in compliance with Guidelines NAT-2E, NAT-2F, and NAT-2H.

Impacts to terrestrial special-status wildlife species would be avoided or minimized by compliance with State and federal law (Goal NAT-2) and by locating facilities away from areas known to support special-status species (Guideline FAC-1H), establishing seasonal closures or restricting beach use if necessary to protect marine mammal haul-outs and nesting snowy plovers, or other special-status species, from disturbance by recreational beach users (Guideline NAT-2A), and establishing protection measures for sensitive species that may be in structures prior to initiation of major maintenance, construction or demolition (Guideline FAC-1G). Protection and recovery of listed species, such as western snowy plover, would be ensured by implementing system-wide management directives.

Impacts to aquatic special-status species, including anadromous fish, amphibians and reptiles, would be avoided or minimized by compliance with State and federal law (Goal NAT-2) implementing guidelines to protect aquatic resources and water quality. Guideline NAT-2G establishes that any instream work would be conducted consistent with requirements of DFG, NMFS, and the CWA, and that BMPs to protect water quality would be implemented.

Other guidelines would require monitoring of common and special-status species within Sonoma Coast SP (Guidelines NAT-2C and NAT-2) and the protection of marine mammal haul-outs and special status species form recreational users (Guideline NAT-2A).

4.6.5 Cultural Resources

Introduction

This section analyzes impacts related to cultural resources that would result from the implementation of the General Plan.

Thresholds

The cultural resources analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of historical resources.
- Cause a substantial adverse change in the significance of an archaeological resource.
- Disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis

Impact CUL

Adverse Effects on Prehistoric, and Historic-era Resources. Compliance with Goal CUL-1 and Guidelines CUL-1A through CUL-1G would ensure that future development and improvements within Sonoma Coast SP would not cause substantial adverse effects on cultural resources present within Sonoma Coast SP. This impact would be considered **less than significant**.

The General Plan includes goals and guidelines that would ensure protection, avoidance or minimization of disturbances to prehistoric and historic-era resources in Sonoma Coast SP. There are numerous documented prehistoric resources within Sonoma Coast SP, particularly along the coastal strand and inland waterways. These sites range from small-scale refuse scatters to Site CA-SON-348/H, a deeply stratified National Register-listed prehistoric site which is one of the oldest, most important prehistoric sites on the West Coast. There are also numerous examples of important historic-era archeological resources within Sonoma Coast SP, including possibly Sir Francis Drake's landing place, remnants of early Russian ranches, later farm and ranch complexes including the National Register-eligible Carrington Ranch, and an early lumber mill industry. These historic archeological sites have the potential to be disturbed by recreational use or development activities.

Implementation of the Goal CUL-1 and the associated guidelines would protect these resources, thus maintaining any impacts of the General Plan at a less-than-significant level. Specifically, Guidelines CUL-1A through CUL-1E would require identification, consultation, and the preparation of inventories to ensure all cultural resources would be identified and thus avoiding unintentional destruction of resources. Compliance with Guidelines CUL-1C and CUL-1F would result in a cultural resource surveys, inventories, evaluations, and property acquisitions that would ensure protection and restoration of cultural resources. Given the management goal and guidelines, there would not be substantial adverse effects on cultural resources present within Sonoma Coast SP. This impact would be considered less than significant.

4.6.6 Geology, Soils, Seismicity, and Paleontological Resources

Introduction

This section analyzes impacts related to geology, soils, seismicity, and paleontological resources that would result from the implementation of the General Plan.

Thresholds

The geology, soils, and seismicity analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to geology, soils, and seismicity if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and/or landslides.

- Result in substantial soil erosion or the loss of topsoil.

- 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.

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The paleontological resources analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact on paleontological resources if it would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

IMPACT ANALYSIS

Impact GEO

Risk of Exposure to Geologic and Seismic Hazards. Structures developed in Sonoma Coast SP would be subject to potentially hazardous geologic and soils conditions, including seismic events. Implementation of Goals SAFE-1 and FAC-1, and Guidelines SAFE-1A, FAC-1A, FAC-1B, FAC-1J, FAC-1K, and FAC-1M, as well as compliance with the California Building Standards Code, would maintain the risks of related hazards at an acceptable level, and this impact would be **less than significant**.

Sonoma Coast SP is located in a seismically active area. Portions of Sonoma Coast SP along the San Andreas Fault are located in an Alquist-Priolo special study zone, and, thus, fault rupture is possible. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, is to prevent the construction of buildings used for human occupancy on the surface trace of active faults (CGS 2003). Of the known geologic faults in Sonoma County, all show evidence of movement during the past 2 million years and are considered potentially active. Some are capable of producing earthquakes with magnitudes of 7.5 or greater (Sonoma County 1989). Strong seismic ground shaking would occur during a large earthquake, resulting in potential structural damages. The risk of seismic-related ground failure, such as liquefaction or landslide is moderate to high within Sonoma Coast SP. Liquefaction changes water-saturated soil to a semi-liquid state, removing support from foundations and causing buildings to sink. Landslides, downslope movements of soil and/or rock materials, may occur in areas of gentle slopes due to liquefaction of subsurface materials.

Further inland, rockslides and mass wasting is present in the upper Willow Creek watershed. The sandstone mélange present in the southern portion of the watershed is generally more unstable than the conglomeratic body to the north. Abundant rockslides are present throughout the sandstone mélange, especially at higher elevations. The well consolidated and resistant nature of the conglomerate in the northern portion has resulted in fewer and smaller landslides in this area (Daly 1980).

Sonoma Coast SP is also located in an area subject to inundation by tsunami. Tsunamis are large ocean waves caused by undersea earthquakes or landslides. Implementation of Goal SAFE-1 and Guidelines FAC-1J, FAC-1K, and SAFE-1A would ensure that facilities and services within Sonoma Coast SP are designed to provide safety to visitors, and implementation of Guideline FAC-1M would ensure that design-specific studies or geologic review are performed prior to development on sites that would subject property or persons to significant risks from geologic hazards. All structures developed within Sonoma Coast SP would also have to comply with the standards contained in California Code of Regulations, Title 24, also known as the California Building Standards Code, through the Department's internal planning processes. As such, future development and improvements would include

structural reinforcements and other features required by the California Building Standards Code that would minimize geologic or seismically induced structural damage. Therefore, geologic and seismic hazards impacts would be less than significant.

In terms of soils and geologic hazards, the primary risks are with soil erosion and natural coastal processes. Some of the soils within Sonoma Coast SP are not capable of supporting existing or proposed septic systems. In addition, many areas along the coast are prone to landslides due to the seismic activities associated with the San Andreas Fault and the erosion caused by rainfall and ocean waves. Implementation of Goal FAC-1 and Guideline FAC-1B would ensure that proposed facilities are environmentally compatible and that site selection criteria is evaluated to determine site suitability. Implementation of Guideline FAC-1M would help to minimize potential conflicts between structural development and coastal erosion by requiring design-specific geotechnical studies prior to finalization of development plans. Given these goals and guidelines, the potential for soil and coastal erosion would be minimized; where erosion cannot be prevented (e.g., excavation areas and ocean cliff areas), adverse effects (i.e., structural damage and water quality degradation), would be maintained at a less-than-significant level.

IMPACT ANALYSIS

Impact PAL

Adverse Effects on Paleontological Resources. Compliance with Goal NAT-3 and Guidelines NAT-3A, NAT-3B, and NAT-3C would ensure that future development and improvements within Sonoma Coast SP would not cause substantial adverse effects on paleontological resources present within Sonoma Coast SP. This impact would be considered **less than significant**.

The General Plan includes goals and guidelines that would ensure protection, avoidance or minimization of disturbances to paleontological resources in Sonoma Coast SP. Natural artifacts, such as the possible Pleistocene animal rubs, represent a unique paleontological resource, and need to be treated as such while identification and analysis of these features continues. Rock-climbing on the surfaces of these natural artifacts could damage these resources.

Implementation of the Goal NAT-3 and the associated guidelines would protect these resources, thus maintaining any impacts of the General Plan at a less-than-significant level. For specific projects, Guidelines NAT-3A and NAT-3B would require identification, consultation, and the preparation of inventories to ensure all paleontological resources at specific project sites would be identified and thus avoiding unintentional destruction of resources. Compliance with Guideline NAT-3C would provide coordination with cultural resource specialists on protection and preservation of paleontological resources such as the possible Pleistocene animal rubs that may have both natural and cultural resource value. Given the management goal and guidelines, there would not be substantial adverse effects on paleontological resources present within Sonoma Coast SP. This impact would be considered less than significant.

4.6.7 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section analyzes impacts related to hazards and hazardous materials that would result from the implementation of the General Plan.

THRESHOLDS

The hazards and hazardous materials analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project 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, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

IMPACT ANALYSIS

Impact HAZ

Risk of Exposure to Hazardous Materials, and Other Hazards. The General Plan would allow new developments and improvements and would require management actions that that may involve the use of fuels and herbicides. Also, hazardous conditions may be caused by natural phenomena

or human uses. Implementation of the General Plan goals and guidelines, as well as compliance with existing codes, rules, and regulations, would maintain these risks at acceptable levels, and this impact would be **less than significant**.

There are no EPA classified hazardous materials sites within Sonoma Coast SP (EPA 2003). Implementation of the General Plan would not result in a substantial increase in the use of hazardous materials (e.g., propane, herbicides) within Sonoma Coast SP. Day-to-day operation of Sonoma Coast SP does not involve the disposal of hazardous materials, and Sonoma Coast SP would continue to contract with licensed providers of propane and herbicides. All transport, storage, and use of hazardous materials, as well as the development of new storage tanks or areas, would be in compliance with State and federal rules and regulations. Furthermore, Sonoma Coast SP is not located within one-quarter mile of any schools.

Implementation of the General Plan would not be in conflict with the emergency response plans of Sonoma County. Compliance with Goals ROAD-1 and SAFE-1 would ensure that safe roadways, facilities, and services are provided to visitors. Implementation of Guidelines ROAD-1A, ROAD-1G, FAC-1J, FAC-1K, and SAFE-1A would ensure cooperation with emergency response agencies. No road closures are planned, and implementation of Goal ROAD-1 and Guideline ROAD-1G would also ensure that all development areas would be designed to maintain adequate access for emergency vehicles. All buildings would be designed in compliance with California Building Standards Code, which requires fire safety features in buildings. Implementation of Guidelines ROAD-1B, SAFE-1B, and SAFE-1D would ensure that visitors are notified of potential hazards by appropriate signage, or directed away from roads and trails that have unsafe conditions. Sonoma Coast SP is not located within two miles of an airport, and the General Plan would not permit the types of development that would be in conflict with the operation of the nearest airport in Santa Rosa.

Given the above, impacts related to risk of exposure to hazardous materials and other hazards would be less than significant.

4.6.8 Hydrology and Water Quality

Introduction

This section analyzes hydrology and water quality impacts that would result from the implementation of the General Plan.

Thresholds

The hydrology and water quality analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements.

- 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 which would not support existing land uses or planned uses for which permits have been granted).

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

- Substantially alter the existing drainage pattern of the site or area, including through the 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 flooding on- or off-site.

- 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. Otherwise substantially degrade water quality.

- 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.

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

- Inundation by seiche, tsunami, or mudflow.

IMPACT ANALYSIS

Impact HYDRO

Short-term and Long-term Effects on Water Resources. Development of facilities and additional visitor use have the potential to cause short-term and long-term hydrologic and water quality impacts. The General Plan contains goals and guidelines designed to protect water quality, manage runoff, respect floodplain processes, and address other hydrological issues; therefore, hydrology and water quality effects would be **less than significant**.

Development of land has the potential to cause adverse hydrologic effects to surface water hydrology and hydraulics, stormwater drainage, floodplain functions, and groundwater supplies and movement in several ways. Development and the associated construction activities can directly alter drainage courses and runoff patterns. Construction and long-term management actions can also result in soil compaction and constructed impervious surfaces that reduce the net amount of infiltration of runoff into the soil and increase runoff rates and quantities. In addition, the risk of exposure of people and property to flooding and flood hazards can increase if development proceeds without consideration of the floodplain and the

natural flooding patterns. All of these surface hydrologic features and functions can affect groundwater conditions in a variety of ways through alterations of groundwater recharge or interception. Additionally, use of surface and groundwater supplies for management actions (e.g., domestic consumption, landscaping) can adversely alter existing hydrologic patterns, particularly during periods of drought when surface and groundwater resources may be lacking.

Likewise, the quality of surface and groundwater resources could be adversely affected by facility development and/or increased visitor use. Construction activities (e.g., clearing, grading, excavation, utility installation, trail construction) and operations of facilities (e.g., roads, buildings) within and near Sonoma Coast SP have the potential to disturb soils and be exposed to rain and wind. These activities can lead to increases in soil erosion and sediment discharges via stormwater runoff from development sites. Contaminated runoff that enters surface waters can increase turbidity, reductions in prey capture for sight-feeding organisms, and sedimentation of aquatic habitats. Materials such as fuels, oils, paints, and concrete that are used during construction can also contaminate stormwater runoff. Release of hazardous substances to the aquatic environment can have potential harmful effects to fish and other aquatic life. Waste discharges associated with long-term management and visitor activities include petroleum-based contaminants from vehicles, and a variety of inorganic and organic constituents contained in pet and livestock wastes, and direct waste discharges associated with municipal wastewater treatment systems. The extent of potential environmental effects depends on the erodibility of soil types encountered, the types of construction and management practices, the extent and duration of disturbances, the timing of precipitation, and the proximity to receiving waters.

Conformance to General Plan Goals FAC-1, COAST-2, and INLAND-1 and implementation of their associated guidelines for development and management activities within Sonoma Coast SP would avoid and minimize the potential water resources impacts described above. Potential hydrologic and hydraulic impacts would be minimized through careful consideration of existing hydrologic conditions (Guidelines FAC-1A, and FAC-1B.), stormwater drainage design and controls (Guidelines FAC-1L, COAST-2A, COAST 2B, COAST-2C, INLAND-1A, and INLAND-1B), natural floodplain functions and minimization of exposure to flood hazards, and water conservation and water supply developments (Guidelines FAC-1A and FAC-1B). Potential surface and groundwater quality impacts would be minimized through implementation of standard waste discharge control Best Management Practices (BMPs) for construction and long-term runoff, as well as consideration of geologic and hydrologic resource limitations in the development of water and wastewater supply systems (e.g., onsite-septic systems), as required by Guidelines FAC-1B and FAC-1M. Through implementation of the protective goals and guidelines, impacts related to hydrology and water quality would be maintained at less-than-significant levels.

4.6.9 LAND USE AND PLANNING

INTRODUCTION

This section analyzes land use and planning impacts that would result from the implementation of the General Plan.

THRESHOLDS

The land use and planning analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to land use and planning if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Conflict with any applicable habitat conservation plan or natural community conservation plan.

IMPACT ANALYSIS

Impact LAND

Consistency with Local Coastal Plan. The General Plan would not conflict with the LCP. General Plan guidelines would ensure all State Park management activities and decisions would comply with the LCP, therefore this impact would be **less than significant**.

The General Plan is consistent with the goals and policies of the LCP. The preparation of a General Plan to assist in current and long range development planning of Sonoma Coast SP is specifically outlined in the general recommendations of the LCP. Roads and trails in Sonoma Coast SP were identified as areas for improvement of shoreline access. Other developments, such as a visitor center and additional parking were also suggested. Management actions within Sonoma Coast SP, including facility development, would be required to be consistent with the LCP, including the coastal zoning codes. Similar to the General Plan guidelines, the LCP policies on land uses pertain to resource and environmental protection issues, development constraints, and recreation, access, and housing needs. Future development within Sonoma Coast SP would be consistent with the land use designations for Sonoma Coast SP outlined in the LCP. As required by the California Coastal Act and with the implementation of Guidelines COMM-1D and COAST-1A, all future facility development, management plans, activities, and management decisions would be consistent with the LCP. Therefore, this impact would be less than significant.

4.6.10 NOISE

INTRODUCTION

This section analyzes noise impacts that would result from the implementation of the General Plan.

THRESHOLDS

The noise analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to noise if it would:

- Cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

IMPACT ANALYSIS

Impact NOISE

Construction and Operational Noise. Compliance with Goal FAC-1 and Guideline FAC-1N would ensure future development and improvements within Sonoma Coast SP would not generate noise levels that exceed the State noise guidelines. This impact would be **less than significant**.

The three primary sources of noise expected within Sonoma Coast SP are construction activities, operations of facilities, and vehicular traffic. According to the Office of Noise Control in the State Department of Health Services, which has developed criteria and guidelines for human exposure to noise, 60 dbA is the maximum acceptable noise level for the most sensitive land uses, such as single-family residences.

The U.S. Environmental Protection Agency (EPA) has found that the average noise levels associated with construction activities typically range from approximately 76 dBA to 84 dBA L_{eq}, with intermittent individual equipment noise levels ranging from approximately 75 dBA to more than 88 dBA for brief periods. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when onsite construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site.

Potential sources of noise associated with future development or improvements within Sonoma Coast SP may include the operations of a visitor center and a vehicle maintenance yard. Whereas noise associated with visitor center might be limited to occasional parking lot-related noise (e.g., opening and closing of doors, people talking), a maintenance yard may include additional noise sources, such as the operation of hydraulic lifts and air compressors at automotive repair facilities. Noise from such equipment can reach intermittent levels of approximately 90 dBA at 50 feet from the source (EPA 1971).

If future development and improvements would generate additional visitation to Sonoma Coast SP, then traffic volumes and the associated noise volumes along roadways would increase. Where the traffic noise level would exceed the State's noise guidelines at sensitive uses along the roadways and where such increases would be perceptible, an adverse noise effect may result.

Goal FAC-1 and Guideline FAC-1N would require implementation of mitigating recommendations in noise studies for any development or improvement projects within Sonoma Coast SP that may generate unacceptable noise levels at nearby sensitive land uses. The recommendations, which may include noise walls, site design changes, and limits on hours of operations, would protect sensitive uses from unacceptable noise levels, and, as such, this impact would be less than significant.

4.6.11 Transportation and Circulation

Introduction

This section analyzes transportation and circulation impacts that would result from the implementation of the General Plan.

Thresholds

The transportation and circulation analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to transportation and circulation if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.
- Result in inadequate parking capacity.

Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

IMPACT ANALYSIS

Impact TRANS

Increase in Trips and Effects on Roadway Safety. Implementation of the General Plan may increase traffic volume of various transportation modes to Sonoma Coast SP during non-commuter-peak periods, and the General Plan would permit roadway improvements. Implementation of management goals and guidelines would ensure traffic safety and adequate capacity, and the preparation of a park-wide road management plan and traffic studies prior to additional access development to the Upper Willow Creek Watershed. Any improvements to traffic and circulations made as a result of implementation of the General Plan aim to better accommodate and manage existing and future uses; thus, the impact would be **less than significant**.

The General Plan would permit additional recreational development that may attract additional visitation, which would increase vehicular trips to and from Sonoma Coast SP, including to the recent Willow Creek addition. Peak traffic volumes on the stretch of SR 1 adjacent to Sonoma Coast SP occur during summer weekends, particularly on Sundays (Sonoma County 1980). Most of the additional vehicular trips to and from Sonoma Coast SP would also occur during this peak period, during which visitors and local residents often experience severe traffic congestion and parking space shortage. This increase would also affect the more remote portions of the Willow Creek watershed, as the public becomes aware of additional recreational opportunities provided in this section of the Park. As there are no signalized intersections in the immediate vicinity of Sonoma Coast SP, maximum delays occur at the intersection of SR 1 with roadways and parking lot driveways as a result of turning movements.

The variable terrain in and around Sonoma Coast SP is a major constraint on roadway capacity and conditions. The Inland Watershed Management Zone is accessible only by narrow and winding County roads. The land near and beneath the roadways is subject to a high level of erosion, and roadway reconstruction and improvement projects have led to frequent lane closures on SR 1. Because SR 1 is a limited-shoulder, two-lane facility that accommodates both visitor and pass-by trips and because passing sight distance is limited by curves and grades, variable driving speed and unsafe pass-bys have lead to inconveniences and traffic accidents. Traffic congestion also occurs along Coleman Valley Road and Upper Willow Creek Road during peak visitation periods. Potential roadway improvement projects for SR 1 include shoulder widening, passing lanes, channelization and intersection improvements to enhance turning movements, additional parking areas where unsafe parking conditions currently exists, and features that would minimize roadside parking on SR 1

(Caltrans 1985). Willow Creek Road and Coleman Valley Road are narrow winding roads maintained by Sonoma County.

Goal ROAD-1 and Guidelines ROAD-1A and ROAD-1C would require the preparation of a comprehensive roadway management plan and coordination with Caltrans and Sonoma County to ensure the roadways in and around Sonoma Coast SP would be maintained and improved, to the extent feasible, in order to provide safe and convenient roadway conditions for motorists, bicyclists, and pedestrians. Potential improvements that would be considered in a comprehensive roadway management plan include adding turning lanes to reduce congestion related to turning movements and realignment of roadways to avoid hazardous conditions. Implementation of Guideline ROAD-1B would result in the installation of roadway signage that can orient and inform visitors so that unsafe traffic activities may be minimized and trips associated with disoriented motorists (i.e., visitors spending excessive time on the roads looking for unmarked attractions or facilities) may be reduced. Guideline ROAD-1E would encourage the maintenance of and the provision of additional public transportation to and within Sonoma Coast SP. Compliance with Guidelines TRAIL-1B, TRAIL-1C, TRAIL-1D, and TRAIL-1F would encourage the use of bicycles to and from Sonoma Coast SP. As such, the General Plan may have a beneficial effect on the use of alternative modes of transportation. Guideline ROAD-1F would facilitate the development of new parking areas to meet increased demand for parking, as well as removing parking opportunities where hazardous conditions exist. With Guideline ROAD-1D, the possibility of adding a bike lane or a bike path, which would enhance the safety of bicyclists, would be explored in coordination with Caltrans. These goals and guidelines would maintain congestion at an acceptable level to the extent feasible and would increase traffic safety.

Implementation of Guideline ROAD-1G would help ensure the roadways in and around Sonoma Coast SP would be designed to provide adequate access for emergency vehicles. Given the General Plan goal and guidelines, impacts related to congestion, traffic safety, emergency vehicle access, and alternative modes of transportation would be less than significant.

Implementation of Guideline ROAD-1H requires traffic studies for proposed access points for the Willow Creek watershed. The road surveys in concurrence with the Willow Creek Access Site Evaluation will help evaluate safe access as well as potential traffic impacts on surrounding lands to any proposed access sites for the inland Willow Creek watershed.

4.6.12 Utilities and Service Systems

Introduction

This section analyzes impacts on utility and public service systems that would result from the implementation of the General Plan.

THRESHOLDS

The public services and utilities analysis uses criteria from the State CEQA Guidelines Appendix G. According to these criteria, implementation of the General Plan would have a significant impact related to public services and utilities if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, and other public facilities.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Comply with federal, state, and local statutes and regulations related to solid waste.

IMPACT ANALYSIS

Impact UTIL

Increase Demand for Utility and Public Services. The General Plan would allow new developments and improvements that would generate an increase in the demand for utility and public services. For law enforcement, fire protection, emergency medical, electricity, propane, telephone, solid waste, and road maintenance services, existing service providers and resource capacities are expected to be sufficient; for water supply and wastewater, site investigation to ensure site compatibility with facility development would be required. As such, the impact would be **less than significant**.

The General Plan would allow the development of new facilities and site improvements that would generate the demand for additional water, wastewater, electricity, propane, solid waste, telephone, law enforcement, fire protection, emergency medical, and road maintenance services.

New water supply and water treatment, storage, and conveyance facilities may be needed for water service and would be built based on new demand associated with specific facility developments. The primary sources of water along the coastal area of Sonoma County are groundwater and the associated springs. The prevalent Franciscan geologic formation yields limited quantities of groundwater, and, as a result, inadequate water supply has been a major constraint for development in the area. The Department may contract with local water purveyors to provide water for Sonoma Coast SP, or it may develop new wells or water collection systems. In either case, new development in Sonoma Coast SP must demonstrate availability of water supplies before construction activities may proceed, in accordance with Guideline FAC-1B.

There are no sewer systems available in Sonoma Coast SP. Thus, new facilities would require onsite wastewater systems (e.g., septic tanks). Many of the soil types in Sonoma Coast SP are not compatible with onsite wastewater systems. Sites that are suitable for onsite wastewater systems may be identified through geotechnical investigations. New development in Sonoma Coast SP must demonstrate site suitability for onsite wastewater systems before construction activities may proceed, in accordance with Guideline FAC-1B.

For electricity, propane, and telephone services, the Department would continue to contract with private service providers (e.g., PG&E). For solid waste collection and disposal and road maintenance services, the Department would provide the services or would contract with Caltrans and/or Sonoma County for services. For fire protection services, the Department would coordinate with California Department of Forestry and Fire Protection, Bodega Bay Fire Protection District, and Monte Rio Fire Protection District. Law enforcement within Sonoma Coast SP is provided by the rangers; in addition, the Department would coordinate with Sonoma County Sheriff Department and California Highway Patrol for law enforcement services. Emergency medical services are also provided by rangers. In addition emergency medical services may be provided by the fire districts, and emergency air transport services to hospitals in Santa Rosa and Napa would be provided by Henry 1 and Cal Cord.

New equipment and facilities may be needed to serve the future development within Sonoma Coast SP. Adverse environmental effects associated with new infrastructure and services are expected to be typical of the equipment and facility types. In accordance with Goal FAC-1 and Guideline FAC-1B, sites for new infrastructure would be selected based on criteria established in the General Plan that give preference to environmental compatibility and logistic convenience. If no sites within Sonoma Coast SP would meet the site selection criteria, the Department may consider acquiring sites that are suitable to the proposed development, in accordance with Guideline FAC-1I. Construction and operations of the equipment and facilities would be in compliance with State and federal rules and regulations, as well as management goals and guidelines of this General Plan. As such, new

infrastructure and services would be environmentally compatible with the resources within Sonoma Coast SP, and any degradation of environmental values would not be substantial. Environmental review for new development would be required. While the exact nature of the infrastructure and service needs would not be determined until the development proposals become available, any adverse effects would be mitigated to the extent feasible. This impact would be less than significant.

4.7 OTHER CEQA CONSIDERATIONS

4.7.1 UNAVOIDABLE SIGNIFICANT EFFECTS ON THE ENVIRONMENT

As discussed above, no unavoidable significant impacts would result from the adoption and implementation of this General Plan.

4.7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

No significant irreversible changes to the physical environment are anticipated from the implementation of the enclosed General Plan. Facility development, including structures, roads and trails, may be considered a long-term commitment of resources; however, the impacts can be reversed through removal of the facilities and discontinued access and use. Ongoing adverse effects on the environment, if any, can be monitored by staff through adaptive management and consideration of carrying capacity issues. The Department does remove, replace, or realign facilities, such as trails and campsites, where impacts have become unacceptable either from excessive use or from a change in environmental conditions.

The construction and operation of facilities may require the use of non-renewable resources. This impact is projected to be minor based on considerations of sustainable practices in site design, construction, maintenance, and operations that are generally practiced by the Department. Sustainable principals used in design, construction, and management, such as the use of non-toxic materials and renewable resources, resource conservation, recycling, and energy efficiency, emphasize environmental sensitivity (Guidelines SUST-1 and SUST-2).

4.7.3 GROWTH INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth inducement itself is not an environmental effect, but may lead to environmental effects. Such environmental effects may include increased demand on other community and public services and infrastructure, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or wildlife habitats, or conversion of agricultural and open space land to urban uses.

The General Plan does not propose the development of any specific projects, so it would not have direct growth-inducing impacts. There would be indirect growth-inducing impacts, however, because the General Plan provides a framework for future development. The analysis of these indirect growth-inducing impacts for the General Plan focuses on two main factors: (1) promotion of development and population growth, and (2) elimination of obstacles to growth.

Development of new recreational and interpretive facilities and incorporation of new parcels into Sonoma Coast SP would increase recreational opportunities and visitation capacity in Sonoma Coast SP. If visitation to Sonoma Coast SP increases, the demand for lodging, restaurants, and other tourism-related businesses and employment would also increase. The extent of such economic effects is unknown at this time, but could indirectly result in additional development in the region wherever permitted by established land use plans and zoning ordinances. Additional staffing at Sonoma Coast SP to serve increased visitation may generate housing demand. However, the demand would not be substantial and would have minimal effect on growth in the region. Development of infrastructure is often cited as a way through which obstacles to growth are eliminated. Additional infrastructure may be developed for the purpose of serving new facilities in Sonoma Coast SP. The Department does not typically build infrastructure for the purpose of supporting growth, and no infrastructure has have been proposed for Sonoma Coast SP. If development of infrastructure in Sonoma Coast SP is proposed, it would comply with current federal laws, State laws, LCP requirements, and subsequent environmental review would be required.

4.7.4 Cumulative Impacts

This EIR provides an analysis of cumulative impacts of the proposed General Plan, as required in State CEQA Guidelines Section15130. Cumulative impacts are defined in State CEQA Guidelines Section 15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time" (State CEQA Guidelines §15355[b]). By requiring an evaluation of cumulative impacts, CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

To evaluate cumulative environmental impacts, other projects that could cumulatively contribute to the impacts described in this EIR need to be identified. Development along the Sonoma Coast and along the nearby stretch of the Russian River may contribute to cumulative impacts associated with the implementation of the General Plan. Maximum development in these areas would be based on the buildout of the Sonoma County Local Coastal Plan and the Sonoma County General Plan. In the vicinity of Sonoma Coast SP, future development may include residences in the adjacent subdivision communities (e.g., Sereno Del Mar, Carmet), as well as in Bodega Bay and along the Russian River.

As described above, the facility development and resource management efforts that may occur with the implementation of the General Plan would not result in significant project-level environmental impacts. The goals and guidelines in the General Plan would require management actions that would preserve, protect, restore, or otherwise minimize adverse effects related to biological resources, cultural resources, aesthetic quality of viewsheds, seismic hazards, water quality, traffic congestion, inadequate water supply, etc. These management actions would also maintain Sonoma Coast SP's contribution to cumulative impacts to a less-than-significant level.

4.8 ALTERNATIVES TO THE PROPOSED PROJECT

The guiding principles for the analysis of alternatives in this EIR are provided by the State CEQA Guidelines Section 15126.6, which indicates that the alternatives analysis must: (1) describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project; (2) consider alternatives that could reduce or eliminate any significant environmental impacts of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives; and (3) evaluate the comparative merits of the alternatives. The State CEQA Guidelines Section 15126.6(d) permits the evaluation of alternatives to be conducted in less detail than is done for the proposed project. A description of the project alternatives, including the No Project Alternative, is provided in this EIR to allow for a meaningful evaluation, analysis, and comparison of these alternatives with the Proposed Project Alternative, which is the General Plan as described in Chapter 3.

4.8.1 ALTERNATIVES

ALTERNATIVE 1: NO POTENTIAL FACILITY DEVELOPMENT AREA

Description

Under this alternative, no potential development areas (see Exhibit 3-1) would be included in the General Plan, and all existing facilities would be retained. Expansions and improvements to existing facilities would occur, if physically possible and environmentally suitable, and only minor new facilities (e.g., signage) would be developed on existing open space. Under this alternative, the existing visitor center, administrative center, and maintenance yard would be improved and expanded in order to provide additional services that meet the needs of visitation increases. No new trails, campgrounds, alternative overnight facilities, and boat launches would be developed. Management actions for resource protection and recreation and safety enhancement would be required similar to that required under the Proposed Project Alternative.

Evaluation

Under this alternative, adverse conditions associated with the existing facilities, such as flooding and close proximity to sensitive habitats, may be remedied to the extent permitted by existing physical conditions (e.g., flood-proofing, water quality buffers, educational signage).

Due to site limitations, potential historic nature of buildings, and other environmental factors, expansion of existing facilities may be limited. Thus, the capacity to accommodated additional visitors (i.e., campgrounds, trails, storage space for equipment, office space for staff) may also be restricted. As such, the potential for overuse of existing facilities and the related environmental effects (e.g., trail erosion) is greater than under the other alternatives. Due to the locations of existing facilities in Sonoma Coast SP, traffic congestion may be greater than under the Proposed Project Alternative, which would allow relocation of facilities to more suitable sites. Under the No Potential Development Area Alternative, less open space would be developed, thus minimizing potential disturbances to wildlife and other environmental incompatibilities in currently undeveloped areas of Sonoma Coast SP.

ALTERNATIVE 2: FEWER POTENTIAL DEVELOPMENT AREAS

Description

Under this alternative, the General Plan would include only two potential development areas, which would be located at the Carrington parcel and the Salmon Creek area which are already developed and have relatively easy access from the park's main thoroughfare. No new facilities would be considered for development in the northern portion of Sonoma Coast SP near the Russian River and Willow Creek or near Bodega Bay. The number of new facilities under this alternative would be similar to that under the Proposed Project, as the number and capacity of facilities are driven by visitor demand rather than by the number of sites available for development. Management actions for resource protection and recreation and safety enhancement would be required similar to those required under the Proposed Project Alternative.

Evaluation

As with the Proposed Project, specific sites for facility development have not been identified under this alternative. However, all new facilities would have to be located in the Salmon Creek or Carrington areas under this alternative. The number of new facilities would be similar to that of the Proposed Project Alternative. Under this alternative, the distribution of impacts may be different but would not be necessarily be less than under the Proposed Project. For example, less aesthetic, noise, traffic, and other types of impacts would be expected under this alternative in the Willow Creek and Bodega Bay areas, but the impacts may be greater at the Carrington or Salmon Creek areas where facilities may be clustered. In addition, there would be fewer potentially suitable sites available, limiting the number and variety of sources that could be developed. Under this alternative, a new maintenance yard may have to be developed farther away from other park units in the District, resulting in less logistic convenience. New recreational facilities would not be developed in the Bodega Bay or Willow Creek area, and recreational opportunities would be somewhat lower than under the Proposed Project Alternative. Overall, the impacts would be similar under the Reduced Potential Development Area Alternative as the Proposed Project Alternative, although no significant impacts would result under either alternative.

ALTERNATIVE 3: NO PROJECT

Description

The California Environmental Quality Act requires an evaluation of the "no project" alternative and its impact (CEQA Guidelines §15126.6[e][1]). The No Project Alternative represents continuation of existing management actions, and its the analysis is based on the physical conditions that are likely to occur in the future if the project (the proposed General Plan) is not approved and implemented. The purpose of describing and analyzing the No Project Alternative is to allow decision-makers to compare the impacts of approving the proposed General Plan with the expected impacts of not approving the General Plan. Without a general plan for Sonoma Coast SP, it is assumed that the existing patterns of operation and management would continue under this alternative and no major recreational or operational facilities would be developed. Visitation increases would be somewhat smaller than under the Proposed Project due to less recreational opportunities and visitation capacity under this alternative. However, overall use would still be expected to increase as the state-wide and regional populations grow. The management actions that would protect, preserve, and restore natural and cultural resources beyond the requirements of laws and regulations would not occur under the No Project Alternative.

Evaluation

Under this alternative, the Department would need to provide additional visitor services and maintenance activities from the existing facilities, the capacities of which have been determined to be inadequate. Existing adverse environmental conditions associated with existing facilities (e.g., flooding, traffic safety) may not be remedied unless required by law or regulation. Management plans and improvements (e.g., signage, water quality buffers, turning lanes) associated with the proposed General Plan may not occur. Unique and important cultural resources and sensitive and listed biological resources may not be afforded additional protection and restoration except as required by laws and regulations. Compared to the Proposed Project, this alternative would result in less of an impact related to construction air quality, traffic noise, and water supply because no new facilities would be constructed. This alternative would result in greater impacts related to traffic safety, biological resources, cultural resources, and water quality because no additional facilities to handle increased visitor demand would be available. Therefore, the No Project Alternative may result in potentially significant impacts to these resources.

4.8.2 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines §15126(d)(2) state that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. Alternatives considered in this EIR include the Proposed Project (the General Plan), the No Potential Facility Development Area Alternative, the Reduced Potential Facility Development Area Alternative, and the No Project Alternative.

Under all four alternatives, increased visitation at Sonoma Coast SP would generate demand for additional facility capacities, although increase would occur at different rates for different alternatives. The limitations to facility improvements and expansions would be greatest under the No Project Alternative, followed by the No Potential Development Area Alternative, the Fewer Potential Development Areas Alternative, and then the Proposed Project Alternative. Because the actual number of facilities developed or the amount of facility expansion under each of the alternatives cannot be determined, the extent of environmental impacts related to demolition, construction, and operational activities cannot be assessed at this time and cannot be differentiated among the Proposed Project Alternative, Reduced Potential Development Area Alternative, and the No Potential Development Area Alternative. However, the nature of potential environmental impacts are known and are described above under each of the environmental topics in this chapter, and the General Plan goals and guidelines would render all impacts to less-than-significant level for all but the No Project Alternative. This is because for all but the No Project Alternative, management goals and guidelines for preserving and restoring natural and cultural resources would be implemented.

The Proposed Project Alternative is the environmentally superior alternative of the alternatives considered. The Proposed Project Alternative would provide for the best balance between preservation and use of natural, cultural, and recreational resources at Sonoma Coast SP by allowing most flexibility for facility improvement, redevelopment, and relocation. For example, if existing adverse environmental conditions cannot be adequately remedied at existing sites in light of increasing visitation and usage in the future or if additional facilities must be developed to meet visitor demand and avoid overuse of existing facilities, the Proposed Project Alternative would allow a larger number of potential sites to be considered for development. Thus the potential for selecting the most optimum sites, in consideration of minimizing environmental impacts, may be chosen.

4.9 Responses to Comments

This chapter provides a complete copy of all the written comments received on the Preliminary General Plan/Draft EIR for Sonoma Coast SP, and presents responses to significant environmental issues raised in the comments, as required by State CEQA Guidelines Section 15132. Responses to comments pertaining to the proposed General Plan are also provided.

The first section of this chapter provides master responses to environmental issues raised by multiple commenters. The second section focuses on written comments received on the Preliminary General Plan/Draft EIR, including letters, comment forms, and e-mail correspondence. Each letter is reproduced in its entirety to present verbatim comments, including attachments. Each letter and comments are labeled numerically, and correspond to Table 4.9-1 included at the end of this chapter. The responses to comments are also labeled numerically to correspond with each comment. The responses follow each letter.

Letters 1 through 4 were received in response to circulation of the Preliminary General Plan/Draft EIR circulated in 2004. The Preliminary General Plan and Draft EIR were subsequently revised, because of the acquisition of the Upper Willow Creek Unit property and

incorporation of the lands into Sonoma Coast SP. Letters 5 through 23 were received in response to the Revised Preliminary General Plan/Recirculated Draft EIR for Sonoma Coast SP (including the Upper Willow Creek Unit), which was circulated in 2007.

4.9.1 MASTER RESPONSES

The following section contains master responses to environmental issues raised by multiple commenters for two topics: Public Access and Grazing. The intent of a master response is to provide a comprehensive response to an issue or set of interrelated issues raised by multiple commenters, so that all aspects of the issue can be addressed in a coordinated, organized manner in one location. Where appropriate, responses to individual comments on these topics are directed to the master responses.

MASTER RESPONSE 1 – PUBLIC ACCESS

Several commenters expressed concern regarding the impacts of increased public access to the Upper Willow Creek area, in particular on Willow Creek Road and Coleman Valley Road. Commenter concerns included increased traffic, substandard road conditions, ongoing maintenance, scenic degradation, public safety issues, emergency vehicle response time, increased noise, and air pollution from traffic, signage, and publication of access points.

The Department recognizes the importance of these concerns. The General Plan focused on utilizing existing roads to facilitate access rather than developing new roads. When access is implemented, all involved roads leading to potential access points and parking areas will be evaluated according to the goals and guidelines outlined in the plan. The Willow Creek Access Site Evaluation (Appendix G) provided an initial review of potential access points into the Upper Willow Creek area. Potential access points were evaluated using several criteria; however, these assessments were not intended to lead to a final recommendation against or for any specific site, which is the appropriate, broad level of review for the General Plan. Any future specific development proposals will undergo subsequent CEQA review, as described in sections 1.2.2 and 1.3.5 of the General Plan.

The following outlines how the General Plan addresses the concerns regarding public access listed above.

Selection and Implementation of Access Points and Trails

Some commenters expressed concern about the need for further investigations or public review before implementation of access improvements to the Upper Willow Creek Unit. The approval of the General Plan does not, by itself, authorize the Department to immediately begin construction of new access point and trial facilities in the Upper Willow Creek Unit. The subsequent planning process for establishing or developing improved access routes, trails, and park facilities is outlined in the General Plan, will take time, and will involve further site-specific studies and evaluations (as identified in Goals SAFE-1, FAC-1 and Guidelines FAC-1A, FAC-1B, FAC-1J, FAC-1K, FAC-1M). The evaluations will include additional CEQA review, additional public involvement, and regulatory permit compliance. Section 3.2.2 (Site

Selection Criteria) describes the process and the criteria for access point development and improvements in the Upper Willow Creek Unit, including trails.

Traffic

Commenters indicated the need to further understand traffic impacts from the development of access to the Upper Willow Creek Unit. At this time the Department cannot predict traffic increases that could occur on Willow Creek Road or Coleman Valley Road as a result of future park development and visitor use, as well as other possible contributing factors from outside the park, because a specific development project has not yet been selected or proposed. Goal ROAD-1 recognizes the need to provide adequate and safe access to all park areas. Goal INLAND-1 provides for diverse and appropriate access provisions to accommodate recreational opportunities and visitor enjoyment of the inland watershed area. Guideline ROAD-1H requires road and traffic studies to evaluate safe access to any proposed Upper Willow Creek watershed access points. Furthermore, Guideline INLAND-1C recognizes the need to provide secondary access points to help reduce traffic at any particular access point. Implementation of these goals and guidelines is intended to balance the provision of access to the unit with the needs of residents to avoid or minimize the potential for adverse traffic impacts.

Road Conditions and Maintenance

Commenters expressed concern about the poor condition of Willow Creek Road. Guidelines ROAD-1A and ROAD-1C require the preparation of a comprehensive roadway management plan and coordination with Caltrans and Sonoma County to ensure the roadways in and around Sonoma Coast SP will be maintained and improved, to the extent feasible, in order to provide safe and convenient roadway conditions for motorists, bicyclists and pedestrians. Implementation of these guidelines would help lead to adequate maintenance of roadways serving the Upper Willow Creek Unit.

Emergency Vehicle Access

Commenters indicated the need for adequate emergency vehicle access to the Upper Willow Creek Unit. Guideline ROAD-1G requires coordination with Caltrans and Sonoma County to assure sufficient emergency vehicle access on roadways in and around the park. Fire safety will be consistent with current practices within the Department, which specifies when fire danger rises to levels of concern, closure orders are posted, as necessary. Fire protection service for Sonoma Coast SP is provided by California Department of Forestry and Fire Protection, the Bodega Bay Fire Protection District, and the Monte Rio Fire Protection District. Please refer to the Emergency Services section on page 2-95 of the Preliminary General Plan for more detailed information. Implementation of the guideline and continued support and relationships with Caltrans and Sonoma County would lead to adequate emergency vehicle access.

Air Quality and Noise

Commenters sought additional information about air quality and noise effects of providing access to the Upper Willow Creek Unit. Guidelines FAC-1L and FAC-1N require consultation with the Northern Sonoma County Air Pollution Control District and noise studies to determine impacts of the development of new facilities. Furthermore, air quality and noise impacts for projects recommended in the General Plan will be evaluated during project-specific CEQA review in the future as described in section 1.2.2 and 1.3.5 in the General Plan. Implementation of these guidelines would ensure that potential air and noise effects of specific improvements are addressed and avoided or minimized.

Scenic Degradation

The potential degradation of the scenic qualities of the area from development of access to and addition of facilities in the Upper Willow Creek Unit was of concern to commenters. Guideline FAC-1C requires the integration of the park's positive aesthetic features into the design of new facilities. Goal INLAND-3 calls for the preservation of the natural beauty of the inland viewshed for enjoyment of visitors. Guideline INLAND-3A requires appropriate visual screening of new facilities that are visible from roadways and trails. Guideline TRAIL-1E calls for the exploration of strategies to provide access to facilities, such as trails, vistas, and campsites in balance with the scenic character of the park. Furthermore, aesthetic impacts for projects recommended in the General Plan will be evaluated during project-specific CEQA review in the future as described in section 1.2.2 and 1.3.5 in the General Plan. Implementation of these goals and guidelines are intended to project the scenic quality of the park.

Public Safety

Commenters were concerned about public safety related to the additional visitors to the Upper Willow Creek Unit. Guideline REC-1D requires appropriate studies and evaluations to be conducted to maintain and enhance safe access to areas within the Sonoma Coast SP. Guideline ROAD-1C requires coordination with Caltrans and Sonoma County to ensure roads in and around Sonoma Coast SP are improved, consistent with resource management goals and guidelines. Guideline ROAD-1H requires road and traffic studies to evaluate safe access to any proposed Upper Willow Creek watershed access points. Guideline SAFE-1A requires coordination with local communities, local districts and agencies, and State agencies to provide a unified delivery of emergency services. Guidelines FAC-1J and FAC-1K require the consideration of public safety personnel needs and assessment of the ability to provide adequate public safety when developing new facilities. These guidelines demonstrate the high priority of public safety in the Department's decisions about access to the Upper Willow Creek Unit. Their implementation would help provide adequate public safety in whatever access approach is pursued.

Signage

Guideline ROAD-1B requires an evaluation of signing to determine adequacy for directing visitors in and around Sonoma Coast SP. Furthermore, the guideline states that signs be installed to bring visitors' attention to the primary destinations and attractions, to distinguish between designated parking areas and scenic pull-outs, and to provide appropriate warnings of potential hazards.

Publication of Access Points

Once a final affirmative determination is made on a project and the development is complete, the Department will include the facility in maps and brochures, as is standard throughout the State Park System. The Department of Parks and Recreation does not generally advertise specific park access points and parking lots. Access and parking information is included on park maps and brochures.

MASTER RESPONSE 2 – GRAZING

Several commenters expressed support for livestock grazing on the Sonoma Coast SP as a management tool for weed control and fire suppression. Commenters also cite the current and historic agricultural uses of Sonoma Coast SP and adjacent properties, including livestock grazing. The Department does not intend to use modern agricultural techniques, such as livestock grazing, for resource management or interpretive purposes at Sonoma Coast State Park. The Department's policy on grazing is clear with respect to the possible exceptions.

As stated policy in the Department of Parks and Recreation Operations Manual (DOM Section's 0317.2.4 and 0317.2.4.1), livestock grazing is an inappropriate use of parkland resources except under certain circumstances where a core park purpose is served. Please refer to Section 4.6.2, pages 4-7 and 4-8 of the General Plan/Draft EIR where these core purposes are outlined. They do not authorize grazing for fuel reduction purposes. As the commenter mentions, prescriptive burning can be used by the Department to effectively manage fuel loads that are consistent with resource management objectives.

The Department's Livestock Grazing Policy read as follows:

0317.2.4 Livestock Grazing

> Since 1957, after statewide review by the State Park and Recreation Commission, livestock grazing has been considered incompatible with park purposes, including natural resource protection and providing a meaningful outdoor recreational experience. Protecting and restoring natural processes is at the core of the State Park System's natural resource management. Livestock grazing is an artificial process impacting physical and biological resources. Grazing also impacts recreational opportunities. However, there are occasions when livestock grazing may be appropriate when it is clearly shown that a core park purpose is significantly served,

e.g., natural resource restoration and interpretation (see State Park and Recreation Commission Policy II-6). In addition, short-term grazing may be appropriate to consummate land acquisition.

0317.2.4.1 Livestock Grazing Policy

It is the policy of the Department of Parks and Recreation that livestock grazing is an inappropriate use of the parkland resources except under certain circumstances where a core park purpose is served. Due to the potential for inconsistent application of the Department's Livestock Grazing Policy and uncoordinated scientific monitoring, the Chief of the Natural Resources Division and appropriate Field Division Chief will approve any grazing contracts, leases or agreements deemed beneficial to the State Park System prior to execution.

Livestock grazing may be permitted under the following circumstances:

a. When directly contributing to historic interpretation approved in a unit's General Plan;

b. When necessary for a specific natural resource restoration purpose, which normally does not include fuels reduction or an alternative to extirpated ungulate grazing; or

c. When it is a necessary component to an acquisition agreement, including scaled-down grazing to improve natural resources.

Compliance with this policy would require one or more of these purposes to be met before grazing could be initiated within Sonoma Coast SP.

As referenced by the policy statement above, the State Park and Recreation Commission has established an additional policy pertaining to grazing and agricultural leasing on State Park lands (see Policy II-6 below).

State Park and Recreation Commission – Policy II-6

AGRICULTURAL LEASING (Amended 5-4-94)

Generally, grazing or agricultural leasing is considered incompatible in units of the State Park System. However, a general plan may include a grazing or agricultural activity that is found to be fundamental to enhancement of the visitor experience or resource values, such as historic interpretation or resource management.

The Director may, with the concurrence of the Commission, permit grazing or agricultural where it is for the benefit of the unit and consistent with its classification.

The Director shall carefully weigh the environmental consequences of grazing or other agricultural leases on the natural, cultural, scenic, and recreational resources of the unit.

4.9.2 Comments and Responses on the General Plan/Draft EIR

1

Sonoma Coast General Plan Feedback
Michele Luna
Stewards of the Coast and Redwoods

Page 2-84 & 2-85
Visitor Center
The Jenner Visitor Center is staffed year-round. During the off-season it is staffed on weekends and during the busy season 3-5 days a week. Upgrading of the interpretive displays is a priority for the Visitor Center.

Page 2-101
Stewards of the Coast and Redwoods
Stewards of the Coast and Redwoods is the nonprofit cooperating association that works under contract in partnership with the State Parks in the Russian River Sector supporting interpretive volunteer programs, resource management projects and advocating for state park needs. Programs on Sonoma coast include Seal Watch, Whale Watch, tidepool and watershed education programs, the Willow Creek Citizen Action Team and staffing the visitor Center in Jenner.

Page 2-104
Visitor Center
The Jenner Visitor Center is staffed year round. During the off-season it is staffed on weekends and during the busy season 3-5 days a week.

1-1

Page 2-107
Marine Mammals
Stewards of the Coast and Redwoods supports the Seal Watch program, whereby volunteers are trained to provide education and protection for the harbor seal colony from March through August during their annual pupping season when they are most vulnerable.

Tidepools
Stewards of the Coast and Redwoods, the nonprofit organization that works under contract with the Department supports two tidepool education programs. The tidepool education program provides education for school groups who visit this fragile marine ecosystem impressing upon them the importance of stewardship. The tidepool roving naturalist program accomplishes the same goals with park

visitors by staffing popular tidepool beaches during low tides on the weekends.

Watershed Protection and Restoration
Stewards of the Coast and Redwoods supports restoration and education in the Willow Creek watershed. They secured grant funding to work in partnership with the Department and other technical advisory partners to develop a watershed plan and implement restoration efforts to restore the fishery. They also developed and support a watershed education program with middle and high school students who conduct field studies in the watershed.

1-1
(Cont)

Page 3-16
Interpretation and Education
Insert a section that addresses the need for a Docent Training Program.
Page 3-35
Water Quality
Stewards of the Coast and Redwoods supports the Willow Creek Citizen Action Team, volunteers who monitor the Willow Creek watershed for water quality.

Letter 1: Michele Luna, Stewards of the Coast and Redwoods

No Date

1-1 The commenter suggests clarifications to sections of the document that reference the services provided by the Stewards of the Coast and Redwoods. The comment is noted. Please refer to Chapter 4, Changes to the General Plan, for revised text regarding the description of the Stewards of the Coast and Redwoods.

2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

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Flex your power!
Be energy efficient!

February 17, 2004

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SON001221
SCH# 2003022116

Mr. Wayne Woodroof
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

Dear Mr. Woodroof:

Sonoma Coast State Beach General Plan – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed general plan. We have reviewed DEIR and have the following comments to offer:

1. The DEIR includes a program-level analysis of transportation and circulation impacts that would result from the implementation of the General Plan. Once specific projects have been identified in the Sonoma Coast State Beach, additional project-specific analysis of potential impacts to State Routes 1 and 116 should be submitted for our review. 2-1

2. Please be advised that any work or traffic control within the State Route 1 or State Route 116 right-of-way (ROW) will require an encroachment permit from the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address: 2-2

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

"Caltrans improves mobility across California"

Should you require further information or have any questions regarding this letter, please call Maija Cottle of my staff at (510) 286-5737.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse

Letter 2: Timothy C. Sable, California Department of Transportation

February 17, 2004

2-1 The commenter notes that the DEIR includes a program-level analysis of transportation and circulation impacts that would result from implementation of the General Plan. The commenter suggests that project-specific analysis of potential impacts to SR 1 and SR 116 be submitted to the California Department of Transportation (DOT) once specific projects have been identified. The Department will coordinate with Caltrans when specific access improvements affecting state routes are proposed for review.

2-2 The commenter advises that any work or traffic control within the SR 1 and SR 116 right-of-ways will require an encroachment permit from Caltrans. The commenter outlines the application procedure. The Department will pursue encroachment permits, whenever needed, in compliance with Caltrans requirements. This comment is noted, and no further response is necessary.

United States Department of the Interior

NATIONAL PARK SERVICE
Point Reyes National Seashore
Point Reyes, California 94956

IN REPLY REFER TO:

L7617

February 20, 2004

RECEIVED
FEB 27 2004
NORTHERN SERVICE CENTER

Mr. Wayne Woodroof
California Department of Parks and Recreation
Northern Service Center
One Capital Mall, Suite 500
Sacramento, CA 95814

Re: Sonoma Coast State Beach, Preliminary General Plan and Draft EIR

Dear Mr. Woodroof:

Thank you for the opportunity to comment on the Sonoma Coast State Beach Preliminary General Plan and Draft EIR. Point Reyes National Seashore and Sonoma Coast State Beach share many of the natural, cultural, scenic and recreational resources unique to the Central California coast. Our parks are part of a cluster of recreation destinations that provide respite for residents of San Francisco Bay Area and beyond.

The Preliminary General Plan provides laudable programmatic goals and protections for the important resources and recreational opportunities of Sonoma Coast State Beach. The Draft Guidelines ably set the parameters within which site-specific plans can be incrementally developed while assuring that the integrity of the park-wide vision is maintained. That Park Vision, presented on page 3-3, will provide for the continued enjoyment and protection of this important State resource. Perhaps the Vision and the Guidelines would benefit by replacing caveats such as "to the greatest extent feasible" with phasing that defines the reasonable limitations that are intended. The Guidelines in particular would benefit from this rewording as the future application of the Guidelines is essential to the assurance that all potential adverse impacts of the Preliminary General Plan would be less than significant.

3-1

We look forward to the publication of the final General Plan and EIR and congratulate the Department of Parks and Recreation on the development of a planning framework for the Sonoma Coast State Beach that emphasizes the long-range protection of our valuable coastal resources.

Page 2

Thank you again, for this opportunity to provide our comments.

Sincerely,

Don L. Neubacher
Superintendent

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FEB 2 7 2004

NORTHERN SERVICE CENTER

Letter 3: Don L. Neubacher, National Park Service

February 20, 2004

3-1 The commenter notes that the General Plan provides laudable programmatic goals and protections for the important resources and recreational opportunities of Sonoma Coast SP, and notes that the guidelines ably set parameters within which site-specific plans can be incrementally developed while assuring that the integrity of the park-wide vision is maintained. The commenter suggests that the Park Vision presented on page 3-3 be reworded to replace caveats such as "to the greatest extent feasible" with phrasing that defines the reasonable limitations that are intended. The caveat phrase has been removed from the Park Vision statement as a part of the 2007 update and completion of the Preliminary General Plan. No further response is necessary.

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

JUL 1 4 2004

Regulatory Branch

SUBJECT: File Number 28933N

Mr. Wayne Woodroof
California Department of Parks and Recreation
One Capital Mall, Suite 500
Sacramento, California 95814

Dear Mr. Woodroof:

This letter is in response to the Sonoma Coast State Beach Preliminary General Plan and Draft Environmental Impact Report concerning future development and maintenance at Sonoma Coast State Beach, which extends approximately 19 miles from Bodega Head in the vicinity of Bodega Bay to beyond Vista Trail, located 4 miles north of Jenner in Sonoma County, California.

All proposed work and/or structures extending bayward or seaward of the line on shore reached by: (1) mean high water (MHW) in tidal waters, or (2) ordinary high water in non-tidal waters designated as navigable waters of the United States, must be authorized by the Corps of Engineers pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. Section 403). Additionally, all work and structures proposed in unfilled portions of the interior of diked areas below former MHW must be authorized under Section 10 of the same statute.

All proposed discharges of dredged or fill material into waters of the United States must be authorized by the Corps of Engineers pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. Section 1344). Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands. 4-1

Future work may be within our jurisdiction and a permit may be required. Application for Corps authorization should be made to this office using the application form in the enclosed pamphlet. To avoid delays it is essential that you enter the file number at the top of this letter into Item No. 1. The application must include plans showing the location, extent and character of the proposed activity, prepared in accordance with the requirements contained in this pamphlet. You should note, in planning your work, that upon receipt of a properly completed application and plans, it may be necessary to advertise the proposed work by issuing a public notice for a period of 30 days.

If an individual permit is required, it will be necessary for you to demonstrate to the Corps that your proposed fill is necessary because there are no practicable alternatives, as outlined in the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines. A copy is enclosed to aid you in preparation of this alternative analysis.

However, our nationwide or regional permits have already authorized certain activities provided specified conditions are met. Your completed application will enable us to determine whether your activity is already authorized. You are advised to refrain from commencement of your proposed activity until a determination has been made that an existing permit covers it. Commencement of work before you received our notification may be interpreted as a violation of our regulations.

4-1 (Cont)

If you have any questions, please call Bryan Matsumoto of our Regulatory Branch at telephone 415-977-8476. All correspondence should reference the file number at the head of this letter.

Sincerely,

for Peter D. Straub

Jane M. Hicks
Chief, North Section

Enclosure

Letter 4: Jane M. Hicks

July 14, 2004

4-1 The commenter advises that all discharges of dredged or fill materials into waters of the United States must be authorized by the U.S. Army Corps of Engineers pursuant to Clean Water Act Section 404 and that permits, either individual or nationwide, may be required. The commenter outlines the application procedure. The Department will seek Section 404 authorization, whenever required for specific development projects.

5

FEDERATED INDIANS OF GRATON RANCHERIA

Sacred Sites Protection Committee
P.O. Box 14428
Santa Rosa, CA 95402
707- 566-2288

February 3, 2007

Rec. by DPR
FEB 07 2007

To: Dave Keck
California Department of Parks and Recreation
Planning Division
P.O. Box 942896
Sacramento, CA 94296

RE: Sonoma Coast State Beaches DEIR
SCH # 2003022116

The Federated Indians of Graton Rancheria (FIGR) appreciate the opportunity to provide the following written comments on the Draft Environmental Impact Report (DEIR).

In recent years, the weather and development in this area has destroyed many areas Tribal members consider sacred and or important to the cultural heritage of our members. We have watched our ancient cemeteries destroyed or covered by parking lots. We have watched our ancient village areas which may hold clues to our ancient way of life destroyed. Sacred objects used in the practice of our religion have been systematically removed from our culture both intentionally and unintentionally. We have watched the plants and animals we used for food, medicine and religious ceremonies destroyed without consideration of their importance to our culture and traditions. We continue to watch others make decisions about what is important to us and what we would like to preserve for our children.

5-1

Some of the planned activities listed in the EIR are proposed in areas known to contain cemeteries, ceremonial areas and village sites. The areas have the potential to contain many other culturally important sites because of the proximity to current and ancient fresh water sources and food supply. In the tradition of the Tribe, sacred and ceremonial sites are not listed in the State database. We want to begin a process to discuss these with you as your projects become clearer and have more definition.

We request the State Parks embrace the spirit of current laws and actively work with the Federated Indians of Graton Rancheria to preserve our cultural resources through implementation of the following as mitigation to the potential impacts that would be caused by project activities to the cultural resources known to exist and those cultural resources yet to be uncovered.

1. We request State Parks meet with FIGR to develop treatment and preservation plans to mitigate human and other environmental impacts on the known and unknown cultural resources in the study area.

2. We request State Parks and FIGR agree to a Memorandum of Understanding (MOU) to provide Native American monitoring services by FIGR at future projects. A FIGR monitor should be present during all soil excavation and disturbance in sensitive areas, working under a written treatment plan signed by both parties for that specific project.

3. We request State Parks work with FIGR on the development of a systematic and thorough plan to evaluate areas impacted by development listed for this EIR.

4. We request a regular meeting schedule, (perhaps quarterly) with State Parks and FIGR to review the condition of known resources, discuss new projects listed in the EIR and their impact on Native American cultural resources. Topics may also include interpretive displays and events.

5-1
(Cont)

We look forward to working with the State Parks for the improvements to the Sonoma Coast Parks area to preserve and protect the cultural resources impacted by this project. We believe the implementation of these measures will be the first steps toward establishing a model program for cooperation between our two government agencies.

Respectfully,

Nick Tipon
For the Sacred Sites Protection Committee

Cc: Tribal Council

Letter 5: Federated Indians of Graton Rancheria

February 3, 2007

5-1 The commenter expresses concern about the cumulative loss and degradation of areas tribal members consider sacred or of importance to the tribe's cultural heritage and concerns about the loss of plants and animals important to the tribe. Some of the activities listed in the General Plan are in areas known to contain cemeteries, ceremonial areas, and village sites. The tribe requests that State Parks work with the tribe to preserve the cultural resources and lists four specific actions they would like to see implemented. The Department will coordinate closely with the tribe regarding any project that may affect culturally important lands or resources. The Department has secured funding for an initial cultural assessment of the Willow Creek area. An interagency agreement for Sonoma State University to perform the assessment is being completed. It is anticipated that once the agreement is completed, this cultural resource assessment work can begin. This assessment intends to identify not only significant native sites, but other historical/culturally significant sites as well. The Department welcomes representatives from the local native groups to be involved in this process. Upon completion of the General Plan, the Department intends to form a District Citizen Advisory group that will provide advice and counsel on issues that affect the local parks. The Department recognizes that it would be beneficial to have a representative from the Graton Rancheria involved in that group. Protection of the State's cultural heritage is a critical aspect of the Mission Statement of the Department of Parks and Recreation. The Department looks forward to developing cooperative working relationships with local native groups to help the Department serve the cultural heritage aspects of its mission.

6

February 9, 2007

RECEIVED
FEB 15 2007
NORTHERN SERVICE CENTER

California Department of Parks and Recreation
Planning Division
PO Box 942896
Sacramento, Ca 94296-0001

Attention: Dave Keck, General Plan Section

RE: Access to Sonoma Coast State Beach Park via Upper Willow Creek Road

As residents of Willow Creek Road the following are some of our very valid concerns relative to the proposed subject access and parking lot.

Visitors: At the present time, LandPaths has issued more than six hundred permits for access to Willow Creek Watershed and anticipate they will have over one thousand permits by the end of the year. Also, the Sonoma Coast State Beach Park draws more than two million visitors each year. Should a small percentage decide to visit the new access at Upper Willow Creek Road the increase in traffic and congestion created would be beyond comprehension.

Willow Creek Road: A single lane, narrow (10-16' wide), sub-standard road 2.0 miles long from Coleman Valley Road to the existing gate. A standard road width is 24' providing one lane in each direction. A private developer would be required to make major improvements to the existing road with a similar project that would increase traffic levels to the same level as the proposed Park access will. The serviceability of the switch back area near the existing gate is questionable and should be evaluated by an engineering company as MRC feels it is in poor condition and may fail with an increase in traffic. 6-1

Emergency Vehicle Access: Will most certainly be compromised in that delayed response times due to traffic congestion will prevent first responders from reaching the scene of emergencies in a reasonable time consistent with applicable standards in place today. At present when two vehicles meet (most with local knowledge of the road) they can pass with caution. Introduce a truck and worse yet, a truck with a trailer and drivers not familiar with the road and the situation becomes a design for disaster.

Security and Supervision: Access points to the Park must be supervised together with some form of law enforcement. The access point at Freezeout is within reasonable response from the Rangers primary area of responsibility. Upper Willow Creek Road (UWCR) is not within a reasonable response time from the coast area and would not have supervision. Additional staffing most likely will not occur due to fiscal limitations. There is a good chance staffing will be reduced, leaving large areas unprotected and without basic supervision to outlying boundaries and limitations to visitors. LandPaths orientation is clearly not enough, park personnel must be available for personal contact as a preventative prior to problems becoming out of control. 6-2

Fire Danger: Consistent with State Parks policies of no grazing and allowing slash to accumulate the risk of a serious devastating fire will no doubt increase each year. With flashy fuel loads, up-slope topography, afternoon up-canyon winds, high temperatures, low humidity and the introduction of non-supervised visitors, there is the potential of creating a major fire. Grazing must be reintroduced with serious consideration to prescriptive burning to mitigate a very serious fire problem.

6-3

We believe the above issues represent a significant impact to the health, safety and welfare of the residents of UWCR as well as the natural resources.

Respectfully,

Robert R. Costa

Barbara E. Costa

17650 Willow Creek Road
Occidental, California 95465
707.874.9065
Email: bcosta@attwb.net

Letter 6: Robert Costa and Barbara Costa

February 9, 2007

6-1 The commenters express concerns about increased traffic and congestion on Willow Creek Road potentially resulting from increased use of the area. Specific concerns include the need for road improvements to handle increased traffic and provide for adequate emergency response times. The comment is noted. Please refer to Master Response 1 – Public Access.

6-2 The commenters are concerned about adequate supervision and security at new access points to the park and response times by law enforcement officers to those points, specifically Willow Creek Road. The Department has identified in the General Plan that there is a need for security for the Upper Willow Creek Acquisition. Guideline INLAND-11 recommends that consideration be given to placing a State-owned park staff residence in the vicinity of Upper Willow Creek to provide park security and surveillance for that area. Park security is provided by the park rangers, Sonoma County Sheriff's Office and the California Highway Patrol.

6-3 The commenters suggest the use of grazing as a management tool to reduce fire danger. The comment is noted. Please refer to Master Response 2 – Grazing.

P. O. BOX 86 • 29001 WILLOW CREEK ROAD • JENNER, CA 95450

February 20, 2007

California Department of Parks & Recreation
Russian River District
P.O. Box 123
Duncans Mills, CA 95430

Re: General Plan for Willow Creek

I am submitting the following comments into the public record regarding the planning process for the Willow Creek acquisition.

Road/Access Impacts: As a homeowner and resident for 31 years at 29001 Willow Creek Road, in the lower watershed near Jenner, and an original member of the Sonoma Coast State Beach Citizens' Advisory Committee since 1983, I am primarily concerned about the impact of increased traffic on the road as it would affect residents as well as recreational users such as cyclists and hikers. Between Highway 1 and the first gate, the road is in extremely deteriorated condition. There is a significant slide very close to my home, .2 mile from the highway, which I documented with photographs in 1993 when it first began sinking; the County Dept. of Public Works did major work on it last year. The road is narrow and already accommodates heavy vehicles from the State Parks maintenance yard, visitors to the two State Parks campgrounds in Willow Creek as well as Pomo Canyon trail, a portion of the extremely high numbers of visitors to the beaches as well many local cyclists, dog walkers etc. It is frightening to think of the noise and traffic level were it to increase at all. As far as I am concerned it is already at peak capacity. 7-1

The opposition by many upper Willow Creek Road and Coleman Valley Road residents to any additional access in their neighborhoods alarms me. They state that the overused, narrow, decaying roads can't handle any increased public access, although I can't imagine that conditions are worse than the lower road, and that the problems with illegal use have been extensive. This second situation has decreased since the gating off of the road, and is really a separate issue to legal Park access. They repeatedly state that the increased access should be through the lower watershed, and that Pomo Canyon campground should be the site of horse trailer parking. This in particular causes alarm because during the many months that the Advisory Committee originally spent developing the Interim Plan for the first Willow Creek acquisition, we thoroughly discussed and decided *against* equestrian use in the Park altogether. Now it has somehow, through LandPaths permits, been "grandfathered" in. However, putting horse trailer parking in Pomo would be entirely inappropriate to this carefully designed, exquisite campground. It seems especially illogical that access to the upper watershed should be through the lower watershed!

With a park of this size as many access points as possible need to be in place to lessen the impacts on any one area. The upper watershed residents need to realize that this is now public land, and to route access through the other end is not a solution. We upper and lower Willow Creek watershed neighbors agree that the road is not designed for, and cannot handle, a lot of increased public access. The road is charming and I deeply hope that it will never be "improved," in the sense of widened, to accommodate the masses. I believe that Freezeout Road is the best spot for equestrian access, partly because that is where the necessary posts and bunkers have already been installed. The County itself has had a sign in place at the corner of Willow Creek Road and Highway 1 for many years saying that the road is not recommended for RV traffic.

7-1 (Cont)

Preservation vs. Recreation: Access issues for me are based in the strong hope that changes will start slowly, letting the land recover; and then making it a special place, selectively and carefully planned with some work required in its use. The special interest groups (mountain bikes, hikers and equestrians) that are highly organized and represented, and very eager to get in, need to realize that development needs to proceed slowly and thoughtfully. Trail planners also need to be aware that hikers should have most trails reserved for them.

7-2

Grazing: Despite the fact that Parks policy is not to allow grazing, it is in fact allowed in many Parks, and its potential benefits should continue to be studied. And despite current theory, grazing does in fact reduce fire danger, and causes wildflowers to flourish where the hooves indent the earth. Thus I strongly support the Baxman family grazing lease (for at least 5 years at a time). A ranch management plan could be worked out in cooperation with other agencies such as Gold Ridge Resource Conservation and the Natural Resource Conservation Service. Grazing has great historical and cultural value in keeping with Parks' mission statement.

7-3

Sincerely,

Kate Fenton

Kate Fenton

Letter 7: Kate Fenton

February 20, 2007

7-1 The commenter is concerned about increased noise and traffic levels on lower Willow Creek Road, which already has poor road conditions. The commenter suggests that many access points are needed to lessen the impacts on any one area. The commenter suggests Freezeout Road as the best spot for equestrian access. The comment is noted. Please refer to Master Response 1 – Public Access.

7-2 The commenter prefers slow, carefully planned, and environmentally thoughtful development of access routes rather than fast development that would satisfy the special interest groups (mountain bikers, hikers, and equestrians). The commenter also suggests including trails reserved for hikers only. The comment is noted. The approval of the General Plan does not authorize the Department to immediately begin construction of new facilities. The subsequent planning process for establishing or developing improved access routes, trails, park facilities, etc. will take time and involve further site-specific studies and evaluations (as identified in Goals SAFE-1, FAC-1 and Guidelines FAC-1A, FAC-1B, FAC-1J, FAC-1K, FAC-1M), CEQA analysis and public review, and regulatory permit compliance. Section 3.2.2 Site Selection Criteria describes the process and the criteria for development and improvements, which includes trails. Please also refer to Master Response 1 – Public Access.

7-3 The commenter supports the use of grazing as a management tool to reduce fire danger and suggests the creation of a ranch management plan. The comment is noted. Please refer to Master Response 2 – Grazing.

8

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FEB 2 2 2007

NORTHERN SERVICE CENTER

Willow Creek Road
Homeowners' Group
c/o David Dillman
P. O. Box 403
Occidental, Ca. 95465
Feb. 20, 2007

California Dept. of Parks and Recreation
Planning Division
Dave Keck: Supervisor, General Plan Section
P. O. Box 942896
Sacramento, Ca. 94296-0001

Dear Mr. Keck,

As homeowners on upper Willow Creek Road and immediate neighbors to the State Park, our Group appreciates this opportunity to give public comment regarding the Sonoma Coast State Beach Preliminary General Plan & Draft Environmental Impact Report (hereinafter referred to as the "Plan").

The Willow Creek Addition to the Sonoma Coast State Beach is truly a spectacular acquisition. We are excited at the possibility of State Parks both being a steward of this land and also providing trail systems for the public to enjoy the pristine beauty of this coastal area.

Our Group has worked closely with State Parks over the past year and a half regarding this new Willow Creek Addition generally and the upper Willow Creek area in particular. We have strong views regarding public safety issues and we thank State Parks for their ongoing openness in dialoguing with us about them. We hope what we consider to be a good, productive working relationship can continue for many years to come. 8-1

Referring to the Plan itself, we have specific recommendations which we strongly feel need to be incorporated into the Park Plan (Chapter 3) and the Environmental Analysis (Chapter 4) to fully ensure that public safety is protected . Our requests for written modifications to the Plan and Environmental Analysis are itemized in the enclosed attachment.

The remainder of this letter focuses more specifically on public access considerations discussed in Appendix G - the Willow Creek Access Site Evaluation.

At some point in the future, State Parks will move beyond the planning concepts of this Plan toward selected project developments. Regarding upper Willow Creek Road, it is important from our point of view for State Parks to make development decisions that are not just conceptual in nature, but pragmatic, workable and safe.

More specifically, in the section on Upper Willow Creek Road within Appendix G - Sites A, B and C are identified as possible "secondary" access sites for public parking generally and equestrian parking in particular. These site determinations were made by EDAW, based upon only a single day in the field (May 10, 2006). This is a wholly inadequate basis upon which to understand the degree and complexity of traffic, fire, physical safety and visual problems Sites A, B and C pose.

Upper Willow Creek Road is a substandard road. With its numerous blind curves, steep grades, single lanes, tight embankments, cliff-like drop-offs, residential neighborhoods and pedestrian traffic - it is both historically and currently a dangerous road for drivers, pedestrians and bicyclists to navigate.

Why create a "secondary" parking lot further down this road that would exponentially increase traffic problems and related risks to the public? And given all the public and personal testimony State Parks has received regarding the dangers horse trailers pose to the public and themselves on this road, how can EDAW state in its report that equestrian trailer parking on Upper Willow Creek Road "could be accommodated"? 8-1 (Cont)

These possible "secondary" parking lots are located in an area of the State Park that has high fire danger. High grasslands and dead tan oaks surround these sites. Coupled with the fact that some of the public drive off-road vehicles on these sites, make campfires, smoke cigarettes, etc. - bringing vehicles down to this area fuels a disaster waiting to happen. Local authorities recognize this danger: In the fall of 2005, the Sonoma County Dept. of Transportation and Public Works built a temporary fire gate on Upper Willow Creek Road, purposely preventing vehicular access to these "secondary" sites for fire prevention purposes.

It is also precisely in this area of possible parking lot development that people historically party, drink alcohol and shoot guns. Allowing people to drive their cars down to this area is an invitation for some of the public to put others of the public in serious danger.

Shifting gears, a pertinent question that underlies all of this discussion is what kind of State Park access currently exists on upper Willow Creek Road. Does public access exist? Are there parking sites available for the public to access the Park? What is working and what is problematic?

In fact, upper Willow Creek Road already serves as a public access route to State Park trails and land. There is no need to build any kind of "secondary" parking area as discussed in Appendix G. Public allowed parking already exists in two areas just above the temporary fire gate at the State Parks boundary. The current number of parking places actually exceeds those proposed in the Plan, without the safety problems and visual impacts - new fencing, lot development and vehicular presence - a newly configured site would bring. Preservation of the pristine nature of this property - the views, the quiet, the unspoiled landscape and animal life - is of incalculable worth for a public to come out and enjoy.

8-1 (Cont)

We know that many State Parks have access roads similar to upper Willow Creek Road, but they are roads that most of the public does not even know about. These roads can be driven right up to State Parks, but there are no signs, maps, web sites or other communication sources to let the public know such roads exist. Strong precedent therefore exists for a road like upper Willow Creek Road to be used by locals and other members of the public who know about it, without its being formalized and advertised as an authorized park access route.

This type of limited road useage is a compromise that would have our support. However, public safety considerations make unacceptable any State Parks plan either to develop parking at Site A, B or C, or to use upper Willow Creek Road as a designated, official access point to the Park.

Thank you very much for your consideration of these important matters.

Sincerely,

David Dillman, for the
Willow Creek Road
Homeowners' Group

cc: Ruth Coleman
Todd Timms
Craig Anderson

We find the General Plan and Draft EIR to be commendably comprehensive; however, we wish to note some required improvements to assure the authors' intent of protecting public safety is met.

Comments on the Preliminary General Plan:

1. ROAD-1F: This Guideline does not identify the requirements for new road or parking lots, yet the EIR Impact TRANS section mentions only this Guideline when stating that such new facilities will have no significant impact. ROAD-1F must therefore include all the required guidelines to guarantee insignificant impact including: Safe-1A (as modified below), the new section SAFE-1E below and FAC-1B. Another option would be for Impact TRANS of the EIR to reference these Guidelines and require they be followed (FAC-1B, SAFE 1A and 1E). Currently it does not.
2. SAFE-1A: A sentence needs to be added to make it clear that new facilities shall not be constructed where substandard road conditions exist, including sharp turns, steep grades, narrow pavement and a high probability of closure due to slides or other natural hazards.
3. SAFE-1E: There is no mention of fire safety in the proposed General Plan or EIR. An additional Guideline is thus required to address fire safety. A suggested wording is: Protect visitors and residences from fire by locating facilities that concentrate visitors and necessitate vehicle access in areas that are naturally highly fire resistant and provide safe road access for large emergency vehicles.
4. FAC-1B: This Guideline references the very useful table 3-1, by stating that "new development of facilities shall **consider** the site selection criteria of table 3-1. In this application, **consider** is a weak word which must be replaced by a strong word such as **conform** or **meet.** Without this change it is not legitimate for the EIR to state that meeting Guideline FAC 1B mitigates impact.

8-2

Comments on the EIR:

Because the EIR relies on meeting the appropriate General plan guidelines, it is critical that the referencing of Guidelines be complete. We note the following critical additions.

1. Impact GEO: the modified SAFE-1A above should be included to prevent facilities from being developed that are accessed by roads subject to failure.
2. Impact TRANS: FAC-1B, SAFE-1A and SAFE-1E need to be referenced. See ROAD-1F discussion above for rationale.
3. Impact : the modified Guideline SAFE-1A and new SAFE-1E must be referenced to avoid impacts related to fire and road safety.

Letter 8: David Dillman, Willow Creek Road Homeowners' Group

February 20, 2007

8-1 The commenters are concerned about making upper Willow Creek Road a secondary access site for public parking, including equestrian parking, because they feel the road is a "substandard road." The homeowners are concerned that the Willow Creek Access Site Evaluation does not satisfactorily address the increased traffic, fire safety, physical safety, and visual quality impacts that would occur on the road. The commenters feel the current access conditions on upper Willow Creek Road are adequate and would support the use of the road if it is used informally and if it is unadvertised. The comment is noted and the Department recognizes that the public can access the park via upper Willow Creek Road by foot, bicycle, or horse. Gated access restricts private vehicles, but allows access for operational and emergency purposes. Currently there is no State-owned, designated parking in this vicinity to support current visitor use. Visitors either park along the County road or walk from nearby residences and other private properties. Guideline INLAND-1D states that limited, controlled, or authorized park access locations may be designated for specific areas within the inland management zone. Access via upper Willow Creek Road could fit into that category. Also see Master Response 1 – Public Access.

8-2 The commenters are concerned that the General Plan does not identify the requirements for creating new roads or parking lots and would like ROAD-1F to include guidelines to guarantee a less-than-significant impact. To do this, they suggest adding language about new facilities on substandard roads (add to SAFE-1A), fire safety (add to SAFE-1E), and meeting table 3-1's site selection criteria (add to FAC-1B). The homeowners would also like the EIR to reference these modified guidelines. The comment is noted. Section 3.2.2 Site Selection Criteria and Table 3-1 describe the process and the criteria for design and development of new facilities, including roads and parking areas. Guidelines were developed to give parameters to subsequent planning and development issues, and cannot be used to guarantee against less than significant impacts. The degree of environmental impact resulting from a specific project would be determined through the appropriate CEQA review process for the specific project proposal. Please refer to Chapter 4, Changes to the General Plan, for the text of the new Guideline SAFE-1E. Furthermore, fire safety will be consistent with current practices within the Department, when fire danger rises to levels of concern, then closure orders are posted as necessary. The following are the Department's policies for vegetation management and fuel modification, and flammable vegetation/fuel modification.

0313.2.1.2 Vegetation Management and Fuel Modification

The Department maintains wildland properties in order to preserve the natural, cultural, and scenic features for the people of California. Many of these native ecosystems contain plants that can become flammable under specific environmental conditions of high wind, high temperature, and low humidity. These ecosystems inevitably burn either from natural or human causes. Buildings constructed adjacent to park units in the wildland-urban interface zone are at risk from wildland fires. There are three principal causes of ignition of structures in this zone.

The first cause involves the ignition of accumulations of ignitable materials on, under, or next to the structure, which, in turn, ignite decking or enter attics through soffit vents. This material can be ignited via ground fires or aerial flaming brands. This threat can be eliminated by removing all flammable debris that has accumulated on or under the building, clearing the vegetation that is within 30 feet of the building, and screening all openings to the attic or under the structure.

The second cause involves aerial flaming brands, which land directly on flammable surfaces of the structure. These brands can originate from wildfires over one half-mile away from the structure. Buildings that are constructed to strict codes of ignition-resistive materials are at very low risk of ignition from flaming brands.

The third cause is severe radiant/convective heat of burning material near the structure which can: 1) ignite the sides of the building, 2) break the windows, allowing burning embers into the interior of the building, 3) ignite the interior furnishings through the windows, or 4) burn/deform the window casings causing the windows to slip out.

Fire modeling, analysis of past wildland-urban interface zone fires, and experiments to determine the ignitability of structures have confirmed that even the radiant/convective heat of extreme flaming fronts poses low risk to any structure which is 130 feet or more distant, especially if that structure conforms to strict interface fire codes of ignitability, and window strength and reflectivity.

The Department routinely receives requests/demands from outside entities to clear wildland vegetation on Department lands in order to:

a. Reduce the threat of wildfire to private property;
b. Reduce fire insurance costs to private landowners;
c. Comply with strict local ordinances; and
d. Mitigate the threat of liability for maintaining a dangerous condition.

Department lands have also been subjected to trespass and encroachment by persons illegally attempting to modify the vegetation. Modifying ecosystems on park properties for the purpose of protecting adjacent private structures from wildland fire can significantly degrade park values and in some cases adversely impact populations of threatened endangered species and cultural resources.

0313.2.1.2.1 Flammable Vegetation/Fuel Modification Policy

It is the Department's policy to prohibit the construction and maintenance of firebreaks, fuelbreaks, and other fuel modification zones on Department lands, except when:

1. Required by state law to clear around its structures/facilities;

2. Previous legal commitments have been made to allow the creation and maintenance of fuel modification areas;

3. It is critical to the protection of life or park resources; or

4. Park vegetation 130 horizontal feet from a non-Department habitable structure is capable of generating sufficient radiant/convective heat when burning under Red Flag Warning conditions to ignite the habitable structure.

All identified and approved fuel modification zones will be described in the unit wildfire management plan and will be constructed and maintained to the Department's standards (refer to Natural Resources Handbook). All proposed fuel modification projects must be reviewed for environmental impacts (see DOM Chapter 0600, Environmental Review). All other areas previously modified for fire protection purposes but not meeting the above exceptions will be returned to natural conditions.

Fuel modification proposed by CDF and in keeping with Local Operating Plans will be carried out by CDF only after review and approval by the District Superintendent, in keeping with Department Policy. In those circumstances, CDF is to ensure all necessary permits, CEQA, and other requirements are met prior to proceeding with such work.

The Department will actively participate in the local land use decision process to prevent conflicts with this policy. DPR 181, Wildfire Protection, should be used as a template to convey the Department's objectives when corresponding with local landowners and regulatory and permitting entities.

9

Mr. David Keck
California Dept. Parks and Rec.
Planning Division
Box 942896
Sacramento, Ca. 94296-0001

2-20-07

RECEIVED
FEB 2 2 2007
NORTHERN SERVICE CENTER

Dear Mr. Keck,

We are a small Community here on Coleman Valley Road but active and involved when threatened (note petition).

Though we support the Park Service acquisition of "Green" zones, i.e. Willow Creek Park,

WE OPPOSE IT'S PLAN FOR A PARKING LOT ON C.V.R. AND ANY ADVERTISMENT OF C.V.R. IN PARK PUBLICATIONS AS ILL ADVISED AND RECKLESS.

9-1

Please know our combined wealth far exceeds the 100 million dollars the Park Service owes and we will use legal recourse if our public servants fail us.

Very Sincerely,

Ernest Crabb

Diane Collins

Coleman Valley Road Preservation Society

Friday, March 12, 2004

Petition to the Sonoma County Parks Department

and County Planning Commission:

As residents of Coleman Valley Road in West Sonoma County, we are concerned about the possible development of parking lots and their notification in park literature which will directly and indirectly increase the traffic on the road and illegal off-road driving. We are very concerned about the degradation of our community, the loss of scenic value and safety due to increased traffic on this narrow low speed country road.

We understand that Sonoma County plans to put a trail for hikers extending from the recently purchased Carrington Ranch on Highway 1 near the West end of Coleman Valley traveling east inland to connect with other trail systems. We believe that other than placing a footpath for hikers, there should be no additional development of Coleman Valley Rd. or parking accessible from Coleman Valley Road since this will encourage additional traffic on the road. Specifically, we are against the development of any parking lots on or accessible from Coleman Valley Road. Parking and access to the trailhead can be from Highway 1 and a coastal parking lot without involving Coleman Valley Road.

9-1 (Cont)

We are against the inclusion of a route, trail access or parking access on Coleman Valley Road shown in park literature or map guides to the public as this will certainly only further increase the traffic on the road, and the increased traffic will not only effect safety but will also detract from the quiet beauty of this area. The entire length of Coleman Valley Rd runs through private property. Any development of public parking accessible from this road, we are concerned will increase traffic and lead to increased risk of accidents, illegal off road driving and trespassing..

Any increased traffic will have a major impact on the hikers, cyclists as well as the community living and working on this road. With the proposed trail located for several miles adjacent to Coleman Valley Rd., the hikers will be deleteriously affected by increased noise and air pollution from passing cars, motorcycles and tour buses. Discouraging parking and additional automobile traffic on Coleman Valley Rd. will preserve the scenic open space, agricultural use and natural attractiveness of this road.

Landholders and Residents of Coleman Valley Rd. between Joy Rd and Hwy 1

David Feinberg and Maureen Kobbe, 22727 C. Vly Rd, 110 acres
Susan Ilia Brooks 17235 Coleman Valley Rd 320 acres
Sasha Shamszad 21500 Coleman Valley 160 Acres
Meredith Shamszad " " "
Adelaide Donnelly 18900 Coleman Vly Rd
Mary A. Condon 18567 Coleman Vly Rd } 10 acres
Emily S. Bradford " "
Diane Collins 20020 Coleman Valley Rd. 14.5 acres
Everett Crabb 20020 Coleman Valley Rd 14.5 Acres
Linda Traeschi 20002 Coleman Vly Rd. 150 ACRES
Richard Tyrrell 20002 Colem Vly Rd "
William Lowry 00000 Coleman Vly Rd. Occidental 100 Acres
Thomas Hughes 21000 Coleman Vly Rd.
Phyllis M Hughes 21000 Coleman Vly Rd
Kit Tobin 221000 Coleman Vly Rd 500 acres
Marshall Hendren 18150, 18900, 18950 Coleman Valley Rd 419 acres
Mary Jean Hendren 419 acres
Diane Hendren 18900 Coleman Vly Rd.
William H. Hendren 18900 Coleman Vly Rd
Ronald Goss 18080 Coleman Valley Rd 8 Acres
Bill Bassalacqua 300 acres
Louise Bassalacqua 20010 Coleman Valley Rd.

Heidi Melton 20400

875 9844 Kathleen Kraft 19100 Coleman Valley Rd (600 gpd)

Rosemary Blaney Kate 19997 Coleman Valley Rd occ.

W Wheeler 19100 Coleman Valley Rd

Letter 9: Ernest Crabb, Diane Collins, and the Coleman Valley Road Preservation Society

February 20, 2007

9-1 The commenters oppose the establishment of or development of public access to the park from Coleman Valley Road, including parking lots at this park access point and their notification in state park literature. They are concerned this development would lead to increased traffic, illegal off-road driving, scenic degradation, safety issues, increased noise, and air pollution from traffic, and trespassing. They would like parking and access to the new trailhead to be from SR 1. The comment is noted. Please refer to Master Response 1 – Public Access.

10

Feb. 20, 2007

California Dept. of Parks and Recreation
Planning Division
Attn: Dave Keck

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NORTHERN SERVICE CENTER

Dear Mr. Keck –

Coleman Valley Road is not an appropriate access road to Willow Creek area and should not be used for parking lot construction.

I live on Coleman Valley Rd. It is an extremely windy and hazardous road with many potholes and blind curves. It is narrow and poorly maintained.

Just yesterday, driving into Sebastopol on Coleman Valley, I had to veer sharply to the right three times in a row to avoid head on collisions with cars traveling West. Cars unfamiliar w/ Coleman Valley still drive way too fast and straddle the road. The lack of double yellow lines as well as lack of white "fog" lines make it a dangerous road even without the severe increase of traffic that would occur with construction of said parking lot. 10-1

A parking lot at the proposed site is unnecessary and not worth the increased danger, congestion and fire hazard which would result. It is not a viable solution.

Thank you for taking my feedback into consideration.

Sincerely,
Kari Taber 874-9136

Letter 10: Kari Taber

February 20, 2007

10-1 The commenter opposes building a parking lot on Coleman Valley Road at the proposal site. The concerns include increased traffic and fire hazards and decreased public safety on this already hazardous road. The comment is noted. Please refer to Master Response 1 – Public Access.

11

SONOMA COUNTY
AGRICULTURAL PRESERVATION
AND OPEN SPACE DISTRICT

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February 21, 2007

California Department of Parks and Recreation
Rick Royer, Acting Sector Superintendent
Russian River District
P.O. Box 123
Duncan Mills, CA 95430

RE: Sonoma Coast State Beach - Preliminary General Plan (Park Plan) and Draft EIR - District's Comments

Dear Mr. Royer:

The Sonoma County Agricultural Preservation and Open Space District (District) staff has reviewed the above referenced documents as they pertain to the District's perpetual Red Hill and Willow Creek conservation easements and the pending Carrington Ranch conservation easement. We appreciate the thoroughness of the overall comprehensive approach taken by the California Department of Parks and Recreation (Department) to define its vision and establish goals and guidelines to manage the proposed new park unit.

With the understanding that management and development plans will be developed following the adoption of the General Plan/Environmental Impact Report to provide more detail and specific objectives for various park-wide management issues, including vegetation, facilities development, roads and trails, District staff would like to comment on the Park Plan's second set of additional goals and guidelines that are applicable to each of the two management zones, coastline and inland watershed, shown in Exhibit 3-1.

We realize that the potential development areas, within which new facility sites may be selected, are approximate and more information will need to be gathered regarding the suitability of specific development sites. District staff concurs that the Administration and Operations section beginning on page 3-20 proposes broad guidance on and is not intended to constitute a formal Operations Plan for Sonoma Coast State Beach.

11-1

Nevertheless, Operational and Recreational Facilities goals, guidelines and site selection criteria have been developed in the preliminary Park Plan and are described on pages 3-24 through 3-28. We note that the majority of the Carrington Ranch property is designated a "Potential Facility Development Area" in the coastline zone. The District's pending transfer of this property to the Department and the associated proposed conservation easement delineates an area of less than six acres for an "Administrative Facility and Residential Use Area." The primary objective for the District when it acquired Carrington Ranch was to protect its significant scenic and natural resources. Thus, consideration of future uses and activities on the property should be planned and carried out in a manner that preserves those important values.

747 Mendocino Avenue, Suite 100 • Santa Rosa, CA 95401-4850
707.565.7360 • Fax 707.565.7359 • www.sonomaopenspace.org

Chapter 4, Environment Analysis, page 4-6, outlines the impact analysis for degradation of viewsheds as less than significant for this proposed Park Plan and states that the Department would submit input to local, State, and federal agencies during the environmental review period of development projects in an effort to encourage mitigation for any potential visual impacts.

11-2

We understand that the District will be included as a local agency during the above referenced environmental review period regarding future development projects on any of the perpetual conservation easements it holds over properties within the Sonoma Coast State Beach. The District's conservation easements over these properties set forth permitted and prohibited uses and activities that should be considered by the Department as it plans future projects on District protected land.

District staff concurs with the Department that the Proposed Project Alternative is the environmentally superior alternative of those considered in its draft EIR, specifically for the example that the Department gave on page 4-33, "if existing adverse environmental conditions cannot be adequately remedied at existing sites in light of increasing visitation and usage in the future or if additional facilities must be developed to meet visitor demand and avoid overuse of existing facilities, the Proposed Project Alternative would allow a larger number of potential sites to be considered for development. Thus the potential for selecting the most optimum sites, in consideration of minimizing environmental impacts, may be chosen."

11-3

Lastly, in 2.3.7 New and Planned Land Acquisitions, page 2-115, the list includes the Upper Willow Creek Watershed and the Red Hill parcel but gives no mention of the District's participation as a partner in those acquisitions. Carrington Ranch is listed as: "The 330-acre Carrington Parcel was recently added to Sonoma Coast S.B." The District requests that this language be revised to reflect the District's acquisition and that Carrington Ranch is a pending addition to Sonoma Coast State Beach.

11-4

Again, we appreciate the opportunity to comment on the Department's preliminary General Plan and draft EIR. Please do not hesitate to contact me should you have any questions.

Sincerely,

Marta L. Puente
Open Space Planner

c: Andrea Mackenzie, General Manager
Maria J. Cipriani, Assistant General Manager
Sue Gallagher, Deputy County Counsel
file

Letter 11: Sonoma County Agricultural Preservation and Open Space District

February 21, 2007

11-1 The commenters are concerned about the delineation of an area of less than six acres for an "Administrative Facility and Residential Use Area." They point out that the primary objective for the District is to protect Carrington Ranch's significant scenic and natural resources. They feel that future uses and activities on this property should be planned and carried out in a manner that preserves those values. The comment is noted. It is part of the mission of the Department of Parks and Recreation to protect significant scenic and natural resources of State Parks. The General Plan addresses park-wide operations and resource policies (see Section 3.1.4), and goals for Sonoma Coast State Park (see Section 3.2). Zones identified as a "Potential Facility Development Area" represent areas that meet general development guidelines and criteria, and may be the focus of future detailed planning.

11-2 The commenters point out that the District's co nservation easements over properties within the Sonoma Coast SP set forth permitted and prohibited uses and activities that should be considered by the Department as it plans future projects on District-protected land. The comment is noted, and the Department acknowledges that the Sonoma County Agricultural Preservation and Open Space District (SCAPOSD) holds conservation easements on inland portions of the park. The Department fully intends to comply with any easements or encumbrances on State Park properties. This includes permitted and prohibited uses and activities. Please refer to Chapter 4, Changes to the General Plan for text to be added to the Statement of Management Intent for the Inland Watershed Management Zone (pages 3-36 to 3-37).

11-3 The commenters concur with the Department that the Proposed Project Alternative is the environmentally superior alternative. The comment is noted, and no further response is necessary.

11-4 The commenters would like language in Section 2.3.7, "New and Planned Land Acquisitions," to be revised to reflect the District's acquisition of Carrington Ranch and that Carrington Ranch is a pending addition to Sonoma Coast SP. Please refer to Chapter 4, Changes to the General Plan, for the revised text of Section 2.3.7 Carrington Parcel (page 2-115).

12

SONOMA COAST STATE BEACH ADVISORY COMMITTEE

Post Office Box 13 • Jenner, CA 95450

February 21, 2007

California Department of Parks & Recreation
Russian River District
P.O. Box 123
Duncans Mills, CA 95430

In 1983, the Park Commission appointed the Sonoma Coast State Beach Advisory Committee, a citizens' group representing a diversity of interests including recreation, protection of sensitive habitats, watershed restoration, fish biology, and long-range planning, to assist State Parks in planning for the future. Members worked with State Parks' staff to develop the *Sonoma Coast State Beach Interim Management Plan* (DPR 1984) for use on State Park lands in Willow Creek and the Sonoma Coast. Implementation of the plan began in 1987 with the opening of Pomo Campground, new trails, and picnic areas within Willow Creek. The Committee continues to meet with State Parks' leadership. We are pleased to submit the following comments and recommendations into the public record regarding the *Preliminary General Plan and Draft EIR* for Willow Creek (EDAW 2007).

Trails: The Committee supports Goal TRAIL-1 to enhance visitor access and experiences by providing an interconnecting trail network. However, we recommend a new Guideline be included that mandates communication and cooperation during the process of trail planning be ongoing between State Parks and the community as a source of knowledge and traditional use. Most trails in Sonoma Coast SB are, and should remain, reserved for hiking only. Full investigation of soils, erosion potential, and sensitive resources should be included in the evaluation of the trail system within Sonoma Coast SB. Above all, trail usage must be compatible with passive recreation (birdwatching, picnicking, *plein air* art, photography, etc.) and protection of native flora and fauna.

The Committee identified concerns about equestrian use along the coast and in Willow Creek over 20 years ago. The issue was thoroughly discussed during the planning process that followed the acquisition of the lower Willow Creek unit in the late 1970s and that resulted in the *Sonoma Coast State Beach Interim Management Plan* (DPR 1984). The Committee recommends continued equestrian use of trails in the dunes south of Salmon Creek and north of the Bodega Bay Marine Lab. We oppose the use of the lower Willow Creek area by equestrians due to the constraints inherent in the access road from Highway 1. We agree with the statement made in Appendix G: Willow Creek Access Site Evaluation (EDAW 2006) that "the upper paved reaches of the County Road are problematic. The road is not wide enough for two vehicles to pass safely, especially if trailer use will be accommodated ..." and contend that these limitations are also severe in lower Willow Creek Road. Further discussion about this concern is included in the Roads/Access to Willow Creek section below. 12-1

The Committee has also been concerned about the safety of bicyclists along Highway 1 at Sonoma Coast SB for over 20 years (DPR 1984), and we continue to recommend that this issue be considered during future

planning. A representative from Caltrans was present at our January 23, 2007, meeting to investigate potential for lower impact transportation alternatives other than automated vehicles. We support Guideline TRAIL-1C to coordinate development of a regional bicycle trail system and encourage State Parks, Caltrans, and others to cooperate in developing lower impact transportation modes and recreational opportunities. 12-1 (Cont)

Roads/Access to Willow Creek: The Committee supports Guideline ROAD-1H to conduct road and traffic studies for proposed access points for the Willow Creek watershed. However, the sample sites evaluated in Appendix G contain numerous impacts that are potentially significant (e.g., traffic and safety issues for increased vehicle usage of Willow Creek Road by RVs and horse trailers, erosion from construction of new trails, removal of mature redwoods and other trees, impacts to NSO habitat, impacts to wetlands, visual impacts from new parking areas and other facilities, potential for geologic instability, potential impacts to cultural resources, etc.). This is inconsistent with the finding of "less than significant" in Section 4.6.11 of the Environmental Impacts Analysis (p. 4-23) and Section XV(a) in the Environmental Checklist in Appendix C. The types of projects utilizing Willow Creek Road that are contemplated in Appendix G are certain to result in "an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system" and may "substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses." We support the implementation of management goals and guidelines, but such planning does not necessarily result in less than significant impacts, and such a finding, particularly utilizing Sonoma County traffic data from 1980 (p. 4-24), is inappropriate. 12-2

The discussion of existing conditions on lower Willow Creek Road (pp. 2-106 to 2-107) is inadequate. Besides flooding on a regular basis, the road is narrow, fragile, and is already heavily used for access to two environmental campgrounds, one major trail, and heavy vehicles traveling between Highway 1 and State Parks' maintenance yard. The County sign at the entrance to Willow Creek Road from Highway 1 warns that RVs and trailers are not advised. The width of the road is only approximately 12 feet in the residential section, and widening would result in significant environmental impacts. A major slip adjacent to the last houses has been recently repaired, but the elevation of the road was not restored, and the area of repair is unstable and inappropriate for heavy vehicles such as RVs and horse trailers and increased traffic.

Cultural Resources: The Committee is in agreement with Goal CUL-1 to protect, maintain, and preserve significant prehistoric and historic resources within Sonoma Coast SB and its Guidelines. We recommend an additional Guideline to coordinate with resource specialists on the evaluation, protection, preservation, and management of historic resources such as Russian era occupation and historic family ranching. We recommend that Guidelines CUL-1A (develop an inventory, mapping system, and database for resources that may be eligible for inclusion in the National Register), CUL-1C (prepare and conduct surveys and inventories of cultural resources in areas subject to development, and CUL-1D (identify and evaluate cultural landscapes), and the recommended Guideline re potential historic restoration/interpretive sites be included in the bulleted list of plans and investigations on page ES-3 of the Executive Summary and anywhere else that such a list or discussion occurs in the document (e.g., ES-4). 12-3

Salmonid Habitat Restoration: The Committee supports and recommends continued participation in the restoration of salmonid habitat by State Parks, Stewards of the Coast and Redwoods, the Coastal Conservancy, LandPaths, and others. 12-4

Sunset Rocks: We recommend that resources in the coastal bluff area known as Sunset Rocks have a higher level of protection, possibly through review and enforcement of the existing permitting program. Climbers 12-5

and rock collectors have been heavily impacting this area, which has been receiving much publicity. We recommend that *all* climbing groups be required to obtain permits for use of the northernmost Sunset Rock. We do not recommend issuance of permits to climb the southern Sunset Rock as it is fragile and needs protection. The statement at the bottom of page 2-111 that "the rocks below Peaked Hill (known by local climbers as Sunset Rock or Sunset Boulders) are a significant paleontological site with prehistoric animal rubbings" is incorrect; research is ongoing but not proven. 12-5 (Cont)

Grazing in Willow Creek Watershed: The Committee is of many minds with regard to grazing. Many feel that the importance of family agriculture would qualify it as a "core purpose" as discussed on page 4-7 for exception from State Parks' grazing policy. Family agricultural began in the watershed in the 1860s, the Baxman family (who have been ranching in Willow Creek since the 1950s) is interested in discussing use of their facilities for historic interpretation, and Gold Ridge Resource Conservation District has offered to provide guidance and possibly funding for preparation of a ranch and grazing management plan. They would also be available to provide on-going facilitation between the rancher and State Parks. Further, there are now, and have been in the past, other exceptions to the policy in the watershed, and a 5-year lease renewal agreement has recently been signed for the Red Hill property. 12-6

Many, however, express concern for healing of the upper watershed from past uses, including grazing. Some believe that the area should be allowed to rest from *all* activities. Many people, including range ecologists and other scientists, believe that properly controlled grazing results in increased opportunity for native species; others disagree. The Committee *does* agree that further research into potential benefits from grazing is warranted. We recommend that Guidelines be added in both the Vegetation Management and Cultural Resources Management sections to evaluate potential benefits to the environment and public education from grazing, and that, should grazing be allowed, leases be for at least a 5-year period.

Members of the Committee are also concerned about the effects of vacating historically grazed land without planning and funding for exotic vegetation control in place. If scientific investigation concludes that grazing should not be allowed, we recommend implementation of an exotic vegetation eradication program. A Guideline should be included that provides for obtaining funding for its implementation, as well as its on-going monitoring and maintenance.

Recreation: Use of boulders for climbing in Pomo Canyon Creek and in other fragile coastal areas should be evaluated and monitored to prevent damage to sensitive resources. Climbing use should cease until a baseline can be established upon which to assess impacts. Use should then be guided by the terms of a climbing permit (see further discussion in Sunset Rocks section above). 12-7

Global Warming: Since the enactment of AB 32 in January of 2007, which codified that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," a discussion of the potential effects of increased vehicular use by visitors along the coast should be included in the planning documentation for Sonoma Coast SB. Guideline ROAD-1E to coordinate with local organizations to maintain existing and advocate for additional public transportation is a good example of the spirit of the new global warming emissions reduction program. Development of lower impact transportation modes and recreational opportunities, as mentioned above in the Trails section, would be another. 12-8

Stewards of the Coast and Redwoods: The single sentence description of Stewards on page 2-104 is insufficient. We suggest the following wording:

Stewards of the Coast and Redwoods (Stewards)

Stewards is a nonprofit public benefit corporation that has been working in partnership with the Department to provide volunteer opportunities for Parks in the Russian River District, including Sonoma Coast SB since 1985. On-going programs include Seal Watch, Whale Watch, a visitor center in Jenner, tidepool education, watershed education in Willow Creek for adults and children, trail maintenance, water quality monitoring in the Willow Creek watershed, and beach cleanups. The Russian River District Volunteers in Parks program depends on Stewards to provide funding for educational and interpretive activities, resource management projects, and assistance with development of interpretive facilities. Stewards obtained funding for and managed development of the *Willow Creek Integrated Watershed Management Plan* and the *Sustainable Channel Development in Lower Willow Creek, Sonoma County, California* (Prunuske Chatham, Inc. 2005). Future projects in Sonoma Coast SB include continued planning and implementation of restoration efforts in the Willow Creek watershed, development of an Environmental Living Program for school children, the development of new trails and signage, ongoing docent-led outings, and the development of Mounted Assistance Units. Funding has been secured from the California State Coastal Conservancy to support many of these efforts.

12-9

Other Suggestions: There is a reference to Mendocino District on page 2-104 in the section about Stewards. All such references should be removed. The correct term is "Russian River District." Also, the reference in the section about LandPaths on page 2-104 does not contain the word "Integrated." The proper term is *Willow Creek Integrated Watershed Management Plan.*

12-10

Thank you for the opportunity to comment on the plan and draft EIR. The Committee anticipates continued cooperation with State Parks and the successful implementation of the General Plan.

Sincerely,

Kathie Lowrey

Kathie Lowrey, Chair
Sonoma Coast State Beach Advisory Committee

Letter 12: Sonoma Coast State Beach Advisory Commitee

February 21, 2007

12-1 The commenters would like a new guideline to be added that mandates ongoing communication and cooperation between the Department and community during the trail planning process. They would like trails to remain reserved for hiking and passive recreation only and oppose equestrian use because of poor access. They would like a full investigation of soils, erosion potential, and sensitive resources included in the evaluation of the trail system. Finally, they would like a means of lower impact transportation to be developed. The comment is noted. Planning for trails and other transportation systems will involve communication and input from the public as required in Goal COMM-1 and Guideline COMM-1B of the General Plan. Assessment of specific site conditions is an integral part of any trail planning effort. Please refer to Guideline TRAIL-1A, which calls for the development of a trails management plan. The Russian River District fully intends to continue ongoing communication with its constituents and concerned parties in any planning for Sonoma Coast SP. Public input is also part of the planning, permitting and CEQA process. The Russian River District intends to provide for a diverse recreational opportunity, to be consistent with the nature of the resources and in conjunction with the Site Selection Criteria in section 3.2.2 and in Table 3-1. Please refer to Master Response 1 – Public Access.

12-2 The commenters feel the sample sites evaluated in Appendix G contain numerous impacts that are potentially significant, which is inconsistent with the less-than-significant findings in Section 4.6.1. They feel that the implementation of management goals and guidelines would not result in less-than-significant impacts. They also feel that the discussion of existing conditions on lower Willow Creek Road is inadequate. The comment is noted. The environmental analysis is a general, program-level review of the impacts of implementation of the General Plan on the environment, which includes the call for an access study. The study itself would not result in a significant effect to the environment, because it does not commit to development of access on its own. If any specific projects were to be proposed to move forward after adoption of the General Plan, these projects would undergo subsequent CEQA review as described in sections 1.2.2 and 1.3.5 of the General Plan. Any impacts identified at that time will be analyzed for their significance on the resources of concern to the commenters, and, if necessary, mitigation measures to reduce these impacts to less than significant would be proposed. Please also refer to Master Response 1 – Public Access. Please refer to Chapter 4, Changes to the General Plan, for the text of the revised description of Willow Creek Road on pages 2-106 to 2-107.

12-3 The commenters recommend a guideline calling for a resource specialist to coordinate with the park to evaluate, protect, preserve, and manage historic resources. The commenters also recommend the Guidelines CUL-1A, CUL-1C, CUL-1D, and the above recommended guideline be included in the bulleted list of plans and investigations on page ES-3 and wherever a similar list or discussion occurs in the document. The comments are noted. Departmental staff includes resource specialists with diverse backgrounds. The appropriately qualified resource specialists are involved in all aspects of resource management issues. A specific guideline for this purpose is redundant and, therefore, not necessary. A cultural assessment will be completed to assist the District in identifying cultural and historical sites within the Upper Willow Creek portion of Sonoma Coast SP before decisions about development of additional access are made. That information, combined with existing documentation will provide a baseline for evaluation during the CEQA and 5024 processes. Historical resources will continue to be evaluated and documented as funding is available. Please refer to Chapter 4, Changes to the General Plan, for the text of the three bulleted items to be added to the Executive Summary identifying guidelines for the cultural resources.

12-4 The commenters support continued participation in the restoration of salmonid habitat. The comment is noted, and no further response is necessary.

12-5 The commenters recommend that resources in the coastal bluff area have more protection and that climbers be required to obtain permits to use the northernmost Sunset Rock. They also state that text at the bottom of page 2-111 is incorrect because site is not proven to be a significant paleontological site. The comment is noted. The Department currently has a permitting process in effect within the Russian River District. The District will continue to evaluate this process and make essential changes, when necessary. The commenter is correct regarding the significance of the paleontological site at Sunset Rock. Please see Chapter 4, Changes to the General Plan, for revised text regarding Sunset Rock.

12-6 The commenters suggest healing of the upper watershed from past uses and would like guidelines to be added about further research into the potential benefits of grazing. If grazing is allowed, they prefer a 5-year lease period. If grazing is not allowed, they recommend implementation of an exotic vegetation eradication program, with guidelines for funding, the program and monitoring and maintaining the area. The comment is noted. Please refer to Master Response 2 – Grazing. Please refer to Guideline NAT-1C, page 3-11 regarding the control and/or eradication of non-native invasive species.

12-7 The commenters want climbing to cease until a baseline is established for assessing impacts. Then they want climbers to be required to have climbing permits. The comment is noted. Please refer to the response to comment 12-5.

12-8 The commenters would like global warming to be addressed because of the increased traffic. The comment is noted. Please refer to Chapter 4, Changes to the General Plan, for expanded text to Guideline ROAD-1E and text of the new Guideline SUS-1C. Implementation of these guidelines would help to reduce impacts resulting from potentially increased park visitation as a result of Plan implementation at less-than-significant levels.

12-9 The commenters feel the single-sentence description of stewards on page 2-104 is insufficient and suggest text they prefer. The comment is noted. Please refer to Chapter 4, Changes to the General Plan, for revised text to the description of the Stewards of the Coast and Redwoods on page 2-104.

12-10 The commenters explain that the term "Mendocino District" should be replaced with "Russian River District," and that "Integrated" should be included in the title of the "Willow Creek Integrated Watershed Management Plan." The comments are noted. The title is correct as it appears in the General Plan. Please refer to Chapter 4, Changes to the General Plan, for revised text on page 2-104 regarding the name of the district.

13

Deborah Koons Garcia
PO Box 895
Mill Valley CA 94942

Dear Dave Keck,
California Department of Parks and Recreation

I own the property on Coleman Valley Road right next to the Park, right next to the place where a parking lot may be built.

When I think of the issue of building a parking lot at this place on Coleman Valley Road, I think of the words to the Joni Mitchell song- "They take paradise and put up a parking lot." Indeed, Coleman Valley Road runs through very beautiful land and affords amazing views of the Pacific coastline, coastal prairies and redwood forests. I object to putting a parking lot on Coleman Valley Road for several reasons, some of them reasons any citizen can understand and some of them personal.

I own the land directly adjacent to the proposed parking area, right north of that part of the road. There is a pond right next to the proposed parking area. The access to the pond has been fenced off by the community but it is still possible to see the pond. The more the "general public" stop at that spot, the more likely it is they will want to swim in the pond, and it will get a reputation as a great place to swim- ("Park right in the parking lot!") Even if the fencing is prison-like, people will simply go around and come back to the pond, especially after a hot hike. There could be dozens of people there any day in the summer. That puts me in a position of having to police the pond, and to possibly face legal action if someone hurts himself or drowns there. 13-1

The problem of having a parking lot there is that even if there are spaces for 7 or 8 cars, far more than 7 or 8 people will read/hear about the spot and come out there to hike or picnic. If the lot is full- and it will fill up early in the day, especially on weekends- then they will just park on the road. Since they will have driven all that way to hike or bike, they are not going to turn around and drive another 30 minutes to find another place to park. They will want to get hiking, so they will park on the road. It is a blind curve, barely

big enough for two cars. There are more and more road bikes on the road. What happens if 2 cars meet at a parked car, or a road bike and a car meet going around a parked car? It's a terrible accident waiting to happen.

People should want to find this park- they should discover it- and having the upper park with on trail and no car access will enhance this - and having a 20 or 30 cars along the side of the road could ruin the whole experience of this road and of the park. People would find the lot full and park all along the road and walk back to the trail head. Already, during their large public events, there is a parking lot on Coleman Valley Road at the Occidental Arts and Ecology Center. Every day, especially on weekends, one can see the parking lot at Ocean Song, which is a ways down the road from this proposed parking lot. Coleman Valley Road is designated a scenic highway. The Coastal Commission is mandated to keep eyesores from land on the Coast. So why create another eyesore parking lot which will draw more cars that it can handle so that the beautiful road ends up seeming like it goes from one parking lot to the next to the next. If hundreds of people think they can park there every weekend, it certainly will draw many many more cars on a road that simply cannot safely accommodate them.

13-1
(Cont)

I also believe that because of the internet, many more people will be drawn to this park than anyone could imagine- it will be very, very popular. And Coleman Valley Road could be lined with cars for a mile on either side of any parking lot. Who is going to police that? Who is going to give them tickets or tow them or be responsible if there are accidents- and there would be.

People who want to hike at this new State park should get used to entering the park from below at Route 1 to Willow Creek and Above Route 116 to Freezeout Creek - where there is no danger or real ugliness created by parking areas. Their hike up or around can allow them to appreciate nature rather than letting cars and parking lots ruin Coleman Valley Road.

There is no really good reason to take this paradise and turn it into parking lot. That would degrade, not enhance the experience of being there.

Thank you.

Deborah Koons Garcia

Letter 13: Deborah Koons Garcia

No Date

13-1 The commenter opposes building a parking lot on Coleman Valley Road at the proposal site. The commenter is concerned the parking lot will increase traffic, parking on the road, safety hazards, and the need for police attention. The commenter prefers people access the park from SR 1 to Upper Willow Creek and above SR 116 to Freezeout Creek. The commenter feels the parking lot will increase trespassing and use of the nearby fenced pond. The comments are noted. Please refer to Master Response 1 – Public Access regarding the concern about a parking lot on Coleman Valley Road. Regarding trespassing, the Department regards adjacent private lands and facilities as an important consideration when planning for specific area facilities and activities for the public. Any specific project proposals will comply with all applicable laws, and regulations (see Guideline FAC-1K). The Department will take the appropriate actions to ensure the public knows where State Park property boundaries are located, and that they are properly signed.

14

RECEIVED

FEB 2 3 2007

NORTHERN SERVICE CENTER

Dave Keck, General Plan Section
California Department of Parks and Recreation, Planning Division
P.O. Box 942896
Sacramento, CA 94296-0001

February 21, 2007

Dear Mr. Keck;
I am a resident of Coleman Valley Road and am very concerned about any plans that include Coleman Valley Road as an access point for the Willow Creek Park. This is a very narrow, winding rural road that provides a community and access for local residents. We ride our bikes and horses on this road, walk on this road and drive on this road. It is vital to our daily lives. My safety and the safety of the other residents on this road would be put in jeopardy if you increase the volume of traffic on this road by developing public parking lots and encouraging public access. Development of any parking lots on Coleman Valley road would increase public traffic causing an increase in accidents on this road that is difficult to navigate even in good weather. When it is foggy, as it often is, it is extremely dangerous if you do not know the road. 14-1

As it is now, Coleman Valley Road is a true gem of Sonoma County. Please do not destroy this gem. Please help us preserve it as a small quiet country road where one can still see cattle grazing freely on open range and watch a golden eagle fly or badger shuffle by. There are alternative access points for Willow Creek that can be utilized and developed to bring in the public to Willow Creek Park, as you desire. One gem should not be destroyed in order to expose another. I hike in Willow Creek Park often and drive to Freeze Out Flat to access it. It is already developed and could be developed further. I hardly ever see anyone on the trails at that access point. Let's use what we have before destroying more precious environments and endangering more wildlife habitats. 14-2

I would request that my tax dollars be used to manage and increase usage of existing, completely under utilized State Parks. Why must we completely develop every possible park access when existing ones are not even being used? For example, I walk the Pomo Canyon Trail and the upper ridgeline trails of Armstrong Woods and never see anyone on them. What a waste. It makes much more economic and environmental sense to develop public interest in these forested ridgeline trails before developing more. Please spend our limited state funds making sure people know about and use existing trails and access points before you develop more trails and access points.

Please do not destroy the truly unique, serene beauty of Coleman Valley Road and compromise my safety by developing public parking lots on this road for park access.
Sincerely,
Maureen Kobbe
Maureen Kobbe
Resident, Coleman Valley Road

Letter 14: Maureen Kobbe

February 21, 2007

14-1 The commenter opposes building a parking lot on Coleman Valley Road at the proposal site and is concerned about the increased traffic on an already unsafe road. The commenter suggests using Freezout Flat to access the Willow Creek Park, which is underused. The comment is noted. Please refer to Master Response 1 – Public Access.

14-2 The commenter feels the existing trails are underused and the commenter does not support spending money to create any new trails. The comment is noted and the Department agrees that the State Park System includes many park areas that are underutilized, including the Upper Willow Creek area. The General Plan presents several potential locations for consideration of appropriate access, support facilities, and appropriate visitor uses in the Upper Willow Creek area. Goal TRAIL-1 supports enhancing visitor access and use of the park by providing an interconnecting trail network that accommodates various transportation modes. Guideline TRAIL-1A requires the development of a trails management plan that will evaluate existing trails and assess the potential for new trails. Guidelines COMM-1A and COMM-1B require that surveys be conducted to determine additional services that would be supported by park visitors and that opportunity be provided for public input and review during the planning phases of major facilities development projects.

15

RECEIVED

FEB 2 3 2007

NORTHERN SERVICE CENTER

P.O.Box 403
18200 Willow Creek Road
Occidental, Ca. 95465
Feburary 16. 2007

California Dept. of Parks and Recreation
Planning Division
Dave Keck: Supervisor, General Plan Section
P. O. Box 942896
Sacramento, Ca. 94296-0001

Dear Mr. Keck:

I am writing to you as an immediate neighbor to the Willow Creek State Park. I appreciate the opportunity to give my public comment regarding the Sonoma Coast State Beach Preliminary General Plan & Draft Environmental Impact Report.

I have lived in our house the past 30 years. I have have had a relationship with the various owners of what is now the State Park, and like you, they were receptive to the issues of public safety. Louisiana Pacific changed their routing pattern for their logging trucks as the neighborhood population increased. Mendocino Redwoods was cognizant of the narrowness of the road and the huge increase in bikers and pedestrians as the area became more well known.

15-1

In a meeting with Landpaths and one of your own commissioners, Carol Hart, it was decided that horse trailers could not safety navigate the road for their own safety as well as the neighbors and local people. There is no passable route in many of the twists and turns that exist on the road for both horse trailers, cars and bikes.

It is with this brief background in mind that I write with anger that the Parks General Plan is considering parking lots based on the cursory review of EDAW. To my knowledge, EDAW spent one day out here. One day. That is insulting to me and outrageous to me that the EDAW report holds such a prominent part in your General Plan. I welcome local people to this area and

to the State Park because they have a history and knowledge with how to drive on county backroads. With the advertising of the State Park , we have had an increase in fire arms being shot, 4 wheelers tearing up the hillsides, grasses growing because the State Parks stop allowing local cattle on the meadows (which kept fire danger to a minimum in the summer).

15-1
(Cont)

I am against using upper Willow Creek Road as an access to the State Park. I support local access because it has historical foundation and the locals know the area and road conditions and fire and safety concerns.

Thank you for listening.

Miriam Redstone

Miriam Redstone

Letter 15: Miriam Redstone

February 16, 2007

15-1 The commenter points out that in the past Louisiana Pacific and Mendocino Redwoods rerouted their logging trucks from upper Willow Creek Road because they recognized the road as unsafe from the increase in resident use. It had already been decided that horse trailers would not use this route for similar reasons. The commenter is angry that upper Willow Creek Road would be suggested for construction of a parking lot and feels that EDAW's one day at the site was not enough time to make an educated suggestion. The commenter points out that the Willow Creek Road parking lot would lead to a decrease in public safety and an increase in erosion and fire hazards. The commenter is against using upper Willow Creek Road as an access to the state park and supports local access only. The comment is noted. Please refer to Master Response 1 – Public Access.

16

Michael Murphy
P.O. box 537
Occidental, CA 95465
707-874-3404

RECEIVED

FEB 2 3 2007

NORTHERN SERVICE CENTER

Russian River District Headquarters
25381 Steelhead Blvd.
Duncan Mills, CA 95430
P.O. Box 123
Duncan Mills, CA

February 22, 2007

RE: Sonoma Coast State Beach

Dear Sir:

I am an equestrian that has been riding the Willow Creek property for years before it became a park. I have permission to ride on Mendocino Redwoods property also. My fiancée has been riding both these properties for over 30 years. We keep our horses on Willow Creek Rd. at the Mountain Wolf Ranch. We have been meeting with the local Willow Creek Rd. group, with State Parks personnel, Landpaths, and local park users at the Occidental Fire Dept. We are patrollers for Landpaths.

It is my request, along with the Willow Creek Rd. group, not to open the fire gate across the road. When it was open in the past off road vehicles accessed the grassy hills and did a significant amount of erosion damage. This is also a fire concern with the high grass. 16-1

I would like to see if it is possible to use Pomo Canyon for an access point. I would also request that we are allowed to ride our horses on Red Hill and Pomo Canyon. If this is to be a State Beach Park, why can we equestrians have the opportunity to enjoy the beauty of these areas?

As a member of Back Country Horseman of California we are a service organization that looks forward to helping establish a fantastic park for all visitors. Please keep me informed about the progress and needs in the park.

Yours truly,

Michael Murphy
National Director BCHC
Associate Director Gold Ridge Conservation District

Letter 16: Michael Murphy, National Director Back Country Horseman of California, Associate Director Gold Ridge Conservation District

February 22, 2007

16-1 The commenter does not want the fire gate across Willow Creek Road to be opened because of concerns about erosion damage and fire hazards. The commenter would like to use Pomo Canyon as an access point and would like to be allowed to ride horses on Red Hill and Pomo Canyon. The comments are noted. The gates on Willow Creek Road were constructed and controlled by Sonoma County to manage access due to road and fire conditions. State Parks will cooperate with the county to manage vehicle access in a manner consistent with the protection of the health and safety of the public. Please refer to Master Response 1 – Public Access for further clarification. Guideline TRAIL-1A calls for the preparation of a trails management plan. Such a plan will address trail potential and uses through out the entire unit. Equestrian use will be considered, along with hiking and bicycle use. Identified trails and types of use will be based on the ability of the resources to sustain the trail and respective use, management of recreational activities, and suitable access and trailhead facility locations.

17

February 22, 2007

RECEIVED
FEB 23 2007
BY: RUSSIAN RIVER DISTRICT

California Department of Parks & Recreation
Russian River District
P.O. Box 123
Duncans Mills, CA 95430

Comments on Preliminary General Plan/DEIR

Sunset Rocks: I recommend that resources in the coastal bluff area known as Sunset Rocks have a higher level of protection, possibly through review and enforcement of the existing permitting program. Climbers and rock collectors have been heavily impacting this area after a series of articles and web sites on supposed cultural resources at the site were published. I recommend that all climbing groups be required to obtain permits for use of the northernmost Sunset Rock. I do not recommend issuance of permits to climb the southern Sunset Rock as it is fragile and needs protection. The statement at the bottom of page 2-111 that "Protection of rocks below Peaked Hill are a significant paleontological site with prehistoric animal rubbings" is incorrect; research is ongoing but not proven. 17-1

2.1.1 Existing Land Use Classification- Name Change-I suggest changing the name of Sonoma Coast State Beach to Sonoma Coast State Park. Under the existing classification, State Beaches are defined as "consisting of areas with frontage on the ocean or bays designed to provide swimming, boating, fishing and other beach-oriented recreational activities. With so many deaths at the coast and the amount of money required to warn people about dangerous waves and not to go into the water it is contradictory to call our coast a beach. ***Support*** reclassification pg. 3-4 "Department recommends in this general plan that the classification be changed from State Beach to State Park." **as long as passive recreation is a priority.** 17-2

1.1.3 Spirit of Place The statement: "As Sonoma Coast SB continues its path in the modern era of leisure and preservation, the stewardship of the coastline and inland watershed areas is pivotal in maintaining a balance between a pristine vision of the Sonoma Coast as it once was naturally and an alterative extreme of a natural ***playground*** that it could be. Please take out the word playground. The implication is negative to me. Actually the whole paragraph needs to be re-worded. It never could be a natural playground as we have provisions in place already to protect the natural and cultural resources. 17-3

Paleontological Resources-3-14 Please take out any mention of Pleistocene animal rubs." Furthermore, unique rock slicks on the sides of coastal outcrops that may have been caused by Pleistocene megafauna (mammoths or bison) rubbing against the rocks (Parkman 2002) are an unusual feature in the park. Natural artifacts, such as the possible Pleistocene animal rubs may represent a unique resource that may have both natural and cultural resource value as well as potential as an interpretation topic. Erosion and excavation, associated with site improvement and construction activities, may expose fossils and other paleontological resources. Other human activities may result in damage or destruction of these resources. ***This has already happened!!*** Protection and preservation of paleontological resources of cultural importance are addressed by the following goal and guidelines.. 17-4
Goal NAT-3: Protect and preserve significant paleontological resources within Sonoma Coast SB.

□ Guideline NAT-3A: Inventory, map, and monitor paleontological resources at SonomaCoast SB for their protection, preservation, and interpretation. (***Until animal rubs are proven do not initiate guideline NAT-3D)***
□ Guideline NAT-3B: Consult and coordinate with the Department's natural resource specialists if unusual or major paleontological resources are discovered (i.e., exposed by excavation), to determine significance and implement appropriate remediation. (***Add to consult and coordinate with geologist)***
□ Guideline NAT-3C: Coordinate with cultural resource specialists on protection and preservation of paleontological resources such as the possible Pleistocene animal rubs that may have both natural and cultural resource value.
□ Guideline NAT-3D: Develop interpretive programs and facilities that inform visitors about the importance of protecting paleontological resources at Sonoma Coast SB.

17-4 (Cont)

For Willowcreek Addition, somewhere in guidelines, I suggest allowing the Baxmans a 5 year grazing lease while doing scientific investigation over effects of grazing in this area. I am concerned about the effects of vacating historically grazed land without planning and funding for exotic vegetation control in place. If scientific investigation concludes that grazing should not be allowed, I recommend implementation of an exotic vegetation eradication program. A Guideline should be included that provides for obtaining funding for its implementation, as well as its on-going monitoring and maintenance.

17-5

I want to commend State Parks for the boardwalk on the Kortum Trail. The badly eroded and muddy trail in that area is no longer a problem and it is a delight to walk on the boardwalk .The vegetation has grown back in. Also the new bathrooms at Wright's Beach are state of the art and wonderful.
Thank you for the opportunity to comment.

Sincerely,

Carol Vellutini

Letter 17: Carol Vellutini

February 22, 2007

17-1 The commenter recommends that resources in Sunset Rocks have a higher level of protection. The commenter suggests requiring climbing permits and withholding permits for climbing Sunset Rock. The commenter points out that the rocks below Peaked Hill have not been proven to be a paleontological site and research is ongoing. The comment is noted. If the final evaluation of the "Rubbing Rock" status determines it to be a significant palenontological feature, the District will determine the appropriate management treatment for protection of this feature. Furthermore, Goal NAT-3 and Guidelines NAT-3A through NAT-3D call for the mapping and inventorying, protection, and interpretation and education of significant palenontological resources. Please refer to Chapter 4, Changes to the General Plan for the revision of the statement on page 2-111 regarding Peaked Hill.

17-2 The commenter would like the park to be named "Sonoma Coast State Park" and not "Sonoma Coast State Beach." The commenter supports this classification change as long as passive recreation is a priority. The comment is noted. Unit classification is discussed in sections 2.1.1 and 3.1.3 of the General Plan. The reclassification of Sonoma Coast State Beach to Sonoma Coast State Park is currently being considered.

17-3 The commenter references a statement that talks about the Sonoma Coast SP as a "playground." The commenter wants this term removed and the whole paragraph reworded because the area could never be a playground because of the provisions protecting the natural and cultural resources in the area. The comment is noted. Please refer to Chapter 4, Changes to the General Plan regarding the use of the term "playground" in the General Plan.

17-4 The commenter wants mention of Pleistocene animal rubs removed and notes that unique park resources have already been damaged or destroyed. The commenter also requests that Guideline NAT-3D stay uninitiated until animal rubs are proven, and would like to add text to Guideline NAT-3B requiring the park to consult and coordinate with a geologist. The comments are noted. The commenter is correct regarding the significance of the paleontological site at Sunset Rock. Please see Chapter 4, Changes to the General Plan, for revised text regarding Sunset Rock.

17-5 The commenter suggests allowing the Baxmans a 5-year grazing lease while doing scientific investigations on the effects of grazing in this area. If grazing is not allowed, the commenter recommends a vegetation eradication program and a guideline for obtaining funding, monitoring, and maintaining the program. Please refer to Master Response 2 – Grazing.

18

To: Dave Keck, General Plan Section
From: Christine Taylor
18150 Coleman Valley Road
Occidental CA 95465
ph 874.3293

RECEIVED
FEB 2 7 2007
NORTHERN SERVICE CENTER

Hello Dave,

I am writing as a concerned resident of Coleman Valley Road (as well as someone capable of common sence) regarding plans made to install an entry way and parking lot on this road for access to hiking trails. It's such a bad idea for so many reasons. I've lived on this road for eleven years and know it well. I am familiar with the traffic patterns already established and already increasing in volume due to population increases and tourism popularity. On sunny weekends we have lots of cars; many that drive fast and inconsiderately, especially at the latter part of the day when beach goers are returning from Route One driving towards Occidental. The vibe is often a party vibe and/or a rushing to get home or to dinner vibe. It's a very dangerous time and I keep both my children and animals on alert during these times. This is not a recreational road. A recreational road needs to be safe and this one is not.

It seems like a no-brainer that the best entry way and parking lot areas for this park are the ones already established or can be established via an already trafficky road such as Route One. There is a double line, it is a road that is patroled and monitored and there is an already established car culture there. I think it is great poor planning and ignorance to invite a stream of tourists onto this road. We have open cattle grazing, many of us keep chickens and goats, we are avid walkers on this road, we collect the litter that tourists throw from their windows and we appreciate the relative safety that our deer, wildlife and children have out here - this is wilderness - why are you planning to change that?

18-1

I have personally helped with five accidents since I've been here. The most recent, at the S curve where one person died and the other was seriously injured, was traumatic for myself and for my little girl. It was not the first time I've been the first person onto that sort of scene. I've had to calm and tend to children of people who've had accidents out here, I've been up in the middle of the night helping drunken fools pull their cars up from the culverts edges and have many, many times been the house that people have finally made their way to when their cars break down. There is not cell phone reception out here and your inviting people out here is irresponsible.

Another point I want to make is this: this road is not a focal point for repair and upkeep. We go long, long months and years without repairs to pot holes and road edges slipping away, limbs falling and leaning and on the subject of litter! THERE IS SO MUCH LITTER ALREADY AND WE, THE RESIDENTS CLEAN IT UP!

Please reconsider putting a parking lot and trail head in on this stretch of Coleman Valley Road. Listing such a thing in brochures and websites will be detrimental to this area and to everyone involved. Hiking and getting out to the wilderness is a good thing, but jeopardizing the wilderness culture and everyones safety is not.

Thanks for listening! Don't do it!

Christine Taylor

Letter 18: Christine Taylor

No Date

18-1 The commenter does not want Coleman Valley Road to have a parking lot with access to Sonoma Coast SP because there would be too much traffic, a decrease in safety, and an increase in litter on this poorly maintained residential road. The commenter suggests using preexisting parking lots or creating one off SR 1. Please refer to Master Response 1 – Public Access.

19

LandPaths

Land Partners Through Stewardship

February 22, 2007

California Department of Parks and Recreation
Planning Division
P.O. Box 942896
Sacramento, CA 94296-0001
Attention: Dave Keck, Supervisor, General Plan Section

SUBJECT: Comments on Preliminary General Plan & Draft EIR for Sonoma Coast State Beach

Dear Mr. Keck,

Thank you for the opportunity to comment on Preliminary General Plan for Sonoma Coast State Beach. Please find LandPaths' comments in the attached table.

We look forward to continuing to assist State Parks in the management of the Willow Creek addition to Sonoma Coast State Beach.

Sincerely,

Jonathan Glass
Field Programs Director
LandPaths

LandPaths Comments on Preliminary General Plan and Draft EIR for Sonoma Coast State Beach

Section of Plan	Specific issue addressed	LandPaths' Comment or Suggested Change
Goal NAT-1A	Veg Management via grazing	Grazing is of historic and cultural significance on the Sonoma Coast. As such, it should be evaluated and considered as a means of managing vegetation for fuel reduction and invasive species management.
Goal NAT-1A	Fuel load reduction	With the addition of the upper Willow Creek parcel to the Sonoma Coast unit, State Parks should evaluate and consider options for reducing fuel load within the unit. This could include controlled burns, fuel ladder management, grazing, etc.
Goal NAT-1A	Mushroom gathering	Mycological species should be inventoried and policy developed to allow limited and regulated harvesting by park users for individual use.
Goal REC-1A	Multi-use trails	Trails should be developed so as to provide for access to as many park users as possible. New trails should be designated "multi-use" unless there is a demonstrated reason to do otherwise. Existing trails should be converted to multi-use whenever where resource conditions allow.
Goal EDU – 1	Interpretive staff	To support this goal, a guideline should be established to provide for hiring additional DPR staff for the purpose of providing on-site, personal interpretation. This staff could be in the form of a volunteer manager to oversee additional volunteer interpreters and docents.
Goal TRAIL-1:	Input from community groups	DPR staff should work with local community groups and non-profit organizations to develop a trail plan for the Sonoma Coast unit. These groups should also be encouraged to participate in the development of new trails and maintenance of existing trails.
Goal TRAIL-1:	Construction of new trails	DPR staff should use the trail plan to identify priorities for trail development and then construct trails based on these priorities. Volunteer labor should be utilized whenever possible to reduce cost and bolster community investment.
Goal TRAIL-1:	Maintenance of existing trails	DPR staff should utilize volunteer labor whenever possible to reduce cost of maintaining existing trails.
Goal ROAD-1:	Maintenance of existing logging road network	DPR staff should maintain the existing network of logging roads in the new Willow Creek acquisition for the purposes of administrative access and reduction of sedimentation.
Guideline EDU-1E	Community input	Recognizing that community investment and volunteer, LandPaths supports this guideline.
1.1.4	Carrington Ranch description	Park facilities have been established by Sonoma County Agricultural Preservation & Open Space District, in partnership with LandPaths & DPR. (mowed trails, bench, display panel, parking area cleared, etc.)

Letter 19: Jonathan Glass, Field Programs Director with LandPaths

February 22, 2007

19-1 The commenters provide feedback on Goal NAT-1A and suggest that grazing and other means of fuel load reduction (e.g., controlled burns, fuel ladder management) are evaluated and considered. The comment is noted. Please refer to Master Response 1 – Grazing regarding the use of grazing to accomplish Goal NAT-1A. Please refer to the response to comment 8-2 for Department's policies for vegetation management and fuel modification, and flammable vegetation/fuel modification.

19-2 The commenters provide feedback on Goal NAT-1A and would like mycological (fungi) species to be inventoried and policy developed regarding their use by park users. The comment is noted. The Department's policy on mushrooms is as follows:

0317.1.3. Mushrooms

Collecting permits for mushrooms for scientific or educational purposes may be obtained as described in DOM Section 0313.4.1, Scientific Collecting Permits. The collecting of mushrooms in units of the State Park System is permitted by CCR, Title 14, § 4306 when specifically authorized by the Department for non-commercial personal use.

Conditional authorization for mushroom collection for non-scientific or non-commercial use may be obtained from the District Superintendent of the specific unit of the State Park System where collection is to occur. Such collection is limited by regulation to a batch of mushrooms not to exceed five pounds wet weight or to a single mushroom if that individual mushroom is greater than five pounds wet weight by itself per person in possession.

Approval for collection for non-scientific or non-commercial use may only occur following consideration of the questions and guidance for mushroom collecting presented in the Natural Resources Handbook. An affirmative answer to any of those questions must be mitigated before any mushroom collecting can be allowed. Conditions of approval are also presented in the Natural Resources Handbook.

19-3 The commenters provide feedback on Goal REC-1A and support multi-use trails. The comment is noted. Guidelines TRAIL-1A and INLAND-1G call for the preparation of a trails management plan. Such a plan will address trail potential and uses through out the entire unit. Identified trails and modes of use will be based on the ability of the resources to sustain the trail and respective use, recreational activities, and suitable

access points. Multiple uses of trails shall be allowed where appropriate and compatible.

19-4 The commenters provide feedback on Goal EDU-1 and support hiring additional Department staff. The comment is noted; however, staffing is a budgetary item and not part of the General Plan.

19-5 The commenters provide feedback on Goal TRAIL-1 and would like Department staff to work with local community groups and non-profit organizations to develop a trail plan, establish trail priorities, and the build the trails. The comment is noted and the Department recognizes the value of input from community groups. The General Plan addresses this important resource in Goal COMM-1 and subsequent guidelines (pg 3-30). Please also refer to response to comment 12-1.

19-6 The commenters provide feedback on Goal ROAD-1 and suggest maintaining the existing logging roads. The comment is noted and proposals to deal with the existing logging road network will be included in the trails management planning process, including the future Trails Management Plan. Refer to Guidelines TRAIL-1A, TRAIL-1F, and ROAD-1A in the General Plan.

19-7 The commenters support Guideline EDU-1E. The comment is noted, and no further response is necessary.

19-8 The commenters suggest new text for the Carrington Ranch description. The Department recognizes that LandPaths has played a role in the cleanup, maintenance, and facilitating public use for the Carrington Property. Please refer to Chapter 4, Changes to the General Plan, for the revised description fro the Carrington Ranch property.

20

David Keck
General Plan Section
CA Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296

Dear Dave,

I'm writing to express my opposition to the proposed parking lot on Coleman Valley Rd. (CVR) in Occidental for the Willow Creek section of Sonoma Coast State Beach. The road is not appropriate for State Park access. I am a great lover of the State Park system, but believe that access should be designed smartly, and in a way that preserves the rural and wild nature of the areas which it seeks to protect. Access to the new addition to Sonoma State Beach should be limited to the areas where the roads are appropriate for such traffic and where there is existing access. The entrance at Freezeout Flat is just off of Hwy 116 which is a major road and can accommodate the traffic, and certainly the same is true for the trail which enters from Shell Beach parking area on Hwy 1.

I moved onto Coleman Valley Rd. in 1995. We have already experienced significant increase in the traffic on the road as it has become more of a tourist destination – and much of this traffic is from people who know nothing of the considerations of life on this road. They drive exceedingly fast, endangering our children and livestock. The road is often shrouded in fog, and it is windy and narrow. We experience accidents on the road because people do not understand the wilderness quality of the area and subsequent dangers of the road. Motorists dump trash (and I mean lots of trash) along the road, which we in turn take the time and energy to clean up. Placing a (CVR) parking lot in literature and publicity will significantly increase traffic – estimated at 2 to 3 times the current level on weekends. All of these problems will only increase with the increase in traffic due to a new entry point to the State Park. 20-1

There are many other concerns which I have re the proposed parking area – vandalism and graffiti have come to our road in recent years. Placing a parking lot here will invite partying and the concurrent impacts it will bring. Not the least of which is the danger to those partiers – as I said, the road is very often dangerous – windy, narrow, without dividing lines, and in summer, often almost impassable with fog. This is an invitation to young people to come out and drink, and run off the road with dire consequences. Please keep drivers where they will not endanger themselves, us as residents, or our animals and livestock.

Coleman Valley Rd. is one of the only roads through the coastal range within reach of the Bay Area that retains its rural quality. Increased traffic will change that and eventually lead to the need for a wider, more heavy duty road. This will result not only in the loss of our quality of life as residents and ranchers, but also in the loss of something very important to the public in general – a heritage of underdeveloped spaces and the primitive roads which travel through them.

Thank you for your consideration. Please keep access points to the park where they are appropriate – not on Coleman Valley Rd.

Walter Strauss

18150 Coleman Valley Rd.
Occidental, CA 95465
707.874.1211

Letter 20: Walter Strauss

No Date

20-1 The commenter opposes the proposed parking lot on Coleman Valley Road because of concerns about increased traffic, safety hazards, and increased trash and vandalism. The commenter is concerned the parking lot on Coleman Valley Road will lead to a "wider, more heavy duty road" and a loss of quality of life, and suggests Freezeout Flat off SR 115 and Shell Beach parking area off SR 1. The comment is noted, and the Department is also concerned about the safety aspects of park access and the general quality of the surrounding environment. Please refer to the General Plan section on "Roadway Access and Safety" (pg 3-20), which identifies the subsequent planning, studies, and evaluations that are to be conducted in determining the safety and appropriateness of establishing any new park access sites or routes. Also refer to General Plan section 3.3 "Management of Visitor Use Impacts" (pg 3-30), which establishes a method for evaluating and managing appropriate park visitor activity including any associated environmental impacts. Please also refer to Master Response 1 – Public Access.

21

Dave Keck, General Plan Section
California Department of Parks and Recreation
Planning Division
P.O. Box 942896
Sacramento, CA 94296-0001

RECEIVED
BY AC DATE 2/26/07

February 20, 2007

Re: **Sonoma Coast State Beach, Access to Willow Creek Area**

Presented below are several reasons why Coleman Valley Road (CVR) is an inappropriate access to Willow Creek Area and should not be used to access a parking lot.

SAFETY:

The road CVR is narrow, winding road with many blind spots and is often covered in fog making it impossible to be safely driven by the public. It is generally unsafe for unfamiliar motorists who often drive in the middle of the road posing danger to on coming vehicles. This poses a hazard to the local community and a significant hazard to cyclists. The proposed access point on a climb on CVR is between a tight hairpin turn and is just at the bottom of a steep 18% climb, creating a very unsafe pullout location. Fire is an ever present threat in this remote and expansive grassland region, which can be sparked by cars parked illegally on dry grasses and by people smoking in the grasslands.

INTERFERENCE WITH WILDLIFE AND RANCHING

21-1

The access for people at the beach, from Highway 1 will require cars to drive about 6 miles inland on Coleman Valley Rd through open grassland used for ranching of the Colliss ranch. The wildlife including endangered badgers and burrowing owls which is often on the road will be threatened by the increased public presence and traffic on the road. The drivers will not be familiar with the very steep winding 1 mile climb, often in the fog, and will pose significant safety hazard to the livestock, residents and to the ranchers. Given that a large percentage of the money to pay for the Willow Creek land came from Sonoma County Open Space and Agriculture Preservation, it is significant that paradoxically, the Willow Creek access on CVR would lead to impairment of the ranching, and impair the scenic open space value of the region and be a detriment to the environment of wildlife. Lines of cars being drawn onto CVR by State Parks will be seen from miles away in the region because of the open space visibility of the land which is coastal prairie grasslands and is unforested. The permanent draw of cars onto CVR by State Parks will violate the mission statement and purpose of the Sonoma County Open Space which paid a significant portion of the approximately 15 million dollars for the Willow Creek property. The CVR region must be respected as one of the

most precious natural open space resources of Sonoma County. Alternative vehicle access to this region, by bicycle or by hiking is appropriate for CVR.

VIOLATION OF STATE PARKS MISSION STATEMENT

Our Mission
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

CVR provides outstanding "high-quality outdoor recreation" as perhaps the best cycling road in Sonoma County. Riding the 9 mile CVR which generally has low traffic and only two intercepting roads to the ocean is perfect destination for cyclists making longer loops from Santa Rosa and the more highly populated demographic regions of the county. The road takes the cyclist from Occidental up a long climb with views of Mt St Helena across the valley, into redwood forest, through old farms and ranches, climbs steeply to Sugarloaf Mountain midway, then opens into rolling hills through coastal prairie for several miles with expansive views of the road winding below for miles ahead. Eventually CVR drops steeply on a winding narrow climb with the ocean views unparalleled by any other road in the county. At this steep descent, unfamiliar drivers on this unmarked road with virtually no shoulders become scared and often drive in the middle of the road, posing danger to cyclists. To underscore the significance of CVR as an important outdoor recreation resource, this week the Tour of California bicycle race, currently the most prestigious and important bicycle races in the United States used CVR as part of its race coarse.

21-1
(Cont)

The use of CVR as an access road for State Parks will not "provide for the health" of cyclists and will not "provide protection for California state's natural and cultural resource", in fact it will destroy it. The fact of the matter is that the Willow Creek property is only a small part of the larger Sonoma Coast State Beach Park which was purchased with knowledge that it had poor access. It is a violation of the Mission Statement of the State Parks to destroy a more important natural, cultural and scenic resource to the State; i.e. CVR region and its current use for hiking, cycling and recreation, in order to provide unnecessary access to the Willow Creek Land, which can be accessed from major highways (Hwy 1 and 116) in two lower access points to Willow Creek.

THE IMPACT OF STATE PARKS ON A COUNTRY ROAD

The access will disproportionately increase cars, and larger park service vehicles, by an estimated 30 cars per hour on weekends, 2 to 3 times current level. This is an estimate based on several assumptions on numbers, which can be "tweaked", but the reality will not change much. First realize that the frequent article in Press Democrat, SF Chronicle, or TV Backroads of CA program telling the public that CVR is the most scenic road in Sonoma, has an impact for a few weekends by a spike increase in the number of cars on CVR, but then it dies down to normal. The arguments I have heard from certain park officials that you can't stop the effect of increased population, which in turn increases the number of cars on the road. But this isn't true for CVR because it does not serve to link any growing cities or urban populations. People try driving CVR road to the beach and realize they can get to the beach in less time and without the

stressful driving on the narrow road by taking 116 or Bodega highway from Santa Rosa, bay area or Sacramento. The road name even is a misnomer referring to "Valley" and not drawing attention to it being in part a ridge top road. The growing population in Santa Rosa, Petaluma, Rohnert Park and elsewhere has not impacted this remote country road between Occidental, a small town, and Hwy 1 where there is no community.

State Parks would permanently advertise CVR as an access between different points in the park, highlighting on their maps the road, the parking access proposed on CVR. This would permanently increase the traffic on the road.

Estimate 4 million visitors to Sonoma State Coast Park per year (this could be off by a factor of two but the impact would still be severe), 1% of these visitors drive onto CVR drawn by State Parks, and the majority of the people come on sunny weekends which is half the weekends per year, 25 weekends. Assume 2 people per car. Therefore 2 million cars x 1% = 20,000 additional cars per year on CVR. But the cars are not distributed throughout all days of the year, as perhaps commuter traffic would be, rather the majority comes on sunny weekends. Divide by 25 weekends and 2 days per weekend (50 days): 20,000 cars / 50 days = 4000 additional cars per day on CVR on sunny weekends. Divide by 12 hours = 330 cars each hour on CVR. Even if it were half this number 165 more cars per hour, this is an enormous impact on CVR on those sunny weekends when cyclists use the road, no less on the local community. At present the road is busy and dangerous with 20 cars per hour.
Whether it is 400 or 4000 more cars per day on CVR, the change will be permanent because State Parks will continue to draw people coming to the beaches up onto CVR. While the parking lot may only hold 6 to 8 cars, the excess cars will park along CVR in the region of the access site and no less in other regions to picnic and take in views, parking on dry grasslands, posing serious danger of fire. The park access could easily lead to a doubling of cars on Coleman Vly Rd, and there are already too many cars on the sunny weekends.

21-1
(Cont)

SUMMARY

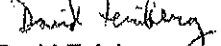
The scenic value of the road and region is a great heritage of our community, Sonoma County and no less the state of California. We should protect the last few remaining country roads by not permanently increasing their traffic. The increased cars will be a threat to the already endangered wildlife in this remote region of contiguous protected open space land. There are two access points in Lower Willow Creek which are from a major highway 116 and Hwy 1, which are designed to handle safely the increased traffic.

There are several trails in Willow Creek area that have great views and are appropriate for ADA access, whereas the CVR site is not appropriate for ADA access. It is nearly a mile to the most remote point, which is the only place where there is a distant view and the road has at least one steep climb. It is more appropriate for hiking, cycling and horse access to this most remote upper corner of the park. Putting picnic tables and cars at the top of a scenic wilderness hike is not only anticlimactic, but is detrimental to experiencing nature as a hiker.

Coleman Vly Rd has open range cattle livestock, is narrow winding with poor visibility and is without central lines, and any additional traffic should not be encouraged by State Parks.
The proposed parking lot, (6 to 8 cars) is very small but will draw disproportionate excess cars onto CVR from the beach region. The cars drawn to the region will park on the roadside, illegally, creating fire and general safety hazard.
The parking area is extremely dry in the summer, is surrounded by trees, and is just above a community in the valley on CVR, miles from the nearest fire stations. The parking area and access on this remote region will create a severe fire hazard. With the dry grass in the region, the risk of fire is very high, and there have been devastating fires in the past.

The road is used for cycling road because of its low traffic and scenic nature. The Sonoma Coast State Park will be harming an established high quality recreational opportunity to the public. Lower Willow Creek Park will have access from Hwy 1 and Hwy 116 roads designed to handle the increased traffic and little impact. It is just a bad idea to use CVR. The rural community living on Coleman Valley Rd will be disrupted and made unsafe by additional public and traffic. The wildlife including golden eagles, badgers and burrowing owls, which are commonly seen on CVR, will be endangered by the increased public presence and traffic on the road. Given the mission statements of both California State Parks and Sonoma County Open Space District, which bought the land, the proposed parking lot access on CVR appears to be in violation of protecting the scenic value of the region and the safety and existing recreational use of this region.

Respectfully yours,



David Feinberg
22727 Coleman Valley Rd,
P.O. Box 876, Bodega Bay, CA, 94923

Enclosed: comments on Access Report.

An analysis of the access report shows many incorrect statements. Corrections on different sections of the report are given below. Overall, the report did not give a fair evaluation and was biased.

Table 2.0

Map: Showing a hand drawn "Lookout trail" from Coleman Valley Rd (CVR) site accessible from CVR when no other trails are shown in the map of the entire park region. The drawing of the "Lookout trail" on the map creates bias and should be removed or else other major trails and roads with views should be drawn onto the map in the same way. There are equally or greater extensive views of region from either Upper Willow Creek road or from Isle in the Sky trail from lower trail access points but these trails are not shown on the map. Other trails are suitable for ADA access. This shows an intrinsic bias over trail access and park access. More to this point, the Lookout trail is a continuation of the fire road which is accessible from Lower Willow Creek access which is not represented on the map, creating a misconception of limited access to this trail. Also, misleading is that Lookout trail has a panoramic view but it is only from the very last few hundred feet of the trail. There is no significant view from the remaining 99.9% of the trail as it is covered with trees and has some climbs. In contrast, the Upper Willow Creek road trail over a mile of trail with expansive views. The end of the Isle in the Sky trail has far more extensive views.

exterior connectivity: This section claims there is a double striped 2 lane road from the south boundary of CVR to the access point which is frankly not true. Only the first half mile is paved, and the remaining 3 miles of road to the proposed parking area is not marked. From Occidental, after this first half mile, CVR is a narrow unmarked road with tight, hairpin turns, many blind spots for 3 miles to the parking site. There are still flowers left in front of a tree, where a couple missed a turn and had a fatal crash into the tree. In this respect, the access report is irresponsible to the safety of the public and community.

Natural Resources.: they exclude the impact of the parking lot on CVR which will significantly and permanently increase the cars and noise effecting the residential area in the valley on the 3 miles of unmarked road they failed to mention. The no less dangerous 6 mile of driving from Hwy 1 to the access point will have lines of cars visible from distant regions since this is open space coastal prairre. Therefore, the park acess will have a permanent detrimental impact on the visual open space. There are often badgers, rare owls and big cats

21-2

Cultural R. no comment (N/C)

Permitting Issues N/C

Operational Suitability (convenience & limitations) If Salmon Creek Ranger Station becomes a hub, then CVR will be just a connection between two regions of the park and thus CVR will be treated as an itinerary within the park when actually CVR represents a distinct scenic, recreational resource and is the center of a rural community. The land is agricultural and residential and should not become a shortcut to get from one point in the park to the other. There is no need for park vehicles, trucks, to be on CVR if not for the proposed access point.

Other: "scattered rural residential property – this ignores ranching and fisherman, the economy and culture.

"minimal conflict with adjacent landowners" in contrast to other areas, this is not true, but rather shows how the evaluation is being influenced by more politically powerful communities of Upper Willow Creek which is largely professional residence and is being organized by Pruninski

and Chapham residents who are local professional environmental impact report writers. What has lead to this statement? This isn't objective nor accurate, given the petition the CVR Preservation Organization has written opposing parking lots and access to parks on the road due to the detriment to safety, open space and recreational activities on the road.

Sonoma State Beach Willow Cr Access Evaluation
Table 1

Site Size CVR is 9000 SF, the smallest, others are 120,000 and 60,000 SF at Lower W. Creek and Freezeout Flat respectively, so their rational will be to use CVR for day hikers and rondevue pickup site, but this is not neccessary for most hikers who want to go on a long hike. It will be used for day hikers who want to picknic and will create a fire hazard and leave garbage.

Approach Rd width

CVR given 0 passing difficult, but actually it is negative -- since passing is not possible when climbing on CVR up from Hwy 1 at slide area which can not be further improved without building a peered wall at millions of dollars.

21-2
(Cont)

Existing intersection

CVR given + "existing intersection available" but the nearest intersection is with Joy Rd nearly 3 miles away and it is an extremely dangerous T intersection, then to the West it is Hwy 1, also dangerous. What are they talking about????

Location Suitability
--, needs further analysis ?

Approach Grades CVR given 0 , "4 to 8% grade", which is incorrect. It is a 16- 18% grade from the West. Below the proposed access point, the road goes through one of the most dangerous hairpin turns on CVR. The road is then narrow and climbs passed the access point where the road takes a slight bend and climbs very steeply, estimated 16-18% grade to the top of hill (Sugarloaf Mt). Vehicles and bicyclists descending the 16-18% grade would immediately encounter cars pulling out from the proposed access, which is very dangerous.

Approach Visibility/sight lines given 0 minor modification needed, but from the 18% grade it is difficult to stop and in the fog it is very bad.

ENTRANCE

Entry Gradient

Width

Drainage Improvemnt agreed

Page 2 of Table 1

Views

view into site, view of site are both minimal impact currently, except for the metal conduits which are very visable. It is likely that cars will be visible if the site is developed.

Scenic view from site is given +, when in fact it should be a -, there is no panoramic view, only trees, this is a mistake or a snow job. The only view is a mile away at the end of a trail, no scenic view on the hiking trail as present elsewhere in the park.

slope gradient

drainage

hazard tree clearing -- What the report is proposing is to make improvements to CVR visibility and with signage, which inevitably always has the opposite effect of encouraging motorists to drive faster, creating even greater safety hazard.

Size -- "may not meet current needs, only minor improvements possible" certainly will not meet needs.

Page 3 of Table 1

Trail Access Potential, given +, The connection is to a very long fire road with no visibility for miles due to overgrown trees, and this road had been planned to be decommissioned in the initial park plan. There is no connectivity to trail system, and regardless, the trail system has not been defined, actually it was initially just dismantalled with no forethought.

21-2
(Cont)

Letter 21: David Feinberg

February 20, 2007

21-1 The commenter opposes using Coleman Valley Road as access to a parking lot because of safety concerns having to do with poor road conditions and fire hazards. The commenter feels the parking lot will interfere with wildlife, ranchers, and residents because of increased traffic, which would impair the scenic value of the area. The commenter feels the parking lot goes against the park's mission statement by increasing traffic on the road and thus decreasing usability by cyclists. The commenter feels traffic does not need to increase on Colman Valley Road because the road does not link any major areas. The commenter opposes advertising the road as an access point to the park. The commenter suggests using SR 1 and SR 116 to access Upper Willow Creek, and feels bicycle and hiker access would be appropriate. The comments are noted.

The Department is aware that there are many situations throughout the State Parks System where rural public roads similar to Coleman Valley Road provide park access. The road characteristics mentioned are typical of many State Park environments. The Department is concerned about public safety, as well as protecting wildlife. The stewardship responsibilities of State Parks are guided by the Public Resources Code and Department policies. The General Plan Sections on Resource Management (pg 3-8) and Administration and Operations (pg 3-20) discuss applications of park policy regarding wildlife and roads. In addition the State Parks practices adaptive management strategies (Section 3.3.2) to maintain environmental quality.

The State Park Mission Statement as described applies to the management and operation of State Park lands. Coleman Valley Road is a county facility outside the jurisdiction of State Parks. Nevertheless, State Parks fully intends to cooperate with local agencies in the management of park lands and lands surrounding the park. State Parks has no intention of destroying any resources within or adjacent to park lands. The General Plan does address the issue of community involvement and agency cooperation (pg. 3-29) as applicable to this park unit. Please also refer to Master Response 1 – Public Access.

21-2 The commenter suggests several changes to be made to the Upper Willow Creek Access Site Evaluation. The comments are noted. Please refer to Master Response 1 – Public Access.

22

Darlene LaMont
16820 Lauri Lane
Occidental, CA 95465-9213
darlene@jimndar.net

February 22, 2007

Ca Dept. of Parks and Recreation
Planning Division
P.O. Box 942896
Sacramento, CA 94296-0001

Submission of Public Comment on the Sonoma Coast State Beach Preliminary General Plan

As a frequent user of the Sonoma Coast Beaches and the Willow Creek Unit for over the last 30 years, I am very concerned about the management and development of these parks. I was initially very pleased to see that Willow Creek would be included in the State Park system so I became directly involved as a docent, a contributor to Stewards of the Coast and Redwoods, a trails planning committee member and an active member of trail maintenance crews through Stewards, LandPaths and State Parks.

State Parks should follow the example of organizations like the Marin County Open Space District, the Marin County Water District and the Nature Conservancy which manage a large amount of property with far less staff and bureaucratic red tape (like this General Plan) and more committed volunteers. They have numerous trails (some are fire roads, some are old logging roads, some are idyllic hiking paths), lots of access points (many with limited parking on public streets) and they provide great trail maps of each site over the internet. Interpretive information is also available on the internet.

22-1

Internal decisions have already been made and this public comment period and earlier hearings and comment periods will have little or no effect. The historic roads, sites and trails will continue to be destroyed as soon as funding is acquired. It is a pity that State Parks consistently fails to listen to the ideas and insights of the public, particularly that portion of the public who is committed enough to volunteer substantial time and money to a place like Willow Creek. State Parks gives us this platform to air our views, but does not hear. The issue of Pond Farm at Armstrong Woods is another example - from 1985 - of State Parks' deaf ear. Funding is even more limited now - will State Parks continue pouring money into the pet projects of senior staff while crying poverty?

Through direct involvement I have come to understand that State Parks is a vast, unwieldy and dysfunctional bureaucracy that has no interest in the public or their opinions. **Times have changed and State Parks can no longer afford to be an autonomous organization that runs parks FOR the public. State Parks needs to run parks WITH the public.**

Sincerely,
Darlene LaMont
Darlene LaMont

Letter 22: Darlene LaMont

February 22, 2007

22-1 The commenter is concerned about the management and development of Sonoma Coast SP and the Upper Willow Creek Unit and feels there should be less staff, more volunteers, and less bureaucratic red tape. The commenter feels that the Department does not listen to the public's opinions. The comments are noted. The Russian River District fully intends to follow all of the required planning, permitting, and CEQA guidelines throughout the process of making improvements within Sonoma Coast SP. Community involvement is addressed in the General Plan on page 2-29 and under Goal COMM-1 and subsequent guidelines.

Stewards of the Coast and Redwoods

Preservation through Education and Restoration

Russian River Sector State Parks

RECEIVED

FEB 2 6 2007

NORTHERN SERVICE CENTER

February 22, 2007

California Department of Parks & Recreation
Russian River District
P.O. Box 123
Duncans Mills, CA 95430

Re: Comments regarding the Sonoma Coast General Plan and EIR

The Stewards of the Coast and Redwoods Board of Directors would like to submit the following recommendations, many of which will be in agreement with those submitted by the Sonoma Coast Advisory Committee (SCAC) in their communication dated 2/21/07.

Stewards is wholeheartedly in agreement that the description of our organization on page 2-104 does not adequately represent the work our organization has done since 1985, and continues to do to support Russian River District State Parks. We support the following change in wording:

> **Stewards of the Coast and Redwoods (Stewards)**
>
> Stewards is a nonprofit public benefit corporation that has been working in partnership with the Department to provide volunteer opportunities for Parks in the Russian River District, including Sonoma Coast SB since 1985. On-going programs include Seal Watch, Whale Watch, a visitor center in Jenner, tidepool education, watershed education in Willow Creek for adults and children, trail maintenance, water quality monitoring in the Willow Creek watershed, and beach cleanups. The Russian River District Volunteers in Parks program depends on Stewards to provide funding for educational and interpretive activities, resource management projects, and assistance with development of interpretive facilities. Stewards obtained funding for and managed development of the *Willow Creek Integrated Watershed Management Plan* and the *Sustainable Channel Development in Lower Willow Creek, Sonoma County, California* (Prunuske Chatham, Inc. 2005). Future projects in Sonoma Coast SB include continued planning and implementation of restoration efforts in the Willow Creek watershed,

23-1

development of an Environmental Living Program for school children, the development of new trails and signage, ongoing docent-led outings, and the development of Mounted Assistance Units. Funding has been secured from the California State Coastal Conservancy to support many of these efforts.

23-1 (Cont)

Trails

Stewards is in support of the SCAC's recommendation that a new Guideline be included that mandates communication and cooperation be ongoing between State Parks and the community during the process of trail planning as a source of knowledge and traditional use. The Willow Creek Trails Committee, comprised State Park officials and members of various user groups and nonprofit organizations, that has been meeting during the past year has proved to be a valuable source of historic and current knowledge about the area in regards to trails and access. Stewards believes that multi recreational use can be achieved successfully with input from all user groups keeping in mind the overall goal of protecting and restoring the natural resources in the Willow Creek watershed.

23-2

Stewards shares the SCAC's concern about the safety of bicyclists along Highway 1 at Sonoma Coast SB for over 20 years (DPR 1984), and we also recommend that this issue be considered during future planning. We support Guideline TRAIL-1C to coordinate development of a regional bicycle trail system and encourage State Parks, Caltrans, and others to cooperate in developing lower impact transportation modes and recreational opportunities.

Eco-friendly transportation options for transporting residents and tourists from Guerneville to Sonoma Coast are being considered by EcoRing, an organization that Stewards is affiliated with.

Roads/Access to Willow Creek

Stewards is in support of multiple access points to the new Willow Creek acquisition so as not to overburden any one area. Road repairs, taking in to consideration environmental impacts, will be needed to accommodate increases in traffic and large vehicles such as school buses and horse trailers.

Stewards is in agreement with the following statement as presented by the SCAC:
The Committee supports Guideline ROAD-1H to conduct road and traffic studies for proposed access points for the Willow Creek watershed. However, the sample sites evaluated in Appendix G contain numerous impacts that are potentially significant (e.g., traffic and safety issues for increased vehicle usage of Willow Creek Road by RVs and horse trailers, erosion from construction of new trails, removal of mature redwoods and other trees, impacts to NSO habitat, impacts to wetlands, visual impacts from new parking areas and other facilities, potential for geologic instability, potential impacts to cultural resources, etc.). This is inconsistent with the finding of "less than significant" in Section 4.6.11 of the Environmental Impacts Analysis (p. 4-23) and Section XV(a) in the Environmental Checklist in Appendix C. The types of projects utilizing Willow Creek Road that are contemplated in Appendix G are certain to result in "an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system" and may "substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses." We support the implementation of management goals and guidelines, but such planning does not necessarily result in less than

23-3

significant impacts, and such a finding, particularly utilizing Sonoma County traffic data from 1980 (p. 4-24), is inappropriate. 23-3 (Cont)

Cultural Resources
Stewards is in the process of developing an Environmental Living Program for Sonoma Coast, which relies on the preservation of significant cultural resources. This new interpretive program will educate school children about the Native American, Russian, Ranching, and Logging eras.

For this reason, Stewards is also in agreement with the following statement made by the SCAC. The Committee is in agreement with Goal CUL-1 to protect, maintain, and preserve significant prehistoric and historic resources within Sonoma Coast SB and its Guidelines. We recommend an additional Guideline to coordinate with resource specialists on the evaluation, protection, preservation, and management of historic resources such as Russian era occupation and historic family ranching. We recommend that Guidelines CUL-1A (develop an inventory, mapping system, and database for resources that may be eligible for inclusion in the National Register), CUL-1C (prepare and conduct surveys and inventories of cultural resources in areas subject to development, and CUL-1D (identify and evaluate cultural landscapes), and the recommended Guideline re potential historic restoration/interpretive sites be included in the bulleted list of plans and investigations on page ES-3 of the Executive Summary and anywhere else that such a list or discussion occurs in the document (e.g., ES-4). 23-4

Salmonid Habitat Restoration
Stewards supports and recommends continued participation in the restoration of salmonid habitat by State Parks, Stewards of the Coast and Redwoods, the Coastal Conservancy, and other agencies. 23-5

Mammoth/Sunset Rocks
During the past few years, Stewards has been a strong supporter of the work of State Park Archeologist, Breck Parkman. We have funded carbon-dating projects and have also begun a new interpretive program aimed at educating the public about these natural resources as well as protecting them from vandals. Stewards has been working with the climbing community and has their support in regards to the need for a higher level of security for this area. 23-6

Stewards does recommend that State Parks enact and enforce a consistent policy in regards to use by those who are benefiting monetarily from climbing activities. We do not recommend issuance of permits to climb the southern Sunset Rock as it is fragile and needs protection.

Grazing in the Willow Creek Watershed
The SCAC statement that there are many opinions regarding grazing in the Willow Creek watershed is very accurate. Stewards recommends that a Guideline be added to allow for further study to ascertain whether or not grazing would be of benefit in the watershed. Issues such as native grasses, fire suppression, and historic significance need to be examined. Stewards sees a benefit to having a well managed demonstration grazing operation in the Willow Creek watershed for interpretive and educational purposes. 23-7

Above all, it is recommended that State Parks come up with, and enforce, a consistent policy in the Russian River District in regards to grazing. Currently grazing is allowed on the Red Hill acquisition and at Fort Ross. It is understand that a long-term grazing management plan that does not put a strain on staff resources is required.

23-7 (Cont)

Global Warming

Stewards agrees with the following statement made by the SCAC in regards to global warming: Since the enactment of AB 32 in January of 2007, which codified that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California," a discussion of the potential effects of increased vehicular use by visitors along the coast should be included in the planning documentation for Sonoma Coast SB. Guideline ROAD-1E to coordinate with local organizations to maintain existing and advocate for additional public transportation is a good example of the spirit of the new global warming emissions reduction program. Development of lower impact transportation modes and recreational opportunities, as mentioned above in the Trails section, would be another.

23-8

We thank you for considering our recommendations and congratulate you on the completion of the Sonoma Coast General Plan.

Sincerely,

Michele Luna
Executive Director

Letter 23: Michele Luna, Stewards of the Coast and Redwoods

February 22, 2007

23-1 The commenters feel the description of Stewards on page 2-104 is insufficient and suggest text they prefer. Please refer to Chapter 4, Changes to the General Plan, for revised text regarding the description of the Stewards of the Coast and Redwoods.

23-2 The commenters recommend a new guideline mandating ongoing communication and cooperation between Sonoma State Park and the community regarding trail planning. They are also concerned about bicycle safety and support Guideline Trail-1C. The comments are noted. Community involvement is addressed in the General Plan on page 2-29 and under Goal COMM-1 and specifically Guideline COMM-1C, which calls for public input and review during planning phases of major facility development projects.

23-3 The commenters support having multiple access points to Upper Willow Creek, with road repairs taken into consideration. They also support Guideline ROAD-1H but are concerned about the potentially significant traffic and safety issues evaluated in Appendix G and feel the EIR inappropriately found them to be less-than-significant. The comments are noted. Please refer to Master Response 1 – Public Access.

23-4 The commenters recommend a guideline calling for a resource specialist to coordinate with the park to evaluate, protect, preserve, and manage historic resources. The commenters also recommend the Guidelines CUL-1A, CUL-1C, CUL-1D, and the above recommended guideline be included in the plans and investigations on page ES-3 and wherever a similar list or discussion occurs in the document. The comments are noted. Please refer to the response to comment 12-3.

23-5 The commenters support continued participation in the restoration of salmonid habitat. The comment is noted, and no further response is necessary.

23-6 The commenters recommend enacting and enforcing a policy for climbing use by those who are making money from climbing activities and do not recommend issuing permits allowing climbers on the southern Sunset Rock. The comment is noted. Please refer to the response to comment 17.1

23-7 The commenters suggest further study of grazing's affects and believes a grazing operation would be beneficial. The comment is noted. Please refer to Master Response 2 – Grazing.

23-8 The commenters would like global warming to be addressed because of the increased traffic. The comment is noted. Please refer to Chapter 4, Changes to the General Plan, for expanded text to Guideline ROAD-1E and text of the new Guideline SUS-1C.

4.9.3 SUMMARY OF WRITTEN COMMENTS RECEIVED

Table 4.9-1
Written Comments Received on the Preliminary General Plan and Draft Environmental Impact Report

Letter	Commenter/Agency	Date	Comment Number	Topic(s)
Comments Received in the Responses to 2004 Circulation				
1	Michele Luna, Stewards of the Coast and Redwoods	No date	1-1	Clarification to sections of the document that reference the services provides by the Stewards of the Coast and Redwoods
2	Timothy C. Sable, California Department of Transportation	February 17, 2004	2-1	Analysis of transportation and circulation impacts
			2-2	Encroachment permit requirements
3	Don L. Neubacher, National Park Service	February 20, 2004	3-1	Vision and Guidelines text
4	Jane M. Hicks	July 14, 2004	4-1	Clean Water Act Section 404 permit requirements
Comments Received in the Responses to 2007 Circulation				
5	Federated Indians of Graton Rancheria	February 3, 2007	5-1	Loss and degradation of sacred tribal areas
6	Robert Costa and Barbara Costa	February 9, 2007	6-1	Traffic increase
			6-2	Security at new access points
			6-3	Use of grazing
7	Kate Fenton	February 20, 2007	7-1	Increased noise and traffic with poor road conditions
			7-2	Preference for slow, careful development and trails for hikers only
			7-3	Use of grazing
8	David Dillman, Willow Creek Road Homeowners Group	February 20, 2007	8-1	Willow Creek Access Site Study and potential impacts
			8-2	Guideline suggestions for road requirements
9	Ernest Crabb, Diane Collins, and the Coleman Valley Road Preservation Society	February 20, 2007	9-1	Reasons not to develop on Coleman Valley Road

Table 4.9-1 Written Comments Received on the Preliminary General Plan and Draft Environmental Impact Report				
Letter	**Commenter/Agency**	**Date**	**Comment Number**	**Topic(s)**
10	Kari Taber	February 20, 2007	10-1	Reasons not to develop on Coleman Valley Road
11	Sonoma County Agricultural Preservation and Open Space District	February 21, 2007	11-1	Concerns about Administrative Facility and Residential Use Area
			11-2	Conservation easements and uses
			11-3	Preference for Proposed Project Alternative
			11-4	Request for Carrington Ranch language revision
12	Sonoma Coast State Beach Advisory Committee	February 21, 2007	12-1	Trails
			12-2	Significant impacts for sample sites in Appendix G
			12-3	Cultural guideline recommendations
			12-4	Salmonid habitat
			12-5	Permits for climbers on Sunset Rock
			12-6	Use of grazing
			12-7	Climbing impacts
			12-8	Global warming
			12-9	Suggestion for text revision of Stewards description
			12-10	Term corrections
13	Deborah Koons Garcia	No date	13-1	Reasons against a parking lot on Coleman Valley Road
14	Maureen Kobbe	February 21, 2007	14-1	Traffic increase on Coleman Valley Road
			14-2	No new trails
15	Miriam Redstone	February 16, 2007	15-1	Unsafe conditions on Willow Creek Road, no horse trailers, more analysis needed

Table 4.9-1 Written Comments Received on the Preliminary General Plan and Draft Environmental Impact Report				
Letter	**Commenter/Agency**	**Date**	**Comment Number**	**Topic(s)**
16	Michael Murphy, National Director Back Country Horseman of California, Associate Director Gold Ridge Conservation District	February 22, 2007	16-1	Willow Creek Road fire gate, riding horses on Red Hill and at Pomo Canyon
17	Carol Vellutini	February 22, 2007	17-1	Protection for Sunset Rocks
			17-2	Renaming as Sonoma Coast State Park
			17-3	Use of term "playground"
			17-4	Unique park resource damage and guideline suggestions
			17-5	Use of grazing
18	Christine Taylor	No date	18-1	Traffic, safety, and litter problems on Coleman Valley Road
19	Jonathan Glass, Field Programs Director with LandPaths	February 22, 2007	19-1	Goal NAT-1A, use of grazing
			19-2	Goal NAT-1A, mycological (fungi) species
			19-3	Goal REC-1A, multi-use trails
			19-4	Goal EDU-1 and hiring DPR staff
			19-5	Goal TRAIL-1 and trail planning and building
			19-6	Goal ROAD-1 and logging roads
			19-7	Support of Guideline EDU-1
			19-8	Suggestion for new text for the Carrington Ranch description
20	Walter Strauss	No date	20-1	Traffic, safety, and litter problems on Coleman Valley Road

Table 4.9-1 Written Comments Received on the Preliminary General Plan and Draft Environmental Impact Report				
Letter	**Commenter/Agency**	**Date**	**Comment Number**	**Topic(s)**
21	David Feinberg	February 20, 2007	21-1	Poor road conditions on Coleman Valley Road
			21-2	Recommended Willow Creek Access Site Evaluation changes
22	Darlene LaMont	February 22, 2007	22-1	Management and development of Sonoma Coast State Beach
23	Michele Luna, Stewards of the Coast and Redwoods	February 22, 2007	23-1	Suggestion for new Stewards text description
			23-2	New trail planning guideline recommended, bicycle safety concern
			23-3	Guideline ROAD-1H, traffic and safety issues
			23-4	Cultural guideline recommendations
			23-5	Salmonid habitat
			23-6	Climbing and Sunset Rock
			23-7	Use of grazing
			23-8	Global warming from traffic

5

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6

Report Preparers

6 REPORT PREPARERS

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

RUSSIAN RIVER DISTRICT

Linda Rath ..... Russian River Sector Superintendent
Rick Royer ..... District Interpretive Superintendent
Todd Thames ..... Former District Superintendent
Breck Parkman ..... Senior State Archaeologist
Gary Shannon ..... Associate Landscape Architect
Roy McNamee ..... District Maintenance Chief
Jack Ekström ..... Administrative Services Chief
Valerie Watt ..... State Parks and Recreation Specialist
Marianne Hurley ..... State Historian
John McKinney ..... Sector Maintenance Chief
Brendan O'Neil ..... Environmental Scientist

SONOMA COAST STATE BEACH

Jeremy Stinson ..... Supervising Ranger
Denise Alexander ..... Park Maintenance Supervisor

PLANNING DIVISION

Wayne Woodroof ..... Planning Division Chief
David Keck ..... Supervisor, General Planning Unit
Alan Tang ..... Associate Landscape Architect

EDAW, INC.

Curtis E. Alling, AICP ..... Principal-in-Charge/General Plan Program Manager
Petra Unger ..... Assignment Manager
Steven Huang, AICP ..... Assistant Assignment Manager
Jeanette Winter ..... Environmental Analyst
Linda Leeman ..... Wildlife Biologist
Ramona Butz ..... Botanist
Misa Ward ..... Botanist
Charlane Gross ..... Cultural Resources Specialist
Brian Ludwig ..... Cultural Resources Specialist
Vance Howard ..... Restoration Ecologist

Phil Hendricks..... Senior Landscape Architect/Access Study
Kelley Savage.....Landscape Architect/Access Study
Kim Christensen..... Public Outreach Specialist
Yanna McLaughlin ..... Public Outreach Specialist
Julie Nichols.....Technical Editor
Lisa Clement ..... GIS Specialist
Liz Cruz..... GIS Specialist
Phi Ngo ..... GIS Specialist
Brian Perry ..... Graphic Designer
Lorrie Jo Williams ..... Graphic Designer
Deborah Jew..... Word Processing/Publication Specialist
Gayiety Lane ..... Word Processing/Publication Specialist
Amber Martin ..... Word Processing/Publication Specialist

CONTRIBUTIONS BY

Tina Williams .....Marin Sector Superintendent
Joe Mette..... Former District Superintendent
Bob Briscoe..... Former District Engineer
Michael Stephenson..... Former Sector Superintendent
Rich Lawton..... Former Supervising Ranger

Appendices

Appendix A

Location of Required Environmental Impact Report Content

Location of EIR Required Content

This plan is prepared in accordance with CEQA Guidelines (Title 14. California Code of Regulations), article 9. Contents of Environmental Impact Report (EIR) §15120(c) states that draft EIRs shall contain the information required by sections 15122 through 15131. The following table shows where the required items are found in this General Plan/EIR.

CEQA Guidelines Content	**Location in General Plan/EIR**
Section 15122. Table of Contents or Index	Beginning of this document/Table of Contents
Section 15123. Summary	Sec. 4.2 Summary
Section 15124. Project Description	Ch. 3 The Plan (description) Sec. 4.3 Project Description (summarized) Ch. 1 Introduction (information about general plan purpose and process)
Section 15125. Environmental Setting	Ch. 2 Existing Conditions Sec. 4.4 Environmental Setting
Section 15126. Consideration and Discussion of Environmental Impacts	Ch. 4 Environmental Analysis
(a) (and Section 15126.2) Significant Environmental Effects of the Proposed Project	Sec. 4.6 Significant Environmental Effects and Mitigation
(b) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	Sec. 4.7.1 Unavoidable Significant Environmental Effects
(c) Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented	Sec. 4.7.2 Unavoidable Significant Environmental Effects
(d) Growth-Inducing Impact of the Proposed Project	Sec. 4.7.3 Growth-Inducing Impacts
(e) (and Section 15126.4) The Mitigation Measures Proposed to Minimize the Significant Effects	Ch. 3 The Plan, Sec. 3.2 Goals and Guidelines (intended to minimize adverse environmental effects) Sec. 4.6 Significant Environmental Effects and Mitigation
(f) Alternatives to the Proposed Project	Sec. 4.8.1 Alternatives to the Proposed Action
Section 15127. Limitations on Discussion of Environmental Impact	Sec. 4.7.2 Significant Irreversible Environmental Effects
Section 15128. Effects Not Found to be Significant	Sec 4.5 Environmental Effects Eliminated from Further Analysis
Section 15129. Organizations and Persons Consulted	Sec. 5.2 References
Section 15130. Discussion of Cumulative Impacts	Sec. 4.7.4 Cumulative Impacts
Section 15131. Economic and Social Effects (optional topic)	Ch. 3 The Plan Throughout the document under discussions of recreation and visitor experience

Appendix B

Soil Definitions and Characteristics

Soil Descriptions and Characteristics

Soil Descriptions

- Alluvial land, sandy

  Alluvial land, sandy (AdA) consists of sandy and gravelly deposits along streams. Stratification is variable, and recent overwashes tend to change the texture of the surface layer from time to time. Streambank cutting and erosion have occurred in some locations. This land type is used for limited grazing and wildlife habitat. Capability unit VIIw-4.

- Atwell clay loam, 30 to 50 percent slopes

  This steep soil is on uplands. It is commonly in swales and draws on wooded hillsides. Included in mapping are areas of Hugo very gravelly loam and Hely silt loam. Small areas of soils having slopes less than 30 percent are also included. Permeability of the subsoil is very slow, and runoff is rapid. The hazard of erosion is high and slips are common. Fertility is moderate. The available water capacity is 9 to 11 inches. This soils is used for woodland and for recreation. Capability unit VIe-3; woodland group 8.

- Baywood loamy sand, 2 to 9 percent slopes

  This soil is on coastal benches. Most of the slopes are long and smooth. In most places the range in slope is from 2 to 5 percent. The texture ranges from sand to loamy sand. Included in mapping are small areas of Sheridan coarse sandy loam and Rohnerville loam. Also included are small localized areas of rock outcrops. Permeability is rapid. Runoff is very slow to slow, and the hazard of soil blowing is moderate. Fertility is low. The available water capacity is 4 to 5 inches. This soil is used mainly for pasture. Capability unit IIIe-4.

- Casabonne-Wohly-Holohan

  The Casabonne series consists of deep, well drained soils formed in material weathered from sandstone or shale. Casabonne soils are on hills and mountains with slopes ranging from 9 to 75%. The Wohly series consists of moderately deep, well drained soils that formed in material weathered from sandstone. Wohly soils are on hills and mountains. Slopes range from 9 to 75%. The Holohan series consists of very deep, well drained soils formed in material weathered from sandstone. Holohan soils are on hills and mountains and have slopes of 9 to 75%.

- Coastal beaches

  Coastal beaches is a miscellaneous land type which consists of narrow, sandy beaches that are covered or nearly covered during high tide and exposed during low tide. They occur where the rocky and sandy areas of the Pacific Ocean meet the Sonoma County

coast. Parts of the coast consist of narrow beaches backed by bluffs that are 10 to 250 feet high. In some areas the bluffs rise abruptly from the sea. The beaches have no agricultural value but are used for recreation such as camping, picnicking, surf fishing, and clam and abalone hunting. Capability unit VIIIw-4.

- Dune land

  Dune land consists of loose, shifting sand. It is in many areas scattered along the coast. The largest area is on the coastal side of the north end of Bodega Head extending toward the mouth of Salmon Creek. Much dune grass has been planted in an effort to control mass movement of the sand. Ocean winds have shifted the dunes. This shift has threatened agricultural land and possible homesites. Dune land is used mainly for recreational purposes. Capability unit VIIIe-4.

- Hugo very gravelly loam, 50 to 75 percent slopes

  This very steep soil is in mountainous uplands. Soil depth to weathered rock ranges from 30 to 60 inches. Included in mapping are small areas of Atwell clay loam, Josephine loam, Laughlin loam, and Maymen gravelly sandy loam. Also included are areas with up to 5 percent rock outcrops on the surface. Permeability is moderate in the subsoil of this Hugo soil. Runoff is very rapid, and the hazard of erosion is very high. Fertility is moderate. The available water capacity is 4 to 8 inches. This soil is used mainly for producing timber. Some areas that have been logged are used for grazing. Capability unit VIIe-4; woodland group 6.

- Hugo very gravelly loam, 30 to 50 percent slopes

  This soil is similar to Hugo very gravelly loam, 50 to 75 percent slopes, but it is not so steep. The gravel content varies from 25 to 45 percent by volume. Included in mapping areas are small areas of Josephine loam, Laughlin loam, and Maymen gravelly sandy loam. Runoff is rapid, and the hazard of erosion is high. The available water capacity is 4 to 8 inches. This soil is used mainly for timber. Capability unit VIe-4; woodland group 2.

- Hugo-Atwell complex, 30 to 50 percent slopes

  This complex is in the northern and western areas of the county on sandstone and shale of the Franciscan formation. It is also between Camp Meeker and north to the Russian River, where there is a large proportion of metamorphosed sandstone and shale. The Hugo soils make up about 70 percent of the complex; Atwell soils, about 20 percent; Melbourne soils, about 5 percent; and Josephine soils, the remaining 5 percent. Stoniness ranges from 15 to 30 percent. The Hugo soils have predominantly concave slopes while the Atwell soils have convex slopes and occur near water courses. Occasional landslips are common on Atwell soils. The quality of timber is lower on Atwell soils than on Hugo soils. The Hugo soil has a profile similar to the Hugo very gravelly

loam, 50 to 75 percent slopes. Soil depth is 30 to 50 inches. Runoff is rapid, and the hazard of erosion is high. The available water capacity is 4 to 7.5 inches. The Atwell soil has a profile similar to Atwell clay loam, 30 to 50 percent slopes. Soil depth is 30 to 50 inches. Surface runoff is rapid, and the hazard of erosion is high. This soil is used mainly for timber. Capability unit VIe-4; Hugo, woodland group 2; Atwell, woodland group 8.

- Josephine loam, 9 to 30 percent slopes

  This soil ranges in depth from 36 to 60 inches, although much of the acreage is 45 inches deep or more. Content of stone and gravel ranges from none to 20 percent, by volume. Included in mapping are small areas of Hugo very gravelly loam, Laughlin loam, and Mendocino sandy clay loam. Runoff is medium to rapid, and the hazard of erosion is moderate to high. The available water capacity is 6 to 10 inches. The main use of this soil is for timber. Attempts at growing orchards and vineyards have been generally unsuccessful. Capability unit IVe-1; woodland group 1.

- Kinman loam, 30 to 50 percent slopes

  This steep soil is on uplands. Most of the slopes are long and smooth. In most places, slopes range from 30 to 40 percent. Depth to rock varies from 30 to 55 inches. Some of the steeper slopes have old slip areas that are nearly stabilized. Included in mapping are small areas of Kneeland loam, Laughlin loam, Rohnerville loam, and Yorkville clay loam. Also included are scattered areas of large rock outcrops sometimes called "sea stacks." Permeability is slow in the subsoil of this Kinman soil. Runoff is rapid, and the hazard of erosion is high. Fertility is moderate. The available water capacity is 4.5 to 8 inches. This soil is used mainly for grazing by sheep and cattle. Capability unit VIe-3; range site 6.

- Kinman loam, 15 to 30 percent slopes

  This soil is similar to Kinman loam, 30 to 50 percent slopes, but the depth to bedrock is deeper. The surface layer and subsoil combined are about 40 to more than 60 inches thick. Included in mapping are small areas of Kneeland loam, Laughlin loam, and Yorkville clay loam. Also included are scattered areas of a dark-gray clay generally near the areas of the Yorkville series. Occasionally, there are outcrops of hard sandstone. Runoff is medium to rapid, and the hazard of erosion is moderate to high. The available water capacity is about 6 to 10 inches. The soil is used mainly for sheep pasture and for range. Capability unit VIe-3; range site 2.

- Kinman-Kneeland loams, 30 to 50 percent slopes

  This complex is above the coastal terraces between Bodega Bay and the vicinity of Jenner. Kinman loam makes up about 60 percent of the complex, and Kneeland loam about 40 percent. Included with these soils are areas of soils that have slopes of less than 30 percent or greater than 50 percent. The lesser slopes usually occur on broad

ridgetops. Rock outcrops cover less than 2 percent of the surface. Seepage is common on the lower toeslopes of the Kinman soils. Depth to sandstone and shale in Kinman loam is 30 to 45 inches. Runoff is rapid, and the hazard of erosion is high. The available water capacity is 4.5 to 7.5 inches. Kneeland loam has a profile similar to that of Kneeland loam, 5 to 9 percent slopes. Depth to sandstone is 25 to 40 inches. Runoff is rapid, and the hazard of erosion is high. The available water capacity is 4 to 7 inches. These soils are used for range and pasture. Capability unit VIe-3; Kinman, range site 6; Kneeland, range site 12.

- Kneeland loam, 5 to 9 percent slopes

  This is gently sloping to moderately sloping soil is on upland ocean terraces. Included in mapping are scattered areas of sandstone outcrops and small areas of Kinman loam and Steinbeck loam. Permeability is moderate in the subsoil of this Kneeland soil. Runoff is slow, and the hazard of erosion is slight. Fertility is moderately low, and the available water capacity is 4 to 8 inches. The effective rooting depth is 25 to 45 inches. This soil is used mainly for range and pasture. Capability unit IIIe-1; range site 12.

- Kneeland loam, 30 to 50 percent slopes

  This soil is similar to the Kneeland loam, 5 to 9 percent slopes. It generally is about 25 inches deep, but at times it is 40 inches deep. Included in mapping are small areas of Kinman loam, Los Osos clay loam, and Steinbeck loam. Runoff is rapid, and the hazard of erosion is high. This soil is used mainly for range, for sheep grazing. Capability unit VIe-1; range site 12.

- Kneeland rocky complex, 30 to 75 percent slopes

  Rock outcrops or "sea stacks," scattered throughout the fields, occupy about 15 to 20 percent of the surface area of this complex. Sea stacks are remnant, weather-resistant, fine-grained sandstone that rise above the surface. The remaining 80 to 85 percent of these areas consists of Kneeland loam. Occasionally there are stone in the subsoil. Runoff is very rapid, and the hazard of erosion is very high. Kneeland soils seldom exceed a depth of 24 inches, but in places they are as deep as 40 inches. Included in mapping are small areas of Kinman loam, Los Osos clay loam, and Steinbeck loam. This complex is used mainly for grazing. Capability unit VIIe-1; range site 12.

- Laughlin loam 50 to 75 percent slopes

  This soil is on very steep mountainous terrain of the Coast Range. Depth to sandstone or shale is between 20 and 30 inches. Included in mapping are small areas of Hugo very gravelly loam, Maymen gravelly sandy loam, Suther loam, and Yorkville clay loam. Also included are areas with a pale brown loam surface layer. Permeability is moderate in the subsoil of this Laughlin soil. Runoff is very rapid, and the hazard of erosion is very

high. Fertility is moderately low. The available water capacity is about 3 to 4.5 inches. This soil is used mainly for range. Capability unit VIIe-8; range site 8.

- Laughlin loam, 30 to 50 percent slopes

  This soil is similar to Laughlin loam, 50 to 75 percent slopes. Included in mapping are small areas of Hugo very gravelly loam, Maymen gravelly sandy loam, and Suther loam. Runoff is rapid, and the hazard of erosion is high. This soil is used mainly for range. Capability unit VIe-8; range site 4.

- Maymen gravelly sandy loam, 30 to 50 percent slopes

  This steep soil is on mountainous uplands. The profile contains approximately 10 to 25 percent gravel, by volume, throughout. Depth to sandstone varies from 10 to 20 inches. Included in mapping are small areas of Henneke gravelly loam, Hugo very gravelly loam, Huse stony clay loam, and Los Gatos gravelly loam. Also included are some areas where slope is 75 percent, some eroded areas, and areas that have as much as 10 percent rock outcrop. Permeability is moderate in the subsoil of this Maymen soil. Runoff is rapid, and the hazard of erosion is high. Fertility is very low. The available water capacity is 1 to 2 inches. This soil is used mainly for watershed, for wildlife browse and cover, and for limited range. Capability unit VIIe-8; range site 10.

- Ornbaun-Zeni-Yellowhound

  The Ornbaun series consists of deep, well drained soils formed in material weathered from sandstone and mudstone. Ornbaun soils are on hills and mountains and have slopes of 9 to 75%. The Zeni series consists of moderately deep, well drained soils formed in material weathered from sandstone or mudstone. Zeni soils are on hills and mountains. Slopes range from 9 to 75%. The Yellowhound series consists of deep, well drained soils formed in material weathered from sandstone or conglomerate. Yellowhound soils are on hills and mountains and have slopes of 9 to 99%.

- Quinliven-Ferncreek-Dystropepts

  The Quinliven series consists of very deep, moderately well drained soils formed in marine sediments. Quinliven soils are on marine terraces and have slopes of 2 to 50%. The Ferncreek series consists of very deep, somewhat poorly drained soils formed in marine sediments. The Ferncreek soils are on marine terraces and have slopes of 2 to 30%. The Dystropepts series consists of soils on side slopes of marine terraces. Native vegetation is mainly brush, grass, and/or Grand fir, Douglas fir, and Redwood. Permeability and available water capacity are extremely variable in Dystropepts.

- Riverwash

  Riverwash consists of very recent depositions of gravel, sand, and silt alluvium along major stream and their tributaries. Gravel bars make up the majority of these areas.

During floods, alluvial areas are subject to repeated deposition, erosion, and shifting of transported material. Layering and gullying of soil and gravel brought from upstream areas has resulted. Riverwash provides gravel for commercial production, construction, and road fill. Capability unit VIIIw-4.

- Rock land

  Rock land consists of stony steep slopes and ridges that generally are in rough mountainous areas where there is little soil material. Small shrubs or an occasional stunted tree growing between lichen-covered rocks are the only vegetation. This land type is used mainly for watershed. Capability unit VIIIs-8.

- Rohnerville loam, 0 to 9 percent slopes

  This soil is along the coastal terraces from Gualala to Bodega Bay. Generally, it is nearly level, but where this soil is on a rise abutting the steep uplands adjacent to the terrace, it is gently sloping. Included in mapping are small areas of Baywood sandy loam, Kinman loam, Kneeland loam, and Noyo coarse sandy loam. Permeability is moderately slow in this Rohnerville soil. Runoff is slow to medium, and the hazard of erosion is slight to moderate. Fertility is moderate. The available water capacity is 4.5 to 8 inches. The soil is used mainly for sheep pasture and range. Capability unit IIIe-1; range site 1.

- Rohnerville loam, 9 to 15 percent slopes

  This soil is similar to Rohnerville loam, 0 to 9 percent slopes, but it is generally 30 to 40 inches deep to the substratum. In most areas this soil has slopes of 9 to 12 percent. Included in mapping are small areas of Kinman loam, Kneeland loam, and Noyo coarse sandy loam. Runoff is medium, and the hazard of erosion is moderate. The available water capacity is 4.5 to 7 inches. This soil is used mainly for pasture for sheep and a few dairy cattle. Capability unit IVe-1; range site 1.

- Sheridan course sandy loam, 2 to 30 percent slopes

  This gently sloping to moderately steep soil is on uplands. Most of the slopes are long and range from 7 to 15 percent. Bedrock is at a depth of 36 to 60 inches. Included in mapping are small areas of Baywood loamy sand and Dune land. Also included are areas that are 20 to 36 inches deep to the parent material. Permeability is moderately rapid in this Sheridan soil. Runoff is slow to rapid, and the hazard of erosion is slight to high. Fertility is moderate. The available water capacity is 3.5 to 7 inches. This soil is on Bodega Head and the coast where there is an ideal view of the ocean. It is used mainly for recreation. Capability unit VIe-4.

- Sobrante loam, 30 to 50 percent slopes

  This steep soil is on uplands. Depth to weathered greenstone ranges from 20 to 40 inches. Gravel content of shattered rock fragments varies from none to about

10 percent, by volume, because of irregular weathering of the parent bedrock. Included in mapping are small areas of Boomer loam, Goulding cobbly clay loam, Laughlin loam, and Suther loam. Although rock outcrops are characteristically associated with the landscape, they occupy less than 3 percent of the surface. Permeability is moderate in this Sobrante soil. Runoff is rapid, and the hazard of erosion is high. Fertility is moderate. The available water capacity is 3.5 to 8 inches. The soil is used mainly for range. Capability unit VIe-1; range site 4.

- Sobrante loam, 50 to 75 percent slopes

  This soil is similar to Sobrante loam, 30 to 50 percent slopes, but it is steeper. Soil depth ranges from 20 to 30 inches. Included in mapping are small areas of Boomer loam, Goulding cobbly clay loam, and Laughlin loam. Some areas are eroded, exposing the reddish-brown subsoil. Runoff is very rapid, and the hazard of erosion is very high. The available water capacity is 3.5 to 6 inches. This soil is mainly used for range. Capability unit VIIe-1; range site 8.

- Terrace Escarpments

  Terrace escarpments consist of long, narrow, rocky areas that rise abruptly from the mean tide line to the coastal plain terraces or plateaus. This land type consists of steep faces that separate the terraces from the lower lying land. The faces are composed of soft coastal sandstone, hard shale, or hard, weather-resistant, fine-grained sandstone. Vegetation is sparse and is made up of dwarfed shrubs, a few patches of grass, lichens, and moss. In seepage areas water grasses, a few cypress and oaks, and various weathered conifers also grow. Areas of Terrace escarpments are used mainly for watershed and as wildlife habitat. Capability unit VIIIs-8.

- Tidal Marsh

  Tidal marsh consists of nearly level marsh lands that are under water or extremely wet throughout the year. This miscellaneous land type occurs adjacent to San Pablo Bay and on narrow drainage-ways that empty into the Pacific Ocean. Except for small included areas that support limited grazing, tidal marsh has no farming value. It is used mainly for recreation and as wildlife habitat. Capability unit VIIIw-2.

- Yolo loam, overwash, 0 to 5 percent slopes

  This soil is similar to Yolo loam, 0 to 2 percent slopes, but because of its location where inundation and overflow are minor hazards, this soil stays wet for longer periods of time. Included in mapping are small areas of Cortina very gravelly loam, Pleasanton loam, and Zamora silty clay loam. Runoff is slow to medium, and the hazard of erosion is slight to moderate. This soil is used mainly for orchards, vineyards, row crops, and pastures. Capability unit IIw-2.

- Yolo sandy loam, overwash, 0 to 5 percent slopes

  This soil differs from Yolo loam, 0 to 2 percent slopes, in that its surface layer is sandy loam. This Yolo loam is subject to flooding and consequent deposition because of its topographic position along rivers and creeks. Included in mapping are small areas of Cortina very gravelly sandy loam, Pleasanton loam, and Zamora silty clay loam. Runoff is slow to medium, and the hazard of erosion is slight to moderate. The available water capacity is 8 to 10 inches. This soil is used mainly for orchards and vineyards. Some areas are used for pasture. Capability unit IIw-2.

- Yorkville clay loam, 5 to 30 percent slopes

  This moderately steep soil is on uplands. Generally, slopes range from 15 to 30 percent, and they are long and smooth. The subsoil may contain slickensides and variable amounts of rock fragments. Soil depth to rock ranges from 24 to 60 inches within short distances. Rock replaces the clay parent material. Included in mapping are small areas of Hugo loam, Josephine loam, Laughlin loam, and Suther loam. Permeability is very slow in the subsoil of this Yorkville soil. Runoff is medium to rapid, and the hazard of erosion is moderate to high. Fertility is moderately high. The available water capacity is 4 to 6 inches. This soil is subject to landslips and is used mainly for range. Capability unit VIe-3; range site 2.

- Yorkville clay loam, 30 to 50 percent slopes

  This soil is steeper than Yorkville clay loam, 5 to 30 percent slopes. Depth to bedrock ranges from 24 to 60 inches, but generally it occurs between 36 to 50 inches. Landslips and gullies are present. Included in mapping are small areas of Josephine loam, Laughlin loam, and Suther loam. Runoff is rapid, and the hazard of erosion is high. This soil is used mainly for range. Other areas are used for wildlife cover and for watershed. Capability unit VIe-3; range site 6.

References

Natural Resources Conservation Service. 1972. *Soil Survey of Sonoma County, CA.* U.S. Department of Agriculture.

Summary of Soil Characteristics				
Soil Type	Permeability	Runoff	Erosion Hazard	Water Capacity (water-holding capacity)
Alluvial Land, Sandy	--	--	--	--
Atwell Clay Loam, 30-50 Percent Slopes	Slow	Rapid	High	9 to 11 inches
Baywood Loamy Sand, 2 to 9 Percent Slopes	Rapid	Slow	Moderate	4 to 5 inches
Coastal Beaches	--	--	--	--
Dune Land	--	--	--	--
Hugo Very Gravelly Loam, 30 to 50 Percent Slopes		Rapid	High	4 to 8 inches
Hugo Very Gravelly Loam, 50 to 75 Percent Slopes	Moderate	Very Rapid	Very High	4 to 8 inches
Hugo-Atwell Complex, 30 to 50 Percent Slopes	--	Rapid	High	4 to 7.5 inches
Josephine Loam, 9 to 30 Percent Slopes	--	Medium to Rapid	Moderate to High	6 to 10 inches
Kinman Loam, 15 to 30 Percent Slopes	--	Medium to Rapid	Moderate to High	6 to 10 inches
Kinman Loam, 30 to 50 Percent Slopes	--	Rapid	High	4.5 to 8 inches
Kinman-Kneeland Loams, 30 to 50 Percent Slopes	--	Rapid	High	4.5 to 7.5 inches
Kneeland Loam, 30 to 50 Percent Slopes.	--	Rapid	High	--
Kneeland Loam, 5 to 9 Percent Slopes.	Moderate	Slow	Slight	4 to 8 inches
Kneeland Rocky Complex, 30 to 75 Percent Slopes	--	Very Rapid	Very High	--
Laughlin Loam, 30 to 50 Percent Slope	--	Rapid	High	--
Laughlin Loam, 50 to 75 Percent Slope	Moderate	Very Rapid	Very High	3 to 4.5 inches

Summary of Soil Characteristics				
Soil Type	Permeability	Runoff	Erosion Hazard	Water Capacity (water-holding capacity)
Maymen Gravelly Sandy Loam, 30 to 50 Percent Slopes	Moderate	Rapid	High	1 to 2 inches
Riverwash	--	--	--	--
Rock Land	--	--	--	--
Rohnerville Loam, 0 to 9 Percent Slopes	Moderately Slow	Slow to Medium	Slight to Moderate	4.5 to 8 inches
Rohnerville Loam, 9 to 15 Percent Slopes	--	Medium	Moderate	4.5 to 7 inches
Sheridan Coarse Sandy Loam, 2 to 30 Percent Slope	Moderately Rapid	Slow to Rapid	Slight to High	3.5 to 7 inches
Sobrante Loam, 30 to 50 Percent Slope	Moderate	Rapid	High	3.5 to 8 inches
Sobrante Loam, 50 to 75 Percent Slope	--	Rapid	Very High	3.5 to 6 inches
Terrace Escarpments	--	--	--	--
Tidal Marshes	--	--	--	--
Water	--	--	--	--
Yolo Loam, Overwash, 0 to 5 Percent Slopes	--	Slow to Medium	Slight to Moderate	--
Yolo Sandy Loam, Overwash, 0 to 5 Percent Slopes	--	Slow to Medium	Slight to Moderate	8 to 10 inches
Yorkville Clay Loam, 30 to 50 Percent Slopes	--	Rapid	High	--
Yorkville Clay Loam, 5 to 30 Percent Slopes	Very Slow	Medium to Rapid	Moderate to High	4 to 6 inches

Appendix C

Environmental Regulations, Permit Requirements,
and Environmental Checklist

Environmental Regulations and Permit Requirements

Many biological resources in California are protected by Federal and State laws and regulations. During the project planning and pre-implementation process, surveys and other assessments may be needed to determine site sensitivities and compliance measures to minimize environmental impacts or effects on protected resources. Key environmental regulatory requirements and permits applicable to implementation of the General Plan are discussed below.

FEDERAL REGULATIONS

ENDANGERED SPECIES ACT

Pursuant to the federal Endangered Species Act (ESA), the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) have authority over projects that may result in take of a federally listed species. Under the ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take. If a project has a reasonable likelihood that it would result in take of a federally listed species, either one of two take approvals is required: an incidental take permit, under Section 10(a) of the ESA (if no other federal action is involved), or a federal interagency consultation and Biological Opinion under Section 7 of the ESA (if another federal approval is needed).

The recreation facilities improvements and recreation activities discussed in this report have the potential to affect federally listed threatened or endangered, and candidate or proposed species.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, implements a series of treaties that provide international migratory bird protection, and authorize the Secretary of the Interior to regulate the taking of migratory birds. The MBTA states it shall be unlawful, except as permitted by regulations, "to pursue, take, or kill…any migratory bird, or any part, nest or egg of any such bird, included in the terms of conventions" with certain other countries (16 U.S. Code [USC] 703). The current list of species protected by the MBTA contains several hundred species and essentially includes all native birds. Section 3513 of the California Fish and Game Code provides for adoption of the MBTA's provisions. Although neither the MBTA nor this state code offers statutory or regulatory mechanisms for obtaining an incidental take permit for the loss of nongame migratory birds, a Section 10(a) permit issued under the ESA may constitute a special purpose permit for the take of a listed species that is also covered by the MBTA. Sometimes California Department of Fish and Game (CDFG) and USFWS seek measures that demonstrate avoidance of loss of MBTA-covered species. USFWS and CDFG have discretion whether or not to pursue an MBTA action, if some migratory birds would be lost, but have decided not to pursue action when agencies

demonstrate that all reasonable loss avoidance measures have been incorporated into a project.

MARINE MAMMAL PROTECTION ACT

All marine mammals are protected under the Marine Mammal Protection Act of 1972 (MMPA). The MMPA established a moratorium, with certain exceptions, on the taking of marine mammals in U.S. waters and by U.S. citizens on the high seas, and on the importing of marine mammals and marine mammal products into the United States. Under the MMPA, the Secretary of Commerce is responsible for the conservation and management of pinnipeds (other than walruses) and cetaceans. The Secretary of the Interior is responsible for walruses, sea and marine otters, polar bears, manatees and dugongs. The Secretary of Commerce delegated MMPA authority to NMFS.

The term "take" is statutorily defined to mean "to harass, hunt, capture, or kill, or attempt to harass, hunt, capture, or kill any marine mammal." All activities that have the potential to disturb a marine mammal in the wild by causing disruption of behavioral patterns are prohibited under this act. Under the 1994 amendments, the Congress statutorily defined and divided the term "harassment" into two levels. Harassment is defined as any act of pursuit, torment, or annoyance which:

- Level A) has the potential to injure a marine mammal or marine mammal stock in the wild; or

- Level B) has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption or behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering.

Certain provisions apply to allow take of marine mammals for scientific research, enhancement, and public display purposes, including educational and commercial photography purposes. The MMPA also allows the take of marine mammals incidental to commercial fishing operations, under a regime that includes preparation of stock assessments for all marine mammal stocks in waters under U.S. jurisdiction, development and implementation of take reduction plans for stocks that may be reduced or are being maintained below their optimum sustainable population levels due to interactions with commercial fisheries, and studies of pinniped-fishery interactions.

SECTION 404 OF THE CLEAN WATER ACT

Section 404 of the Clean Water Act (CWA) establishes a requirement to obtain a permit from U.S. Army Corps of Engineers (USACE) prior to initiating any activity that involves any discharge of dredged or fill material into "waters of the United States," including wetlands. Waters of the United States include navigable waters of the United States, interstate waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Wetlands are

defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Jurisdictional wetlands must meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology. Many surface waters and wetlands in California meet the criteria for waters of the United States, including intermittent streams and seasonal lakes and wetlands.

Pursuant to Section 404 of the CWA, the USACE regulates and issues permits for activities that involve the discharge of dredged or fill materials into waters of the United States. In addition, under Section 10 of the Rivers and Harbors Act, USACE issues permits for structures and/or work in or affecting navigable waters of the United States. Fills of less than ½ acre of non-tidal waters of the United States for residential, commercial, or institutional development projects can generally be authorized under the USACE's nationwide permit (NWP) program, provided the project satisfies the terms and conditions of the particular NWP. Fills that do not qualify for a NWP require a Letter of Permission or an individual permit.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

Pursuant to the California Endangered Species Act (CESA) and Section 2081 of the Fish and Game Code, an incidental take permit from the California Department of Fish and Game (CDFG) is required for projects that could result in the take of a state-listed Threatened or Endangered species. Under CESA, "take" is defined as an activity that would directly or indirectly kill an individual of a species, but the definition does not include "harm" or "harass," as the federal act does. As a result, the threshold for a take under the CESA is higher than that under the ESA.

SECTION 401 OF THE CLEAN WATER ACT (CWA)

Section 401(a)(1) of the Clean Water Act (CWA) specifies that any applicant for a Federal license or permit to conduct any activity, including but not limited to the construction or operation of facilities that may result in any discharge into navigable waters, shall provide the federal licensing or permitting agency a certification from the State in which the discharge originates or will originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the navigable water at the point where the discharge originates or will originate, that any such discharge will comply with the applicable provisions of the CWA. Succinctly, this means that in California, the Regional Board must certify that the project will comply with water quality standards (defined below). In some instances, the need for certification may be waived if the action is shown to have minimal water quality effects.

SECTION 3503.5 OF THE CALIFORNIA FISH AND GAME CODE - PROTECTION OF RAPTORS

Section 3503.5 of the Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their

nests or eggs. Violations include destruction of active raptor nests as a result of tree removal and disturbance to nesting pairs by nearby human activity that causes nest abandonment and reproductive failure.

SECTION 1602 OF THE CALIFORNIA FISH AND GAME CODE – STREAMBED ALTERATION AGREEMENT

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream or lake in California that supports wildlife resources and/or riparian vegetation are subject to regulation by CDFG, pursuant to §1600 through §1603 of the California Fish and Game Code. Under §1601 for public projects and §1603 for projects proposed by nonpublic entities, it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake designated by CDFG, or use any material from the streambeds, without first notifying CDFG of such activity. Authorization from CDFG would be in the form of a Streambed Alteration Agreement.

CALIFORNIA COASTAL ACT

The California Coastal Act (CCA) (California Public Resources Code §30000 et seq.) was enacted in 1976 to provide long-term resource protection and public access of California's coastline. Article 4 of the CCA requires the maintenance, enhancement, and restoration, if feasible, of marine resources for long-term commercial, recreational, scientific, and educational purposes. Specifically, it affords special protection for species of biological significance. It also requires maintenance of water quality and biological productivity within the coastal zone in order to maintain optimum populations of marine organisms and to protect human health.

The CCA is implemented locally through local coastal plans. Within the Sonoma Coast SB, the Department is responsible for complying with the Sonoma County Local Coastal Plan (LCP). The Sonoma County LCP contains 80 management recommendations that apply to each of the environmental resources in the coastal zone (e.g., dunes and coastal strands, wetlands, tideflats, anadromous fish streams, marine mammal haul-out grounds).

ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: SONOMA COAST STATE PARK GENERAL PLAN

2. Lead Agency Name and Address: California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

3. Contact Person and Phone Number: Wayne Woodroof
General Plan Unit Manager
916.445.8850

4. Project Location: Sonoma County

5. Project Sponsor's Name and Address: Same as Lead Agency

6. General Plan Designation: Open Space

7. Zoning: Open Space

8. Description of Project:

Sonoma Coast State Park is located along Highway 1 in Sonoma County and extends for approximately 19 miles from Bodega Head in the South to the Vista Trail 4 miles north of Jenner. The Park is characterized by costal terraces, sandy beaches, sandy dunes, rocky headlands and sweeping ocean vistas. The Willow Creek unit is located at the confluence of Willow Creek and the Russian River and contains extensive stands of willow riparian scrub, wetlands and grasslands. The upper slopes of the Willow Creek Watershed are heavily wooded. The park possesses substantial recreational resources and opportunities ranging from hiking and horse trails, to offshore fishing, beachcombing, picnicking, tidepooling whale watching, wildlife viewing, and rockclimbing.

Department of Parks and Recreation's (DPR's) General Plan Unit, in conjunction with its Russian River District office, is in the process of developing a General Plan for Sonoma Coast State Park in accordance with Public Resources Code §5002.2 referencing General Plan guidelines and §21000 et seq. concerning the California Environmental Quality Act (CEQA). The purpose of the General Plan is to guide future development activities and management objectives at the Park. Preparation of the General Plan is in its early stages, so ultimate land use and resources management provisions have not yet been determined. DPR is currently in the process of evaluating existing resources and management opportunities and constraints at the Park that will aid in the development of the General Plan. Public outreach and involvement will be a substantial component of the development of the General Plan.

9. Surrounding Land Uses and Setting: Pacific Ocean, small coastal communities, private ranch and timber ands, Russian River

10: Other public agencies whose approval is required: None

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.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☒ Recreation	☒ Transportation / Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION (To be completed by the Lead Agency)

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 proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in 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 is required.	☒
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards and b) have been avoided or mitigated pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL RESOURCES				
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 to use in assessing impacts on agriculture and farmland. 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? (The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural uses?	☐	☐	☒	☐
III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 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?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐
VI. GEOLOGY AND SOILS — Would the project:				
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 Div. of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
VII. HAZARDS and HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
VIII. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirement?	☐	☐	☒	☐
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 which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the 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 flooding on- or off-site?	☐	☒	☐	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
IX. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XI. NOISE — Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING — 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project 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?	☐	☒	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☒	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
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 rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒
Authority: Public Resources Code Sections 21083 and 21087. Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 31083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. Approximately. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. Approximately. 3d 1337 (1990).				

Appendix D

Archaeological and Historical Sites within Sonoma Coast State Park

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-173	1949, 1988	shell midden	—	erosion along drainage	Duncans Mills
CA-Son-284	1956, 1967, 1988	shell scatter	—	—	Bodega Head
CA-Son-285	1949, 1967, 1988	shell scatter	—	grading	Bodega Head
CA-Son-287	—	—	—	—	Bodega Head
CA-Son-288	—	—	—	—	Bodega Head
CA-Son-292	1949, 1962, 1988	shell midden	y	erosion, ethnographic village of *tiwut'huya*	Bodega Head
CA-Son-293	1949, 1962, 1988	shell	y	destroyed	Bodega Head
CA-Son-294	1949, 1988	historic-era	y	destroyed	Bodega Head
CA-Son-295	1949, 1988	historic-era		not relocated	Bodega Head
CA-Son-296	—	—	—	—	Bodega Head
CA-Son-297	1948, 1949, 1988	occupation		construction, ethnographic village of *oyemu'ku*	Bodega Head
CA-Son-298	—	—	—	—	Bodega Head
CA-Son-299	1948, 1950, 1951, 1988	shell scatter	—	pot hunting, construction, almost destroyed, ethnographic village of *Kili*	Bodega Head
CA-Son-300	—	—	—	—	Bodega Head
CA-Son-302	—	—	—	—	Bodega Head
CA-Son-303	—	—	—	—	Bodega Head
CA-Son-304	—	—	—	—	Bodega Head
CA-Son-305	—	—	—	—	Bodega Head
CA-Son-306	—	—	—	—	Bodega Head
CA-Son-307	—	—	—	—	Bodega Head

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-308	—	—	—	—	Bodega Head
CA-Son-309	—	—	—	—	Bodega Head
CA-Son-310	—	—	—	—	Bodega Head
CA-Son-311	—	—	—	—	Bodega Head
CA-Son-312	—	—	—	—	Bodega Head
CA-Son-313	—	—	—	—	Bodega Head
CA-Son-314	—	—	—	—	Bodega Head
CA-Son-315	1949, 1988	shell scatter	—	erosion, grading	Bodega Head
CA-Son-316	1949, 1967, 1988	shell scatter	—	not relocated	Bodega Head
CA-Son-317	—	—	—	—	Bodega Head
CA-Son-318	—	—	—	—	Bodega Head
CA-Son-319	1948, 1949, 1951, 1988	shell midden, lithics	—	pot hunting, erosion, road	Bodega Head
CA-Son-320	1948, 1950, 1988	shell midden	—	road, erosion, ethnographic village of *lakkenhu'ye*	Bodega Head
CA-Son-321	—	—	—	ethnographic village of *tokau*	Bodega Head
CA-Son-322	—	—	—	—	Bodega Head
CA-Son-323	1949, 1988	—	—	not relocated	Bodega Head
CA-Son-324	1949, 1962, 1988	shell	y	destroyed	Bodega Head
CA-Son-325H	1949, 1988	historic-era foundation, debris	—	structures gone	Bodega Head
CA-Son-326	—	—	—	—	Bodega Head

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-327	—	—	—	—	Bodega Head
CA-Son-328	—	—	—	—	Bodega Head
CA-Son-329	1949, 1956, 1988	—	—	not relocated	Bodega Head
CA-Son-330	—	—	—	—	Bodega Head
CA-Son-331	1949, 1988	—	—	not relocated	Bodega Head
CA-Son-332	1949, 1956, 1967, 1988	shell, fcr	—	erosion	Bodega Head
CA-Son-333	1949, 1988	—	—	not relocated	Bodega Head
CA-Son-334	1949, 1956, 1988	occupation	—	ethnographic village of *pulya-lakum*	Bodega Head
CA-Son-335	1948, 1949, 1988	shell midden, fcr	—	erosion, construction	Bodega Head
CA-Son-336	1949, 1988	shell midden	—	not relocated - destroyed?	Bodega Head
CA-Son-337	1949, 1988	shell scatter	—	destroyed by erosion	Bodega Head
CA-Son-338	—	—	—	—	Bodega Head
CA-Son-339	1949, 1988	shell midden	—	destroyed	Bodega Head
CA-Son-340	1949, 1988	shell scatter	—	destroyed by parking lot	Bodega Head
CA-Son-341	—	—	—	ethnographic village of *japa'mu*	Bodega Head
CA-Son-342	1949, 1988	shell midden	—	road cut, erosion	Duncans Mills
CA-Son-343	—	—	—	ethnographic village of *napagipu'lak*	
CA-Son-348H	1949, 1956, 1967, 1986, 1988	rock shelter, habitation	y	erosion, pot hunting, ethnographic village of *Kab'mali lippula'mma*, on NRHP	Duncans Mills
CA-Son-349	1949	shell concentration	—	erosion, road cut	Duncans Mills

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-350	1949, 1967, 1986, 1988	habitation, shell midden	—	erosion, road cut	Duncans Mills
CA-Son-351H	1949	historic-era	—	not relocated	
CA-Son-352	1949, 1967, 1986, 1988	shell midden	—	extreme erosion	Duncans Mills
CA-Son-353	1949, 1967, 1988	shell midden, fcr, lithics	—	eroding, trail cut	Duncans Mills
CA-Son-354	1949, 1967, 1988	shell scatter	—	eroding	Duncans Mills
CA-Son-355	1967, 1988	shell midden	—	road cut	Duncans Mills
CA-Son-356	1949, 1988	shell mound	—	eroding, ethnographic village of *kut'k*	Duncans Mills
CA-Son-365H	1950, 1986, 1988	shell midden, historic	—	road cut	Duncans Mills
CA-Son-366	1950, 1988	shell midden	—	not relocated	Duncans Mills
CA-Son-453	1965, 1988	shell midden	—	eroding	Duncans Mills
CA-Son-520	1967, 1988	shell midden	—	—	Duncans Mills
CA-Son-1305	1980, 1988	shell scatter, lithics, fcr	—	jeep trail, parking lot	Bodega Head
CA-Son-1346	1981, 1988	shell midden	—	burned houses, road cut	Duncans Mills
CA-Son-1512H	1985	logging camp, lithic scatter	—	—	Duncans Mills
CA-Son-1513	1985, 1986	lithic scatter	—	road cut	Duncans Mills
CA-Son-1514	1985	petroglyph	—	inside corral	Duncans Mills
CA-Son-1515H	1985	1896 schoolhouse debris	—	Ocean District School	Duncans Mills

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-1566	1986, 1988	shell midden, lithics, fcr	—	pot hunting, trail	Duncans Mills
CA-Son-1708H	1988	wood breakwater	—	—	Arched Rock
CA-Son-1709H	1988	pit	—	—	Duncans Mills
CA-Son-1710	1988	shell scatter	—	—	Duncans Mills
CA-Son-1712	1988	lithic scatter, midden	—	—	Duncans Mills
CA-Son-1713	1988	lithic/shell scatter	—	—	Duncans Mills
CA-Son-1714	1988	shell midden	—	grazing	Duncans Mills
CA-Son-1715	1988	shell midden	—	grazing	Duncans Mills
CA-Son-1716	1988	lithic scatter	—	—	Duncans Mills
CA-Son-1717	1988	lithic scatter	—	grazing	Duncans Mills
CA-Son-1718	1988	shell scatter, lithics	—	large animal burrows	Duncans Mills
CA-Son-1719	1988	lithic scatter	—	erosion	Duncans Mills
CA-Son-1720	1988	lithic scatter	—	parking area may have destroyed part of site	Duncans Mills
CA-Son-1721	1988	shell scatter	—	trail through site	Duncans Mills
CA-Son-1727	1988	shell midden	—	ethnographic village of *a'ca'tcatiu tala Lu'pu*	Duncans Mills
CA-Son-1728	1988	shell midden	—	destroyed by construction, erosion	Duncans Mills
CA-Son-1729	1988	shell concentration	—	site may be covered by colluvium	Duncans Mills
CA-Son-1730	1988	shell scatter	—	partially graded	Duncans Mills
CA-Son-1731	1988	shell concentration	—	—	Duncans Mills

Archaeological and Historical Sites within the State Park					
Site No.	Date Recorded	Site Type	Tested	Comments	Quadrangle
CA-Son-1732	1988	shell scatter	—	erosion, recent trash deposit	Bodega Head
CA-Son-1733	1988	shell and lithic scatter	—	—	Bodega Head
CA-Son-1734	1988	shell concentration	—	—	Bodega Head
CA-Son-1735	1988	shell scatter	—	—	Bodega Head
CA-Son-1736	1988	shell scatter	—	—	Bodega Head
CA-Son-1737H	1988	Wright Ranch	—	—	Duncans Mills
CA-Son-1874H	1990	Collapsed historic residence and prehistoric midden	—	Sites are adjacent rather than superimposed	Duncans Mills
CA-Son-1875	1990	Lithic scatter	—		Duncans Mills
CA-Son-2125H	1993	Carlton's Hotel	—	Foundation footing and historic debris scatter; heavily looted	Duncans Mills
P-49-3046	1995	Sparse lithic scatter	—		Duncans Mills
n/a	1998	Wright Ranch	—	existing ranch complex	Duncans Mills
n/a	1980	Willow Creek Ranch	—	existing ranch complex	Duncans Mills
n/a	1980	Carrington Ranch	—	existing ranch complex, NRHP-eligible rural historic landscape	Duncans Mills
n/a	1994	Baxman/ Knowles Ranch	—	existing ranch complex	Duncans Mills
n/a	—	historic-era	—	farm/ranch complex: Penny Island	Duncans Mills
n/a	1982	historic-era	—	cable ferry tender's house	Duncans Mills

Source: DPR site record forms 2003

Appendix E

Sonoma Coast State Park Survey Summary

SONOMA COAST STATE PARK
SURVEY SUMMARY
APRIL 18, 2003

Number of responses: 37 (17 electronic, 20 hardcopy)

Zip codes of responders: 93705, 94111, 94117, 94121, 94127, 94534, 94923 (2), 94954, 95402, 95403 (3), 95430 (2), 95441 (4), 95465, 95472 (5), 95492, 95603, 95608, 95616, 95628, 95666, 95673, 95678, 95765

Organization affiliations:

- Vertex Climbing Center
- Environmental Devices
- EDAW
- Holy Virgin Community of San Francisco, Inc.
- Sonoma Wings Hang Gliding Club (3)
- Petaluma firefighter
- California State Parks Advisory Committee
- Learning Waters (501c3)
- Redwood Empire Hang Gliding Association
- Hood Mountain Adventures/Rim Club
- Coastwalk (2)
- Garden Creek Ranch (2)
- Gateway Christian Life Church
- Planner for Sonoma County PRMD
- Retired veterinarian
- Stewards of Slavianka (2)

Frequency of visits to park: Once to several times a year: 94.2%, Every few years: 2.86%, Never 2.86%.

Distance/time to reach the beach: 120 mi (2), 100 yds, from Santa Rosa area (2),1 mi, 25 mi, 75 mi, 275 mi, 130–140 mi (2), 1.5–2 hrs (2), 40 mi, 35 mi, 15–20 mi (2), 15 mi or less, 15 mi to Bodega Bay (2), 20 mi, 30–40 min (2), 30 min, 3.5–4 hrs (2), 4 mi, 2–2.5 hrs (2), about 30 mi, less than an hour away.

Activities participated in during visits:

Beachcombing 85.29%

Picnicking 64.71%

Camping 47.06%

Fishing 14.71%

Biking on trails 14.71%

Wildlife viewing 82.35%

Whale watching 61.76%

Other 70.59% [hang gliding (6), hiking/walking on trails/beach (4), rock climbing (2), just relaxing, canoeing on Russian River, riding cruise boat to view sea lions, diving, horseback riding]

OVERALL PARK MANAGEMENT

- Keep it the same (remote, untouched, natural) (5)
- Keep beaches clean and foster healthy environment for future generations
- Maintain/expand access
- Limit access to beaches
- Continuity of management philosophy needs to be addressed in GP
- Take guns away from park rangers. Return them to the status of nature mentors and away from police activities.

PROTECTION OF NATURAL RESOURCES

- Appreciation/protection of natural resources (4)
- Value of open space/wilderness (2)
- Willow Creek should get top priority for preservation of flat-lands (reparation from logging) and headlands of the creek and possible channelizing for recreation of wetlands and rehabilitation of the riparian corridor.
- Watershed restoration, encourage watershed perspective (2)
- No seawalls and riprap to protect the highway or other infrastructure from coastal erosion (2)
- How to accommodate increased public usage and protect resources at the same time
- Address erosion on coastal gullies (2)
- Value of tidepools (2)
- Wildlife
  - Abundance of wildlife as a value (6)
  - Preserve native wildlife (3) (increased seal protection)
  - Sustainable fishing practices (no drag nets)
  - Prosecute those who injure/kill birds and mammals.
- Plants
  - Control non-native invasive plants (3)
  - Discontinue all spraying of herbicides

- Water Quality
  - Ensure that sewer and septic systems do not enter waterways
  - Need to address water quality in Russian River
  - No outfall of wastewater into ocean (5)
- Scenic and Aesthetic Values
  - Keep pristine untouched beauty/remoteness (5)
  - Appreciation of cleanliness (6)
  - Hide auto glitter
  - Appreciation of clean air (3)
  - Concern for trash in general or on beaches (8)
  - Concern for noise, appreciation of serenity/quiet (5) (designate quiet areas)
  - Appreciation of the lack of commercialism (3)
  - Appreciation of scenery/view/natural beauty (18)
  - Appreciation of climate (3)
  - Dislike of wind and fog
  - Less development (e.g., along Russian River, marina, ocean) (3)
  - Too many tourists/crowding (2)
  - Fewer unsightly parking lots along bluffs (4)
  - Need more enforcement of trash/noise rules

COMMUNITY INVOLVEMENT

- No park fees (2)
- Appreciation of friendly people (park hosts, rangers, etc.) (4)
- More clean-up days at the coast
- Need better public awareness
- I am concerned that consolidation of the park headquarters with other parks will lead to park supervision being located out of the area and not familiar with local issues and problems.
- Control inappropriate behavior of children
- Encourage children/families to experience and respect nature (2)
- Clubs, such as Sonoma Wings that use certain areas like Goat Rock could adopt an area of coastline that they would help keep clean.
- Dislike of changing personnel in ranger/administrative hierarchy; can have negative impact on public e.g., Ron Hanshew as superintendent created friction with public and users
- More public appreciation events, rituals, festivals, which emphasize human life in harmony & respect for the physical forces of land & water, as well as for all the inhabitants.

PROTECTION OF CUTURAL RESOURCES

- Historical structures/resources protection (2)
- Preservation of all archaeological sites (including potential arch. sites)

RECREATION USES

- Value of hiking/walking (2)
- Fire as a recreation use
- Surfing
- Camping
  - Discontinue reservations through contractors with poor services. State Parks should administer this program and could do so easily and more economically via automatic telephone reservation system.
  - Need a pricing system for camping that allows a higher rate for weekend use and a lower rate for weekdays
- Excellent conditions for hang gliding (3)
- Value of Fort Ross State Park area and Russian River mouth area
- Appreciation of free access (4)
- Abundance of landmarks
- Address highway danger for bicycle riders
- Value of rock-climbing (e.g., Sunset Boulders) (2)
- More flying (launch and land) sites available for local hang gliders/paragliders close to beach (e.g., Salmon Creek, Wright's Beach, Fort Ross) (5)
- Value of beach access/parking close to beach (10)
- Spiritual value (2)
- Vehicular Use
  - Limit size of RVs @ Wright's Beach and at bodega dunes, assign RVs to smaller loop
  - Dislike of RVs
  - When checking in, make use of CB radio/cell phone to confirm site selected with entrance station personnel. This would negate the need to pull RVs around camp and thus reduce noise and pollution cause by additional driving.
- Use/Overuse (2)
  - Concern for overuse
  - Protection from excessive human use
  - Concern for impacts from increasing visitors

INTERPRETATION AND EDUCATION

- Education/information about how people need to behave around wildlife and noise level awareness

- Ongoing education about coastal safety practices with regards to sleeper waves and particular locations that are prone to drownings.
- Need more interpretive signage and trail markers (2)
- As a non-profit dedicated to environmental education, I would like to be considered for using acquired properties for educational programs, i.e., the Coleman Ranch property.
- Create a signed trail system protecting bluffs.
- Education about native species, engendering respect & protection for all

FACILITIES

- Improve and expand recreation facilities
- Need more trash cans/waste disposal areas for visitors (4)
- Need recycling receptacles to encourage more recycling (2)
- Need hot water for restrooms and showers
- Too many visitors for the existing facilities (e.g., viewing points, campgrounds) (2)
- Good facilities
- Need hostels (2)
- Need a dump station at Wright's Beach
- Need more restrooms (e.g., at Kortum Trail, by rocks) (4)
- Restrooms are always tidy
- Discontinue shooting range in Willow Creek (esp. lead) (2)
- More acquisitions (3) e.g., Scotty Creek Beach, Willow Creek, Red Hill
- Campsites
  - Less campgrounds
  - More campgrounds (e.g., group camp at Pomo Canyon, east side of Hwy 1, group camp south of Shell Beach) (8)
    - need more campsites with beach access, year round camps (2)
    - smaller campgrounds
    - More non-RV campsites
    - Not enough spaces to accommodate trailers, 5th wheels, and RVs
  - Lack of enforcement of generator use rules
  - More asphalt/concrete in campsites
  - Need shower facilities (e.g., Wright's Beach campground) (2)
  - Need water at camp sites
  - Need electricity, sewer, and water hook-ups
  - State parks RV pads need to be leveled in many areas of Dunes state park and Wright's Beach
- Parking and Access
  - Distinguish between pulloffs (no parking) and parking to prevent accidents

- Allow more overnight parking in the day use area and move day use parking to opposite side of day use lot
- Build tram system for beach access and remove parking lots
- Need more parking (2)
- Less parking lots (3)
- Need handicapped accessible facilities (2)
- Need more bike/auto turnouts
- To alleviate parking problems, have a central parking structure that can accommodate several hundred cars and then provide shuttle service in daylight hours with a connection to Sonoma County Transit and Mendocino Transit buses. Over time reduce the number of parking places at the beaches so that folks are encouraged to use the system and reduce vehicle emissions at the beaches

► Signage
- Need trail signs (e.g., how far to beach from parking, in dunes, etc.) (3)
- More signs to indicate what is and is not permitted in park
- Rock climber access trails and signs are needed (2)

► Development and Structures
- Protection from development (4)
- Concern for inappropriate structures
- Need design control/guidelines on residences
- Better Visitor Center (would like to help with this)
- Provide kiosk at "Hole in the Head"

ROADS AND TRAILS

- Value of hiking on the near-beach trails (2)
- No bikes on trails
- Keep people on main trails to avoid disturbance/erosion
- Maintain roads and trails for access (2)
- Roads need to be repaired (especially at Wright's Beach) (2)
- Poor trails/signage
- Dislike of trails that don't connect
- Great trails
- Complete/extend the California Coastal Trail (2)
- Need more trails (at bluff head; for hikers, rock climbers, dog walking at Bodega Dunes) (3)
- No bikes on hiking trails

OTHER COMMENTS

- Keep up the great work – we love this beach! (3)
- I enjoy my time spent at the coast with my family and hope to pass this beautiful place on to many more generations to come. Thank you.
- We are happy to volunteer to build trails to climbing sites
- We love Wright's Beach
- We look forward to our visits to Bodega Dunes Park
- I find it disconcerting that under activities you do not list hiking, but you list "biking on trails". Hiking is very popular on the Kortum Trail, the Pomo Trail, Salmon Creek to Bodega Head and on the Head, as well as on the longer sandy beaches. These trails are not suited for bikes
- I am very sorry the State Park system is so short of funds for ecosystem enhancement, and short of funds period. (2)
- I'm currently working on a long-term project celebrating the coastal waters & watersheds of our Pacific Northwest region. I envision this work as vital to public understanding of coastal issues, & invite support to achieve it. Please see my web site: www.sonic.net/~sandoak. Thank you.
- Please keep the area open to hang gliding. It has one of the smallest impacts of any sport, ant the pilots are in close touch with nature. (2)
- I have enjoyed the area for over 22 years, camping with children and now grandchildren-thank you for having such a wonderful place for us to enjoy.
- I hope we don't "love" the coast to death or destruction. No need to advertise it more.
- Hang gliders have soared at Goat Rock for over 20 years, at Vista Trail for about 10 years (all by permit); very successful program, very low impact, excellent response from public, and we maintain areas we use free from litter. Sonoma Wings manages permits for hang gliding and regulates use by establishing rules for use and overseeing program. We want to continue in this relationship.
- Sonoma Coast still looks a lot like it did 30 years ago, although the pace of development has seemed to accelerate lately. I value Bodega Bay as a fishing community where there are experiences for rock fishing, surf fishing, and numerous boating opportunities. I want Bodega Bay to smell like a harbor, not Carmel. My family uses the coast on average at least once a month or about 15 times/yr for general airing out and preferred location for celebrations. My grandson is the 7th generation born in California and I hope he will always have free access to California coast. However, I do support fees and use controls when traffic to a particular location begins to overwhelm the natural ecosystem's ability to heal. Ultimately there should always be opportunities for our young people and senior citizens to enjoy the coast without charge. No one should be denied coast access due to lack of finances as our state tidelands are a public trust that belong to us all. I really miss doing bonfires at the coast.

Appendix F

Notice of Preparation and Public Comments

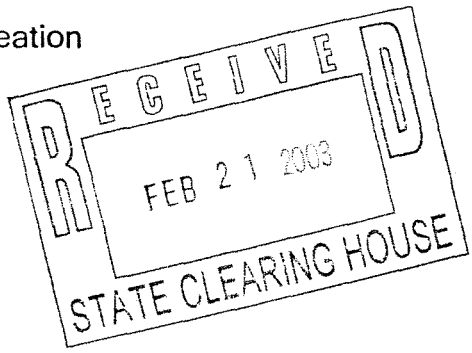
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Notice of Preparation

To: State Clearinghouse, Responsible and Trustee Agencies, Interested Individuals

Subject: Notice of Preparation of a programmatic Environmental Impact Report for the **Sonoma Coast State Beach General Plan**

Lead Agency: California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814
Contact: Wayne Woodroof



Consultant: EDAW, Inc.
2022 J Street
Sacramento, CA 95814
Contact: Curtis Alling, Petra Unger

The California Department of Parks and Recreation (DPR), as the Lead Agency, will prepare a programmatic Environmental Impact Report (EIR) for the Sonoma Coast State Beach General Plan. We would like to know the views of interested individuals, organizations and agencies as to the scope and content of the information to be included and analyzed in the EIR. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed project.

The project description, location, and potential environmental effects of the proposed project (to the extent known) are included in this Notice of Preparation (NOP).

Due to the time limits mandated by State law, your response should be sent at the earliest possible date, **but not later than 30 days** after issuance of this notice, which establishes the final deadline as **March 24, 2003**.

Please send your written response to Wayne Woodroof, Statewide General Plan Coordinator, California Department of Park and Recreation, at the address shown above. Responses should include the name of a contact person at your agency.

A planning workshop and EIR scoping meeting has been scheduled to give the public an opportunity to comment on the scope, focus, and content of the Sonoma Coast State Beach

General Plan and EIR. The meeting will be held from 6:30 pm to 8:30 pm on March 13, 2003 at the Bodega Bay Marine Lab Facility at 2099 Westside Road, Room in Bodega Bay, CA.

PROJECT TITLE

Sonoma Coast State Beach General Plan

PROJECT LOCATION

Sonoma Coast State Beach extends approximately 19 miles from Bodega Head in the vicinity or Bodega Bay to Vista Trail, located 4 miles north of Jenner on the coast in Sonoma County (Exhibit 1).

PROJECT DESCRIPTION

DPR's General Plan Unit, in conjunction with its Russian River District office, is in the process of developing a General Plan for Sonoma Coast State Beach ("Park") in accordance with Public Resources Code §5002.2 referencing General Plan guidelines and §21000 et seq. concerning the California Environmental Quality Act (CEQA). The purpose of the General Plan is to guide future development activities and management objectives at the Park. A carrying capacity analysis will be integrated into the general planning process and EIR to evaluate the level of visitor use in relationship to its potential effects on natural, cultural, aesthetic, and recreational resources, overall visitor experience.

The Sonoma Coast State Beach General Plan study area covers approximately 5,333 acres and consists of a series of beaches separated by rocky bluffs and headlands. Beachcombers, fishermen, sunbathers and picnickers can access the beach from more than a dozen points along coast Highway 1. The Willow Creek Unit contains extensive stands of willow riparian scrub, wetlands, and grassland. The upper slopes of the Willow Creek Watershed are heavily wooded. The park provides various recreational opportunity including hiking, horseback riding, surfing, camping, scenic driving, rock climbing, whale watching, wildlife viewing, picnicking, and beachcombing.

Preparation of the General Plan is in its early stages, so ultimate land use and resource management provisions have not yet been determined. DPR is currently in the process of evaluating existing resources and management opportunities and constraints at the Park that will aid in the development of the General Plan, with plan provisions to minimize any potential environmental impact. Known resources within the Park include:

- Coastal environments (underwater areas, intertidal zones, fragile marine terraces with sandy beaches separated by rocky bluffs, coastal bluff wetlands, coastal prairie, sand dunes);
- Marshlands and native riparian habitat;
- Special-status species (e.g., western snowy plover, Tidestrom's lupine, anadramous fish species);
- Russian River and tributaries including Willow Creek;

- Other drainages in the park including Salmon Creek, Jenner Gulch, Furlong Gulch, Scotty Creek, and Marshall Gulch;
- A significant harbour seal haul out at the mouth of the Russian River;
- Culturally significant areas (e.g., Miwok rock shelter at Duncans Landing, Sunshine Rock, Campbell's Cove, Victorian house and historic dairy at Wright's Ranch);
- New and potential property acquisitions.

Issues that will be considered as part of the General Plan process include, but are not limited to, the following:

- Protection and long-term management of sensitive natural, cultural , and aesthetic resources;
- Potential impact to threatened and endangered species and sensitive natural habitats;
- Invasive species management and restoration of natural ecosystems;
- Compatible and incompatible uses of significant cultural resource areas;
- Preservation and restoration recommendations for sensitive cultural resources;
- Expansion of recreational facilities (i.e. campgrounds and trails);
- Erosion control and slope stability issues;
- Water supply and water quality issues (i.e. mechanical opening of the Russian River and available drinking water supply);
- Increased recreational access, including improved water and undeveloped area access and ADA access to the beach,
- Incorporation of new and planned property acquisitions (Redhill and Willow Creek properties);
- Facilities development and siting to avoid flood events (i.e. relocation of Jenner visitor center);
- Development of interpretive facilities at the park;
- Relocation of maintenance facilities at Salmon Creek and historic Willow Creek Ranchhouse;
- Relocation of shooting range at Willow Creek;
- Potential reclassification of inland units as separate park;
- Increased park staffing to ensure public safety;
- Current and future concessions;
- Carrying capacity of the park.

POSSIBLE ENVIRONMENTAL EFFECTS

Although ultimate land use and resources management provisions of the General Plan have not yet been determined, generally expected types of environmental impacts that could occur as a result of the General Plan can be identified. The General Plan will seek to minimize any potential effects through the plan alternative development process. Based on the known resource characteristics of the Park and generally anticipated Park needs and uses, potential environmental effects that will be addressed in the General Plan and EIR, include:

- Potential conflicts between sensitive biological and cultural resources and facility development;
- Protection and long-term research and management of sensitive natural communities;
- Potential impacts to threatened and endangered species or their habitats;
- Potential impacts to sensitive marine resources, including tidepools and underwater reserve;
- Confirmed presence of sudden oak death syndrome in the park;
- Impacts resulting from increased recreational access, including improved water and undeveloped area access and ADA access to the beach;
- Impacts resulting from construction of additional housing sites for permanent and seasonal staff;
- Erosion control issues;
- Mechanical opening of the mouth of the Russian River;
- Shortage of potable water in the park;
- Percolation and other water quality related problems; and
- Traffic safety for along Highway 1.

Because recreational use levels at the Park are not expected to change substantially as a result of the General Plan, no significant transportation improvements and/or impacts are anticipated. If the potential to take threatened and endangered species is identified, the EIR will describe future State and Federal consultation and permit requirements that will be necessary for facility development and the types of typically mitigation expected.

INTENDED USES OF THE EIR

DPR and the Parks and Recreation Commission will use the EIR component of the General Plan to consider the environmental effects, mitigation measures, and alternatives, when reviewing the proposed General Plan for approval. The EIR will serve as the State's CEQA compliance document for adoption of the General Plan. It will also serve as the programmatic environmental document that may be referenced in implementing future actions included in the General Plan. Subsequent project-level activities identified in the General Plan will be examined in light of the program EIR to determine whether and additional environmental document must

be prepared prior to project approval and implementation (State CEQA Guidelines 15168 (c)). Responsible agencies may also use the EIR for subsequent discretionary action as needed.

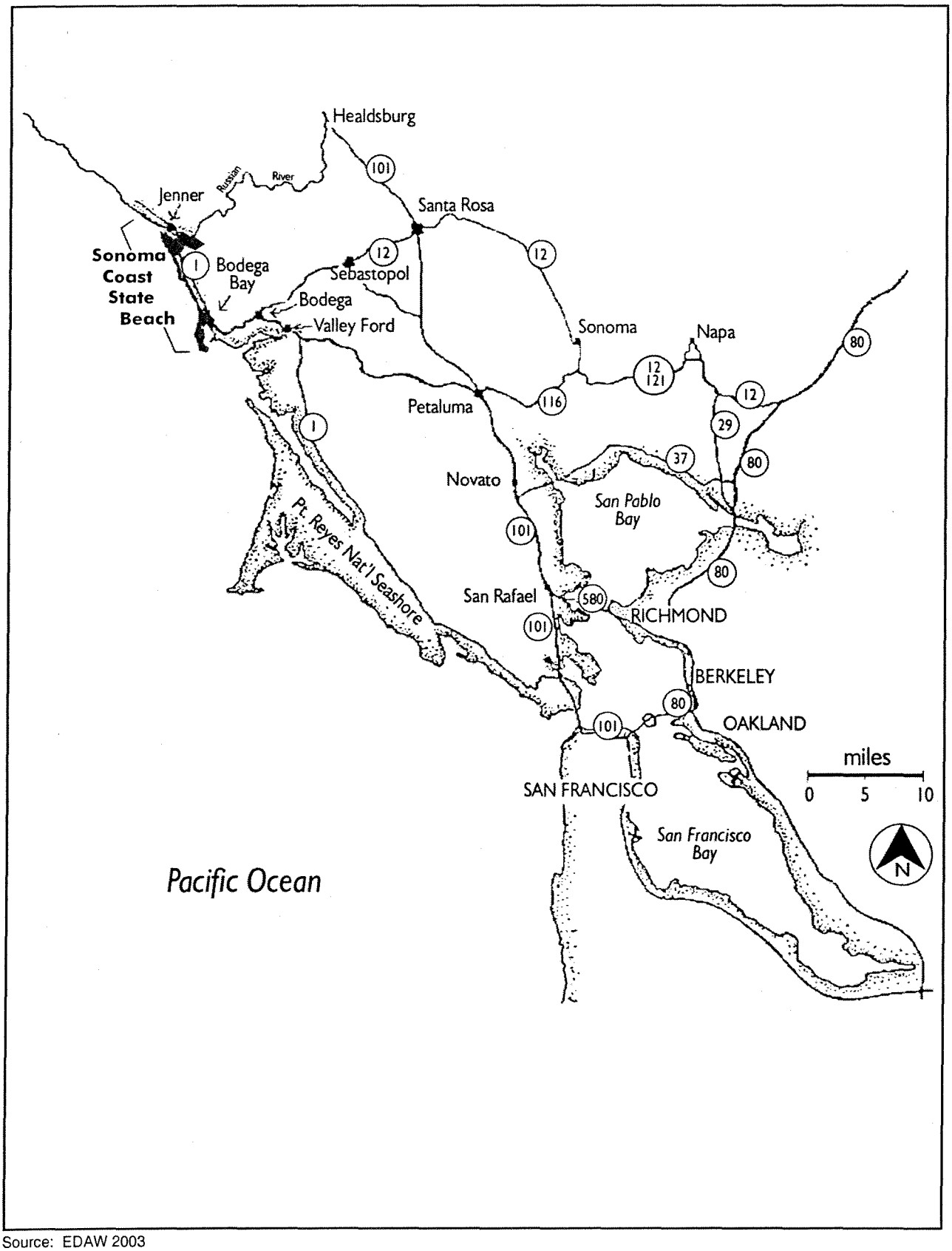
By: Wayne O. Woodrooff

Signature: Wayne O. Woodrooff

Title: Manager, Statewide General Plan Program

Date: February 21, 2003

Attachment: Exhibit 1: Regional Location of Sonoma Coast State Beach



Source: EDAW 2003

Regional Location of Sonoma Coast State Beach

EXHIBIT 1

State of California

RECEIVED
MAR 26 2003

Flex your POWER

Memorandum

To: Mr. Wayne Woodroof, Manager
California Department of Parks
and Recreation
One Capital Mall, Suite 500
Sacramento, CA 95814
Via fax (916) 445-9100

Date: March 25, 2003

for Scott Wilson

From: Robert W. Floerke, Regional Manager
Department of Fish and Game - Central Coast Region, Post Office Box 47, Yountville, California 94599

Subject: Sonoma Coast State Beach General Plan, Notice of Preparation
Sonoma County, SCH 2003022116

Department of Fish and Game (DFG) personnel have reviewed the California Department of Parks and Recreation's (DPR) Notice of Preparation (NOP) for Sonoma Coast State Beach Park (Park) General Plan.

DPR is proposing to prepare a programmatic Environmental Impact Report (EIR) for the Sonoma Coast State Beach General Plan (General Plan). The purpose of the General Plan is to guide future development activities and management objectives at the Park. The EIR will incorporate a carrying capacity analysis integrated into the general planning process to evaluate the level of visitor use in relationship to its potential effect on cultural, recreational, aesthetic, and natural resources.

The NOP states that the General Plan will serve as the programmatic environmental document which may be referenced for implementing future actions included in the General Plan. The NOP states that subsequent project level activities identified in the General Plan would be evaluated in the program EIR to determine whether additional environmental documents will be prepared.

The Park area is located predominately along the immediate coast south of the mouth of the Russian River and extending southward and terminating at the coastal formation referred to as "Bodega Head" occurring just north of the town of Bodega Bay in Sonoma County. The U. C. Davis Bodega Marine Laboratory and its coastal reserve are bordered both on the north and south by the Park. The Park area encompasses about 5,333 acres and

consists of a series of beaches separated by rocky bluffs and headlands where the public can access the beach from more than a dozen points along coast Highway 1.

The NOP further delineates the Park's coastal environments into intertidal zones, marine terraces, sandy beaches, rocky bluffs, bluff wetlands, coastal prairie, marshlands, and sand dunes. A series of oceanic and Russian River tributaries are identified as Willow Creek, Salmon Creek, Jenner Gulch, Furlong Gulch, and Scotty Creek. The NOP acknowledges rare and sensitive plant and animal species in the Park. There is also a significant harbor seal haul-out area at the mouth of the Russian River.

DFG recommends that the Sonoma County Planning Department be made aware of DPR's General Plan and EIR progression. The County is currently addressing sensitive biological resources and riparian habitats through the County's current General Plan 2020 revision process. Due to its proximity, DFG also recommends that DPR continue to keep U. C. Davis Bodega Marine Laboratory aware of the General Plan and EIR process. DFG is aware that the March 13, 2003 public planning workshop was held at the marine laboratory.

The U. S. Fish and Wildlife Service should be notified of DPR's General Plan process. This is in regard to several Federally listed species documented in or near the State Park boundaries. These species include the Federally threatened western snowy plover (*Charadrius alexandrinus nivosus*), the Federally endangered Myrtle's silverspot butterfly (*Speyeria zerene myrtlene*), the Federally endangered tidewater goby (*Eucyclogobius newberryi*), and the Federal and State endangered Tidestrom's lupine (*Lupinus tidestromii*). We also recommend that DPR notify the National Marine Fisheries Service because of the Park's crucial vicinity for supporting local rare and sensitive anadromous fish.

The General Plan may present potential conflicts between facility development and sensitive wildlife species and natural communities. We are aware of DPR's brochure, "Natural Resource Management in California State Parks" (2002), which states "the goal of State Parks resource management program is to protect, restore, and maintain the natural resources in the State Park System." Through the California Environmental Quality Act

A range of alternatives should be analyzed to ensure that alternatives to the proposed DPR projects are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive resources should be included. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

DFG opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a stream, or use material from a streambed, DFG may require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code. Issuance of an SAA is subject to CEQA and DFG, as a responsible agency under CEQA, will consider the local jurisdiction's (lead agency) CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance or mitigation, as well as any necessary monitoring and reporting commitments for completion of the SAA.

We appreciate the opportunity to comment on the NOP and look forward to being involved in the General Plan process. If you have comments regarding our memorandum, please contact Mr. Liam Davis, Environmental Scientist, at (707) 944-5529; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

cc: See next page

Mr. Wayne Woodruff March 25, 2003

cc: Pete Parkinson, Director
County of Sonoma
Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403

U. S Fish and Wildlife Service
Coast/Bay/Delta Branch
Endangered Species Division
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, CA 95825-1846

National Marine Fisheries Services
777 Sonoma Avenue
Santa Rosa, CA 95404

Dr. Peter Connors, Reserve Manager
U. C. Davis Bodega Marine Laboratory
2099 Westside Road
Bodega Bay, CA 94923

EDAW, Inc.
2022 J Street
Sacramento, CA 95814

Philip Crimmins, Project Analyst
State Clearinghouse
Post Office Box 3044
Sacramento, CA 95812-3044

SONOMA COUNTY
AGRICULTURAL
PRESERVATION
& OPEN SPACE
DISTRICT

747 Mendocino Avenue
Suite 100
Santa Rosa, CA
95401-4850
(707) 565-7360
Fax: (707) 565-7359

March 18, 2003

Mr. Wayne Woodroof
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

Dear Mr. Woodroof:

Thank you for providing the opportunity to comment on the scope of issues to be covered in the Sonoma Coast State Beach General Plan Environmental Impact Report.

Sonoma County's Agricultural Preservation and Open Space District has partnered with the California's State Department of Parks and Recreation on several conservation projects. The District's primary role has been acquisition of important lands, securing trail offers, and organizing stewardship activities in conjunction with its non-profit partner LandPaths.

In the context of the Sonoma Coast General Plan, District staff would like to bring to your attention ongoing negotiations on properties which would be offered for addition to the existing park unit. District staff has been in close communication with State Parks staff and makes every effort to provide regular updates on the progress of negotiations.

District staff is currently in active negotiations on the following properties in this area. A regional map has been enclosed for your reference.

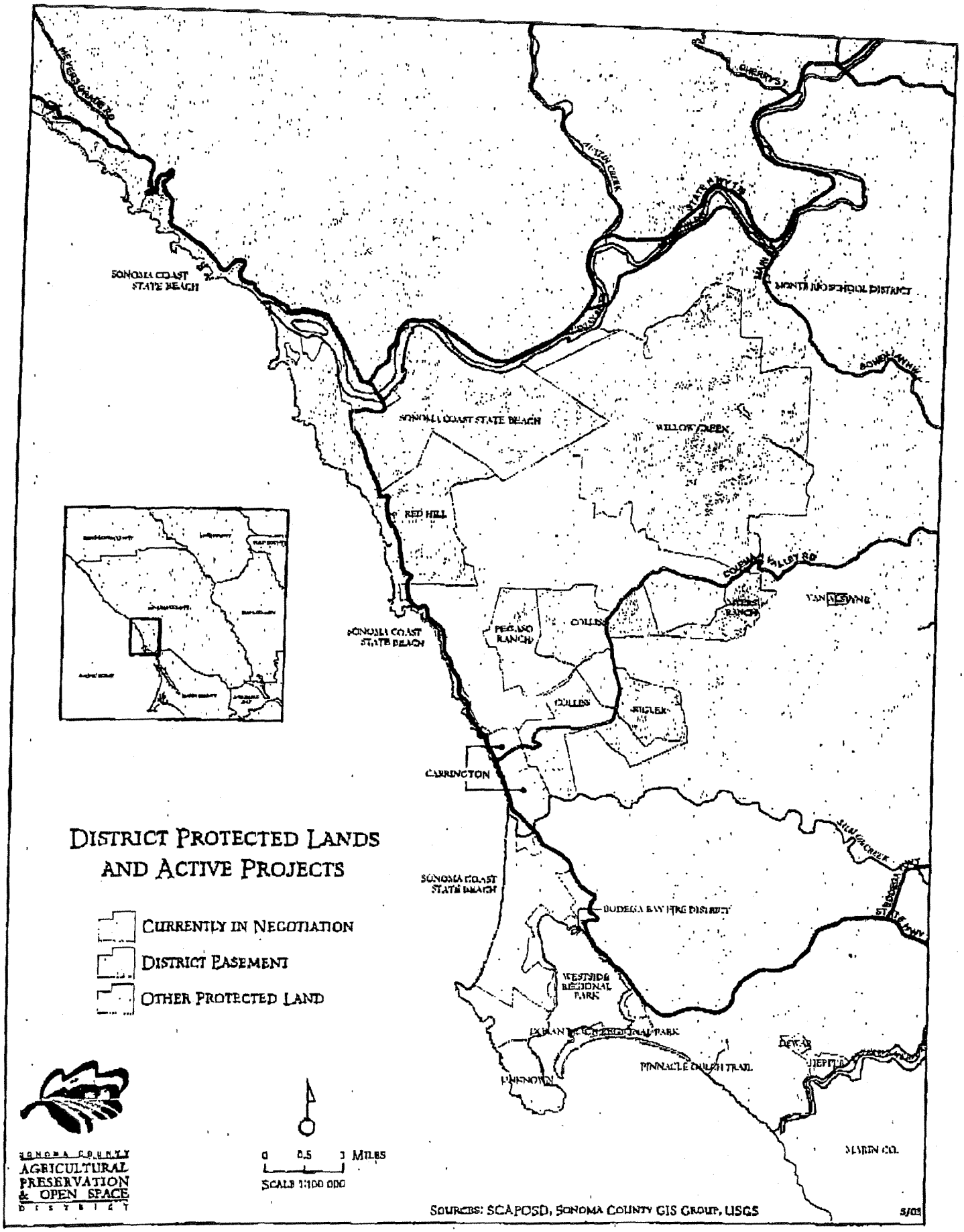
1) Carrington—332 acres. This project is under contract for fee purchase for public outdoor recreation and is expected to close by June 30, 2003.
2) Willow Creek—3300 acres. This project is in negotiations.
3) Pegaso Ranch—600 acres. This is a new project and the conservation project structure is in process.

Also shown on the enclosed map are lands for which the District has acquired either a fee or easement interest.

Please do not hesitate to contact me should you have any questions regarding the information I have provided herein.

Sincerely,

Maria J. Cipriani
Assistant General Manager


SONOMA COAST STATE BEACH
MONTE RIO FIRE PROTECTION DISTRICT
WILLOW CREEK
RED HILL
COLEMAN VALLEY RD
VAN ATEN LANE
PEGASO RANCH
CARRINGTON
BODEGA BAY FIRE DISTRICT
WESTSIDE REGIONAL PARK
PINNACLE GULCH TRAIL
MARIN CO.
DISTRICT PROTECTED LANDS AND ACTIVE PROJECTS
CURRENTLY IN NEGOTIATION
DISTRICT EASEMENT
OTHER PROTECTED LAND
SONOMA COUNTY AGRICULTURAL PRESERVATION & OPEN SPACE DISTRICT
0 0.5 1 MILES
SCALE 1:100 000
SOURCES: SCAPOSD, SONOMA COUNTY GIS GROUP, USGS
5/03

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
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March 24, 2003

SON-1-20.1
SON001221
SCH 2003022116

Mr. Wayne Woodroof
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

Dear Mr. Woodroof:

Sonoma Coast State Beach General Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation in the environmental review process for the general plan (proposed project). We have reviewed the NOP and have the following comments to offer:

Our primary concern with the proposed project is the potentially significant impact it may have to traffic conditions on State Route 1 (SR 1) and State Route 116 (SR 116). In order to adequately assess the proposed project's impact on these highways we recommend a traffic impact analysis be prepared, which should include, but not be limited to the following information:

1. Information on the proposed project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect state highway facilities.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend utilizing Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

We look forward to reviewing the Draft Environmental Impact Report for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review you may send a copy in advance to:

Maija Cottle
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Maija Cottle of my staff at (510) 286-5737.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Philip Crimmins (State Clearinghouse)

United States Department of the Interior

NATIONAL PARK SERVICE
Point Reyes National Seashore
Point Reyes Station, California 94956

IN REPLY REFER TO
L76

March 24, 2003

Wayne Woodroof
Statewide General Plan Coordinator
California Department of Park and Recreation
Northern Service Center
One Capitol Mall, Suite 500
Sacramento, CA 95814

Dear Mr. Woodroof:

Thank you for the opportunity to contribute to the scope and content to be analyzed in the Environmental Impact Report for the Sonoma Coast State Beach General Plan. The area is rich with a variety of habitats created in the interface between ocean and land and the challenges in creating a management plan are equally diverse.

As stated in the Notice of Preparation, many special status species occur in the study area. The coastal ecosystems have the potential to provide habitat for federally endangered species such as Myrtle's silverspot butterfly (*Speyeria zerene myrtleae*), as well as Tidestrom's lupine (*Lupinus tidestromii*). Dillon Beach is potential breeding habitat for the federally threatened Western snowy plover (*Charadrius alexandrinus nivosus*) and could serve as local alternate habitat to birds that breed on Point Reyes beaches.

I encourage you to also consider what could be one of the newest Northern elephant seal (*Mirounga angustirostris*) breeding colonies at Jenner Beach. We have received reports of elephant seals using the beach during the breeding and molting seasons and from our experience you may expect a steady increase of seals each year.

We have developed adaptive management strategies for each of the species discussed above and will look forward to working with you to preserve and protect these species and habitats for future generations. Please contact Dawn Adams, Inventory and Monitoring Coordinator, at 415-464-5202 or Dawn_Adams@nps.gov for further information or clarification.

Sincerely,

Don L. Neubacher
Superintendent

Appendix G

Willow Creek Access Site Evaluation

EDAW

MEMORANDUM

EDAW INC

240 EAST MOUNTAIN AVE

FORT COLLINS COLORADO

80524

TEL 970 484 6073

FAX 970 484 8518

www.edaw.com

TO Project Team

FROM Kelley Savage, Phil Hendricks, Jr.

DATE June 9, 2006

CC File

SUBJECT Willow Creek Access Site Evaluation

Potential access points into the Willow Creek property were reviewed in the field on May 10, 2006. Potential sites were evaluated using several criteria for their ability to provide appropriate access. The locations of the sites are illustrated in Map 1.0.

The attached Table 1.0 includes a summary of the evaluations, with the evaluation being "+" positive, "0" neutral, or "-" negative. These assessments are not intended to be a recommendation against or for a specific site, only create the ability to evaluate the sites within the context of the General Plan Update and future Trails Plan. The assessment is intended to be a cursory review only. Table 2.0, includes previous preliminary assessments provided by DPR for reference.

Photos of each site are included in Exhibits 1.0 – 3.0, and are intended to illustrate the overall size, location and character of each site.

Based on field observations, Figures 1.0 – 9.0* illustrate the potential configuration of the developed access points. These illustrations are conceptual in nature and are only based on field observations and measurements. Numbers of parking spaces are estimated and are intended to provide order-of-magnitude quantities. Accurate on-site information regarding drainage, slopes, vegetation, cultural surveys, road and traffic studies will determine exact configurations of each site. No detailed base mapping was available or utilized for this evaluation study. Type and size of access facilities are to be determined by visitor and operational needs and with detailed mapping and site specific resource information that is available.

General Comments and Discussion

- Establish setback distances from use areas to sensitive habitat and resources such as Willow Creek.
- Implement Best Management Practices for stormwater management at all developed sites to minimize erosion impacts to resources.
- Establish policies for use of each site, time of day, locked gates, maintenance procedures, maximum capacities, etc.
- Determine approximate maximum/average size of truck/horse trailer combinations using the Willow Creek area, to assist in development of standard facility sizes.
- Sites that will provide access to accessible trails or facilities should meet current accessibility standards. Consider review of draft Recommendations for Accessibility Guidelines: Outdoor Developed Areas developed by the U.S. Architectural and Transportation Barriers Compliance Board.

* To avoid confusion by the reader, conceptual illustrations (Figures 1.0-9.0) were not included in the General Plan (Appendix G)

- Consider utilizing existing mature vegetation or strategically planting vegetation during construction of the sites to minimize visual impacts to Park visitors and surrounding uses.
- Recommend Cultural studies to determine any potential project impacts.

Lower Willow Creek Road
Site A
General Description
- South side of the Willow Creek Road.
- Willow Creek and significant riparian vegetation adjacent to the southern edge of the site.
- Site slopes toward the Creek at approximately 2-5% grade.
- Open area approximately 500' x 300' from roadway to Creek at its maximum width. Open area has been significantly disturbed by erosion and flood flows originating on the roadway at the eastern edge of the site.

Potential Use
- This site is well suited for a larger, primary access. Equestrian trailer parking could be accommodated in this area, as well as additional vehicle parking. Site is geographically centrally located.
- Other day use, such as picnicking could also be accommodated at this site.
- Potential exists for trail connections into the park from this area through the conservation easement.

Considerations
- Willow Creek Road would serve as the trail for access into upper reaches of the park. Users will have to pass on-foot through the private ranch site on the road, creating potential conflicts. A trail connecting this site past the ranch would help alleviate potential conflicts.
- Development setbacks from the riparian area may be needed to protect the Creek corridor.
- Upstream drainage improvements would be necessary to maintain any facilities on this site without continued significant erosion.
- Use of Best Management Practices (BMP's) for stormwater run-off would be recommended at this site to maintain water quality within the Creek.
- Views into the site from other areas of the Park are minimal.

Lower Willow Creek Road
Site B
General Description
- South side of the Willow Creek Road.
- Site is surrounded by riparian vegetation on three sides.
- Site slopes toward the Creek at approximately 2-5% grade.
- Open area approximately 100' x 200' from roadway to riparian vegetation. Open area has been significantly disturbed by erosion and flood flows originating on the roadway at the eastern edge of the site.

Potential Use
- This site is well suited for a larger, primary access. Equestrian trailer parking could be accommodated in this area, as well as additional vehicle parking. Site is geographically centrally located
- Other day use, such as picnicking could also be accommodated at this site.
- An adjacent bench on the north side of the road is somewhat elevated and may provide a good opportunity for a picnic site with views of the Willow Creek Valley.

- This site is slightly farther from potential trail connections through the conservation easement, causing users to utilize the road for a longer distance.

Considerations

- Grade drops several feet from the road onto the site, and the roadway also curves sharply in this area. An access road would need to be graded in to allow good visibility.
- Willow Creek Road would serve as the trail for access into upper reaches of the park. Users will have to pass on-foot through the private ranch site on the road, creating potential conflicts. A trail connecting this site past the ranch would help alleviate potential conflicts.
- Development setbacks from the riparian area may be needed to protect the Creek corridor.
- If large amounts of parking or separation of users is desired, equestrian parking could be provided at Site A and vehicle only parking at Site B.
- Views into the site are possible from the ridge to the west.

Lower Willow Creek Road

Site C

General Description

- North side of the Willow Creek Road.
- Open area approximately 75' x 200'.
- Site is within the forest canopy and has mature trees surrounding the open area.
- Site slopes toward the road at approximately 2-5% grade.

Potential Use

- This is the smallest of the Lower Willow Creek sites and is well suited for a smaller, secondary access. Equestrian trailer parking could not be accommodated in this area, due to the small size of the open area and lack of turn-around space.
- A small picnic site could also be accommodated at this location.
- The site is much further into the Park than sites A or B, allowing quicker access into the upper reaches of Willow Creek.

Considerations

- Site C could be used for vehicle only parking, with a small amount of equestrian parking occurring at Site D.
- Hazard trees may be a problem at this site.
- This site potentially contains Spotted Owl habitat. Surveying may be needed prior to any improvements.

Lower Willow Creek Road

Site D

General Description

- North side of the Willow Creek Road.
- Open area approximately 150' x 200'.
- Site is within the forest canopy (redwood) and has mature trees surrounding the open area.
- Site slopes toward the road at approximately 2-5% grade.

Potential Use

- This site is slightly larger than Site C, and may allow some equestrian use. The turn-around area should accommodate smaller truck-trailer combinations as well as a small number of vehicle sites as a secondary access.
- Approximately 6-8 vehicles will fit into this site.

- A small picnic site could also be accommodated at this location.
- The site is much further into the Park than sites A or B, allowing quicker access into the upper reaches of Willow Creek.

Considerations

- Site C could be used for vehicle only parking, with a small amount of equestrian parking occurring at Site D.
- Hazard trees may be a problem at this site.
- An old logging road begins at this site, heading north up a drainage. This may provide a logical location for a future trail into the park.
- This site potentially contains Spotted Owl habitat. Surveying may be needed prior to any improvements.
- Seasonally wet site, may be subject to drainage problems

Upper Willow Creek Road

Site A

General Description

- South side of the Willow Creek Road.
- Located on ridge top at the termination of the road.
- Site slopes at approximately 4-6% grade.
- Open areas approximately 300' x 150' within gently sloping ridge-top, steeper slopes occur at outlying edges.

Potential Use

- This site will accommodate a larger, primary access, but safe entry and exit from the County Road and neighborhood concerns may relegate the site to secondary status. Equestrian trailer parking could be accommodated in this area, as well as additional vehicle parking.
- Other day use, such as picnicking could also be accommodated at this site.
- The site would provide convenient access into the upper portions of the planned trail system.

Considerations

- Due to the large, open nature of this site, it is highly visible from the access road while entering and potentially visible by surrounding residences and other locations in the park. At least one residence is clearly visible from the site.
- The access road into the site is very long for the potentially small number of users it will serve. This road will need maintenance and improvements.
- Accesses on the upper paved reaches of the County Road are problematic. The road is not wide enough for two vehicles to pass safely, especially if trailer use will be accommodated at this site. Tight radius turns and adjacent vegetation also make the access difficult. Encouraging more use in this area may result in traffic issues.
- Geologic instability occurs in the form of hillside creep. Geology and engineering studies required.
- A traffic study may be warranted to determine comprehensive impacts and potential solutions to the above traffic concerns.

Upper Willow Creek Road

Site B

General Description

- South side of the Willow Creek Road.
- Located several hundred yards uphill on the access road from Site A.
- Site slopes at approximately 4-6% grade.
- Open area approximately 200' x 150' at the toe of road side slope.

Potential Use

- This site will accommodate a larger, primary access, but safe entry and exit from the County Road and neighborhood concerns may relegate the site to secondary status. Equestrian trailer parking could be accommodated in this area, as well as additional vehicle parking.
- Other day use, such as picnicking could also be accommodated at this site.
- The site would provide convenient access into the upper portions of the planned trail system.

Considerations

- This site has better potential to be screened from view than Site A. Existing mature evergreens and large shrubs at the perimeter of the site significantly lessen the views into the site from the access road, and potentially from within the Park and neighboring residences. Visual studies would need to be completed to determine the exact visual impacts.
- The access road into the site is very long for the potentially small number of users it will serve. This road will need maintenance and improvements.
- A curved, sloped access off the main road will be necessary to make up grade down into the site.
- Accesses on the upper paved reaches of the County Road are problematic. The road is not wide enough for two vehicles to pass safely, especially if trailer use will be accommodated at this site. Tight radius turns and adjacent vegetation also make the access difficult. Encouraging more use in this area may result in traffic issues.
- Geologic instability occurs in the form of hillside creep. Geology and engineering studies required.
- A traffic study may be warranted to determine comprehensive impacts and potential solutions to the above traffic concerns.
- General site area supports visual evidence of geologic instabilities.

Upper Willow Creek Road

Site C

General Description

- South side of the Willow Creek Road.
- Located several hundred yards uphill on the access road from Site B and downhill from the washed out road section.
- Site slopes at approximately 4-6% grade.
- Open area approximately 200’ x 150’ at the toe of road side slope.

Potential Use

- This site will accommodate a larger, primary access, but safe entry and exit from the County Road and neighborhood concerns may relegate the site to secondary status. Equestrian trailer parking could be accommodated in this area, as well as additional vehicle parking.
- Other day use, such as picnicking could also be accommodated at this site.
- The site would provide convenient access into the upper portions of the planned trail system.

Considerations

- This site has better potential to be screened from view than Site A. Existing mature evergreens and large shrubs at the perimeter of the site significantly lessen the views into the site from the access road, and potentially from within the Park and neighboring residences. Visual studies would need to be completed to determine the exact visual impacts.

- The access road into the site is very long for the potentially small number of users it will serve. This road will need maintenance and improvements.
- A curved, sloped access off the main road will be necessary to make up grade down into the site.
- Accesses on the upper paved reaches of the County Road are problematic. The road is not wide enough for two vehicles to pass safely, especially if trailer use will be accommodated at this site. Tight radius turns and adjacent vegetation also make the access difficult. Encouraging more use in this area may result in traffic issues.
- Geologic instability occurs in the form of hillside creep. Geology and engineering studies required.
- A traffic study may be warranted to determine comprehensive impacts and potential solutions to the above traffic concerns.
- General site area supports visual evidence of geologic instabilities.

Coleman Valley Road

General Description

- North side of Coleman Valley Road in the southeast portion of the site.
- Open area approximately 60' x 150'.
- Site is within the forest canopy and has mature trees surrounding the open area.
- Road gradients are approximately 2-5% grade, general slope characteristics of the area are in the above 10% category.
- Located on existing road alignment and access on Coleman Valley Road.

Potential Use

- The remote location of this site makes it well suited as a secondary access.
- The site will accommodate approximately 6 vehicles.
- The site has several options for providing small picnic areas.
- A trail connecting the access point to a viewpoint overlook is easily possible along the existing road alignment. With a few modifications, the trail could be made to meet accessibility requirements.

Considerations

- Road access point is along a hill and curve, making visibility in and out of the access difficult. Roadway signage may be necessary to mitigate potential traffic conflicts. Visibility of cars leaving the trailhead is most problematic to the south, where Coleman Valley Road slopes steeply downhill.
- The access road has a fairly steep grade into the site. Selective clearing and some grading may help increase visibility onto the roadway when exiting the site.
- Although the site arrangement is well-suited to an interpretive featured trail and overlook which could be used by school groups, bus turning distances within the parking area are minimal. Backing-up/3-point turn will most likely be required.
- If encouraging more users at the overlook site, controls such as fencing and signage may be useful in minimizing resource damage.
- If large groups will potentially use the site, a developed gathering site should be developed. This could occur near the parking/access area and could provide picnic and seating areas.
- Hazard trees may be a problem at this site.
- Area would require some grading and earth moving to accommodate reasonable parking and maneuvering space for 6 to 8 vehicle capacity.

Freezeout Creek

General Description

- North side of Freezeout Flat Road in the northwest portion of the site.
- Open area approximately 150' x 400'.
- Site is located adjacent to an open meadow, at the base of a hillside to the south.
- Sight lines into and out of the site are good.
- Site slopes at approximately 2-5% grade.
- An existing trail, with gate and signage begins at the east end of the access site and continues up Freezeout Creek.
- Views into the site from other areas in the Park are minimal.

Potential Use

- This site is already used as a trailhead for approximately 5-6 equestrian/trailer spaces.
- This site's close proximity to Duncan's Mills makes it an ideal candidate as a primary trailhead including an equestrian access for the Willow Creek parcel.
- The site is large enough to provide turn-around space for truck-trailer combinations, vehicle parking and day use areas.
- The addition of equestrian amenities such as manure collection, hitching posts and corrals may be possible at this site.

Considerations

- The Freezeout Flat road coming into the site is a long, narrow, one-way which may present difficulties for passing vehicles, especially those with trailers. Adding pull-outs at several points along the roadway may help alleviate this problem.
- The site is adjacent to the meadow used for civil war reenactments. The existing parking area is currently used during these events, creating a potential impact/conflict with Park users.
- Drainage adjacent to the road will need to be addressed and may require the installation of culverts or other conveyances.
- There are private property inholdings that use this access.

SONOMA COAST STATE PARK EDAW

WILLOW CREEK ACCESS EVALUATION

Table 1.0 **June 9, 2006**

EVALUATION CRITERIA	Lower Willow Creek Site A	Lower Willow Creek Site B	Lower Willow Creek Site C	Lower Willow Creek Site D	Upper Willow Creek Site A	Upper Willow Creek Site B	Upper Willow Creek Site C	Coleman Valley Road	Freezeout Flat	NOTES
GENERAL										
Elevation										
Vegetation Type	**meadow/ disturbed**	**meadow**	**disturbed**	**disturbed**	**meadow**	**meadow**	**meadow**	**disturbed**	**existing parking site**	All sites are located in existing disturbed (gravel) areas or open meadows/grasslands
Site Size	**300' x 400' 120,000 SF**	**200' x 200' 40,000 SF**	**75' x 150' 15,000 SF**	**150' x 200' 30,000 SF**	**150' x 300' 45,000 SF**	**150' x 200' 30,000 SF**	**150' x 200' 30,000 SF**	**60' x 150' 9,000 SF**	**150' x 400' 60,000 SF**	Site size is approximate, based on field observations for area potentially suitable for development.
APPROACH TO ENTRANCE										
Approach road width	**+**	**+**	**+**	**+**	**-**	**-**	**-**	**o**	**-**	Approach roadway width accomodates two way traffic. **+** = easily accomodated **o** = passing difficult **-** = passing not possible at some locations
Existing Intersection	**-**	**-**	**+**	**+**	**+**	**-**	**-**	**+**	**+**	Existing intersection availble for use. **+** = existing intersection available **-** = no existing intersection available
Location Suitability	**o**	**o**	**+**	**+**	**+**	**o**	**o**	**-**	**+**	Existing intersection location. **+** = location highly suitable **O** = no intersections exist. modifications needed to define intersection locations **-** = existing intersection needs further analysis`
Approach Grades	**+**	**o**	**+**	**+**	**-**	**o**	**o**	**o**	**+**	Approach to entry on roadway. **+** = 0 to 4% Slope **O** = 4 to 8% Slope **-** = greater than 8% slope
Approach Visibility/Sight Lines	**+**	**o**	**+**	**+**	**+**	**o**	**o**	**o**	**+**	Approach to entry on roadway **+** = good visibilty into and out of entry **O** = minor modifications needed for good visibility **-** = major modifications needed for good visibility
ENTRANCE										
Entry Gradient	**+**	**o**	**+**	**+**	**o**	**-**	**o**	**-**	**+**	Slope of entry at roadway. **+** = 0 to 4% Slope **o** = 4 to 8% Slope **-** = greater than 8% slope
Entry width	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**o**	**+**	Ease to accommodate two-way traffic - 22' min width. **+** = easily accomodated **o** = minor modifications needed **-** = major modifications needed
Drainage Improvements	**o**	**o**	**o**	**o**	**+**	**o**	**o**	**o**	**o**	Need for drainage improvements, culverts at entrance **+** = not needed **o** = minor improvements needed **-** = major improvements needed

SONOMA COAST STATE PARK

EDAW

WILLOW CREEK ACCESS EVALUATION

Table 1.0

June 9, 2006

EVALUATION CRITERIA	Lower Willow Creek Site A	Lower Willow Creek Site B	Lower Willow Creek Site C	Lower Willow Creek Site D	Upper Willow Creek Site A	Upper Willow Creek Site B	Upper Willow Creek Site C	Coleman Valley Road	Freezeout Flat	NOTES
SITE VISUAL QUALITY										More detailed on-site evaluation needed to determine visibility from specific locations within and outside the Park.
View into site from adjacent property	+	+	+	+	-	o	o	+	-	Visual quality impacts from adjacent properties **+** = minimal visual impacts **O** = moderate visual impacts **-** = significant visual impacts
View of site from park property	o	o	+	+	-	o	o	+	+	Visual quality impacts from Park property/use areas. **+** = minimal visual impacts **O** = moderate visual impacts **-** = significant visual impacts
Scenic view from site	o	o	-	-	+	+	+	+	-	Scenic views of Park from site **+** = high quality scenic views available **O** = moderate quality scenic views available **-** = no scenic views available
SITE SUITABILITY										
Existing slope gradient	+	o	+	+	+	o	o	o	+	Slopes suitable for development **+** = highly suitable **O** = minor improvements to become suitable **-** = major improvements to become suitable
On-site drainage	o	+	+	+	+	o	o	+	+	Drainage improvements needed on-site **+** = minimal improvements, soft swales **O** = moderate improvements, short culverts, soft swales **-** = major improvements, long culverts, extensive swales
Off-site drainage impacts	o	o	+	+	o	o	o	o	o	Drainage impacts from site to adjacent areas **+** = no impacts **O** = minimal impacts, minor drainage improvements needed **-** = moderate impacts, moderate drainage improvements needed
Hazard Tree Clearing Required	+	+	-	-	+	o	o	o	+	Hazard tree removal required **+** = none **O** = minor removals anticipated **-** = major removals anticipated
Size	+	+	o	+	+	+	+	-	+	Site sized appropriately to accomodate use **+** = appropriately size and allows for future growth **O** = appropriately sized, no future growth possible **-** = only minor improvements possible - may not meet current needs

SONOMA COAST STATE PARK EDAW

WILLOW CREEK ACCESS EVALUATION

Table 1.0 **June 9, 2006**

EVALUATION CRITERIA	Lower Willow Creek Site A	Lower Willow Creek Site B	Lower Willow Creek Site C	Lower Willow Creek Site D	Upper Willow Creek Site A	Upper Willow Creek Site B	Upper Willow Creek Site C	Coleman Valley Road	Freezeout Flat	NOTES
SITE RESOURCES										Potential for impacts to site resources. Studies needed to confirm potential impacts. **+** = no impacts **O** = minor impacts **-** = major impacts
Wetlands/riparian areas	O	O	O	O	+	+	+	+	+	
Forest areas	+	+	O	O	+	+	+	O	+	
ACCESSIBILITY POTENTIAL										Potential to provide accessible facilities and trails **+** = easily possible **O** = some modifications to site required **-** = accessibile facilities potentially difficult to fit within site.
Potential for adjacent accessible trails	+	+	-	-	+	O	O	+	-	
Potential for accessible overlook	+	+	-	-	+	+	+	+	-	
TRAIL ACCESS POTENTIAL										Potential to connect directly into proposed trail system - will depend on final outcome of trails plan. **+** = direct connection possible or already exists **O** = connection via road required **-** = connection potentially difficult.
Potential for connection to trail system	+	O	+	+	+	O	O	+	+	

SONOMA COAST STATE PARK

WILLOW CREEK ACCESS EVALUATION

Table 1.0 **June 9, 2006**

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Vegetation Type	**meadow/ disturbed**	**meadow**	**disturbed**	**disturbed**	**meadow**	**meadow**	**meadow**	**disturbed**	**existing parking site**	All sites are located in existing disturbed (gravel) areas or open meadows/grasslands
Site Size	**300' x 400' 120,000 SF**	**200' x 200' 40,000 SF**	**75' x 150' 15,000 SF**	**150' x 200' 30,000 SF**	**150' x 300' 45,000 SF**	**150' x 200' 30,000 SF**	**150' x 200' 30,000 SF**	**60' x 150' 9,000 SF**	**150' x 400' 60,000 SF**	Site size is approximate, based on field observations for area potentially suitable for development.
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Approach road width	**+**	**+**	**+**	**+**	**-**	**-**	**-**	**o**	**-**	Approach roadway width accomodates two way traffic. **+** = easily accomodated **o** = passing difficult **-** = passing not possible at some locations
Existing Intersection	**-**	**-**	**+**	**+**	**+**	**-**	**-**	**+**	**+**	Existing intersection availble for use. **+** = existing intersection available **-** = no existing intersection available
Location Suitability	**o**	**o**	**+**	**+**	**+**	**o**	**o**	**-**	**+**	Existing intersection location. **+** = location highly suitable **O** = no intersections exist. modifications needed to define intersection locations **-** = existing intersection needs further analysis`
Approach Grades	**+**	**o**	**+**	**+**	**-**	**o**	**o**	**o**	**+**	Approach to entry on roadway. **+** = 0 to 4% Slope **O** = 4 to 8% Slope **-** = greater than 8% slope
Approach Visibility/Sight Lines	**+**	**o**	**+**	**+**	**+**	**o**	**o**	**o**	**+**	Approach to entry on roadway **+** = good visibilty into and out of entry **O** = minor modifications needed for good visibility **-** = major modifications needed for good visibility
ENTRANCE										
Entry Gradient	**+**	**o**	**+**	**+**	**o**	**-**	**o**	**-**	**+**	Slope of entry at roadway. **+** = 0 to 4% Slope **o** = 4 to 8% Slope **-** = greater than 8% slope
Entry width	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**o**	**+**	Ease to accommodate two-way traffic - 22' min width. **+** = easily accomodated **o** = minor modifications needed **-** = major modifications needed
Drainage Improvements	**o**	**o**	**o**	**o**	**+**	**o**	**o**	**o**	**o**	Need for drainage improvements, culverts at entrance **+** = not needed **o** = minor improvements needed **-** = major improvements needed

SONOMA COAST STATE PARK

WILLOW CREEK ACCESS EVALUATION

Table 1.0

June 9, 2006

EVALUATION CRITERIA	Lower Willow Creek Site A	Lower Willow Creek Site B	Lower Willow Creek Site C	Lower Willow Creek Site D	Upper Willow Creek Site A	Upper Willow Creek Site B	Upper Willow Creek Site C	Coleman Valley Road	Freezeout Flat	NOTES
SITE VISUAL QUALITY										More detailed on-site evaluation needed to determine visibility from specific locations within and outside the Park.
View into site from adjacent property	+	+	+	+	-	o	o	+	-	Visual quality impacts from adjacent properties **+** = minimal visual impacts **O** = moderate visual impacts **-** = significant visual impacts
View of site from park property	o	o	+	+	-	o	o	+	+	Visual quality impacts from Park property/use areas. **+** = minimal visual impacts **O** = moderate visual impacts **-** = significant visual impacts
Scenic view from site	o	o	-	-	+	+	+	+	-	Scenic views of Park from site **+** = high quality scenic views available **O** = moderate quality scenic views available **-** = no scenic views available
SITE SUITABILITY										
Existing slope gradient	+	o	+	+	+	o	o	o	+	Slopes suitable for development **+** = highly suitable **O** = minor improvements to become suitable **-** = major improvements to become suitable
On-site drainage	o	+	+	+	+	o	o	+	+	Drainage improvements needed on-site **+** = minimal improvements, soft swales **O** = moderate improvements, short culverts, soft swales **-** = major improvements, long culverts, extensive swales
Off-site drainage impacts	o	o	+	+	o	o	o	o	o	Drainage impacts from site to adjacent areas **+** = no impacts **O** = minimal impacts, minor drainage improvements needed **-** = moderate impacts, moderate drainage improvements needed
Hazard Tree Clearing Required	+	+	-	-	+	o	o	o	+	Hazard tree removal required **+** = none **O** = minor removals anticipated **-** = major removals anticipated
Size	+	+	o	+	+	+	+	-	+	Site sized appropriately to accomodate use **+** = appropriately size and allows for future growth **O** = appropriately sized, no future growth possible **-** = only minor improvements possible - may not meet current needs

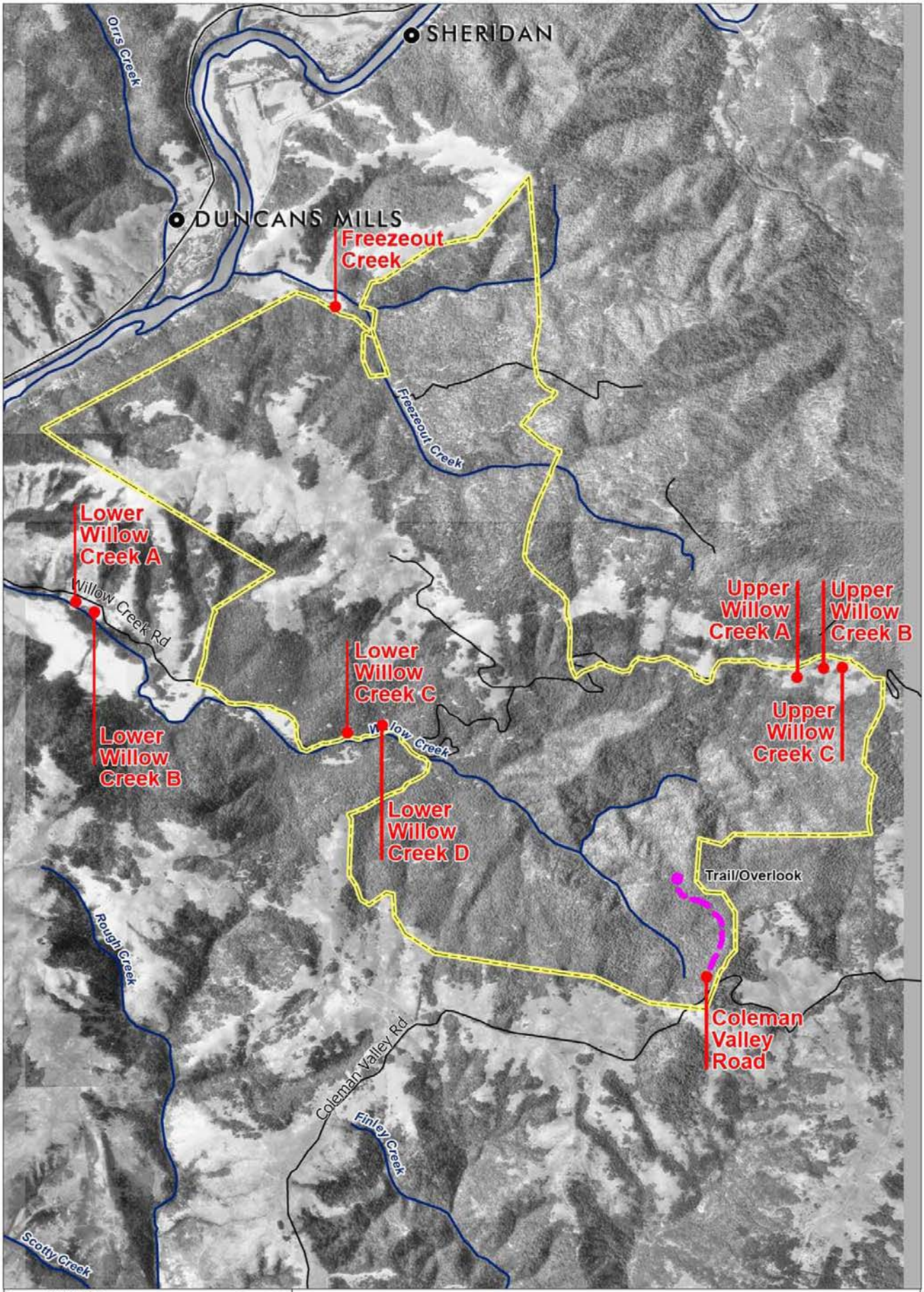
SONOMA COAST STATE PARK										EDAW
WILLOW CREEK ACCESS EVALUATION										
Table 1.0										**June 9, 2006**
EVALUATION CRITERIA	**Lower Willow Creek Site A**	**Lower Willow Creek Site B**	**Lower Willow Creek Site C**	**Lower Willow Creek Site D**	**Upper Willow Creek Site A**	**Upper Willow Creek Site B**	**Upper Willow Creek Site C**	**Coleman Valley Road**	**Freezeout Flat**	**NOTES**
SITE RESOURCES										Potential for impacts to site resources. Studies needed to confirm potential impacts. **+** = no impacts **O** = minor impacts **-** = major impacts
Wetlands/riparian areas	o	o	o	o	+	+	+	+	+	
Forest areas	+	+	o	o	+	+	+	o	+	
ACCESSIBILITY POTENTIAL										Potential to provide accessible facilities and trails **+** = easily possible **O** = some modifications to site required **-** = accessibile facilities potentially difficult to fit within site.
Potential for adjacent accessible trails	+	+	-	-	+	o	o	+	-	
Potential for accessible overlook	+	+	-	-	+	+	+	+	-	
TRAIL ACCESS POTENTIAL										Potential to connect directly into proposed trail system - will depend on final outcome of trails plan. **+** = direct connection possible or already exists **O** = connection via road required **-** = connection potentially difficult.
Potential for connection to trail system	+	o	+	+	+	o	o	+	+	

SONOMA COAST STATE PARK GENERAL PLAN

WILLOW CREEK ACCESS POINTS
SITE ANALYSIS

TABLE 2.0

	UPPER WILLOW CREEK ROAD	COLEMAN VALLEY ROAD	FREEZEOUT CREEK	LOWER WILLOW CREEK ROAD
Exterior Connectivity	Good access to county roads outside park boundary. Paved road access to park from Coleman Valley Road near Occidental. 2-way unstriped road favors local residents. Road turns to gravel at boundary. This section of road has instabilities. Current road bed slipout prevents vehicle access.	Direct gated access off of Coleman Valley Road. (paved, striped, 2-lane) at the south boundary.	Access to northeast section of park via 2-lane paved Co. roads. Close access to Highway 116 and Duncan Mills. Gated single lane unpaved road access to currently used parking / staging area.	Area served by Willow Creek Road from Highway 1 at Bridgehaven via paved unstriped road in poor condition. Road subject to flooding. Access point area approximately 3 miles from Highway 1.
Interior Connectivity	Direct access to interior via Willow Creek Road at upper elevations. Provides access throughout the elevation range. Willow Creek Road prone to seasonal failures. Location serves upper watershed on S.E. Boundary. High potential for interior connection options.	Access connects to interior unpaved road. Gravel road steep, and ends at Seed Orchard Tract. Operational use only. Low connectivity potential due to steep slopes and high elevation of access point.	Interior access provided by Freezeout Creek Road. Moderately steep single lane unpaved road branches to serve Freezeout Creek. Watershed and upper east Willow Creek watershed. Good potential for diverse connections / access to interior.	Most centrally located of all considered access points. Highest potential for connection for points in Willow Creek watershed. Closest location to other existing park facilities.
Physical Characteristics (constraints & opportunities)	Area is mix of open grasslands and forest. Topography highly variable, moderate to steep, w/pockets of gentle slopes. Localized areas of instability in open grasslands. Development opportunities limited by topography. Potential exists due to larger site selection area.	Forested area of moderate to mostly steep and complex topography. Immediate area laced with roads giving potential for small staging area close to paved road. Close by scenic overlook has public use and interpretive potential. Opportunities present for limited all access activity.	Park ownership is mostly forested and steep sloped lands. Boundary / ownership configuration, and geography constrains initial access and limits potential for staging areas. Little to no opportunity to expand on existing staging area.	Area characterized by broad valley bottom, grassland meadows, interspersed with riparian areas. Open level to gently sloping lands present greatest opportunity for staging area development.
Natural Resource Sensitivities	Potential Northern Spotted Owl habitat. Surveys will be needed prior to any construction activity. Northern Spotted Owl activity to be considered during use and facility planning / design phase.	Northern Spotted Owl habitat. Surveys will be needed prior to any construction activity. Northern Spotted Owl activity to be considered during use and facility planning / design phase.	Wetlands present adjacent to access and currently used staging area. Potential for listed species associated with wetlands. Northern Spotted Owl habitat. Surveys will be needed prior to any construction activity. Northern Spotted Owl activity to be considered during use and facility planning / design phase.	Potential for wetlands and seasonal flooding. Proximity to creeks and riparian habitats.
Cultural Resource Sensitivities	Unknown at this time	Unknown at this time	Unknown at this time	Unknown at this time.
Permitting Issues	CEQA, Coastal Permit for construction / change in use. USFWS consult (Northern Spotted Owl) may be necessary.	CEQA, Coastal Permit for construction / change in use. USFWS consult (Northern Spotted Owl) may be necessary.	CEQA, potential for USFWS (Northern Spotted Owl) and USACE (wetlands) permits. Outside of coastal zone.	CEQA, other permits as necessary based on proposed scope of work. Coastal permit for construction / change in use.
Operational Suitability (convenience & limitations)	Furthest removed from current operations. Area linked via Willow Creek Road from both ends. (top-Occidental, bottom-Highway 1).	Closest access to / from Salmon Creek Ranger Station. Close and good administrative access to this and central interior of park.	Closest to DPR District HDQ, removed from other park operations.	Centrally located and close to other park facilities. Minimal conflicts with adjacent ownership and land uses.
Other	Local residents on Willow Creek Road not in favor of development of public access at this location.	Scatter rural residential property in area. Minimal conflict with adjacent landowners.	Even though area is surrounded by private property, minimal conflict exists. Access shared by private property inholdings and shared access with MRC.	Due to ownership boundaries / patterns, valley bottom access to upstream locations via the valley bottom is restricted to one point on Willow Creek Road. See map.



Source: EDAW 2006

Map 1.0

N

1 inch = 1,000 feet

0 2000 4000

Feet

Jun 9, 2006

EDAW

Sonoma Coast State Beach

Willow Creek Access Evaluation

Potential access site - looking southwest.

Trail/road leaving access point.

Access point at Coleman Valley Road.

Overlook site looking northwest.

Overlook site looking south.

View from overlook looking northwest.

Coleman Valley Road

Trail leading east out of parking area, kiosk and manure collection bin.

Looking east from the access road - site is on the right.

Freezeout Flat

	Sonoma Coast State Beach
Exhibit 1.0 **Site Photos** **Jun 9, 2006** EDAW	**Willow Creek Access Evaluation**

Site A - looking west - eroded roadway swale on left.

Site A - looking west - eroded roadway swale on left.

Site A - looking west.

Site A - looking northeast - eroded area/soil deposits in center of photo.

Site A - looking southwest at eroded area.

Lower Willow Creek - Site A

Site B - looking south - potential day-use bench on far right.

Lower Willow Creek - Site B

Site C - looking south towards County Road.

Lower Willow Creek - Site C

Site D - looking south towards County Road.

Lower Willow Creek - Site D

Site D - looking northeast towards existing road.

	Sonoma Coast State Beach
Exhibit 2.0 **Site Photos** **Jun 9, 2006** EDAW	**Willow Creek Access Evaluation**

Narrow entry from residential area.

Access gate at logging road.

Access road below road wash-out.

Upper Willow Creek - Access Road

Site A - Looking southwest toward Site A at center of photo.

Site A - Looking northeast toward access road.

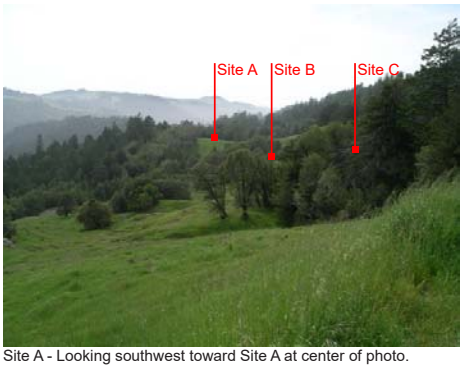
Upper Willow Creek - Site A

Site B - Looking southwest.

Upper Willow Creek - Site B

Site C - Looking southwest toward Site C from access road at left center of photo.

Upper Willow Creek - Site C



Site A - Looking southwest toward Site A at center of photo.

Upper Willow Creek - All Sites

Exhibit 3.0 Site Photos Jun 9, 2006 EDAW	**Sonoma Coast State Beach** **Willow Creek Access Evaluation**

Appendix H

Acronyms

ACRONYMS

AADT	average annual daily trip
ABAG	Association of Bay Area Governments
ACSC	areas of critical state concern
ADA	Americans with Disabilities Act
ADT	average daily traffic
APCD	Air Pollution Control District
AQMD	Air Quality Management District
ARB	California Air Resource Board
ARMP	Abalone Recovery and Management Plan
BACT	best available control technology
BLM	Bureau of Land Management
BMP	best management practices
C	Celsius
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CalEPPC	California Exotic Pest Plant Council
Caltrans	California Department of Transportation
CBC	California Building Code
CCA	California Coastal Act
CCNM	California Coastal National Monument
CCC	California Conservation Corps
CCP	Comprehensive Conservation Plan
CCR	California Code of Regulations
CDF	California Department of Forestry and Fire Protection
CDFA	California Department of Food and Agriculture
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act

CFP	California Fully Protected Species as designated by the California Fish and Game Code
CFR	Code of Federal Regulation
cfs	cubic feet per second
CHTF	California Heritage Task Force
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
Commission	California Parks and Recreation Commission
CORRP	California Outdoor Recreation Resource Plan
CUP	Conditional Use Permit
CRHR	California Register of Historic Resources
CRMP	Cultural Resource Management Plan
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibel
dBA	A-weighted decibel
DEIR	draft environmental impact report
Department	California Department of Parks and Recreation
DFG	State of California, Department of Fish an Game
DOC	Department of Conservation
DOE	Department of Energy (U.S.)
DOF	Department of Finance
DPR	California Department of Parks and Recreation
DWR	State of California, Department of Water Resources
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESU	Evolutionarily Significant Unit

F	Fahrenheit
FCAA	Federal Clean Air Act
FEIR	final environmental impact report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FIP	Federal Implementation Plan
gal	gallon
GIS	Geographic Information System
GP	general plan
GPS	Global Positioning System
HAP	hazardous air pollutant
HC	hydrocarbons
HCP	Habitat Conservation Plan
ITSWC	InterTribal Sinkyone Wilderness Council
ISO	Insurance Services Offices (Rating)
KRNCA	King Range National Conservation Area
kW	kilowatt
kWh	kilowatt-hour
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Plans
L_{eq}	energy-equivalent noise level
L_{dn}	day-night average noise level
LOS	level of service

M	Richter Scale Magnitude
mgd	million gallons per day
ml	milliliters
mm	millimeter
MMA	Marine Managed Area
Monument	California Coastal Monument
MOU	Memorandum of Understanding
MRZ	Mineral Resource Zone
msl	mean sea level
MW	megawatts
N	nitrogen
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NCIC	North Coast Information Center
NCCP	Natural Communities Conservation Program
NCUAQMD	North Coast Unified Air Quality Management District
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NO_X	nitrogen oxide(s)
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
NTHP	National Trust for Historic Preservation
O_3	ozone
OHP	State of California, Office of Historic Preservation

OHV	off-highway vehicle
$PM_{2.5}$	fine particulate matter
PM_{10}	respirable particulate matter
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
RMP	Resource Management Plan
ROG	reactive organic gasses
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SHPO	State Historic Preservation Officer
SMARA	California Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
Sonoma Coast SP	Sonoma Coast State Park
SP	State Parks
SR	State Route
SRA	State Recreation Area
SSC	Species of Special Concern
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
THC	total hydro carbons
TMDL	Total Maximum Daily Loads
UC	University of California
UDF	Unit Data File
US101	U.S. Highway 101

USACE	U.S. Army Corps of Engineers
USBR	U.S. Bureau of Reclamation
USDA	U.S. Department of Agriculture
USDI	U.S. Department of the Interior
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
V	volts

Appendix I

Glossary of Terms

GLOSSARY OF TERMS

Active Fault: a fault that has moved recently and which is likely to move again. For planning purposes, an "active fault" is usually defined as one the shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Adaptive Use: use of a historic structure for a purpose other than for which it was originally intended.

Aesthetics: refer to the visual, audible, and other sensory factors within the park setting and its surrounding landscapes that, taken together, establish character or sense of place.

Alluvium: a general term for all detrital deposits resulting from the operations of modern rivers, thus including the sediments laid down in riverbeds, flood plains, lakes, fans at foot of mountain slopes and estuaries.

Ambient Air Quality: the atmospheric concentration (amount in specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient Noise Level: the composite of noise from all sources near and far.

Aquifer: the underground layer of water-bearing rock, sand, or gravel through which water can seep or be held in natural storage. Such water holding rock layers hold sufficient water to be used as a water supply.

Archaeological: pertaining to the material remains of past human life, culture, or activities.

Bedrock: the solid rock underlying unconsolidated surface materials.

Best Available Control Technology (BACT): the most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): the most current methods, treatments, or actions in regards to environmental mitigation responses.

Bikeways: bicycle travel way, encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biodiversity: biological diversity in an environment as indicated by numbers of different species of plants and animals, as well as the relative abundance of all the species within a given area.

Buffer: land that protects natural and/or cultural values of a resource or park from adverse effects arising outside the buffer.

California Coastal Commission: established by the 1972 Coastal Act to review and approve projects and actions within a defined zone along the California coastline for compliance with the Coastal Act.

California Coastal National Monument: all unappropriated or unreserved lands and interest in lands owned or controlled by the United States, in the form of islands, rocks, exposed reefs, and pinnacles above mean high tide within 12 miles nautical miles of the shoreline of the State of California. Cooperatively managed with other federal, state, local government, universities, and private interests, the primary purpose of the Monument is to protect important biological and geological values. The islands, rocks, reefs, and pinnacles provide forage and breeding grounds for significant populations of birds and sea mammals.

California Environmental Quality Act (CEQA): a state law (PRC §21000 et al.) requiring state and local agencies to take actions on projects with consideration for environmental protection. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General Plans require a "program EIR" and park development projects require a project environmental document.

California State Parks and Recreation Commission: established in 1927 to advise the Director of Parks and Recreation on the recreational needs of the people of California. In 1928 it gathered support for the first state park bond issue. The Commission schedules public hearings to consider classification or reclassification and the approval of State Parks' general plan (and amendments) for each park unit.

Classification: official designation of units of the State Park System. Classification are established by the State Parks and Recreation Commission at the recommendation of Department staff and are based on the sensitivity and kind of unit's most important resources and what types of use the unit will receive from the public.

Clean Water Act (CWA): enacted in 1972 to create a basic framework for current programs to control water pollution; provide statutory authority for the National Pollutant Discharge Elimination System (NPDES).

Concession: a contract with persons, corporations, partnerships, or associations for the provision of products, facilities, programs, and management and visitor services that will provide for the enhancement of park visitor use, enjoyment, safety, and convenience. Concession developments, programs, and services must be compatible with a park unit's classification and general plan provisions.

Conservation Easement: acquisition of rights and interests to a property to protect identified conservation or resource values using a reserved interest deed. Easements may

apply to entire parcels of land or to specific parts of the property. Most are permanent, although term easements pose restrictions for a limited number of years. Land protected by a conservation easement remains on the tax rolls and is privately owned and managed; landowners who donate conservation easements are generally entitled to tax benefits.

Constraints: (1) the state of being restricted or confined within prescribed bounds (2) one that restricts, limits, or regulates; a check.

County Route: a segment of roadway that has been officially designated by the Director of California Department of Transportation as a scenic corridor.

Cultural Heritage Point of Interest: human activity site, interpretive exhibit. Utilizes both preservation and interpretation.

Cultural Landscape: a geographic area (including both the cultural and natural resources) associated with a historic event, activity, or person or exhibiting cultural or aesthetic values. This type is a landscape that evolved through use by people whose activities or occupancy shaped it.

Cultural Preserve: the subclassification protects areas of outstanding historic interest in state parks, including such features as sites, buildings, or zones where significant events in the flow of history in California occurred. They need to be large enough to protect resources from potential damage and to permit effective management and interpretation and must also have complete integrity of the resources; no conflicting improvements, such as roads, are permitted. Natural resources values are secondary to historical values in cultural preserves.

Cultural Resource: a resource that exists because of human activities. Cultural resources can be prehistoric (dating from before European settlement) or historic (post-European contact). Includes archeological or architectural sites, structures, or places; and places of traditional cultural or religious importance to specific groups whether or not represented by physical remains.

Culvert: a drain, ditch, or conduit not incorporated in a closed system that carries drainage water under driveway, roadway, railroad, pedestrian walk or publicway. Culverts are often built to channelize streams and as part of flood control systems.

Cumulative Impact: as defined by the state CEQA Guidelines (§15355) two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts.

Degradation: the reduction of environmental quality in an area through a lessening of diversity, the creation of growth anomalies, or the supplanting of native species by nonnative plant and animal species.

Demographic: having to do with a particular characteristic of a segment of the public at large; may be connected to the group's age, the region where the group resides, a particular recreational interest, economic status, etc.

Ecology: the study of the interrelationship of living things to one another and their environment.

Ecosystem: a community consisting of all biological organisms (plant, animals, insects, etc.) in a given area interacting with the physical environment (soil, water, air) to function together as a unit of nature.

Ecotone: a transition area between two adjacent ecological communities, usually exhibiting competition between organisms common to both; often a rich biological area.

Effect/Impact: an environmental change; as defined by State CEQA Guidelines §15358: (1) Direct or primary effects are caused by the project and occur at the same time and place (2) Indirect or secondary effects that are caused by the project and are late in time or farther removed in distance, but still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water quality and other natural systems including ecosystems.

Endangered Species: a species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy form one or more causes. The U.S. Fish and Wildlife Service and/or the California Department of Fish and Game make this designation.

Endemic: indigenous to, and restricted to, a particular area.

Environment: as defined in State CEQA Guidelines §15360, "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historical and aesthetic significance."

Environmental Impact Report (EIR): a report required by CEQA that assesses all the environmental characteristics of an area and determines what effects of impacts will result if the area is altered or disturbed by a proposed action. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General plans require the preparation of a "program" EIR appropriate to its level of specificity.

Environmentally Sensitive: an area in which plant or animal life or their habitats are either rare or especially valuable because of their role in an ecosystem. Such areas can be easily disturbed or degraded by human activities and developments.

Ethnographic: a multi-format group of materials gathered and organized by an anthropologist, folklorist, or other cultural researcher to document human life and traditions.

Exotic Species: a species occurring in an area outside of its historically known natural range that has been intentionally introduced to or have inadvertently infiltrated into the system. Also known as non-native, ornamental, or introduced species. Exotic animals prey upon native species and compete with them for food and habitat. Exotic plant species can convert native ecosystems into a non-native dominated system that provides little benefit to other species in the ecosystem.

Fauna: animal life, particularly animals that are characteristic of a region, period, or special environment.

Floodplain: a lowland or relatively flat area adjoining inland or coastal waters that is subject to a one or greater chance of flooding in any given year (i.e., 100-year flood).

Floodway: the channel of a natural stream or river and portions of the flood plain adjoining the channel, which are reasonable required to carry and discharge the floodwater or flood flow of any natural stream or river.

Flora: plant or bacterial life, particularly plants and bacteria that are characteristic of a region, period, or special environment.

Forbes: any herbaceous (non-woody) plant having broad leaves, and therefore excluding grasses and grass-like plants.

General Plan (GP): a genera plan is a legal planning document that provides guidelines for the development, management, and operation of a unit of the state park system. A general plan evaluates and defines land uses, resource management, facilities, interpretation, concessions, and operations of a park unit as well as addressing environmental impacts in a programmatic manner. A park unit must have an approved general plan prior to implementing any major development project.

Geology: the scientific study of the origin, history, and structure of the earth.

Grade: the degree of rise or descent of a sloping surface.

Habitat: the physical location or type of environment, in which an organism or biological population lives or occurs. It involves an environment of a particular kind, defined by characteristics such as climate, terrain, elevation, soil type, and vegetation. Habitat typically includes shelter and/or sustenance.

Hazardous Material: any substance that, because of its quantity, concentration, physical or chemical characteristics, poses a significant presence or potential hazard to human health and safety or to the environment. Lead-based paint is an example of a hazardous material.

Historic Character: the sum of all visual aspects, features, materials, and species associated with a structure or cultural landscape's history, i.e., the original configuration together with losses and later changes. These qualities are often referred to as character defining.

Historic Faults: (i.e., San Andreas) have shown displacement in historic time and are considered active.

Historical Resource: resources of architectural, historical, archeological, or cultural significance that retain historic integrity and are historically significant at the local, state or national level under one or more of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- Associated with the lives of persons important to local, California or national history.
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Eligible resources include buildings, sites, structures, objects, or historic districts.

Hydrology: pertaining to the study of water on the surface of the land, in the soil and underlying geology, and in the air.

Impervious surface: any material, which reduces or prevents absorption of water into land.

Infrastructure: public services and facilities, such as sewage-disposal systems, water supply systems, other utility systems, road and site access systems.

Initial Study: as defined by State CEQA Guidelines §15365, an analysis of a project's potential environmental effects and their relative significance. An initial study is preliminary to deciding whether to prepare a negative declaration or an EIR.

Interpretation: in this planning document, it refers to a communication process, designed to reveal meanings and relationships of our cultural and natural heritage, through involvement with objects, artifacts, landscapes, sties, and oral histories.

Kilowatt: a measure of the rate of electrical flow equal to one thousand watts.

Kilowatt – Hour: a measure of quality of electrical consumption equal to the power of one kilowatt acting for one hour.

Landform: configuration of land surface (topography).

Mean Sea Level: the average altitude of sea surface for all tidal stages.

Mitigation Measure: a measure proposed that would eliminate, avoid, rectify, compensate for, or reduce significant environmental effects (see State CEQA Guidelines §15370).

Morphology: form and structure of a plant that is typical.

Mycology: the study of fungi.

National Pollutant Discharge Elimination System (NPDES): as authorized by the Clean Water Act, the National Pollutant Discharge Elimination System permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States.

National Register of Historic Places (NRHP): the official federal list of buildings, structures, objects, sites and districts worthy of historic preservation. The register recognizes resources of local, state, and national significance. The register lists only those properties that have retained enough physical integrity to accurately convey their appearance during their period of significance.

Native species: a plant or animal that is historically indigenous to a specific site area.

Natural Preserve: a subclassification within a unit of the State Park System that requires parks and Recreation Commission approval. Its main purpose is to maintain such features as rare and endangered plants and animals and their supporting ecosystems in perpetuity.

Negative Declaration: when a project is not exempt from CEQA and will not have a significant effect upon the environment a negative declaration must be written (see State CEQA Guidelines §15371).

Office of Historic Preservation (OHP): the governmental agency primarily responsible for the statewide administration of the historic preservation program in California. Its responsibilities include identifying, evaluating, and registering historic properties and ensuring compliance with federal and state regulatory obligations.

Open Space: an area with few or no paved surfaces or buildings, which may be primarily in its natural state or improved for use as a park.

Pre-Quaternary Fault: have no known evidence of movement with in the past 1.6 million years. They are not necessarily inactive, but have less potential to cause earthquakes than Quaternary or Historic faults.

Project: as defined by the State CEQA Guidelines §15378, a project can be one of the following a) activities undertaken by any public agency; b) activities undertaken by a person which are supported in whole or in part through contracts, grants, subsidies, loans or other forms of assistance from one or more public agencies; c) activities involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Public Resources Code (PRC): in addition to the State Constitution and Statues, California Law consists of 29 codes covering various subject areas. The PRC addresses natural, cultural, aesthetic, and recreation resources of the State.

Quaternary Faults: have evidence of displacement within the last 1.6 million years. They may still be active and capable of rupture.

Regional Water Quality Control Board (RWQCB): there are nine Regional Water Quality Control Boards. The mission of the RWQCBs is to develop and enforce water quality objectives and implementation plans which will best protect the beneficial uses of the State's waters, recognizing local differences in climate, topography, geology and hydrology.

Riparian: riparian habitat represents the vegetative and wildlife areas adjacent to perennial and intermittent streams and are delineated by the existence of plant species normally found near fresh water.

Riprap: a loose assemblage of broken rock or concrete often used to prevent erosion.

Runoff: that portion of rainfall or surplus water that does not percolate into the ground and flows overland and is discharged into surface drainages or bodies of water.

Septic System: an on-site sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absences of oxygen. Septic systems are often used where a municipal sewer system is not available.

Shoulder Season: the months of the year immediately before and after the park's busy recreation season. This term generally refers to April and October, but could also shade into late March and early November, depending upon activities under discussion.

Significant Effect on the Environment: as defined by State CEQA Guidelines §15382, substantial or potentially substantial, adverse change on any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to physical change may be considered in determining whether the physical change is significant.

Siltation: the process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

Solid Waste: term used to describe the mixture of items, discarded by agricultural, residential and non-residential activities.

Special-Status Species: plant or animal species that are typically listed (State and Federal) as endangered, rare and threatened, plus those species considered by the scientific community to be deserving of such listing.

State Historic Preservation Officer (SHPO): the chief administrative officer for the OHP and is also the executive secretary of the State Historic Resources Commission.

Subclassification: a separate classification for a portion or unit of the State Park System. The State Parks and Recreation Commission establish these at the recommendation of Department staff. Cultural preserves, and Wilderness are subclassifications.

Subsidence: the gradual sinking of land as a result of natural or man-made causes.

Threatened Species: an animal or plant species that is considered likely to become endangered throughout a significant portion of its range within the foreseeable future because its prospects for survival and reproduction are in jeopardy from one or more causes. The U.S. Fish and Wildlife Service and/or the California Department of Fish and Game make this designation.

Topography: graphic representation of the surface features of a place or region on a map, indicating their relative positions and elevations.

Trailhead: the beginning of a trial, usually marked by information signs.

Unit Data File: a unit data file (UDF) is the working file that contains an organized body of information about a specific park unit. It acts as an organized library of both unit data and the status of current issues. This file contains information and maps about a park unit's acquisition, history, natural and cultural resources, demographics, visitor use patterns, recreation experiences, land use, facilities, and key issue papers. The file encompasses much of what is traditionally referred to as the unit's Resource Inventory.

Viewshed: the area that can be seen from a specified location.

Watershed: the total area above a given point on a watercourse that contributes water to the flow of the watercourse; entire region drained by a watercourse.

Wetland: includes the environment of subtidal, mudflats, tidal salt marsh, periodically inundated or brackish marsh, diked marshland, associated upland, and freshwater marsh.

Wilderness: within state parks, this is a subclassification requiring approval by the State Parks and Recreation Commission. It provides protection for plants and animals and their supporting ecosystems while also encouraging recreational use. Its provision includes no permanent facilities other than "semi-improved campgrounds" and possible retention of structures existing when the land was designated. No mechanical equipment may be used in a wilderness (including bicycles), and there is a 2,000-foot no-fly zone above.