CALENDAR ITEM

C06

A 1 05/24/12
PRC 7686.9
S 2 R. Boggiano

GENERAL LEASE – PUBLIC AGENCY USE

APPLICANT:
County of Sonoma

AREA, LAND TYPE, AND LOCATION:
Three parcels of sovereign land in the bed of the Russian River, near the town of Guerneville, Sonoma County.

AUTHORIZED USE:
Continued use, maintenance, and operation of two seasonal road crossings with permanent concrete support piers and one existing permanent timber bridge.

LEASE TERM:
15 years, beginning May 24, 2012.

CONSIDERATION:
The public use and benefit; with the State reserving the right at any time to set a monetary rent if the Commission finds such action to be in the State's best interest.

SPECIFIC LEASE PROVISIONS:

1. Lessee agrees to install precautionary signage annually prior to May 15, warning recreational users on the Russian River of the impediment or risk to navigation or recreational activities at the sites.

2. The crossings may not be placed on the Lease Premises before May 15 and shall be removed no later than October 15.

OTHER PERTINENT INFORMATION:

1. Applicant owns or has the right to use the upland adjoining the bridge crossings.

2. On April 6, 1994, the Commission authorized the issuance of a General Lease – Public Agency Use to the Sonoma County Public Works

Department (County) for 15 years beginning May 15, 1994. The lease authorized the construction of four annual seasonal bridge crossings at various locations in the Russian River. The lease expired on May 14, 2009. The County is now applying for a new General Lease – Public Agency Use. The new lease will only contain three of the original crossings from the previous lease: the Odd Fellows Road, Vacation Beach Road, and Guernewood Park Crossing. The Asti crossing is located within Rancho Rincon de Musalacon, and this location is not subject to the Commission's leasing jurisdiction.

3. The bridge crossings provide better traffic circulation and emergency vehicle access during the primary tourist season from Memorial Day weekend through Labor Day weekend. Two of the crossings are installed by lifting the bridge deck into place with a crane and attaching it to concrete support piers permanently located at the crossings. The approaches are then graded using either new gravel fill or stockpiled gravel material from the previous season located on the upland.

4. The Odd Fellows Road crossing consists of a 60-foot temporary bridge set on permanent piers along the north side of the river and a gravel roadway pushed across the gravel bar from the south of the river. Depending on the seasonal formation of the gravel bar on the south side of the river, the channel may need to be narrowed by pushing gravel into flowing water. The temporary gravel road would be approximately 145 feet long. Two 24-inch culverts or one 36-inch culvert will be placed, as necessary, in the river, under the road where the channel is narrowed.

5. Vacation Beach Road crossing consists of a 60-foot temporary bridge set on permanent piers along the north side of the river with short gravel approaches pushed into the margins of the river on either side.

6. The Guernewood Park Timber Bridge is a seasonally used bridge consisting of an 80-foot permanent timber bridge connecting to an island in the river maintained by the Russian River Recreation and Parks District. The island contains trash receptacles and portable restrooms open to the public. A concrete slab abutment prevents vehicles from crossing the bridge during the offseason. The temporary seasonal gravel road previously connecting the island to the east bank is no longer being assembled.

7. A Mitigated Negative Declaration, State Clearinghouse No. 2005052111, was prepared by Sonoma County and adopted on July 12, 2005, for this

project. The California State Lands Commission staff has reviewed such document.

8. A Mitigation Monitoring Program was adopted by the County of Sonoma.

9. This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code section 6370 et seq., but such activity will not affect those significant lands. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

U.S. Army Corps of Engineers
California Department of Fish and Game

EXHIBITS:

A. Land Description
B. Site and Location Maps
C. Mitigated Monitoring Program

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

1. Find that a Mitigated Negative Declaration, State Clearinghouse No. 2005052111 and the Mitigation Monitoring Program were prepared by Sonoma County on July 12, 2005, and that the Commission has reviewed and considered the information contained therein.

2. Adopt the Mitigation Monitoring Program, as contained in Exhibit C, attached hereto.

SIGNIFICANT LANDS INVENTORY FINDING:

Find that this activity is consistent with the use classification designated by the Commission for the land pursuant to Public Resources Code section 6370 et seq.

AUTHORIZATION:

Authorize Issuance of a General Lease – Public Agency Use to Sonoma County beginning May 24, 2012, for a term of 15 years, for the continued use, maintenance, and operation of two seasonal road crossings with

permanent concrete support piers and one existing permanent timber bridge as described in Exhibit A and shown on Exhibit B (for reference purposes only) attached and by this reference made a part hereof; consideration being the public use and benefit, with the State reserving the right, at any time, to set a monetary rent as specified in the lease if the Commission finds such action to be in the State's best interest.

EXHIBIT A

PRC 7686.9

LAND DESCRIPTION

Three (3) parcels of land situate in the Russian River, County of Sonoma, State of California, and more particularly described as follows:

Parcel 1 – Guernewood Park Timber Bridge

All that portion of the easterly 160 feet of that strip of land as described in Book 456 at Page 169, Official Records of said County.

The sidelines of said strip are to be lengthened or shortened as to BEGIN at the ordinary high water mark on the left bank of said Russian River and to TERMINATE at a line perpendicular to the terminus of said centerline.

Parcel 2 – Odd Fellows Road Crossing

A strip of submerged land one hundred (100) feet in width, situate adjacent to the Southwest ¼ of Section 27, Township 8 North, Range 10 West, MDM., as shown on Official Government Township Plat approved September 20, 1866, lying fifty (50) feet on each side of the following described centerline: BEGINNING at a point on the left bank of said Russian River, said point also being on the southerly prolongation of the centerline of four (4) existing concrete piers on steel pilings, said point having California Coordinate System of 1983 (CCS83) Zone 2 (2007.00) coordinates of Northing (Y) 1946348.00 feet, Easting (X) 6286398.52 feet, said point bears South 20°30'33" East 4004.91 feet from NGS Monument HPNG D CA 04 RS (PID JT9634) having CCS83 Zone 2 coordinates of Northing (Y) 1950099.06 feet, Easting (X) 6284995.36 feet; thence northerly along said southerly prolongation, said centerline, and northerly prolongation of said centerline North 2°16'23" East 315 feet to the TERMINUS of said centerline.

The sidelines of said strip are to be lengthened or shortened as to BEGIN and TERMINATE at the low water mark on the left and right banks of said Russian River.

Parcel 3 – Vacation Beach Crossing

A strip of tide and submerged land one hundred (100) feet in width, situate adjacent to the Northwest ¼ of Section 6, Township 7 North, Range 10 West, MDM., as shown on Official Government Township Plat approved March 30, 1868, lying fifty (50) feet on each side of the following described centerline: BEGINNING at a point on the right bank of said Russian River, said point also being on the southwesterly prolongation of the centerline of four (4) existing concrete piers on steel pilings, said point having California Coordinate System of 1983 (CCS83) Zone 2 (2007.00) coordinates of Northing (Y) 1939411.21 feet, Easting (X) 6272219.63 feet, said point bears South 50°05'06" West 16656.82 feet from NGS Monument HPNG D CA 04 RS (PID JT9634) having CCS83 Zone 2 coordinates of Northing (Y) 1950099.06 feet, Easting (X) 6284995.36 feet; thence northeasterly along said southwesterly prolongation, and northeasterly prolongation of said centerline North 54°18'15" East 260 feet to the TERMINUS of said centerline.

The sidelines of said strip are to be lengthened or shortened as to BEGIN and TERMINATE at the ordinary high water mark on the right and left banks of said Russian River.

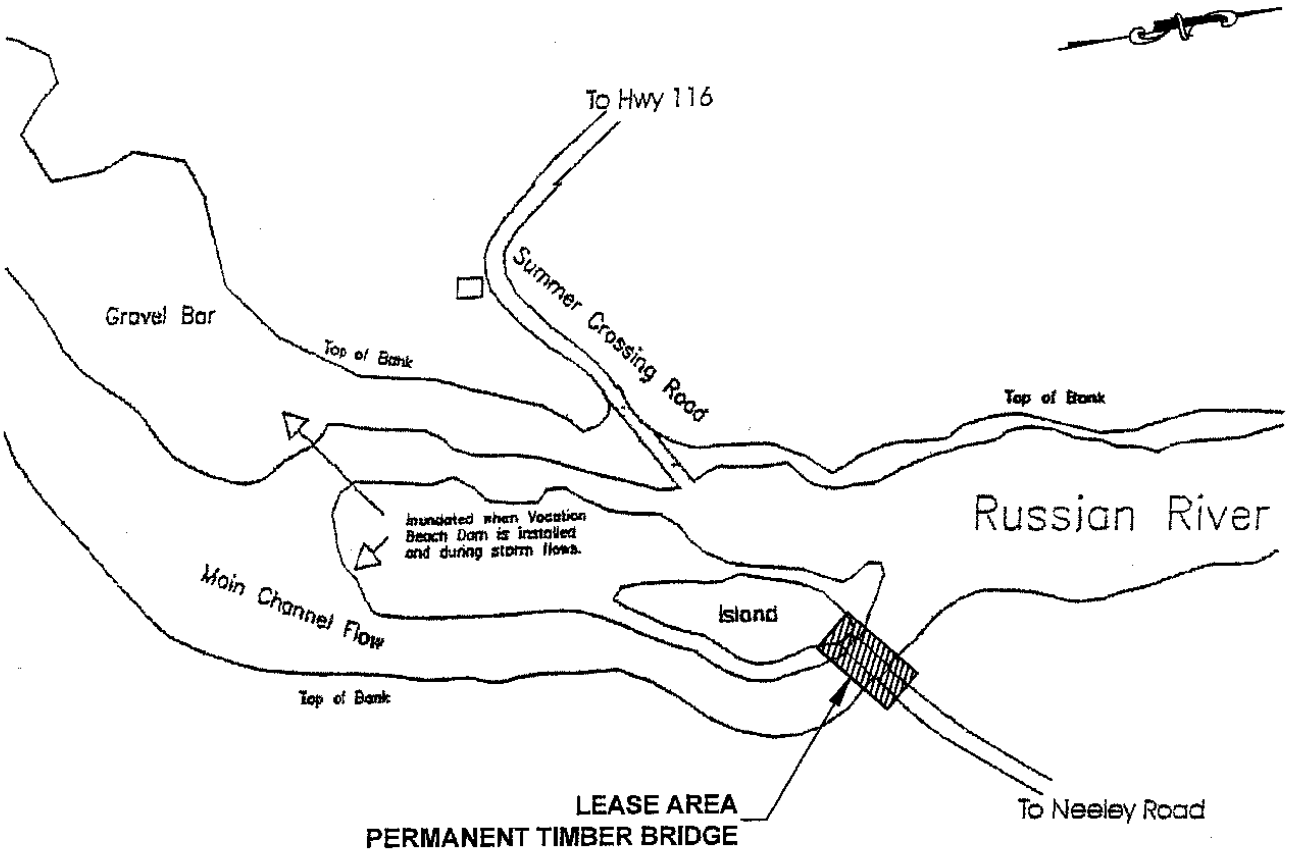
BASIS OF BEARINGS for this description is California Coordinate System of 1983 Zone 2. All distances are grid distances.

END OF DESCRIPTION

Prepared April 18, 2012 by the California State Lands Commission Boundary Unit.

NO SCALE

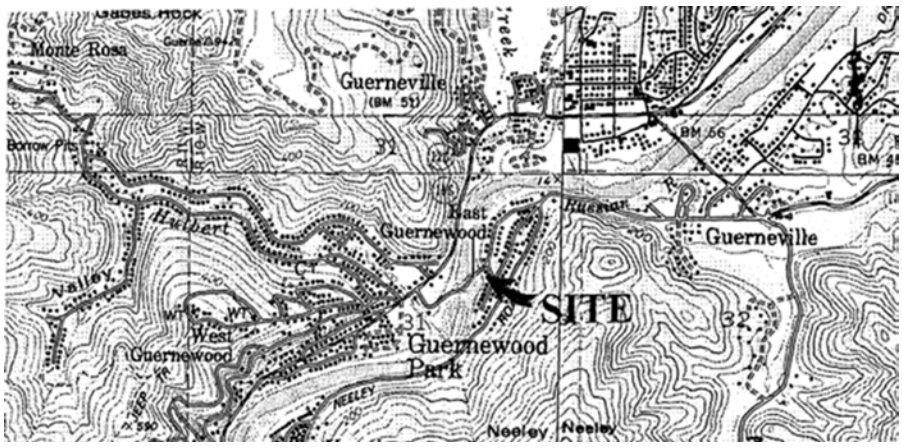
SITE



GUERNEWOOD PARK TIMBER BRIDGE CROSSING & ISLAND

NO SCALE

LOCATION



MAP SOURCE: USGS QUAD

This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

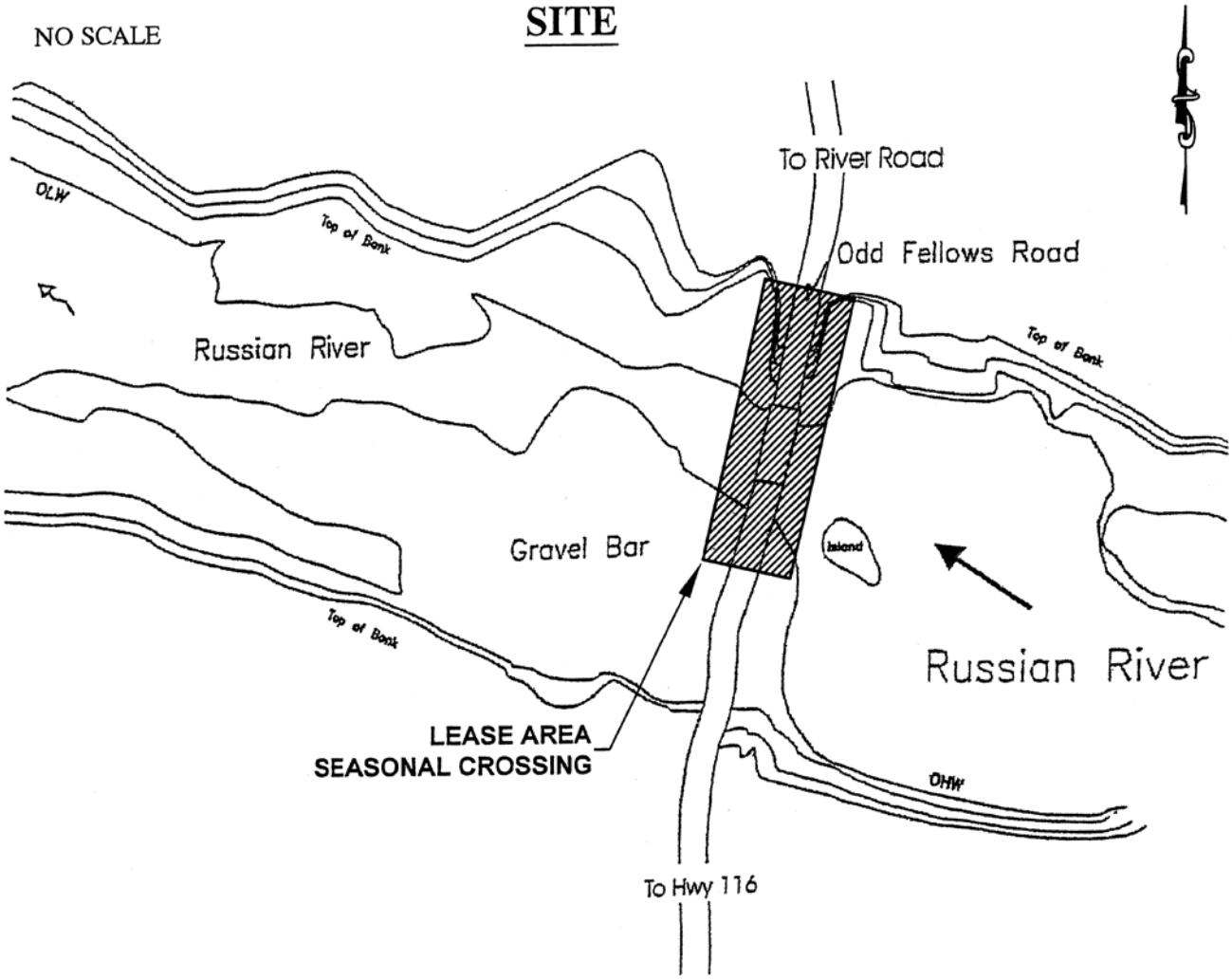
Exhibit B-1

PRC 7686.9
SONOMA COUNTY
GENERAL LEASE -
PUBLIC AGENCY USE
SONOMA COUNTY

JAK 4/18/12

NO SCALE

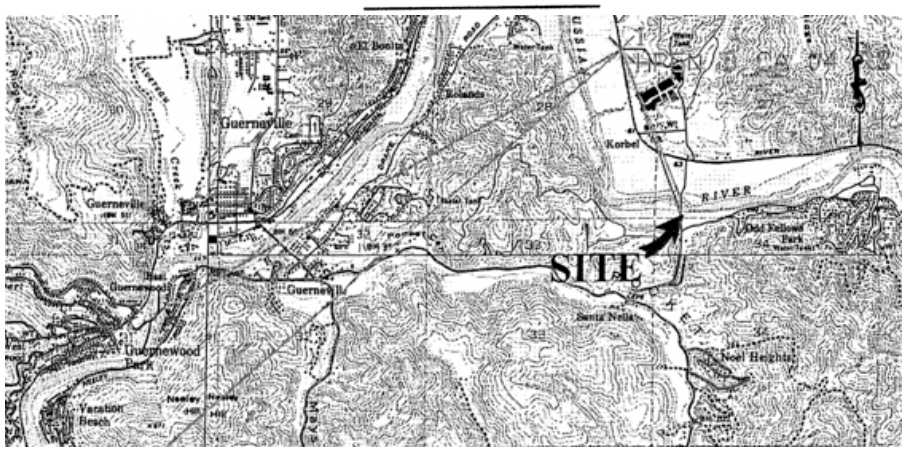
SITE



ODD FELLOWS ROAD SEASONAL CROSSING

NO SCALE

LOCATION



MAP SOURCE: USGS QUAD

This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

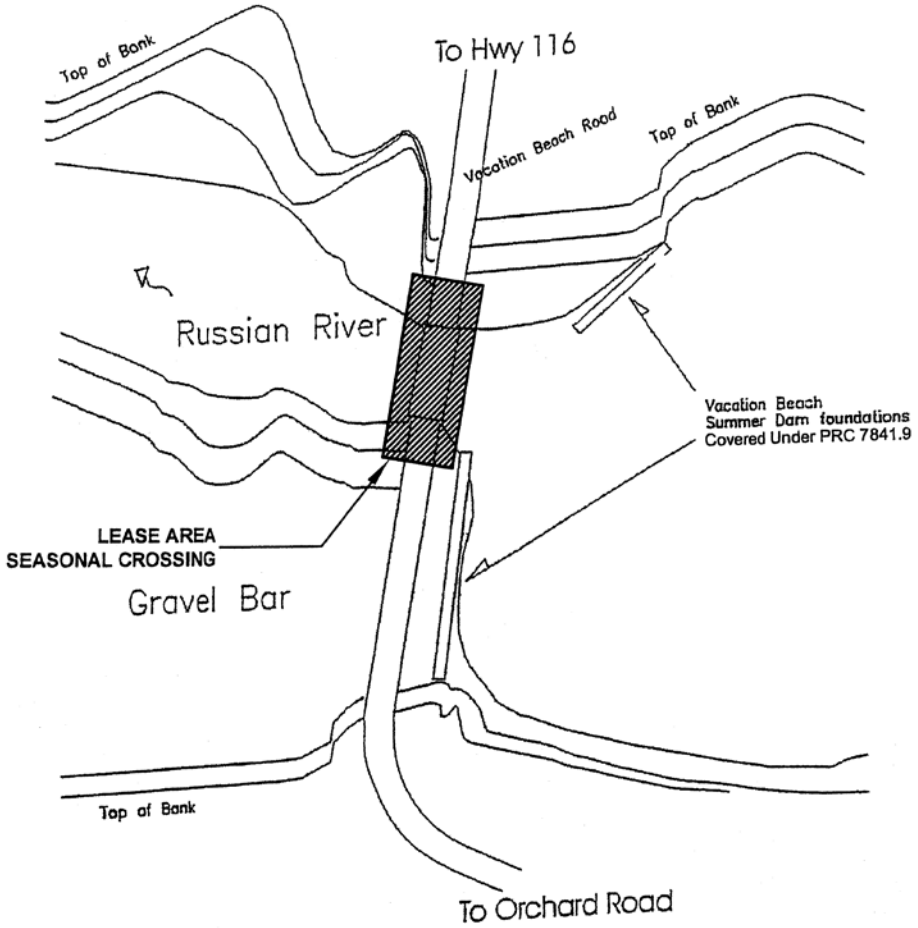
Exhibit B-2

PRC 7686.9
SONOMA COUNTY
GENERAL LEASE -
PUBLIC AGENCY USE
SONOMA COUNTY

JAK 2/2/12

NO SCALE

SITE



VACATION BEACH SEASONAL CROSSING

NO SCALE

LOCATION

MAP SOURCE: USGS QUAD

This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

Exhibit B-3

PRC 7686.9
SONOMA COUNTY
GENERAL LEASE -
PUBLIC AGENCY USE
SONOMA COUNTY

JAK 2/2/12

EXHIBIT C

MITIGATION MONITORING PROGRAM

MITIGATED
NEGATIVE DECLARATION / INITIAL STUDY
AND
MITIGATION MONITORING PROGRAM

PREPARED FOR

SONOMA COUNTY
DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

ODD FELLOWS PARK ROAD RESTORATION PROJECT

PCAS #4277

MAY 2005

Sonoma County Permit and Resource Management Department
Environmental Review Division
2550 Ventura Avenue
Santa Rosa, California 95403

MITIGATED NEGATIVE DECLARATION

Sonoma County Permit and Resource Management Department
2550 Ventura Ave, Santa Rosa, CA 95403
(707) 565-1900 Fax (707) 565-8358

Pursuant to Section 15071 of the State CEQA Guidelines, this summary of findings and the attached Initial Study and mitigations constitute the **Mitigated Negative Declaration** as proposed for or adopted by the County of Sonoma for the project described below.

Project Title: Odd Fellows Park Road Restoration Project
Project Location/Address: Odd Fellows Park Road, between Hwy 116 and River Road, Sonoma County
Lead Agency: Sonoma County
Decision Making Body: Sonoma County Board of Supervisors
Project Applicant: Department of Transportation and Public Works

Project Description: The Sonoma County Department of Transportation and Public Works (DTPW) has received a grant from the National Oceanic and Atmospheric Administration, Restoration Center, and proposes to construct six new bridge piers and one new abutment at the temporary summer bridge crossing on Odd Fellows Park Road. The piers will enable the summer crossing to be installed by bridging the entire, or majority of, the flowing channel of the Russian River. The summer crossing is installed only during the summer months when the flow of the Russian River is low. The project goal is to improve fish habitat and water quality at the project site and reduce the annual costs associated with the gravel road installation.

Environmental Finding: The Sonoma County Environmental Review Committee has determined, on the basis of the attached Initial Study, that the project described above will not have a substantial adverse impact on the environment, provided that the mitigation measures identified in the Initial Study are included in the project.

Initial Study: See attached. For more information call Alynn Kjeldsen at (707)565-8357.

Mitigation Measures: Included in attached Initial Study. The project applicant has agreed to implement all mitigation measures.

Comment Period: May 18, 2005 through June 18, 2005

INTRODUCTION

The Sonoma County Department of Transportation and Public Works (DTPW), proposes to install permanent bridge piers at the Odd Fellows Park Road summer crossing, near the town of Guerneville. This summer crossing has been installed for many generations and increasing concern from permitting agencies prompted the DTPW to analyze new methods of crossing construction. A referral letter was sent to the residents in the project area and the appropriate local, state and federal agencies, and interest groups who may wish to comment on the project.

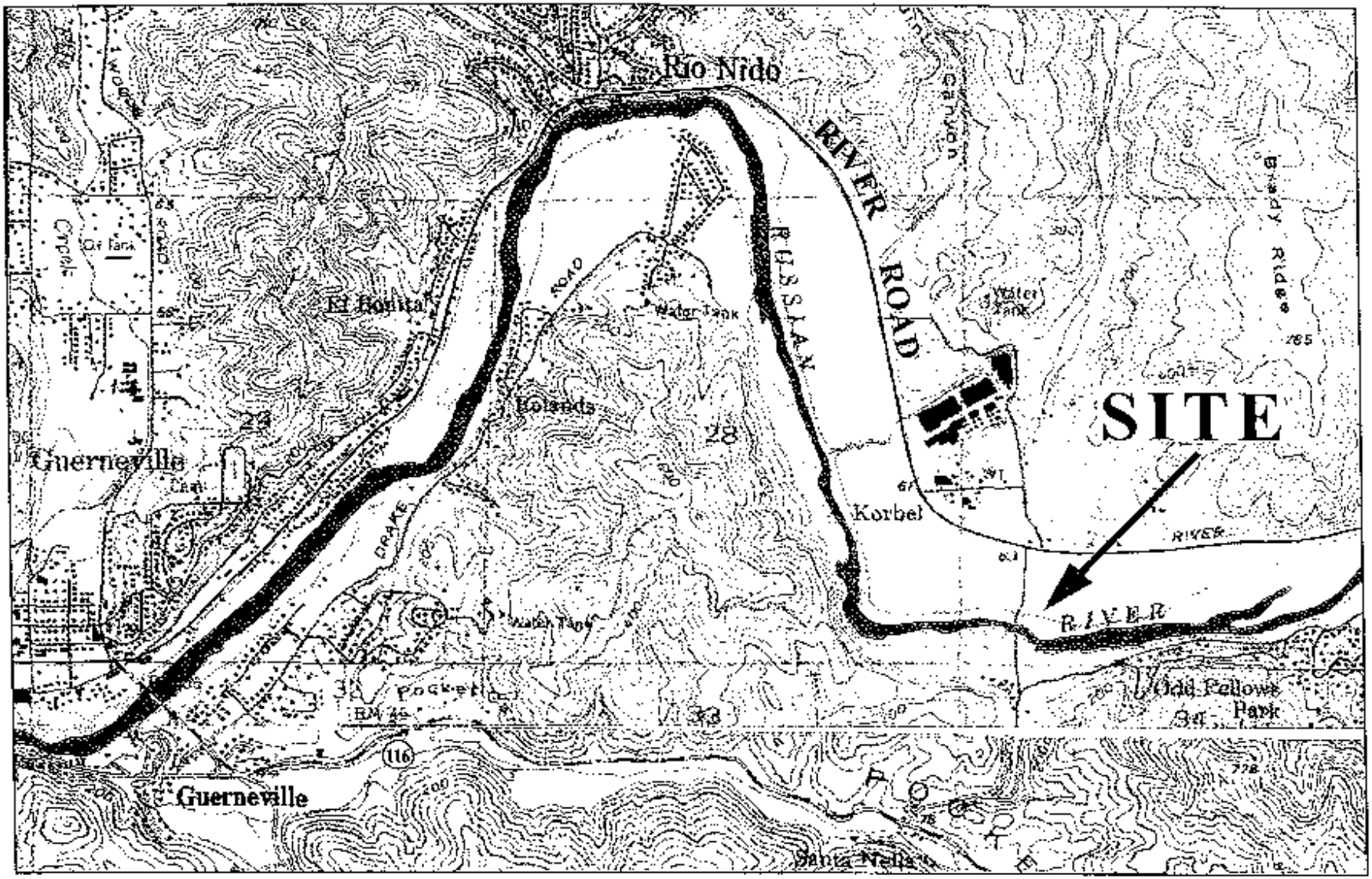
This report is the Initial Study required by the California Environmental Quality Act (CEQA). A Mitigated Negative Declaration for the Russian River Summer Crossing Project was originally published in March of 1994, and another in February of 2003. A new CEQA document is currently required, due to the addition of permanent piers that were not described in the previous environmental documents. This report was prepared by Alynn Kjeldsen, Environmental Specialist with the Sonoma County Permit and Resource Management Department, Environmental Review Division. Information on the project was provided by the DTPW. Please contact Alynn Kjeldsen, at (707) 565-8357 for more information.

DESCRIPTION OF EXISTING PROJECT

The Odd Fellows Park Road summer crossing is located on the Russian River near the town of Guerneville, approximately 20 miles west of Santa Rosa. The crossing provides a connection between Hwy 116, and River Road during the summer months when populations are highest in this region; see Figure 1. A Mitigated Negative Declaration/Initial Study, which analyzed the environmental impacts of the four Russian River Summer Crossings, was adopted by the Board of Supervisors in March 1994 and February 2003.

The purpose of installing a summer crossing at the project site is to provide vehicular access for emergency services, local residents, and tourists during the summer months. Tourism increases the population significantly in the project area and when the crossing is in place, the travel distance and time is significantly reduced as compared to the year-round routes.

The Odd Fellows Park Road summer crossing consists of a temporary bridge that spans 60 feet of the flowing channel of the Russian River and a temporary gravel road, at the south end that leads to the bridge. The crossing currently has two permanent concrete piers and two abutments within the channel of the Russian River. By using a crane extended from shore, removable steel bridge deck sections are placed on the concrete piers. The bridge width is approximately 14 feet. A gravel road is constructed from the shore to the temporary bridge, within the flowing channel of the Russian River. The road length varies year to year, however it is typically 150 feet to 175 feet in length. Permit conditions require the use of clean gravel within the flowing water of the river, and allow the crossing to be installed only from June 15 to October 15, to reduce the adverse impacts to water quality and fish habitat.



PROJECT LOCATION MAP
ODD FELLOWS ROAD PROJECT

North

Source: Sonoma County Department of Permit and Resource Management, M.R.S. 2003.

Figure 1

PROPOSED PROJECT

The DTPW has received a grant from the National Oceanic and Atmospheric Administration (NOAA), Restoration Center, to install additional permanent piers to span all or most of the Russian River during the summer when the crossing is installed. The project would install six new permanent bridge piers and one new abutment. This would allow for the installation of seven new lengths of temporary bridge decks, which would span the typical summer flowing channel at the project site. The proposed project would allow an additional 175 feet width of free flowing water under the new temporary bridge spans. See Figure 2.

Each pier would consist of two columns with dimensions being oval and 4 feet by 5 feet. Each column would have two driven, steel H-piles with concrete forms. Piers would be set 22 feet apart to support 25 foot length bridge decks. The roadway will be consistent with the existing bridge width of approximately 14 feet wide (one lane). Railing will be attached to the bridge decks and turnouts will be constructed at either end of the bridge for vehicles to wait for on-coming vehicles to cross.

NEED FOR THE PROJECT

The purpose for the new permanent bridge piers is to avoid adverse impacts to water quality and fish habitat that occur with the installation of the gravel road. The current method of road installation requires large volumes of gravel fill to be pushed into the flowing water of the river. By filling portions of the river, adverse impacts occur such as unseasonable turbidity, increased water temperatures, and changes to the flow pattern of the river in the project area. Turbidity is a problem because, "turbidity... can reduce feeding efficiency, decrease food availability, reduce dissolved oxygen in the water column, reduce respiratory function, reduce tolerance to diseases and can cause high fish mortality"[1]. Additionally, the gravel fill alters the water flow through the project area by ponding the water upstream of the gravel road and dewatering the channel on the downstream side of the gravel road. Both effects contribute to higher water temperatures, another factor in deteriorating water quality and fish habitat at the project site.

The secondary purpose for the project is to avoid the annual cost of purchasing the clean gravel which is required by the permitting agencies to use as the road base within the Russian River. With the implementation of the proposed project the only costs that would be incurred would be for the installation of the temporary bridge decks which would take no longer than one days time.

Lastly, when the project is complete, it is highly likely that the summer crossing could be installed earlier in the year and remain installed later in the year, as long as no work is necessary within the flowing water of the Russian River. Because of the dynamic nature of the river, the possibility of installing the crossing earlier and leaving installed later in the year would have to be determined on an annual basis depending on the site conditions.

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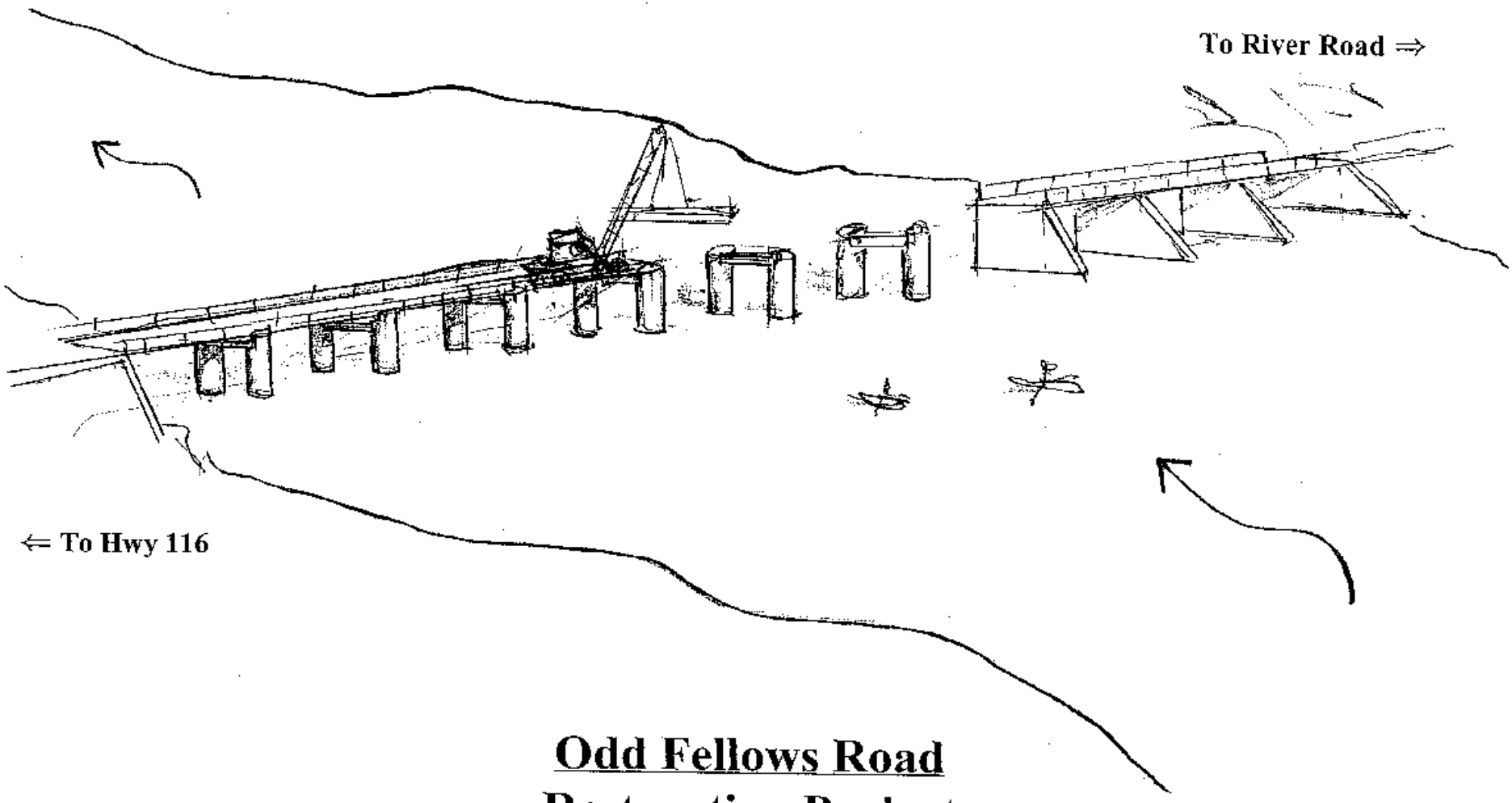
[1] Jeffrey Jahn, NOAA Fisheries, Biological Opinion 151422SWR02SR6434, page 27, 2003.



Odd Fellows Road Restoration Project

County of Sonoma, drawing by G. Wallis

Figure 2

CONSTRUCTION METHOD

The existing summer crossing will be installed beginning June 15, which is its earliest permitted date to begin construction within the Russian River. At that time, the summer crossing will be closed to through traffic. The gravel road that is used for the existing summer crossing will be used as a construction work pad for the proposed project. All impacts associated with the installation of the gravel road have been addressed in the Mitigated Negative Declaration/Initial Study for the Russian River Summer Crossings (Feb 2003). Impacts associated with the road will not be addressed in this environmental document.

It is expected to take approximately three to four months to complete the proposed project. On-site work will occur during the summer low flow period between June 15 and October 31 of the construction year. Work will begin on the north side of the river, nearest to the current piers, and will proceed toward the south bank. Construction would begin with driving steel H-piles through the gravel pad. Each pier column would have two driven piles with concrete forms that extend approximately 4-5 feet beneath the river bottom. After piles are driven, pre-cast concrete shells will be placed as stay-in-place forms for the concrete columns. The pre-cast concrete shells, will prevent fresh concrete from coming into contact with the river water.

A concrete cap will be constructed between the columns to support the portable bridge sections. Piers would be set 22 feet apart to enable 25 foot length bridge decks, the maximum size and weight that the County crane can lift. The new bridge will be consistent with the existing bridge width at 14 feet wide (one lane).

It is anticipated that construction of the project will be completed in one summer work season. However, any work that is not completed during the first season will be completed the following summer construction season. Signs will be posted at the crossing to inform the public that the crossing will be closed for construction and will give a tentative schedule of the closure.

SETTING

The banks, upstream and downstream from the project site, vary from narrow to wide buffers of riparian vegetation mainly consisting of willow species, Fremont cottonwood, Oregon ash, California bay, box elder and California walnut. Invasive species of the area include giant reed, periwinkle and English ivy.

At least 47 fish species are either known to exist or have existed in the Russian River (Halligan, 1999). In particular the Russian River in the project area is within the known range of the federally-listed threatened Central California Coast steelhead, California Coastal chinook salmon, and Central California Coast coho salmon. The Central California Coast coho salmon, is additionally protected in California as an endangered species. The Russian River is also within designated Critical Habitat for the coho salmon. Species of special concern in California that are known in the project area include the Western pond turtle and the Russian River tule perch.

Due to several natural and manmade environmental factors the lower portion of the Russian River does not have suitable spawning grounds for salmonid species. Suitable spawning grounds must have clean, loosely compacted gravel in cool water with highly dissolved oxygen and an intergravel flow to aerate the eggs. Lack of clean gravel and high water temperatures are two of the factors that make the project site, in the lower Russian River unsuitable for spawning habitat. However, this area of the river is used by all the salmonid species as a migration corridor to the upper reaches of the river and to the tributaries of the upper and lower river.

ISSUES RAISED BY THE PUBLIC OR AGENCIES

Referrals for comments were sent to residents within 300 feet of the project site and all pertinent Federal, State and local agencies. Additionally, a public meeting was held on January 27, 2005 to inform local residents of the project and request comments on the potential environmental impacts of the project. Project area residents, property owners and fire districts that responded have all expressed support for the project.

OTHER RELATED PROJECTS

There are currently no County related projects in the project area. The Odd Fellows Park Road summer crossing is one of four summer crossings that the County is permitted to install. Two of the crossings are located west of Guerneville at Vacation Beach and Summer Crossing Road, and the other summer crossing is near the town of Asti.

PERMITS REQUIRED

A U.S. Army Corps of Engineers (ACOE) amendment to the existing Individual Permit under Section 404 of the Clean Water Act has been obtained.

The National Oceanic and Atmospheric Administration (NOAA) Fisheries Division has amended the existing Biological Opinion and the "incidental take permit" for listed fish species to satisfy the Federal Endangered Species Act.

The Regional Water Quality Control Board (RWQCB) will require one of the following: an amendment to the existing Section 401 Water Quality Certification; a new Water Quality Certification; a Waiver of Waste Discharge Requirements; Waiver of Waste Discharge Requirements with Additional Conditions; or Waste Discharge Requirements.

The California Department of Fish and Game (CDFG) will require an amendment to the existing Streambed Alteration Agreement under Section 1600 of the California Fish and Game Code or a new Streambed Alteration Agreement.

The State Lands Commission will require an amendment to the existing permit or the issuance of a new permit.

Initial Study Checklist

This checklist is taken from Appendix G of the State CEQA Guidelines. For each item, one of four responses is given:

> No Impact: The project would not have the impact described. The project may have a beneficial effect, but there is no potential for the project to create or add increment to the impact described.
>
> Less Than Significant Impact: The project would have the impact described, but the impact would not be significant. Mitigation is not required, although the project applicant may choose to modify the project to avoid the impacts.
>
> Poteptially Significant Unless Mitigated: The project would have the impact described, and the impact could be significant. One or more mitigation measures have been identified that will reduce the impact to a less than significant level.
>
> Potentially Significant Impact: The project would have the impact described, and the impact could be significant. The impact cannot be reduced to less than significant by incorporating mitigation measures. An environmental impact report must be prepared for this project.

Each question on the checklist was answered by evaluating the project as proposed, that is, without considering the effect of any added mitigation measures. The checklist includes a discussion of the impacts and mitigation measures that have been identified. Sources used in this Initial Study are numbered and listed on page 29. Following the discussion of each checklist item one or more sources used are noted in parentheses.

The Sonoma County Department of Transportation and Public Works has agreed to accept all mitigation measures listed in this checklist as conditions of approval of the proposed project and to obtain all necessary permits.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■

Odd Fellows Park Road is located between River Road and Hwy 116. River Road is classified as a County Scenic Highway, and Highway 116 is listed as a State Scenic Highway. The project site is within a scenic landscape unit, as defined in the Sonoma County General Plan. The project site cannot be seen from River Road or Highway 116, therefore the crossings will not take away from the scenic benefits of the adjacent roads. (1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ■

No trees will be removed to construct the project. There are no rock outcroppings or historic buildings that would be disturbed in the project area. The additional piers would have only a minor visual impact to the immediate project area, however the project will not be visible from a state scenic highway. (1)

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ■ ☐

The visual character of the project sites is dominated by the Russian River and the surrounding landscape of riparian trees and nearby hills. The installation of the summer crossing is an annual project that has become part of the visual character of the project site. The project site would not substantially change or be degraded with the implementation of the project. (1)

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ☐ ☐ ☐ ■

The project does not include any features that could be a source of light and glare. (1)

2. AGRICULTURE 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 Dept. 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? ☐ ☐ ☐ ■

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

The project would not convert any farmland. The project site is an established road, and no land would need to be converted. (1,2)

b) Conflict with existing zoning for agricultural use, or Williamson Act contract? ☐ ☐ ☐ ■

The proposed project will not effect any farmlands or agricultural lands including Williamson Act farms. (3,4)

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? ☐ ☐ ☐ ■

See items 2a and 2b above.

3. 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? ☐ ☐ ☐ ■

The project is within the jurisdiction of the Northern Sonoma County Air Pollution Control District (NSCAPCD). The NSCAPCD does not have an adopted air quality plan. (1)

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ☐ ☐ ☐ ■

No existing or projected air quality violations have been identified in the area of the project and because it will not cause significant emissions of criteria pollutants, the project is not expected to violate or contribute to any air quality violations in the future. (1)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	■	☐	☐

The Northern Sonoma County Air Pollution Control District (NSCAPCD) is a non-attainment area for ozone. The project will not have a cumulative effect on ozone because it will not generate traffic which would result in new emissions of ozone precursors (hydrocarbons and NO_x). However, there could be a significant short-term emission of dust (which would include PM_{10}) during construction. These emissions could be significant at the project level, and would also contribute to a cumulative impact. The impact could be reduced to less than significant by including dust control measures as described in the following mitigation measure. (1,5)

Mitigation Measure 3.1:

1. Water or dust palliative shall be sprayed on unpaved construction and staging areas during construction as directed by the County.

2. Trucks hauling soil, sand and other loose materials over public roads will cover the loads, or will keep the loads at least two feet below the level of the sides of the container, or will wet the load sufficiently to prevent dust emissions.

3. Paved roads will be swept as needed to remove soil that has been carried onto them from the project site.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐

There will be no long term increase in emissions, but during construction there could be significant dust emissions that would affect nearby residents. Dust emissions can be reduced to less than significant by the mitigation measure described in item 3c above. Construction of the proposed project would include use of diesel equipment. Diesel odors are generated during construction by equipment. This effect is for a short duration of time and is not considered significant. (1)

e) Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

Construction equipment may generate odors during project construction. There are no residences or businesses in the immediate project area and odors would be a short-term

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

impact that ceases upon completion of the project, therefore, the impact would be less than significant. (1,2)

4. 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? ☐ ■ ☐ ☐

The goal of the proposed project is to improve fish habitat by removing obstacles, improving water flow through the project area and eliminating or nearly eliminating turbidity associated with the project.

The Russian River is within the known range of Federal and State listed fish species, for more information see the text under the heading "Setting." In the lower Russian River area, conditions are not suitable for spawning habitat for any of the listed fish, due to high water temperatures, turbidity, and lack of complex substrate. However the area is the primary migration corridor for all the listed salmonid species. Although the Western pond turtle is known in the project area, the species is highly reactive to human activity and will temporarily move out of the project area during activity.

The current permits require that the gravel road for the summer crossing be removed by October 15 of each year. All resource agencies that require permits for the summer crossing have been contacted requesting an extension allowing the gravel road to remain installed until October 31 for additional time to complete the proposed project. Although not all permits have been obtained, all agencies have agreed that leaving the gravel road installed for an additional two weeks of the construction year will not constitute an impact to listed species in the Russian River. (1,7)

The project will add approximately 252 square feet of permanent fill to the Russian River, in the form of the permanent piers. Although the impact of the fill will be permanent, it is considered an improvement over the existing method of large quantities of temporary road fill. All fill associated with the project will be permitted through the ACOE and the RWQCB.

Potentially Significant Impact	Possibly Significant Unless Mitigated	Less Than Significant Impact	No Impact

Pushing or dumping gravel, dirt or debris into the flowing water could cause mortality to listed fish species if they are present during construction. Mortality of a listed fish would constitute a potential significant impact of the project. The potential impact could be reduced to less than significant by including the following mitigation measure.

Mitigation 4.1:
No direct or indirect filling of the Russian River with gravel, dirt or debris shall occur during the construction of the project.

Use of motorized vehicles in the flowing channel could potentially cause mortality to fish species. The potential impact could be reduced to less than significant by including the following mitigation measure.

Mitigation Measure 4.2:
No equipment or construction shall occur in the flowing water of the Russian River.

No other sensitive species will be effected with the implementation of the project. (1,8)

b) 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? ☐ ☐ ☐ ■

The project will have no adverse effect on riparian habitat or any other sensitive habitat. (1)

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? ☐ ☐ ☐ ■

The project will fill approximately 252 square feet of the Russian River. Several mitigation measures have been identified in this Initial Study to reduce the level of construction related impacts to less than significant. All fill will be permitted through the Army Corps of Engineers and the Regional Water Quality Control Board. There will be no substantial adverse effects after completion of the project. (1,2)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☐ ☐ ■

The proposed project will improve the ability for fish and aquatic organisms to move through the project area. Unseasonable turbidity could impede the natural out migration of salmonids. This impact is addressed with Mitigation Measures 4.1 and 4.2. (1,2)

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? ☐ ☐ ☐ ■

The proposed project does not conflict with any local policies or ordinances. (1)

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? ☐ ☐ ☐ ■

There are no approved local, regional, or state habitat conservation plan that are applicable to the project site. (1)

5. CULTURAL RESOURCES Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ☐ ☐ ☐ ■

There are no buildings and or other archaeological or historical resources at the project site that would be affected by the proposed project. (1)

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☐ ☐ ■ ☐

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

See item 5(a) above. There are no known archaeological resources on the site, and it is highly unlikely to uncover such materials because of the annual disturbance that occurs due to construction of the summer crossing. (1,2)

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☐ ■

The project is located on alluvial soils away from where paleontological resources or unique geologic features are normally found. (1,2)

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☐ ☐ ■

No burial sites are known in the vicinity of the project, and most of the project site has already been disturbed by past construction. In the event that human remains are unearthed during construction, state law requires that the County Coroner be notified to investigate the nature and circumstances of the discovery. At the time of discovery, work in the immediate vicinity would cease until the Coroner permitted work to proceed (1,2)

6. 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 Division of Mines and Geology Special Publication 42. ☐ ☐ ☐ ■

The project site is not within a fault hazard zone as defined by the Alquist-Priolo fault maps. The nearest faults to the project site are the Tombs and Mount Jackson faults, which are not known to be active faults. The project would not put a substantial amount of people or structures at risk in the event of an earthquake. (8,9)

ii) Strong seismic ground shaking? ☐ ☐ ■ ☐

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

All of Sonoma County is subject to seismic ground shaking. The new bridge piers will be constructed in adherence to the American Association of State Highway and Transportation Officials (AASHTO) standards. The project will not increase the use of the bridge and the project would not put a substantial amount of people or structures at risk in the event of an earthquake. (2,9)

iii) Seismic-related ground failure, including liquefaction? ☐ ☐ ■ ☐

The project site is located within an area of moderate liquefaction potential, on unconsolidated alluvium and terrace deposits as identified on plates 1A and 1B of California Division of Mines and Geology. The project has been designed to accommodate the geologic conditions at the project site. (2,9)

iv) Landslides? ☐ ☐ ■ ☐

The project site is on relatively flat ground with little, to no risk of landslide activity. (2,9)

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ■ ☐

The proposed project would not likely cause soil erosion or loss of topsoil as no soil disturbance is proposed. (2,10)

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? ☐ ☐ ■ ☐

The project has been designed with consideration of the geologic conditions at the project site. The project will not put a substantial amount of people or structures at risk, in the event of the above described effects. (9,10)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

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? ☐ ☐ ■ ☐

Table 18-1-B of the Uniform Building Code is an index of the relative expansive characteristics of soil as determined through laboratory testing. For the proposed project, soils at the site have not been tested for their expansive characteristics. However, no substantial risks to life or property would be created from soil expansion at the proposed project, even if it were to be affected by expansive soils. (2)

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? ☐ ☐ ☐ ■

There will be no such systems installed in conjunction with this project. (1)

7. 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? ☐ ■ ☐ ☐

Project construction will require use of fuels and possibly other hazardous materials. Improper storage or handling of these materials could result in spills. The impact can be reduced to less than significant by requiring standard approved construction methods for handling hazardous materials. (2)

Mitigation Measure 7.1:

1. All fueling of equipment will occur outside the river channel, from top of bank to top of bank.

2. While operating equipment in the river channel (top of bank to top of bank), a sufficient quantity of absorbent meltblown polypropylene (or waterproof equivalent) shall be onsite for immediate reaction to a fuel/ fluid leak or spill.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

It is likely that construction equipment will be left within the river channel overnight on the work pad. To avoid any impact to the river from leaving equipment within the channel, the following mitigation measure has been included.

Mitigation Measure 7.2:
All construction equipment that remains on the work pad overnight must have drip pans or an impermeable sheeting placed under the equipment to contain any fluids that may drip off of the equipment. Additionally, equipment shall be inspected daily for leaks and necessary repairs shall be made immediately.

b) 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? ☐ ■ ☐ ☐

During construction there could be spills of hazardous materials. See Mitigation Measure 7.1, above. (2)

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☐ ■

There are no schools within 0.25 miles of the project sites. (1)

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? ☐ ☐ ☐ ■

The project site was not identified on, or in the vicinity of any parcels on lists compiled from the California Regional Water Quality Control Board, California Department of Toxic and Substances Control and California Integrated Waste Management Board. (11)

e) 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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■

There are no public airports in the project area. (1)

f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■

There are no known private airstrips in the project area. (1)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■

The Sonoma County Department of Emergency Services (SCDES) is the lead agency under the State of California's Standardized Emergency Management System and is responsible for coordination of response and recover activities following and emergency or disaster such as earthquakes, floods, landslides and dam failures. The proposed project is not expected to impair implementation or physically interfere with SCDES operations.(2)

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?	☐	☐	■	☐

The project area is mapped as being within an area with high to very high potential for large wildlind fires. The proposed project would not construct buildings that would be occupied by people or structures that would be affected by wildland fires. After project completion the bridge may be installed for longer periods of time during the summer months. Having access to the bridge crossing is considered a major benefit to emergency response personnel. (1,14)

8. HYDROLOGY AND WATER QUALITY Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	■	☐	☐

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

Permits from the North Coast Regional Water Quality Control Board, Army Corps of Engineers, California Department of Fish and Game, and Sonoma County Permit and Resource Management Department would all be obtained prior to project implementation. Compliance with the requirements set forth by these permits, along with Mitigation Measure 4.1 and 4.2 contained in this Initial Study, would ensure that water quality standards are not violated. (1)

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) ? ☐ ☐ ☐ ■

The project will have no impact of groundwater supplies or groundwater recharge. (1)

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? ☐ ☐ ■ ☐

The proposed project with install additional permanent piers within the Russian River channel. The piers will not significantly alter the existing drainage pattern of the project area and would not result in erosion on- or off-site. Also see response in section 8 (h). (1)

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? ☐ ☐ ■ ☐

The project would not substantially alter the course of the river or increase the amount of surface runoff. (1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	■

The project will not create or contribute runoff water. (1)

f) Otherwise substantially degrade water quality?	☐	■	☐	☐

During construction of the new bridge piers, excavation will occur within the gravel work pad. It is likely that water will be encountered during the excavation, and may need to be removed from the immediate work area. If turbid water was allowed to flow into the Russian River, a potentially significant impact could occur to water quality. The potential impact can be reduced to a less than significant level with the implementation of the following mitigation measure. (1)

Mitigation Measure 8.1:
If any portion of the work site must be dewatered, the water shall be discharged in a manner which will cause no increase in river turbidity. Turbid water from the dewatering may be discharged onto the terrace above the banks of the Russian River or to a sediment stilling basin on the unvegetated gravel bar or removed for off-site disposal. At no time shall water be allowed to run overland back into the river or any other water way.

Concrete will be used to construct the new permanent piers. If uncured concrete were to come into contact with river water, a potentially significant impact could occur to water quality. The potential impact can be reduced to a less than significant level with the implementation of the following mitigation measure.

Mitigation Measure 8.2:
A temporary concrete washout basin shall be constructed outside of the banks of the Russian River, in accordance with the California Stormwater Quality Association, Stormwater Best Management Practice Handbook for Construction. Additionally, any water which comes in contact with uncured concrete shall be pumped to, and contained within, the washout basin or removed and properly disposed of off-site.

g) Place housing within a 100-year hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

The project will not result in the construction of any housing. (1)

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ☐ ☐ ■ ☐

The project site is within a flood prone area, therefore a hydraulic analysis was prepared for the project. The analysis found that the maximum gain to the water surface elevation during a 100-year flood would be approximately one quarter of an inch. The analysis was very conservative, and it was estimated that if a more rigorous analysis was conducted the gain in water surface elevation would be closer to one eighth of an inch. The amount of fill that is necessary for the new bridge piers will not be substantial enough to impede or redirect flows. DTPW is and will continue to be responsible for the maintenance of the bridge piers. DTPW has the equipment necessary to remove large debris that may get caught on the bridge piers during storm events. Because the potential change in elevation is so minor, the increase to the 100-year storm elevation is found to be less than significant at the project site. (1,12,19)

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? ☐ ☐ ☐ ■

The project would not have the above described effect. (1)

j) Inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ■

The project site is not subject to seiche or tsunami. (1, 9)

9. LAND USE AND PLANNING Would the project:

a) Physically divide an established community? ☐ ☐ ☐ ■

The project would not divide a community, rather it connects communities. (1)

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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
mitigating an environmental effect?	☐	☐	☐	■

Section 65402 of the California Government Code of Regulations requires that public and private projects be reviewed for conformity with the applicable County General Plan. The Comprehensive Planning Division of the Sonoma County Permit and Resource Management Department has reviewed the proposed project (P.P.02-06-04) and found it to be consistent with the Sonoma County General Plan. (14)

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

The project does not conflict with any habitat conservation plans or natural community conservation plans adopted in Sonoma County. (1)

10. 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?	☐	☐	☐	■

The proposed project will have no impact on this resource because it is not removing the resource or detrimentally effecting the resource. (15)

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?	☐	☐	☐	■

See 10a above.

11. 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?	☐	☐	☐	■

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

During construction there will be noise from the equipment used to construct the project. See 11d below. (1)

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? ☐ ☐ ■ ☐

During construction of the new piers there will be piledriving. The nearest residence is more than 500 feet away from the project site with significant vegetation and topography between the project site and the residence. The noise from the piledriving will be short term and will cease with the completion of the project. (1,2)

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☐ ■

There will be no long term significant increases in the ambient noise level as a result of this project. (1)

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ■ ☐ ☐

During construction of the project, the noise generated by the operation of the construction equipment and overall noise from construction activities could result in a substantial increase in the noise level in the project area. The increase in noise level will be temporary and will cease upon completion of the project. Implementation of the noise control measures in the following mitigation will reduce this potential impact to a level that will be less than significant. (1,2)

Mitigation Measure 11.1:

Construction activities for this project shall be restricted as follows:

1. All internal combustion engines used during construction of this project will be operated with mufflers that meet the requirements of the State Resources Code, and, where applicable, the Vehicle Code.

2. Except for actions taken to prevent an emergency, or to deal with an existing emergency, all construction activities shall be restricted to the hours of 7:00 am and 7:00 pm on weekdays and 9:00 am and 7:00 pm on weekends and holidays. If work outside the times specified above becomes necessary, the resident engineer shall notify the PRMD Project Review Division as soon as practical.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e) 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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

There are no public airports within two miles of the project. (1)

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?	☐	☐	☐	■

There are no known private airstrips in the project areas. (1)

12. 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)?	☐	☐	☐	■

The project will have no direct or indirect effect on population. The project will consist only of improving water quality and fish habitat at the project site. It will not attract new workers or homes to the area. (1)

b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

No housing will be displaced by the project. (1)

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

No people will be displaced by the project. (1)

13. 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? ☐ ☐ ☐ ■

The Sonoma County Russian River Fire Protection District will continue to serve this area. There will be no increased need for fire protection resulting from the proposed project. (1)

Police protection? ☐ ☐ ☐ ■

The Sonoma County Sheriff will continue to serve this area. There will be no increased need for police protection resulting from the proposed project. (1)

Schools, parks, or other public facilities? ☐ ☐ ☐ ■

The project will have no effect on population or housing, and therefore no effect on schools, parks or other facilities. (1)

14. 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? ☐ ☐ ☐ ■

The project will have no effect on population growth or the distribution of the population. (1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

The County does not have any recreational facilities within the project area, and will not require new recreational facilities. (1)

15. 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)?	☐	☐	☐	■

This project will not generate any new vehicle trips in the project areas. (1)

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	■

See item 15 a above.

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?	☐	☐	☐	■

The project would have no effect on air traffic patterns. (1)

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

The proposed project would lengthen the existing temporary bridge by 175 feet. The new portion of the bridge will be similar or wider than the existing bridge width of 13.5 feet. The project description provides that turnouts will be constructed at each end of the bridge to allow a space for vehicles to wait while another is in progress across the bridge. The project will not significantly increase hazards at the project site. (1)

e) Result in inadequate emergency access? ☐ ☐ ☐ ■

The proposed project will require the closure of the summer crossing during construction. It is expected that the construction will take approximately four months to complete. This means that the crossing will be closed for one summer season or a portion of two seasons. Because the summer crossing is only available seasonally, emergency response personnel use permanent routes to calculate their response time. Emergency response personnel have been consulted and have determined that the closure will not significantly impact their response times. At the completion of the project, the temporary bridge will likely be installed for a longer period of time during the summer to provide emergency access to the project area. (1)

f) Result in inadequate parking capacity? ☐ ☐ ☐ ■

The proposed project will have no effect on the parking capacity in the project area. (1)

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

The proposed project does not conflict with any plans or policies supporting alternative transportation. The project roads are not designated bus or bicycle routes. (1,16)

16. UTILITIES AND SERVICE SYSTEMS Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☐ ■

The project will not put any load on, or connect to, the local wastewater system. (1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

The proposed project would put no extra load on water or wastewater treatment facilities and therefore would have no impacts on these facilities. (1)

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?	☐	☐	☐	■

The proposed project would not require the expansion of, or construction of any storm water facilities. (1)

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■

The proposed project will not place any new demands on water supplies. (1)

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?	☐	☐	☐	■

There will be no impact on waste water facilities. (1)

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	■

The project will not generate waste which would use landfill capacity. (1)

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

The project is not affected by solid waste regulations. (1)

17. 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐

The proposed project would have significant impacts in the areas of Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality and Noise as previously described in this Initial Study. Implementation of the mitigation measures also described, herein, would reduce these potential impacts to a level that would be less than significant.

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)?	☐	☐	☐	■

The Initial Study does not find any significant cumulative environmental impacts of the proposed project.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ■ ☐ ☐

The proposed project would result in short-term increases in air-borne dust and noise during the project construction that could have substantial adverse effects on human beings. Implementation of the mitigation measures specified in this Initial Study will reduce these impacts to less than significant.

Sources

1. PRMD staff evaluation based on review of the project site and project description.
2. PRMD staff evaluation of impact based on past experience with construction projects.
3. Sonoma County Important Farmland Map 1996. California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.
4. Assessors Parcel Maps.
5. BAAQMD CEQA Guidelines; Bay Area Air Quality Management District; April 1996.
6. Review of Potential Impacts to Salmonid Fisheries Resources From the Shamrock Gravel Skimming Project in the Upper Alexander Valley of the Russian River, California. Dennis Halligan. Natural Resource Management Corporation. November 7, 1999.
7. Natural Diversity Database- Asti, Geyserville, Guerneville and Duncans Mills quads. California Department of Fish and Game, Natural Heritage Division.
8. Alquist-Priolo Special Studies Zones; State of California; 1983.
9. Seismic Shaking and Tsunami, Special Report 120, Plates 1A and B. California Division of Mines and Geology; 1980.
10. Soil Survey of Sonoma County, California, Sonoma County, U.S. Department of Agriculture; 1972.
11. California Regional Water Quality Control Board http://geotracker.swrcb.ca.gov/ ; California Dept of Toxic Substances Control http://www.dtsc.ca.gov/database/calsites/cortese_list.cfm. and Integrated Waste Management Board http://www.ciwmb.ca.gov/SWIS/Search.asp
12. Flood Insurance Rate Maps, Federal Emergency Management Agency.
13. General Plan Consistency Determination, (65402 Review), Sonoma County Permit & Resource Management Department.
14. Sonoma County General Plan and Program EIR, Sonoma County Board of Supervisors, March 23, 1989.
15. Sonoma County Aggregate Resources Management Plan and Program EIR, 1994.
16. Sonoma County Bikeways Plan, Sonoma County Department of Transportation and Public Works; April, 1997.
17. Mitigated Negative Declaration and Initial Study for the Russian River Summer Crossings, Sonoma County Department of Transportation and Public Works; January 1994.
18. Mitigated Negative Declaration and Initial Study for the Russian River Summer Crossings, Sonoma County Department of Transportation and Public Works; February 2003.
19. Hydraulic Analysis of Placing 7 Permanent Piers in the Floodway at the Odd Fellows Summer X-ing, Rich Zieber, April 22, 2005.

MITIGATION MONITORING PROGRAM

Sonoma County Permit and Resource Management Department
2550 Ventura Ave, Santa Rosa, CA 95403
(707) 565-1900 Fax (707) 565-8358

Pursuant to Section 21081.6 of the Public Resources Code, the mitigation measures listed in this program are to be implemented as part of the project. This program identifies the time at which each mitigation measure is to be implemented and the person(s) responsible. The signature of each responsible person will indicate completion of their portion of the mitigation measure.

Project: Odd Fellows Road Restoration Project
Project Applicant: Department of Transportation and Public Works
Location: Guerneville, Sonoma County
Lead Agency: Department of Transportation and Public Works
Decision Making Body: Board of Supervisors
P.P.R # 02-06-04
Date Approved: _____ **Contact Person(s):** Alynn Kjeldsen

Time of Implementation

- *Design*: The mitigation measure will be incorporated into the project design and/or included in the plans and contract special provisions prior to awarding a construction contract.
- *Pre-Construction*: The mitigation measure will be implemented before construction begins.
- *Construction*: The mitigation measure will be implemented during construction.
- *Post-Construction*: The mitigation measure will be implemented after project construction.

Responsible Persons

The Permit and Resource Management Department will designate an Environmental Specialist. The Department of Transportation and Public Works will designate a Design Engineer and a Construction Engineer.

The Environmental Specialist will certify that a review of the project and plans and specifications was made with the Design Engineer prior to advertising for construction bids or otherwise initiating project construction. The Design Engineer will identify how each mitigation measure has been incorporated into the project. The Construction Engineer (or other person identified in the program) will certify that the mitigation measure has been implemented.

Environmental Record

Before the construction contract is awarded, the Design Engineer will forward the mitigation

monitoring program to the Construction Engineer, with a copy to the Environmental Specialist. At completion of construction the Construction Engineer will return the original signed mitigation monitoring program to the Environmental Specialist for filing.

RECORD OF COMPLIANCE

The Environmental Specialist has reviewed the project design, and plans and specifications with the Design Engineer to assure that the responsibility for completion of the mitigation measures has been assigned and plans and specifications incorporate the appropriate mitigation measures.

_____ _____

Environmental Specialist date

3.1	***1. Water or dust palliative shall be sprayed on unpaved construction and staging areas during construction as directed by the County.*** ***2. Trucks hauling soil, sand and other loose materials over public roads will cover the loads, or will keep the loads at least two feet below the level of the sides of the container, or will wet the load sufficiently to prevent dust emissions.*** ***3. Paved roads will be swept as needed to remove soil that has been carried onto them from the project site.***

Time of Implementation: Design, Construction

Method:
- ☐ Incorporated into the project design
- ☐ Included in the project plans and specifications (contractor will implement)
- ☐ County forces
- ☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

4.1	***No direct or indirect filling of the Russian River with gravel, dirt or debris shall occur during the construction of the project.***

Time of Implementation: Design, Construction

Method: ☐ Incorporated into the project design

☐ Included in the project plans and specifications (contractor will implement)
☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

4.2	***No equipment or construction shall occur in the flowing water of the Russian River.***

Time of Implementation:

Method:
☐ Incorporated into the project design
☐ Included in the project plans and specifications (contractor will implement)
☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

7.1	***1. All fueling of equipment will occur outside the river channel, from top of bank to top of bank.*** ***2. While operating equipment in the river channel (top of bank to top of bank), a sufficient quantity of absorbent meltblown polypropylene (or waterproof equivalent) shall be onsite for immediate reaction to a fuel/ fluid leak or spill.***

Time of Implementation:

Method:
☐ Incorporated into the project design
☐ Included in the project plans and specifications (contractor will implement)

☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

7.2	***All construction equipment that remains on the work pad overnight must have drip pans or an impermeable sheeting placed under the equipment to contain any fluids that may come off of the equipment. Additionally, equipment shall be inspected daily for leaks and repairs made immediately.***

Time of Implementation:

Method:

☐ Incorporated into the project design
☐ Included in the project plans and specifications (contractor will implement)
☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

8.1	***If any portion of the work site must be dewatered, the water shall be discharged in a manner which will cause no increase in river turbidity. Turbid water from the dewatering may be discharged onto the terrace above the banks of the Russian River or to a sediment stilling basin on the unvegetated gravel bar or removed for off-site disposal. At no time shall water be allowed to run overland back into the river or other water way.***

Time of Implementation:

Method: ☐ Incorporated into the project design
☐ Included in the project plans and specifications (contractor will implement)
☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

8.2	***A temporary concrete washout basin shall be constructed outside of the banks of the Russian River, in accordance with the California Stormwater Quality Association, Stormwater Best Management Practice Handbook for Construction. Additionally, any water which comes in contact with uncured concrete shall be pumped to, and contained within, the washout basin or removed and properly disposed of off-site.***

Time of Implementation:

Method: ☐ Incorporated into the project design
☐ Included in the project plans and specifications (contractor will implement)
☐ County forces
☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments:

11.1	***Construction activities for this project shall be restricted as follows:*** ***1.All internal combustion engines used during construction of this project will be operated with mufflers that meet the requirements of the State Resources Code, and, where applicable, the Vehicle Code.*** ***2.Except for actions taken to prevent an emergency, or to deal with an existing emergency, all construction activities shall be restricted to the hours of 7:00 am and 7:00 pm on weekdays and 9:00 am and 7:00 pm on weekends and holidays. If work outside the times specified above becomes necessary, the resident engineer shall notify the PRMD Project Review Division as soon as practical.***

Time of Implementation:

Method:

- ☐ Incorporated into the project design
- ☐ Included in the project plans and specifications (contractor will implement)
- ☐ County forces
- ☐ Other (specify) _____

Design Engineer certifies that this mitigation measure has been incorporated into the project.

_____ _____

Comments:

Construction Engineer certifies that this mitigation measures was implemented and monitored during construction.

_____ _____

Comments: