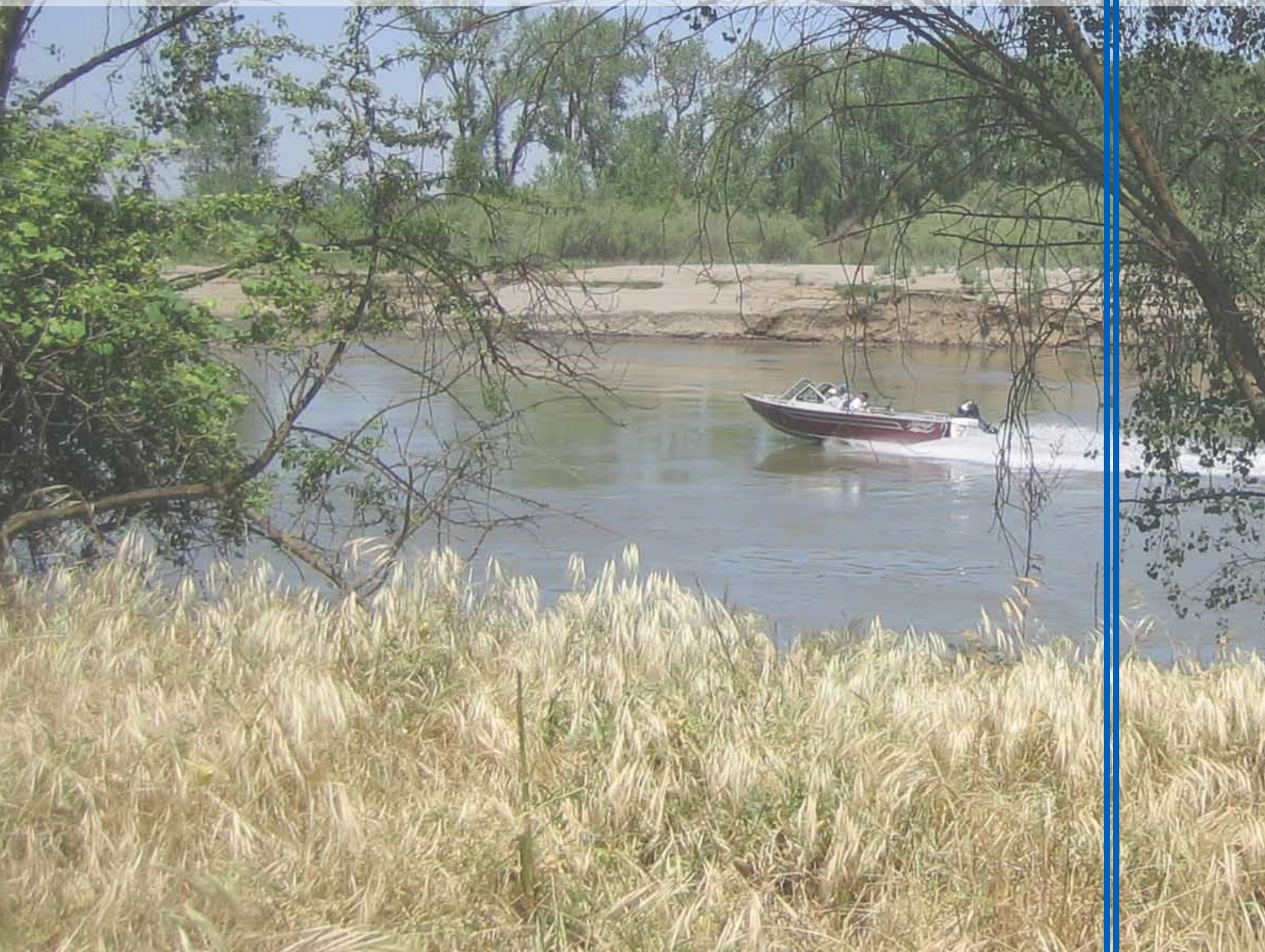


COLUSA SACRAMENTO RIVER STATE RECREATION AREA MASTER PLAN



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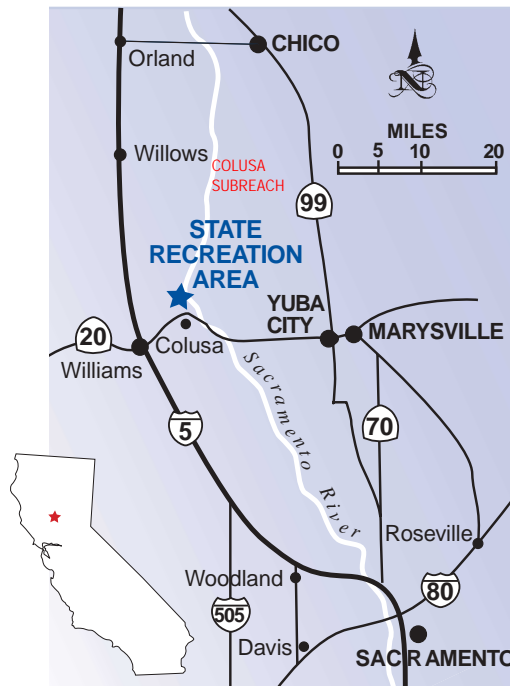


Chapter 01

INTRODUCTION

PROJECT HISTORY, NEED AND PURPOSE

The Colusa-Sacramento River State Recreation Area (SRA) is located in California's Central Valley, immediately adjacent to downtown Colusa along the west bank of the Sacramento River. The SRA is bordered by the Sacramento River to the east; downtown Colusa and the Colusa Scenic Levee Park to the south; light industrial and agricultural land uses to the west; and agricultural land and public land with riparian forest to the north.



The SRA is operated by the California Department of Parks and Recreation (State Parks) and offers overnight camping and day use facilities, including picnic sites, restrooms, and a launch ramp for small boats. Fishing for salmon, sturgeon, shad, and striped bass is a major attraction of the SRA. The site's location along the Pacific Flyway, a major migratory route for birds, provides opportunities to view a great variety and abundance of avian and other wildlife species. The area has historically been the home of the River Patwin Indian tribe. In 1872, John Muir camped near what is now the park.

Ownership of the original 9.5 acres comprising the SRA site was transferred from the City of Colusa to State Parks in 1955. The property had previously been used as a City refuse dump. Between 1957 and 1959, State Parks purchased an additional 56.9 acres of land from adjoining landowners to increase the size of the SRA to 66.5 acres. The total area of the SRA has since increased to approximately 95 acres due to the migration of the Sacramento River channel to the east. The existing park improvements were constructed in 1961 and 1962, with the exception of a combination restroom and shower building that was added in 1977.

Several previous documents have been completed in the vicinity of the SRA, including the Sacramento River Public Recreation Access Study: Red Bluff to Colusa (EDAW, Inc. 2003); Comprehensive Conservation Plan and Environmental Assessment - Sacramento River National Wildlife Refuge (U.S. Fish and Wildlife Service, 2005); Comprehensive Management Plan for the Sacramento River Wildlife Area (California Department of Fish and Game, 2004); California State Parks' Central Valley Vision (California Department of Parks and Recreation, 2006); and the Initial Colusa Subreach Background Report (The Nature Conservancy, 2005). In 2005, the City of Colusa submitted a grant application to State Department of Boating and Waterways for reconstruction of the boat ramp on city property adjoining the SRA. The Colusa-Sacramento River SRA Master Plan (SRA Master Plan) addresses the proposed relocation and proposes modification of the SRA to be compatible with the relocated boat ramp.

The purpose of this project is to develop a master plan for public access and recreation that is compatible with adjacent land uses and with wildlife habitat conservation. The master plan includes the expansion of the SRA to include a 243-acre parcel that is located north of the existing site. This additional parcel is being donated to the State by The Nature Conservancy (TNC) and the property transfer is expected to be complete in late 2006. TNC purchased the area for the restoration of riparian wildlife habitat, and the agencies that funded the land purchase have approved the transfer of the property to State Parks. The addition of this land will increase the SRA to approximately 333 acres.

The development of this master plan is a part of Colusa Subreach Planning, which is a partnership between TNC and the Sacramento River Conservation Area Forum. Colusa Subreach Planning will develop a strategy for restoration of the riparian ecosystem along the Sacramento River between Princeton and Colusa. The program is funded by the California Bay Delta Authority, and it is focused on addressing the questions and concerns of landowners in the Colusa Subreach regarding wildlife habitat conservation. The preparation of this master plan was recommended by the Colusa Subreach Planning Advisory Workgroup, and EDAW Inc. was chosen to prepare this document.

RELATIONSHIP TO ACCESS PLANS

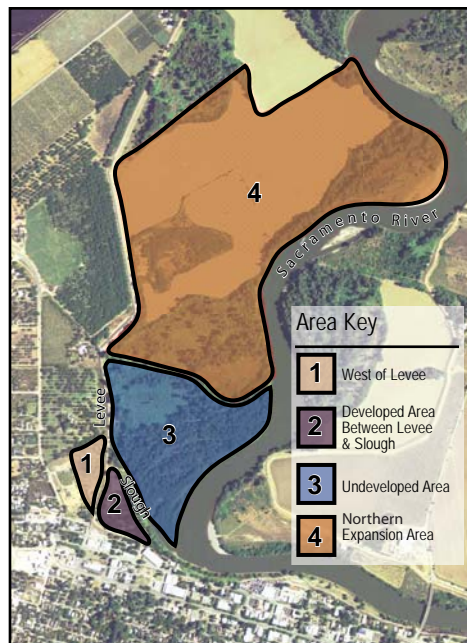
This master plan was prepared simultaneously with the Colusa Subreach Recreation Access Plan, which addresses public access within the entire Subreach, stretching from Princeton to Colusa. As regional populations increase and recreation demand grows, this master plan will guide the SRA into the future, and ensure its continued success.

Chapter 02

EXISTING CONDITIONS

EXISTING PROGRAM AND USES

The existing property is bisected by the flood control levee and a slough, creating three distinct areas of the SRA. The total area is approximately 95 acres. West of the levee (Area 1) there is no existing public use, and the only developed facility on



the 6.5-acre site is a State Parks maintenance building and yard. The portion of the site that lies between the levee and the slough, (Area 2) approximately 12 acres in area, is developed for day use and camping. To the north and east of the slough (Area 3) are the existing undeveloped portions of the existing SRA, approximately

76 acres, and the northern expansion area (Area 4) of approximately 243 acres. The only improvement in these undeveloped areas is a seasonal trail within the existing SRA boundaries. See Exhibit 2.1 for existing conditions.

In winter and spring the Sacramento River often floods the area to the east of the levee, depositing silt and creating maintenance challenges for facilities and uses in these inundated areas. The entire portion of the SRA that lies east of the levee is within the 100-year floodplain, as defined by the Federal Emergency Management



DAY USE PICNIC FACILITIES



UNDEVELOPED AREA NORTH OF
THE MAINTENANCE BUILDING



DENSE RIPARIAN WOODLAND
ON EXPANSION SITE

Agency (FEMA), and no permanent, habitable structures are permitted.

The developed area includes:

- Day use area with picnic tables and paths
- 85-car parking lot
- 2-lane boat ramp
- 14 developed campsites for tents and RVs up to 27 feet long
- Entry kiosk
- Shower/restroom building
- Restroom building
- Sanitary, water and electric utilities

WILDLIFE

Wildlife habitat is provided by riparian woodland and wetlands on the existing site.

Deer, raccoons, opossums, foxes, skunks, and muskrats inhabit the site along with other common wildlife species. Abundant bird life includes ring-necked pheasants, California quail, turkey, ducks, geese, western meadowlarks, northern flickers, and ospreys. Most wildlife habitat occurs on the northern portion of the site.

Fishing is one of the SRA's biggest attractions, focused on annual runs of anadromous fish, including salmon, striped bass, shad, and sturgeon. These seasonal runs generate peak activity within the SRA. Fishing for resident species, including black bass and catfish, is also popular.

VEGETATION

Riparian forests and riparian scrub communities cover the majority of the undeveloped portion of the SRA. Willows, cottonwood, and wild grape are among many other shrubs, trees, and plants along the river that provide habitat for wildlife.

Nonnative invasive species, such as fig and perennial pepperweed, also grow in the vicinity. The northern expansion area is currently leased for agriculture. It has a perimeter riparian forest and an existing seasonal wetland in the southwestern corner near the levee.

Within the developed portion of the SRA, the vegetation is less naturalized and includes nonnative ornamental tree and shrub species. A large lawn area is provided for day users and is bordered by mature ornamental trees in developed areas. Some elderberry shrubs and native trees are located along the slough banks. Elderberry shrubs are a host plant to the federally endangered valley elderberry longhorn beetle (VELB).

TOPOGRAPHY

The portion of the SRA west of the levee is at an intermediate elevation with a depression near the center of the area. It is protected from annual flooding by the levee. The developed area between the levee and the slough is at a relatively intermediate to high elevation. To the north and east of the slough, the existing undeveloped portion of the SRA is at a relatively low elevation and it is frequently inundated in most years during the winter and spring. The undeveloped northern expansion area is at a low to moderate elevation, subject to annual flooding. The regular flooding of these undeveloped, low-lying areas limits facility development and the timing and extent of vehicular access to those areas. However, gentle slopes throughout the undeveloped areas are generally conducive to accessible seasonal trails and facilities.



EXISTING MATURE TREES AND BENCHES AT DAY USE LAWN



COUNTY/ LEVEE ROAD AND FLOODED LOW SPOT NORTH OF ROBERTS DITCH OUTLET



PAVED PORTION OF COUNTY/ LEVEE ROAD LOOKING SE TOWARD SRA



COUNTY/ LEVEE ROAD AT EXISTING
MAINTENANCE ACCESS LOOKING SW



HIGH WATER ON EXISTING
UNDEVELOPED SRA AT LEVEE



DAY USE / OVERFLOW CAMPSITES

The developed portion of the SRA, between the levee and slough, has been filled and is located above the most frequently flooded elevations. However, the site floods periodically during high flow events. The existing parking lot area and boat ramp are at the lowest elevations in the developed portion and are most subject to flooding. Siltation has occurred in the lower portion of the slough, rendering the boat ramp unusable during the summer and fall months unless regularly maintained by dredging. In recent years, the lack of resources for dredging has resulted in prolonged closure of the boat ramp.

CULTURAL RESOURCES

EDAW conducted a record search and archaeological survey of the project area in July of 2006. A detailed report is included as Appendix A.3. The survey consisted of a mixed strategy reconnaissance and intensive survey. It was not possible to subject the entire project area to an intensive survey due to heavy vegetation, but the areas that could be surveyed typically showed evidence of fairly recent and substantial ground disturbance. Developments within the project area, such as recreational facilities and a SRA maintenance building, obscured ground surfaces or otherwise disturbed natural contexts. Bulldozer push piles, depressions, and uneven contours indicate that extensive grading and/or soil removal had taken place over much if not all of the project area at one point (probably over the past 20 to 40 years based on informal estimates of tree sizes and vegetation density).

Neither the North Central Information Center record search nor field investigations noted the presence of any prehistoric or historic-era cultural resources within the project area. To a certain extent, this lack of evidence for significant human activity in the area may be due to the dynamic nature of the riverine setting. The continually

shifting channel of the Sacramento River can result in generally unstable landforms typically not preferred by prehistoric or ethnographic Native American populations or early Euro-American settlers. In addition, even when such fluid landscapes were occupied or may have at one time retained traces of early activities, the varying channel can erode and destroy such evidence on a seasonal basis. It is important to note, however, that the documentary research and surface survey could not necessarily identify the presence of subsurface cultural resources, and traces of prehistoric and historic-era activities could be present but not currently visible within the project area.

ANALYSIS AND OPPORTUNITIES - DEVELOPED SRA

The SRA has become substantially more attractive as regional and local populations have expanded and the demand for recreation opportunities has increased. The resultant increased demand puts additional pressure on the need to improve and expand dated facilities. Following are key points and opportunities regarding current conditions at the SRA and currently planned projects.

- The lack of a functional boat ramp in recent years has reduced the use of the SRA, especially during peak fishing periods that correspond with runs of anadromous fish. Relocation of the boat ramp to a functional location is expected to greatly increase the attraction and use of the SRA.
- Most park facilities have not been updated since the SRA's inception in 1964. Restroom and shower facilities are in need of replacement or upgrading. Campsites are not large enough to accommodate today's RVs and trailers, and do not include hook-ups.
- Parking lot capacities will not accommodate existing or future demand and larger vehicles. The existing boat trailer parking is located too distant from the proposed new boat ramp location.
- Relocation of the boat ramp will significantly affect the overall circulation of the site. Clear separation should be made between boat, camping, and day use vehicles.



EXISTING BOAT RAMP DURING
HIGH WATER ELEVATION



CAMPGROUND IS USED
BY RVs AND TENTS



RESTROOM/ SHOWER AT CAMPGROUND



RIPARIAN WOODLAND AT PERIMETER
OF FARMLAND IN EXPANSION SITE



VEWS TO THE RIVER FROM
EXPANSION SITE



SAND BAR AND BEACH
AT EXPANSION SITE

- Relocation of the existing entrance location to the west would make needed space available to better accommodate the new boat ramp.
- Expansion or relocation of facilities will most likely impact some of the existing mature trees on the site, particularly the relocation of the boat ramp and its associated fill requirements.
- Day use, camping, and boating facilities are co-mingled throughout the site, creating user conflicts, increasing management needs, and creating minimal room for expansion.
- The area west of the levee contains elderberry and wetland areas that may require mitigation if affected by new facility development.
- Any impacts to the levee caused by facility improvements will need to be carefully considered to ensure compliance with standards of the State Reclamation Board and other agencies as part of the regulatory process.
- The SRA is adjacent to the Colusa Levee Scenic Park, and there is the potential to develop pedestrian connections to the park and services in the adjacent downtown area

ANALYSIS AND OPPORTUNITIES - NORTHERN EXPANSION AREA

Following are key points and opportunities regarding the northern expansion area:

- Vehicular access to the 243-acre northern expansion area is possible through careful location of an access drive from the levee. Site topography should be studied carefully prior to construction of the access in order to best take advantage of natural grades and minimize fill.
- Developed use in this area should be limited to be compatible with the site's natural resources.
- Wildlife habitat restoration should be integrated with proposed facilities development areas on the site.
- Camping and day use areas should be designed so they can be easily policed, and secured or closed when necessary, easing management and safety concerns.
- Facilities should be designed to withstand flooding, and require minimal maintenance.
- Security fencing should be provided for the Roberts Ditch Company property and its operational structures when the northern expansion area is opened to public use.
- These sites present a great opportunity to provide wildlife viewing and natural resource interpretation at the SRA.
- Perimeter signing should be provided to define the exterior limits of the site and help preclude trespass on to adjoining private land.

SITE PHOTOS



COUNTY/ LEVEE ROAD AT EXISTING
MAINTENANCE ACCESS LOOKING NW



COUNTY/ LEVEE ROAD AT 12TH STREET
INTERSECTION LOOKING NORTH



PROPOSED BOAT RAMP LOCATION
LOOKING SE TOWARD THE
COLUSA LEVEE SCENIC PARK



COLUSA LEVEE SCENIC PARK



EXISTING FARMLAND AND
WETLANDS AT EXPANSION SITE
AS SEEN FROM THE LEVEE



MAINTENANCE ROAD INTERSECTION
WITH LEVEE IS SITE OF PROPOSED
RELOCATED ENTRY



TYPICAL RV CAMPGROUND



ENTRY AND KIOSK



EXISTING CAMPSITES TOO SMALL
FOR LARGER RVs AND TRAILERS



EXISTING LAND USES	APPROXIMATE
Boat Ramp	0.9
Campground	2.7
Day Use	2.7
Entry	1.6
Maintenance	1.5
Open Space	5.0

0

60

120

180

240

300 feet

The Nature Conservancy

SAVING THE LAST GREAT PLACES ON EARTH

EXHIBIT - 2.1 SITE ANALYSIS - LAND USE

COLUSA SACRAMENTO RIVER STATE RECREATION AREA

COLUSA SUBREACH RECREATION PLANNING

Chapter 03

PROJECT GOALS

- Support the mission of the California Department of Parks and Recreation: “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.”
- Develop a plan that identifies improvements to existing facilities and construction of new facilities to meet growing demands and diversify user experiences.
- Provide recreational use that is compatible with and encourages respect for wildlife and habitat conservation.
- Relocate the boat ramp for extended season use and increased capacity.
- Provide additional parking, day use facilities, and campsites.
- Create separation of day use, camping, and boating facilities for a better visitor experience and easier management.
- Preserve as much of the site’s existing mature native vegetation as possible.
- Develop amenities at and provide access to the expanded SRA.
- Provide accessible facilities of all types; camping, day use, and fishing.
- Upgrade campsites to include hook-ups and accommodate today’s modern RVs.
- Restore native vegetation in the northern expansion area.



Chapter 04

PROCESS

PUBLIC PROCESS

This master plan was developed over a nine-month period, starting in the spring of 2006, through a series of landowner, stakeholder and public meetings. The SRA Master Plan was prepared in conjunction with the Colusa Subreach Recreation Access Plan. Three public meetings were held to solicit initial public comment, review alternatives, and present the final master plan. Detailed public meeting presentations, alternatives, and comments are included as Appendix A.1 and A.2. The SRA Master Plan was developed in close coordination with the Colusa Subreach Planning Advisory Workgroup and the Recreation Subgroup of the Advisory Workgroup, consisting of stakeholders and agency representatives from State Parks, the California Department of Fish and Game (CDFG) and the City of Colusa.

COMMUNICATION WITH NEIGHBORING LANDOWNERS

A concern expressed by some members of the public was that certain “Landowner Assurances” were needed to help safeguard the property rights of landowners whose property adjoins public lands such as the SRA. Their concern related to both the public access to public lands and to the restoration of wildlife habitat. They referenced provisions of the “Good Neighbor Policy,” which is being developed by the Sacramento River Conservation Area Forum (SRCAF). The SRCAF has adopted sections of the Good Neighbor Policy (GNP), which establish standards for baseline analysis that are prepared prior to habitat restoration and procedures for effective communication between





PUBLIC MEETING #1
PRESENTATION



PUBLIC MEETING #1
DISCUSSION SESSION



VIEWS OF THE RIVER FROM
EXPANSION SITE

entities proposing new public ownership or habitat restoration and the neighboring landowners. It should be noted that State Parks and TNC are implementing these provisions.

As of the date of this master plan, the SRCAF is considering additional provisions of the GNP that address the concept of a self-mitigating area, incidental take of listed species, resolution of disputes, and a fund to compensate landowners for damages. It is important to note that there are differing perspectives on what these sections of the GNP should include. Some persons have indicated that the GNP should include provisions that would, according to agency attorneys, require changes to state and federal laws, including the Endangered Species Acts and the Clean Water Act. In any case, however, both State Parks and TNC will continue to communicate and coordinate with neighboring landowners regarding this master plan and related actions.

ENVIRONMENTAL CHECKLIST

The Environmental Checklist, from Appendix G of the California Environmental Quality Act (CEQA) Guidelines, was used to guide consideration of the environmental factors of the SRA Master Plan. The results are included as Appendix A.4. The purpose of the Environmental Checklist is to provide guidance as to what form of environmental assessment will be required at such time State Parks or another public agency decides to carry out a project based on the findings of the SRA Master Plan. It is also intended to preliminarily identify mitigation measures that can be integrated into future planned projects to help reduce environmental effects.

Chapter 05

MASTER PLAN

DEVELOPED SRA

Major improvements include:

- Relocation of the boat ramp and floating prep dock to the intersection of the slough and riverbank, additional prep and take-out lanes, closure of the existing ramp.
- Relocation and expansion of the boat ramp parking.
- Consolidated, relocated main access road at the intersection of 12th Street and the levee, including new entry station (significant fill is required along the levee to achieve adequate 2-way road width).
- Closure of existing access on 10th Street.
- Relocation of the campground and dump station to the west of the levee, with new restroom and shower facilities to permit year-round use.
- Expanded campground capacity and campsite size.
- Addition of Americans with Disabilities Act (ADA) campsites.
- Separate day use parking.
- Addition of ADA parking for boat trailers and vehicles.
- New restroom and fish cleaning station to serve the day use area and boat ramp.
- Addition of interpretive and informational signs at key areas.
- Use of shielded or screened light fixtures on the proposed buildings, in the campground, and along paths and parking lots

Detailed descriptions of improvements are included in Table 5.1 and Exhibits

5.1-5.3.



NORTHERN EXPANSION AREA

Major improvements include:

- Seasonal, controlled vehicle and pedestrian access from the Levee Road.
- Two 22-car parking lots with portable toilets and enclosures.
- Looped, non-motorized, accessible trail system and service road.
- Primitive campground with five sites, located convenient to parking and access.
- Elderberry and seasonal wetland mitigation areas for RV campground.
- Restoration of riparian woodland and meadow in existing agricultural land.
- Designated day use area on the sand-bar.
- Interpretive sign program.
- Perimeter signing to define the limits of the SRA.
- Security fencing adjoining the Robert's Ditch Pumping Plant.

POTENTIAL LAND AREA EXPANSION

If additional land is acquired by the State to the west of the new campground area and outside the flood control levee, it could enable a new vehicular entrance from Highway 45. It may also provide an opportunity for a larger, year-round campground area to accommodate a greater number of campsites and/or a more spacious campground layout in the future.

RECOMMENDATIONS FOR INTEGRATION OR COORDINATION WITH THE SURROUNDING PUBLIC LANDS

The existing SRA is adjacent to lands owned by the City of Colusa. Once the northern expansion area is acquired from TNC, the SRA will also be adjacent to lands managed by CDFG. It is also across the river from land owned by the Sacramento and San Joaquin Drainage District (managed by the State Department of Water Resources (DWR)) and land managed by CDFG. These State properties total

approximately 118 acres on the west side of the river and approximately 90 acres on the east side of the river. It is also possible that intervening lands may be acquired by the State in the future if landowners determine that they wish to sell their lands to the State.

The City of Colusa has resources to manage the Colusa Levee Scenic Park; however, close coordination with State Parks should remain a priority for optimal management. CDFG has very limited resources for the management of public use on their properties, and DWR has no in-the-field management function. Given the ability and mandate of State Parks to manage public recreation use and facilities, the incorporation of all or part of these additional lands into the SRA should be investigated by the various agencies. If such transfer of land is not accomplished, a coordinated management structure or plan could be pursued so the public can receive maximum recreation benefit from all the public lands in the immediate area.

FUTURE PROCEDURES AND STEPS

The SRA Master Plan is an important first step toward the realization of the various improvements that are proposed for the SRA, and provides a blueprint for future development, management, and use of the SRA. The SRA Master Plan received a consensus public endorsement at the third public input meeting conducted on December 4, 2006. It is recognized, however, that numerous follow-up actions will be required before the SRA Master Plan becomes a reality.

It is anticipated that the City of Colusa will proceed with its proposal to relocate the boat ramp with funding from the California Department of Boating and Waterways; however, funding had not been secured as of the completion of the SRA Master Plan.

It is also anticipated that State Parks will assume responsibility for the remaining SRA Master Plan improvements. Likewise, a funding allocation for these State Parks improvements has not yet been secured.

Permits and approvals from multiple state and federal agencies will be required prior to implementation of the various components of the SRA Master Plan. Anticipated requirements and steps toward plan implementation include:

- Preparation and approval of environmental documents pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).
- Preparation of a General Plan per State Parks planning standards.
- Delineation of potential wetlands and other waters to the United States in areas where improvements are proposed, such as the new campground area, the proposed boat ramp, and the slough.
- Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers (USACE) for any impacts to wetlands and other waters of the U.S. resulting from implementation of the Master Plan.
- Clean Water Act Section 401 certification from the Regional Water Quality Control Board (RWQCB) in support of a Section 404 permit.
- Compliance with Section 106 of the National Historic Preservation Act (NHPA) in support of a Section 404 permit.
- Consultation with the U.S. Fish and Wildlife Service (USFWS) regarding potential mitigation for the removal of elderberry plants in conjunction with the proposed campground, and other Endangered Species Act (ESA) issues.
- Consultation with the National Marine Fisheries Service (NMFS) regarding potential impacts to federally listed anadromous fish species, in compliance with the Endangered Species Act.
- Application for Section 1602 Streambed Alteration Agreement from the California Department of Fish and Game (CDFG) for modifications to the slough channel.
- Consultation with CDFG regarding potential impacts to state listed species (if applicable).
- Application for an Encroachment Permit from the State Reclamation Board (including coordination with the State Lands Commission) for changes to the floodway.

COST ESTIMATE

The following SRA Master Plan Preliminary Cost Estimate is an opinion of probable costs for the construction and design of the plan elements and areas as shown on the master plan. The following is a detailed description of the cost estimate and the assumptions utilized in developing the cost estimates.

The estimate is a Class C estimate due to the conceptual level of planning and design that is the basis of this estimate. At the preliminary stages of planning and design, it is very difficult to determine the complete scope of the project in detail; programming of the project is an approximation and is based on project meetings, existing site inventory and conditions, discussions and the designer's and cost estimator's professional experience. The cost estimate should be used for budgeting purposes only.

The cost estimate is organized into the major site areas as shown on the SRA Master Plan (i.e. Exhibits 5.1-5.3). The individual items outlined in the cost estimate are not all illustrated on the SRA Master Plan, but they are typical elements found in this type of project as well as existing site elements inventoried at the site.

The unit quantities are both take-offs of features from the SRA Master Plan as well as assumptions based on similar project experience. The assumptions are noted in the notes column of the cost estimate.

The unit costs are based on current cost estimate data collected from similar types of projects bid in the past few years, as well as published cost data information for some project elements. The unit costs are, in our opinion, average construction costs for this type and quantity of project, based in 2006. The cost estimate does not include an escalation factor for development in the future.

The cost estimate does not include overall project development or overhead costs that may be accrued if the project is developed in multiple phases.

Compliance and/or mitigation permitting costs are not included.

The following contingencies are utilized in the cost estimate:

- Contractor's General Conditions. This is a percentage of total construction costs and includes the contractor's costs that are defined in the Division One of the Project specifications and are not generally included in the unit costs. The unit costs included in the estimate do include some Division One items including profit and overhead. General conditions include: Administrative Requirements (Permits, Bonds, Insurance, Scheduling, Submittals); Quality Requirements (Testing, Sampling); Temporary Facilities (Utilities, Trailers, Scaffolding, Tarpaulins, Barricades, Fences, Signs); Equipment Rental; Cleaning; Commissioning (As-Builds, Punch lists, Training O&M Manuals). The percentage for General Conditions can range from 4 to 20%, depending on the size, location and complexity and other variables of the project and estimate. The percentage utilized in the Concept Plan Cost Estimate falls in the high side of this range due to the project location.
- Master Plan Design Contingency. This is a percentage of total construction costs and is included to cover the many details of the project that are not yet planned, designed or known at this time. The plans are conceptual at this time; the cost estimate includes many assumptions and professional opinions. Design contingencies for a Class C estimate usually range from 15 to 30%.
- Contractor's Bid Bonds. This is a percentage of total construction costs and includes the contractor's costs for bid bonds as required by the project and as usually defined in the Division One of the Project specifications and are not generally included in the unit costs. The unit costs included in the estimate do

include some Division One items including profit and overhead. The percentage for Bid Bonds can range from 2 to 6%, depending on the size, location and complexity and other variables of the project and estimate.

UTILITIES

The costs included for utilities are assumptions only as detailed utility plans were not available. Cost savings from Owner-furnished materials, labor, and/or equipment are not reflected in the estimate.

TABLE 5.1. PROPOSED FACILITIES

Campground - Drive-In/RV Sites

Project Area/Element	Concept Plan Recommendations	Discussion, Notes and Questions
1. Design Vehicle	a. 42' Maximum Length Recreational Vehicle (RV) b. 20 - 30' Range of Trailer lengths (from observations)	
2. Campsite Capacity	a. 8 persons per site b. 2 vehicles per campsite. c. 2 tents per site d. 1 Total Campground host e. 2 Accessible sites	
3. Accessibility Guidelines	California Access Compliance Reference Manual and the Americans with Disabilities Accessibility Guidelines (ADAAG).	
4. Spur Types and Dimensions	a. Single spur/Double Spur – 14' width x 65' length b. Host spur – 28' Width x 65' length c. Accessible spur – 28' width x 65' length d. Family or Buddy spurs - 14' width x 65' length e. Pull Through Spurs - 14' width x 65' length	a. Spurs may vary in length to accommodate natural resources, buffer areas, etc. b. Maximize quantity of family or buddy spurs. Interconnected with paved paths.
5. Tent Pads	a. RV Sites – 2 tents. Dimension TBD	a. Border material may include – Concrete, stone, timber, logs, steel edging.
6. Facility pad	a. RV Sites – To accommodate: ▪ one accessible picnic table ▪ one fire ring ▪ one food storage locker	a. Border material may include – Concrete, stone, timber, logs, steel edging.
7. Pavement	a. Roads – Asphalt or concrete b. Spur vehicle pads – Asphalt or concrete c. Tent and Facility Pads – Aggregate base course (ABC)	
8. Roads	a. One Way Road. Width – 14 feet with 1' ABC shoulders b. Two Way Road - 28 feet with 1' ABC shoulders	
9. Spur Furnishings	a. Food Storage Locker b. Picnic Table – DPR standard, accessible end, 8' length c. Fire Ring – DPR standard/accessible with grate. d. Barbecue Grill – DPR standard e. Lantern hanger – DPR standard	
10. Spur Utility Hookups	a. Electrical – electrical 60 Amp Pedestal b. Potable Water Hookups – Frostproof c. Sanitary Sewer Hookups	a. Provide full utility hookups at each site
11. Potable Water	a. Jug filler with floor drain - Collocate at Comfort Station. b. Drinking fountain. Collocate at Comfort Station.	a. Frostproof fixtures required
12. Comfort Stations	a. Comfort Station – DPR standard	a. Design to meet DPR Restroom Design Standards b. Develop for all season use.
13. Dishwashing Station	a. Collocate at Comfort Station, exterior location. b. Weather resistant counter top. c. Provision for warm/hot water.	a. Adjacent garbage dumpster or can. b. Fixtures to be frost proof

Miscellaneous/Support Facilities

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Fish Cleaning Station	a. Covered fish cleaning station	a. Locate one near boat ramp exit lanes and one near campground
2. Signage	a. Spur markers b. Regulatory c. Informational d. Wayfinding e. Interpretive f. Campground Loop Identification g. Park Entry h. Road closure gates	
3. Dump Station	a. Dump station	a. single lane pull through.
4. Maintenance Facility	b. Utilize existing maintenance facility	
5. Garbage Dumpsters	a. Dumpsters in enclosure. b. Recycling Bins	b. Location. Adjacent to Comfort Station
6. Pay Phones	a. Locate at Comfort Stations.	

Day Use Area

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Day Use Area	a. Picnic tables b. Benches c. Group/individual picnic shelters d. Group fire ring - One e. Group Barbeque Grill - two f. Food storage lockers	
2. Roads	a. One Way Road. Width – 14 feet with 1' ABC shoulders b. Two Way Road - 28 feet with 1' ABC shoulders c. Paving – Asphalt	a. Assume access for large pickup truck service vehicle – weight TBD. Provide turnaround. b. Emergency access requirements for emergency and fire per applicable codes
3. Potable Water	a. Jug filler at Comfort Station. b. Drinking fountain at Comfort Station	a. Frostproof fixtures required.
4. Comfort Stations	b. Comfort Station – DPR standard	a. Design to meet DPR Restroom Design Standards b. Develop for all season use.

Boat Ramp

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Design Vehicle	a. 50' Total length (vehicle and trailer)	
2. Ramp	a. 2 lane width on ramp b. 2 lanes each at prep lanes and exit	
3. Accessible Spaces	a. Accessible spaces per California Access Compliance Reference Manual and the Americans with Disabilities Accessibility Guidelines (ADAAG).	a. Provide oversize vehicle accessible spaces adjacent to the boat ramp.

Day Use and Ramp Parking

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Accessible Spaces	a. Accessible spaces per California Access Compliance Reference Manual and the Americans with Disabilities Accessibility Guidelines (ADAAG).	
2. Parking – Boat Ramp and Day Use	a. Oversize design vehicle – 50' total length (vehicle and Trailer) b. Oversize Space: 12' width by 50' length c. Standard Vehicle Spaces: 10' width by 20' length d. Provide pull-thru oversize spaces	
3. Parking – Campground Overflow		a. Utilize day use and ramp parking for overflow
4. Parking – Short Term and Staff	a. Provide short term parking at Comfort Stations for accessible parking and maintenance b. Staff parking at entry station – 2 standard spaces	
5. Pavement	a. Asphalt or concrete	

Entry Station

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Entry Station	a. DPR Standard Accessible Entry Station b. Provide Self Pay Station at campground	
2. Roads	a. Provide two entry lanes, one exit lane b. Provide stacking for minimum three oversize vehicles	a. 12' wide lanes

Trails

Project Area/Element	Recommendation/Decision	Discussion, Notes and Questions
1. Accessibility Guidelines	Accessible spaces per California Access Compliance Reference Manual and the Americans with Disabilities Accessibility Guidelines (ADAAG).	
2. Trail Paving	a. Concrete or Asphalt – developed areas b. Aggregated base course –less developed areas	



0 200 400 600 800 1000 feet



October 2006 EDAW

EXHIBIT - 5.1 MASTER PLAN COLUSA SACRAMENTO RIVER STATE RECREATION AREA COLUSA SUBREACH RECREATION PLANNING



0 60 120 180 240 300 feet

The Nature Conservancy
SAVING THE LAST GREAT PLACES ON EARTH

October 2006 EDAW

EXHIBIT - 5.2 CAMPGROUND & DAY USE MASTER PLAN COLUSA SACRAMENTO RIVER STATE RECREATION AREA

COLUSA SUBREACH RECREATION PLANNING



PROPOSED LAND USES	APPROXIMATE ACREAGE
Boat Ramp	0.6
Campground	5.5
Day Use	3.7
Entry	1.0
Maintenance	1.0
Open Space	0
Parking	5.3

060120180240300 feet

The Nature Conservancy

SAVING THE LAST GREAT PLACES ON EARTH

EXHIBIT 5.3 - CAMPGROUND & DAY USE MASTER PLAN - LAND USE
COLUSA SACRAMENTO RIVER STATE RECREATION AREA

COLUSA SUBREACH RECREATION PLANNING

COLUSA-SACRAMENTO RIVER STATE RECREATION AREA		EDAW, Inc.
DRAFT PLAN		
Estimated Construction Costs		PLAN DATE: January 2007
		BY: KS CHK: PEH
SUMMARY		
ITEM	EXTENDED COST	NOTES
GENERAL RECREATION AREA IMPROVEMENTS	\$834,218	
CAMPGROUND	\$1,884,346	
DAY USE AREA	\$338,492	
BOAT PARKING AND RAMP	\$3,317,848	
SRA NORTH + WARD SITE	\$2,570,148	
GRAND TOTAL	\$8,945,052	

COLUSA-SACRAMENTO RIVER STATE RECREATION AREA/					EDAW, Inc.
DRAFT PLAN					PLAN DATE: January 2007
Estimated Construction Costs					BY: KS CHK: PEH
GENERAL STATE RECREATION AREA IMPROVEMENT:					
ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
DEMOLITION					
Clear and Grub	3.0	AC	\$750.00	\$2,250	
Tree Removal + Disposal	1	ALLOW	\$50,000.00	\$50,000	
Structure Demolition and Removal	1	ALLOW	\$25,000.00	\$25,000	Restroom, shower, kiosk
Pavement Removal	1	ALLOW	\$10,000.00	\$10,000	Parking lot, walks
Miscellaneous Demolition	1	ALLOW	\$10,000.00	\$10,000	
CATEGORY SUBTOTAL				\$97,250	
STORMWATER					
Culverts	1	ALLOW	\$25,000.00	\$25,000	For entire site
Erosion Control	1	ALLOW	\$10,000.00	\$10,000	Riprap, mats, etc.
CATEGORY SUBTOTAL				\$35,000	
EARTHWORK					
Excavation and Embankment	4,750	CY	\$3.00	\$14,250	Assumes 2' over area, site balance
Finish and Fine Grading	1.5	AC	\$2,200.00	\$3,300	
Levee Excavation and Embankment	4,750	CY	\$4.00	\$19,000	Assumes 2' over area, site balance
Topsoil	1,180	CY	\$3.00	\$3,540	Strip, stockpile + replace 6" topsoil
CATEGORY SUBTOTAL				\$40,090	
UTILITIES					
Water	1	ALLOW	\$30,000.00	\$30,000	Main and distribution lines
Sanitary	1	ALLOW	\$35,000.00	\$35,000	Main and distribution lines
Electric	1	ALLOW	\$25,000.00	\$25,000	Main and distribution lines
Site Lighting	1	ALLOW	\$25,000.00	\$25,000	Security level only - structures, parking, ramp
CATEGORY SUBTOTAL				\$115,000	
ARCHITECTURE					
Entry Kiosk/Fee Station	1	LS	\$25,000.00	\$25,000	
CATEGORY SUBTOTAL				\$25,000	
PEDESTRIAN PAVING					
Concrete Trail	3,600	SF	\$6.00	\$21,600	5" thick, 10' width, colored exp. aggregate
CATEGORY SUBTOTAL				\$21,600	
PARKING + ROADWAYS					
Asphalt Paving	1,170	SY	\$21.00	\$24,570	4" thickness, entry road
Asphalt Paving	910	SY	\$21.00	\$19,110	4" thickness, levee road, 24' wide
Curb and Gutter	1,020	LF	\$12.00	\$12,240	
Pavement Markings	1	ALLOW	\$500.00	\$500	
Wheel Stops	0	EA	\$150.00	\$0	At ADA spaces
CATEGORY SUBTOTAL				\$56,420	
LANDSCAPE					
Soil Prep - Compost, Fertilizer	150	CY	\$14.00	\$2,100	3 CY/ 1000 SF
Native Seed Mix	12,700	SF	\$0.08	\$1,016	Seed/hydromulch
Irrigated Turfgrass	38,080	SF	\$0.10	\$3,808	Seed/hydromulch
Landscape Boulders	5	TON	\$300.00	\$1,500	
Shrubs - 1 gal.	2,700	EA	\$10.00	\$27,000	At kiosk island
Deciduous Trees 2 1/2" cal.	4	EA	\$400.00	\$1,600	
Landscape Maintenance	1	Allow	\$25,000.00	\$25,000	Two-Year Warranty + Maintenance
CATEGORY SUBTOTAL				\$62,024	

ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
IRRIGATION					
Point of Connection	1	EA	\$3,500.00	\$3,500	Backflow, etc.
Controller	1	EA	\$5,000.00	\$5,000	
Large Radius Rotors	12700	SF	\$5.00	\$63,500	Native sees areas - for establishment
Small Radius Rotors	38080	SF	\$0.75	\$28,560	Irrigated turf areas
Bubblers	8	EA	\$75.00	\$600	2 bubblers per tree
CATEGORY SUBTOTAL				\$101,160	
SITE WORK					
Perimeter Fence	950	LF	\$18.00	\$17,100	6' chainlink at maintenance facility
CATEGORY SUBTOTAL				\$17,100	
SIGNAGE					
Entry	1	LS	\$5,000.00	\$5,000	On main roadway
Wayfinding	3	EA	\$500.00	\$1,500	
Informational	1	EA	\$2,500.00	\$2,500	
Regulatory	6	EA	\$500.00	\$3,000	
CATEGORY SUBTOTAL				\$12,000	
SITE FURNISHINGS					
Benches	0	EA	\$1,000.00	\$0	
8' Accessible Picnic Tables	0	EA	\$1,500.00	\$0	
Trash/Recycling Group Containers	0	EA	\$500.00	\$0	
Bollards	0	EA	\$750.00	\$0	
Road Closure Gates	2	EA	\$3,500.00	\$7,000	To close off day use and camping accesses
Vehicle Barriers	1	ALLOW	\$2,000.00	\$2,000	At old entry road
CATEGORY SUBTOTAL				\$9,000	
Total					
				\$591,644	
Concept Design Contingency			25.00%	\$147,911	
Contractor Mobilization & General Requirements			12.00%	\$70,997	
Contractor Bid Bonds			4.00%	\$23,666	
GRAND TOTAL				\$834,218	

COLUSA-SACRAMENTO RIVER STATE RECREATION AREA/					EDAW, Inc.
DRAFT PLAN					PLAN DATE: January 2007
Estimated Construction Costs					BY: KS CHK: PEH
CAMPGROUND					
ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
DEMOLITION					
Clear and Grub	7.0	AC	\$750.00	\$5,250	
CATEGORY SUBTOTAL				\$5,250	
EARTHWORK					
Excavation and Embankment	11,300	CY	\$3.00	\$33,900	Assumes 1' over entire area, site balance
Finish and Fine Grading	7.0	AC	\$2,200.00	\$15,400	
Topsoil	5,600	CY	\$3.00	\$16,800	Strip, stockpile + replace 6" topsoil
CATEGORY SUBTOTAL				\$66,100	
UTILITIES					
Water	1800	LF	\$25.00	\$45,000	Looped service line
Sanitary	1800	LF	\$18.00	\$32,400	Campground service lines
Dump Station	1	ALLOW	\$10,000.00	\$10,000	
Electric	1800	LF	\$7.50	\$13,500	Campground service lines
CATEGORY SUBTOTAL				\$100,900	
ARCHITECTURE					
Restrooms	1	ALLOW	\$275,000.00	\$275,000	Assumes CDPR standard design
Fish Cleaning Station	1	ALLOW	\$20,000.00	\$20,000	
CATEGORY SUBTOTAL				\$295,000	
PEDESTRIAN PAVING					
Concrete Plaza Paving	2,700	SF	\$4.00	\$10,800	5" thick, colored exposed aggregate
CATEGORY SUBTOTAL				\$10,800	
PARKING + ROADWAYS					
Asphalt Paving - Loop + Entry Road	9,200	SY	\$21.00	\$193,200	4" thickness
Aggregate Base Course		CY	\$15.00	\$0	Shoulder
Curb and Gutter	1,550	LF	\$12.00	\$18,600	Entry road
Pavement Markings	1	LS	\$2,500.00	\$2,500	
CATEGORY SUBTOTAL				\$214,300	
CAMPSITES					
Host Spur	1	EA	\$6,300.00	\$6,300	5" concrete paving
Back-in Spur	16	EA	\$5,400.00	\$86,400	5" concrete paving
Shared Pull-thru	20	EA	\$6,700.00	\$134,000	5" concrete paving
Facility + Tent Pad	37	EA	\$1,200.00	\$44,400	Decomposed granite w/ concrete border
Electrical Pedestal	37	EA	\$500.00	\$18,500	
Water and Sanitary Hook-ups	37	EA	\$500.00	\$18,500	
Picnic Table	37	EA	\$1,500.00	\$55,500	8' w/ accessible end, CDPR standard
Fire Ring	37	EA	\$350.00	\$12,950	
Lantern Hanger	37	EA	\$350.00	\$12,950	
Spur Marker	37	EA	\$250.00	\$9,250	
Wheel Stops	34	EA	\$150.00	\$5,100	2 per back-in spur/host
CATEGORY SUBTOTAL				\$403,850	

ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
LANDSCAPE					
Soil Prep - Compost, Fertilizer	350	CY	\$14.00	\$4,900	3 CY/ 1000 SF
Native Seed Mix	27,770	SF	\$0.08	\$2,222	Seed + hydromulch
Irrigated Turfgrass	118,350	SF	\$0.10	\$11,835	seed + hydromulch
Fine Grading	7	AC	\$500.00	\$3,500	
Landscape Boulders	20	TON	\$300.00	\$6,000	At landscape islands
Shrubs - 1 gal.	171	EA	\$10.00	\$1,710	Assumes 3 shrubs per tree
Deciduous Trees 1" cal.	14	EA	\$200.00	\$2,800	25%
Deciduous Trees 2 1/2" cal.	43	EA	\$400.00	\$17,200	75%
Landscape Maintenance	1	Allow	\$25,000.00	\$25,000	Two-Year Warranty + Maintenance
	CATEGORY SUBTOTAL			\$75,167	
IRRIGATION					
Large Radius Rotors	27,770	SF	\$0.50	\$13,885	
Small Radius Rotors	118,350	SF	\$0.75	\$88,763	
Bubblers	114	EA	\$75.00	\$8,550	2 per tree
	CATEGORY SUBTOTAL			\$111,198	
SITE WORK					
Campground Perimeter Fence	950	LF	\$12.00	\$11,400	Split-rail, 36" height
	CATEGORY SUBTOTAL			\$11,400	
SIGNAGE					
Wayfinding	3	EA	\$500.00	\$1,500	
Informational/Interpretive	4	EA	\$2,500.00	\$10,000	Campground map, etc
Regulatory	7	EA	\$500.00	\$3,500	2 Reg., 5 ADA parking
Campground Loop Closure Gate	1	EA	\$3,500.00	\$3,500	
	CATEGORY SUBTOTAL			\$18,500	
SITE FURNISHINGS					
Benches	6	EA	\$1,000.00	\$6,000	2 per restroom/fish cleaning stations
Trash/Recycling Grouped Containers	3	EA	\$500.00	\$1,500	At restrooms and fish cleaning stations
Trash Dumpster Enclosure	1	EA	\$2,500.00	\$2,500	At dump station/exit
Bollards	18	EA	\$750.00	\$13,500	At restroom plazas
Wheelstops	3	EA	\$150.00	\$450	At ADA parking
	CATEGORY SUBTOTAL			\$23,950	
Total				\$1,336,415	
Concept Design Contingency			25.00%	\$334,104	
Contractor Mobilization & General Requirements			12.00%	\$160,370	
Contractor Bid Bonds			4.00%	\$53,457	
GRAND TOTAL				\$1,884,346	

COLUSA-SACRAMENTO RIVER STATE RECREATION AREA					EDAW, Inc.
DRAFT PLAN					PLAN DATE: January 2007
Estimated Construction Costs					BY: KS CHK: PEH
DAY USE AREA					
ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
DEMOLITION					
Clear and Grub	1.3	AC	\$750.00	\$975	
CATEGORY SUBTOTAL				\$975	
EARTHWORK					
Excavation and Embankment	1,100	CY	\$3.00	\$3,300	Assumes 6" over area, site balance
Finish and Fine Grading	1.3	AC	\$2,200.00	\$2,860	
Topsoil	1,100	CY	\$3.00	\$3,300	Strip, stockpile + replace 6" topsoil
CATEGORY SUBTOTAL				\$9,460	
PEDESTRIAN PAVING					
Concrete walk	4,000	SF	\$6.00	\$24,000	5" thick, colored exposed aggregate
CATEGORY SUBTOTAL				\$24,000	
PARKING + ROADWAYS					
Asphalt Paving	2,800	SY	\$21.00	\$58,800	4" thickness
Curb and Gutter	1,000	LF	\$12.00	\$12,000	
Pavement Markings	1	LS	\$2,500.00	\$2,500	
Wheel Stops	4	EA	\$150.00	\$600	At ADA spaces
CATEGORY SUBTOTAL				\$73,900	
LANDSCAPE					
Soil Prep - Compost, Fertilizer	90	CY	\$14.00	\$1,260	3 CY/ 1000 SF
Native Seed Mix	0	SF	\$0.08	\$0	Seed/hydromulch
Irrigated Turfgrass	30,100	SF	\$0.10	\$3,010	Seed/hydromulch
Fine Grading	1.3	AC	\$500.00	\$650	
Landscape Boulders	4	TON	\$300.00	\$1,200	
Shrubs - 1 gal.	36	EA	\$10.00	\$360	assumes 3 shrubs per tree
Deciduous Trees 2 1/2" cal.	12	EA	\$400.00	\$4,800	
Landscape Maintenance	1	Allow	\$5,000.00	\$5,000	Two-Year Warranty + Maintenance
CATEGORY SUBTOTAL				\$16,280	
IRRIGATION					
Large Radius Rotors	0	EA	\$0.50	\$0	
Small Radius Rotors	30,100	EA	\$0.75	\$22,575	
Bubblers	24	EA	\$75.00	\$1,800	2 bubblers per tree
CATEGORY SUBTOTAL				\$24,375	
SITE WORK					
Perimeter Fence	3455	LF	\$15.00	\$51,825	Split-rail, 36" height at slough edge
CATEGORY SUBTOTAL				\$51,825	
SIGNAGE					
Kiosk		LS	\$10,000.00	\$0	Kiosk and signage
Wayfinding Signs	1	EA	\$500.00	\$500	
Regulatory Signs	4	EA	\$500.00	\$2,000	2 Reg., 5 ADA parking
CATEGORY SUBTOTAL				\$2,500	
SITE FURNISHINGS					
Benches	5	EA	\$1,000.00	\$5,000	
8' Accessible Picnic Tables	15	EA	\$1,500.00	\$22,500	
Trash/Recycling Group Containers	1	EA	\$500.00	\$500	
Trash Dumpster Enclosure	1	EA	\$2,500.00	\$2,500	At exit
Drinking Fountain	1	EA	\$2,500.00	\$2,500	At restroom
Bollards	5	EA	\$750.00	\$3,750	
CATEGORY SUBTOTAL				\$36,750	
Total				\$240,065	
Concept Design Contingency			25.00%	\$60,016	
Contractor Mobilization & General Requirements			12.00%	\$28,808	
Contractor Bid Bonds			4.00%	\$9,603	
GRAND TOTAL				\$338,492	

COLUSA-SACRAMENTO RIVER STATE RECREATION ARE/					EDAW, Inc.
DRAFT PLAN					PLAN DATE: January 2007
Estimated Construction Costs					BY: KS CHK: PEH
BOAT PARKING					
ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
DEMOLITION					
Clear and Grub	6.5	AC	\$750.00	\$4,875	
CATEGORY SUBTOTAL				\$4,875	
EARTHWORK					
Excavation and Embankment	10,400	CY	\$3.00	\$31,200	Assumes 1' over site, balance
Finish and Fine Grading	6.5	AC	\$2,200.00	\$14,300	
Topsoil	5,200	CY	\$3.00	\$15,600	Strip, stockpile + replace 6" topsoil
CATEGORY SUBTOTAL				\$61,100	
ARCHITECTURE					
Restroom/Shower	1	ALLOW	\$400,000.00	\$400,000	Assumes CDPR standard design
Fish Cleaning Station	1	ALLOW	\$25,000.00	\$25,000	
CATEGORY SUBTOTAL				\$425,000	
PEDESTRIAN PAVING					
Concrete walk/plaza	9,800	SF	\$6.00	\$58,800	5" thick, colored exposed aggregate
CATEGORY SUBTOTAL				\$58,800	
PARKING + ROADWAYS					
Asphalt Paving	19,350	SY	\$21.00	\$406,350	4" thickness
Curb and Gutter	4,720	LF	\$12.00	\$56,640	
Pavement Markings	1	LS	\$7,500.00	\$7,500	
Wheel Stops	10	EA	\$150.00	\$1,500	At ADA spaces
CATEGORY SUBTOTAL				\$471,990	
LANDSCAPE					
Soil Prep - Compost, Fertilizer	360	CY	\$14.00	\$5,040	3 CY/ 1000 SF
Native Seed Mix	24,260	SF	\$0.08	\$1,941	Seed/hydromulch
Irrigated Turfgrass	95,150	SF	\$0.10	\$9,515	Seed/hydromulch
Fine Grading	6.5	AC	\$500.00	\$3,250	
Landscape Boulders	10	TON	\$300.00	\$3,000	
Shrubs - 1 gal.	78	EA	\$10.00	\$780	Assumes 3 shrubs per tree
Deciduous Trees 2 1/2" cal.	26	EA	\$400.00	\$10,400	
Landscape Maintenance	1	Allow	\$5,000.00	\$10,000	Two-Year Warranty + Maintenance
CATEGORY SUBTOTAL				\$43,926	
IRRIGATION					
Large Radius Rotors	24260	EA	\$0.50	\$12,130	Native sees areas - for establishment
Small Radius Rotors	95150	EA	\$0.75	\$71,363	Irrigated turf areas
Bubblers	52	EA	\$75.00	\$3,900	2 bubblers per tree
CATEGORY SUBTOTAL				\$87,393	
SITE WORK					
Boat Ramp	1	LS	\$1,200,000.00	\$1,200,000	COST PROVIDED BY CDPR
CATEGORY SUBTOTAL				\$1,200,000	
SIGNAGE					
Kiosk		LS	\$10,000.00	\$0	Kiosk and signage
Wayfinding Signs		EA	\$500.00	\$0	
Regulatory Signs		EA	\$500.00	\$0	2 Reg., 5 ADA parking
CATEGORY SUBTOTAL				\$0	
SITE FURNISHINGS					
Benches		EA	\$1,000.00	\$0	
8' Accessible Picnic Tables		EA	\$1,500.00	\$0	
Trash/Recycling Group Containers		EA	\$500.00	\$0	
Bollards		EA	\$750.00	\$0	
CATEGORY SUBTOTAL				\$0	
Total				\$2,353,084	
Concept Design Contingency			25.00%	\$588,271	
Contractor Mobilization & General Requirements			12.00%	\$282,370	
Contractor Bid Bonds			4.00%	\$94,123	
GRAND TOTAL				\$3,317,848	

COLUSA-SACRAMENTO RIVER STATE RECREATION AREA					EDAW, Inc.
DRAFT PLAN					PLAN DATE: January 2007
Estimated Construction Costs					BY: KS CHK: PEH
SRA NORTH SITE AND WARD					
ITEM		UNIT	UNIT COST	EXTENDED COST	NOTES
RESTORATION					
Riparian woodland	108.0	AC	\$5,000.00	\$540,000	
Meadow	30.0	AC	\$2,500.00	\$75,000	
Landscape Maintenance	1	Allow	\$50,000.00	\$10,000	Two-Year Warranty + Maintenance
CATEGORY SUBTOTAL				\$625,000	
MITIGATION					
Elderberry	30.0	AC	\$5,000.00	\$150,000	
Seasonal wetlands	20.0	AC	\$5,000.00	\$100,000	
CATEGORY SUBTOTAL				\$250,000	
EARTHWORK					
Excavation and Embankment	7,800	CY	\$3.00	\$23,400	7500 L.F. access road
Finish and Fine Grading	108.0	AC	\$1,500.00	\$162,000	All restoration areas
Topsoil	87,000	CY	\$3.00	\$261,000	6" strip, stockpile + place
CATEGORY SUBTOTAL				\$446,400	
ARCHITECTURE					
Port-a-let enclosure	2	EA	\$3,500.00	\$7,000	2 locations, 3 per site
Port-a-let	0	NIC	\$0.00	\$0	Provided by CDPR
CATEGORY SUBTOTAL				\$7,000	
PEDESTRIAN PAVING					
Gravel Trail	6,000	LF	\$2.60	\$15,600	4' width, 6" thickness w/ geotextile
Gravel Trail/Service Road	8,000	LF	\$6.50	\$52,000	10' width, 6" thickness w/ geotextile
CATEGORY SUBTOTAL				\$67,600	
PARKING + ROADWAYS					
Aggregate Base Course - Parking	1,800	SY	\$21.00	\$37,800	12" thickness w/ geotextile
Aggregate Base Course - Roadway	7,800	CY	\$15.00	\$117,000	12" thickness w/ geotextile. Assumes 28' wide roadway X 7500 l.f.
Wheel Stops	40	EA	\$150.00	\$6,000	Parking lots
CATEGORY SUBTOTAL				\$160,800	
IRRIGATION					
Controller	1	EA	\$5,000.00	\$5,000	
Restoration Area Allowance	1	Allow	\$100,000.00	\$100,000	
CATEGORY SUBTOTAL				\$105,000	
SITE WORK					
Primitive Campsite	5	EA	\$1,500.00	\$7,500	Gravel pad
Primitive Campsite Furnishings	5	EA	\$5,000.00	\$25,000	1 fire ring, 4 picnic tables per site
Security Fence	1	ALLOW	\$3,500.00	\$3,500	At Roberts Ditch
Perimeter Fence	1	ALLOW	\$25,000.00	\$25,000	Access control
Landscape Boulders	10	TON	\$300.00	\$3,000	
Road Closure Gate	1	EA	\$3,500.00	\$3,500	
CATEGORY SUBTOTAL				\$67,500	
SIGNAGE					
Kiosk	2	EA	\$10,000.00	\$20,000	One per parking lot
Wayfinding /Trail Markers	10	EA	\$500.00	\$5,000	
Interpretive	7	EA	\$2,500.00	\$17,500	
Regulatory	10	EA	\$500.00	\$5,000	
CATEGORY SUBTOTAL				\$47,500	
SITE FURNISHINGS					
Benches	15	EA	\$1,000.00	\$15,000	
8' Accessible Picnic Tables	15	EA	\$1,500.00	\$22,500	At parking lot and day use
Trash/Recycling Group Containers	2	EA	\$500.00	\$1,000	
Bollards	10	EA	\$750.00	\$7,500	At parking lot
CATEGORY SUBTOTAL				\$46,000	
Total				\$1,822,800	
Concept Design Contingency			25.00%	\$455,700	
Contractor Mobilization & General Requirements			12.00%	\$218,736	
Contractor Bid Bonds			4.00%	\$72,912	
GRAND TOTAL				\$2,570,148	

RESOURCES

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2005 (July). *Comprehensive Conservation Plan and Environmental Assessment - Sacramento River National Wildlife Refuge*. California/Nevada Refuge Planning Office, Sacramento, CA.



APPENDIX

A.1 Public Meeting PowerPoint Slides

Public Meeting #1, Opportunities & Constraints

Public Meeting #2, Concept Plans

Public Meeting #3, Draft Plans

A.2 Public Meeting Notes

Public Meeting #1, Opportunities & Constraints

Public Meeting #2, Concept Plans

Public Meeting #3, Draft Plans

A.3 Cultural Resources Report

A.4 Environmental Checklist



A.1 PUBLIC MEETING POWERPOINT SLIDES



PUBLIC MEETING #1
OPPORTUNITIES + CONSTRAINTS

MAY 11, 2006

COLUSA SUBREACH RECREATION PLANNING EDAW



PROJECT TEAM

- The Nature Conservancy (TNC)
 - Gregg Werner
- EDAW
 - Ron Unger
 - Kelley Savage
 - Phil Hendricks, Jr.
- California Department of Parks and Recreation (DPR)
 - Michael Fehling
- California Department of Fish and Game (DFG)
 - Armand Gonzales
- Sacramento River Conservation Area Forum (SRCAF)
 - Ellen Gentry
 - Burt Bundy

COLUSA SUBREACH RECREATION PLANNING
EDAW



MEETING AGENDA

- Introductions 7:00-7:05
- Project History/Overview 7:05-7:15
- Project Scope of Work 7:15-7:20
- Public Meeting Goals + Process 7:20-7:30
- Public Input 7:30-8:00
- Input Summary/Discussion 8:00-8:30
- Next Steps 8:30-8:45

COLUSA SUBREACH RECREATION PLANNING

EDAW

PROJECT HISTORY

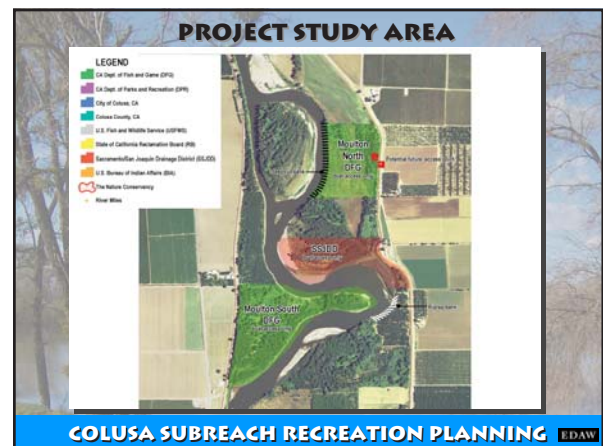
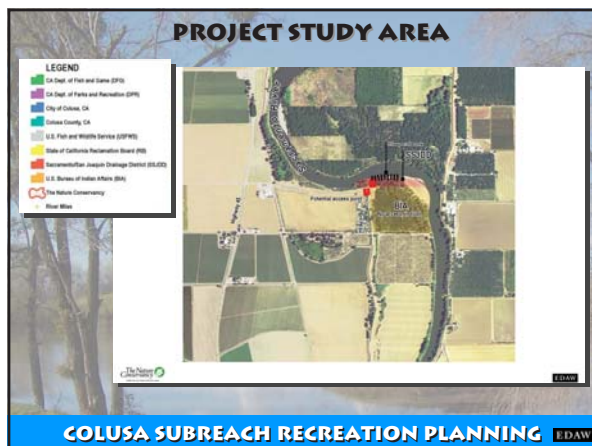
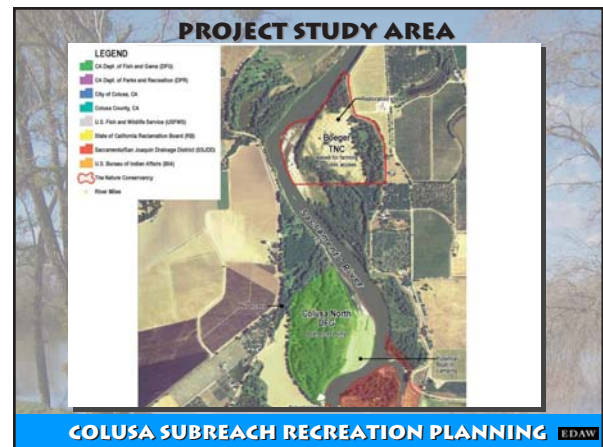
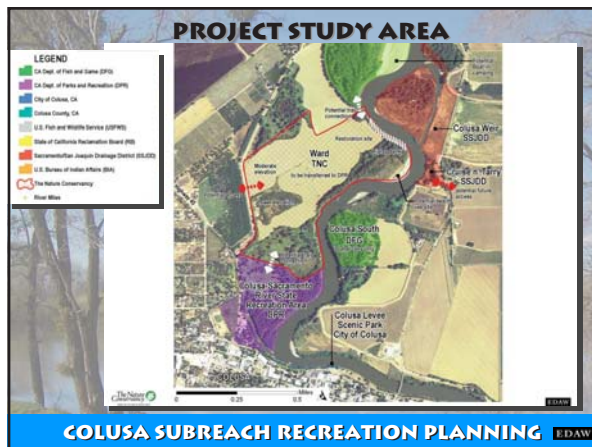
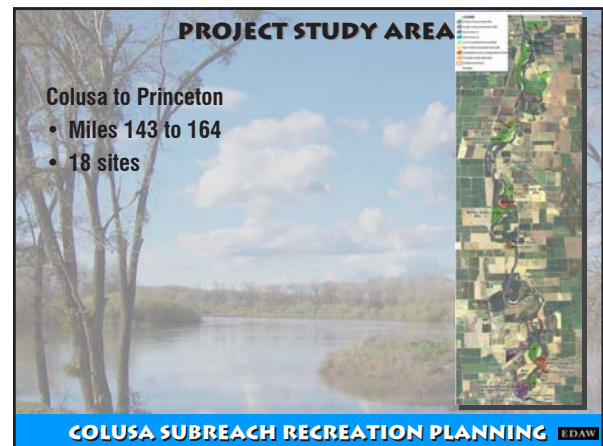
- Sacramento River Public Recreation Access Study
- DFG Comprehensive Management Plan

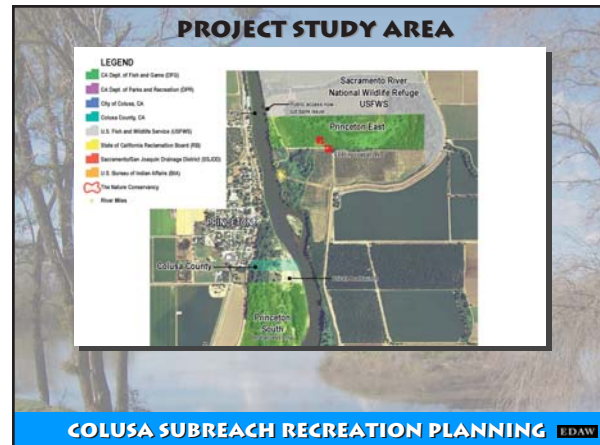
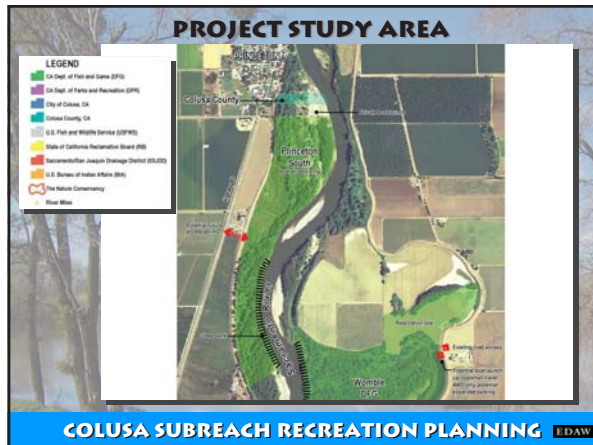
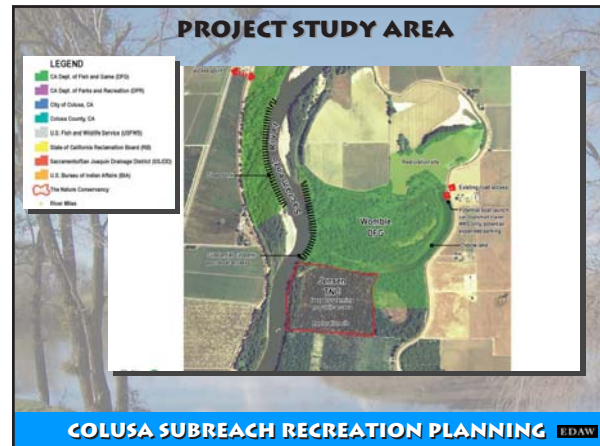
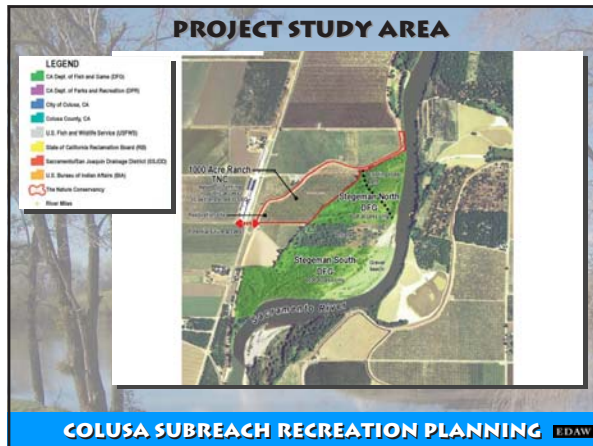
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PROJECT SCOPE

- Develop Public Access Plan
- Develop Master Plan for CSRSRA
- Integration Master Plan for Ward Tract with CSRSRA
- Draft and final documents reviewed at public meetings
- CEQA/Environmental Compliance

COLUSA SUBREACH RECREATION PLANNING 





PUBLIC INPUT					
LOCATION	SSJGD				Weather Issues
	Yes High Priority	Yes Low Priority	No	No Not used, not wanted	
Footpath					
Trail in					
Vehicular					
No Access					
Use					
Fishing					
Hunting					
Boating - Motorized					
Boating - Non Motorized					
Picnicking/Day Use					
Beach Activities					
Whistle Observation					
Outdoor Education					

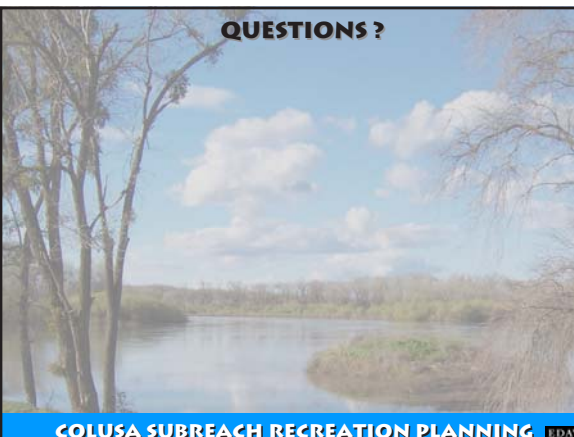
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PUBLIC INPUT				
Project Strategy or Action	T10 High Priority	T10 Low Priority	T10	Comments
Management Priorities/Goals				
Feasibility				
Endorsability				
Scalability				
Resource Availability				
Access				
Stakeholder Interest				
Site Characteristics				
Interpreting Planning				
Values / Objectives / Management Objectives				
Interpreting Management Objectives				
Other				

A scenic view of a river, likely the Colusa Subreach, with trees on the banks and a blue sky with white clouds. The image is used as a background for the presentation slides.

COMMENT SUMMARIES

COLUSA SUBREACH RECREATION PLANNING ED&W

A scenic view of a river, likely the Colusa Subreach, with trees on the left and a blue sky with clouds. The river flows towards a distant shoreline with more trees. The image is framed by a blue border.

QUESTIONS ?

COLUSA SUBREACH RECREATION PLANNING EDWARDS



CLOSING/NEXT STEPS

- Notification/date for next meeting
- Comment forms/email

COLUSA SUBREACH RECREATION PLANNING
EDAW





**COLUSA SUBREACH
RECREATION PLANNING**

PUBLIC MEETING #2

CONCEPT PLANS

AUGUST 2, 2006

COLUSA SUBREACH RECREATION PLANNING EDAW 1



PROJECT TEAM

- The Nature Conservancy (TNC)
 - Gregg Werner
- EDAW
 - Vance Howard
 - Phil Hendricks, Jr.
- California Department of Parks and Recreation (DPR)
 - Roger Calloway
 - Michael Fehling
- California Department of Fish and Game (DFG)
 - Armand Gonzales
- Sacramento River Conservation Area Forum (SRCAF)
 - Ellen Gentry

COLUSA SUBREACH RECREATION PLANNING EDAW 2



PROJECT HISTORY

COLUSA SUBREACH PLANNING

Advisory Workgroup - Priority Landowner
Questions & Concerns

- *Public Access to Public Lands*
- *Expansion of the State Recreation Area*

COLUSA SUBREACH RECREATION PLANNING EDAW 3



PROJECT SCOPE

- Develop Public Access Plan
- Develop Master Plan for CSRSRA
- Integration Master Plan for Ward Tract with CSRSRA
- Concept and draft documents reviewed at public meetings
- CEQA/Environmental Initial Study

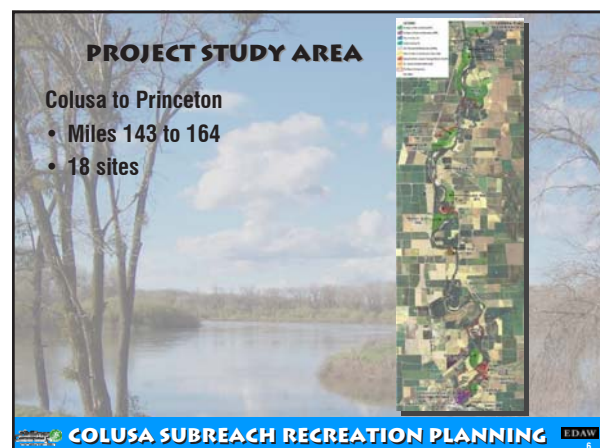
COLUSA SUBREACH RECREATION PLANNING EDAW 4



**CALIFORNIA STATE PARKS
CENTRAL VALLEY VISION**




COLUSA SUBREACH RECREATION PLANNING EDAW 5



PROJECT STUDY AREA

Colusa to Princeton

- Miles 143 to 164
- 18 sites



COLUSA SUBREACH RECREATION PLANNING EDAW 6

MEETING AGENDA

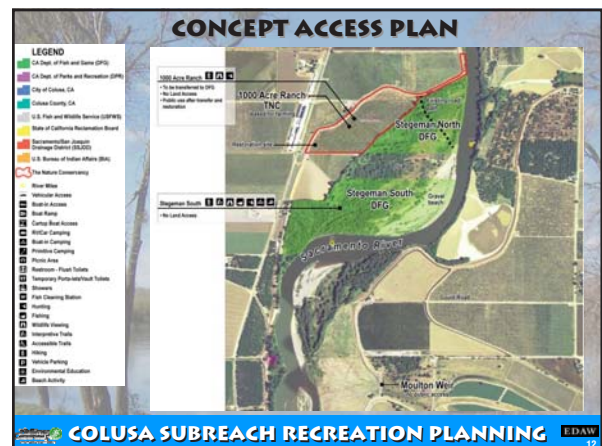
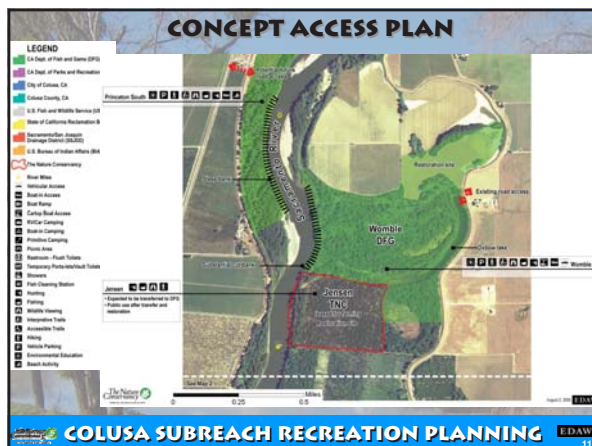
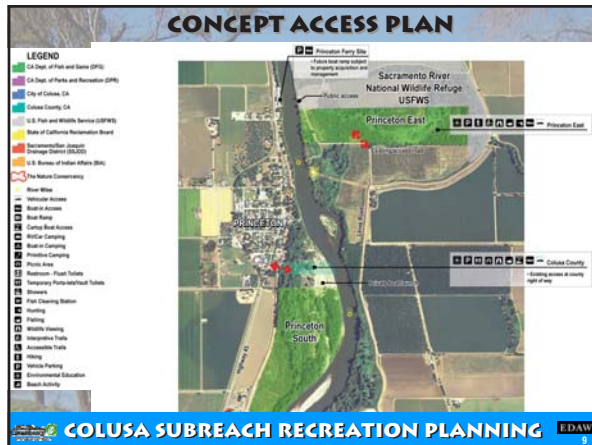
- Welcome, Introductions & Project Update 6:30-6:45
- CDPR Central Valley Vision 6:45-6:55
- Concept Recreation Plans 6:55-7:25
- Public Questions and Input 7:25-8:25
- Next Steps 8:25-8:30

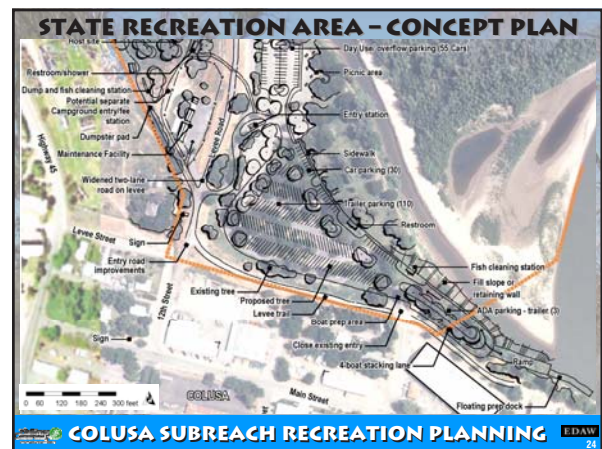
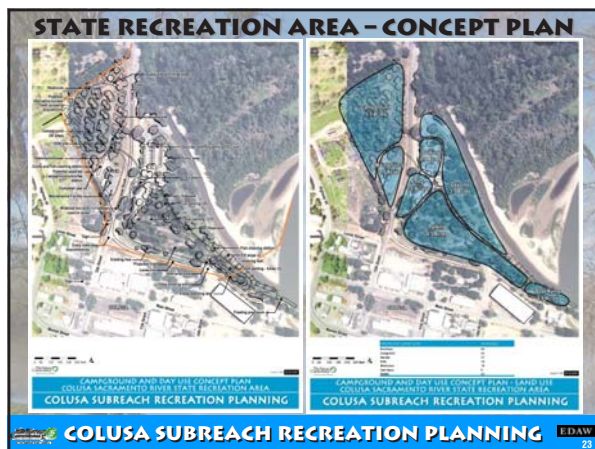
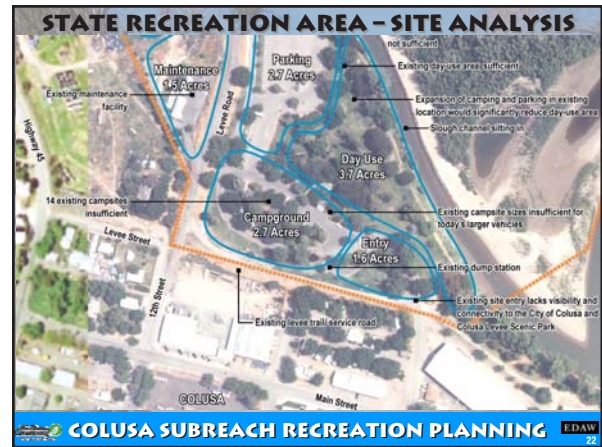
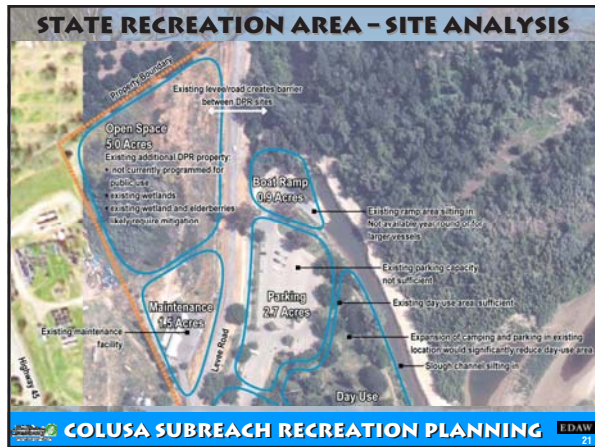
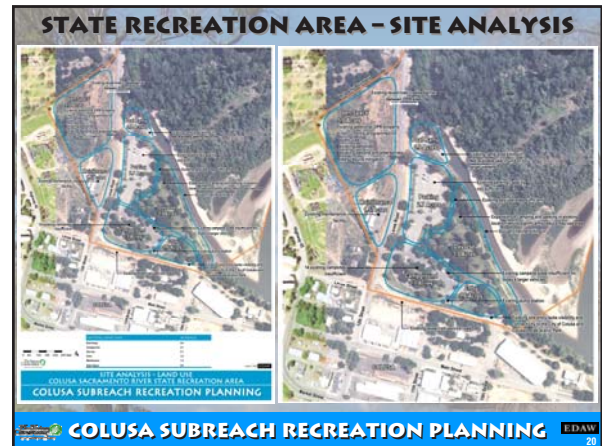
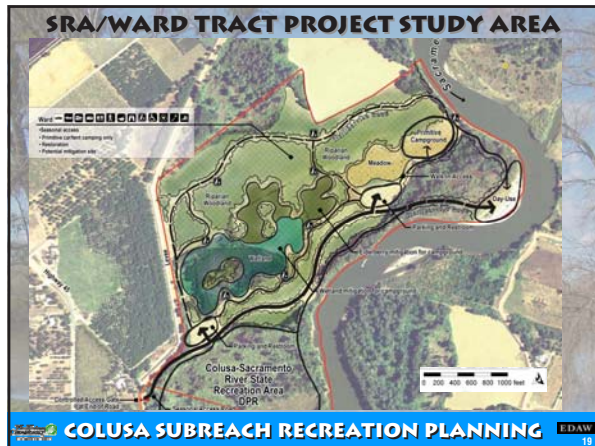
COLUSA SUBREACH RECREATION PLANNING EDAW

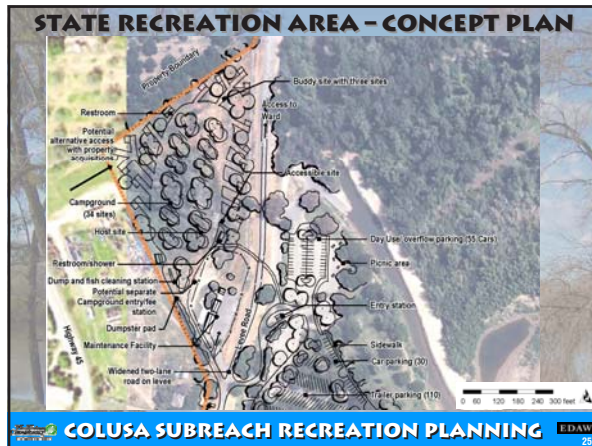
MEETING GOALS

- Update the project history and work to date
- Provide a State Parks perspective on the Central Valley
- Present the Concept Plans
- Receive public input on the Concept Plans
- Formulate ideas for the Draft Public Access and Draft Master Plan

COLUSA SUBREACH RECREATION PLANNING EDAW









COLUSA SUBREACH RECREATION PLANNING

PUBLIC MEETING #3

**DRAFT COLUSA-SACRAMENTO RIVER STATE RECREATION AREA
MASTER PLAN**

DRAFT COLUSA SUBREACH RECREATION ACCESS PLAN

DECEMBER 4, 2006

COLUSA SUBREACH RECREATION PLANNING EDAW **1**



PROJECT TEAM

- California Department of Parks and Recreation (DPR)
 - Roger Calloway
 - Woody Elliot
 - Michael Fehling
- California Department of Fish and Game (DFG)
 - Armand Gonzales
- City of Colusa
 - Patty Hickel
- EDAW
 - Ron Unger
 - Phil Hendricks, Jr.
- The Nature Conservancy
 - Gregg Werner
- Sacramento River Conservation Area Forum (SRCAF)
 - Ellen Gentry

COLUSA SUBREACH RECREATION PLANNING EDAW **2**



MEETING GOALS

- Update the project history and work to date
- Present the Draft Plans
 - CSRSRA Master Plan
 - Recreation Access Plan
- Receive public input on the Draft Plans

COLUSA SUBREACH RECREATION PLANNING EDAW **3**



MEETING AGENDA

▪ Welcome, Introductions, Project History & Update	6:30-6:45
▪ Colusa-Sacramento River State Recreation Area Master Plan	
▫ Master Plan Presentation	6:45-7:10
▫ Public Questions and Input	7:10-7:45
▪ Break	7:45-7:55
▪ Colusa Subreach Recreation Access Plan	
▫ Access Plan Presentation	7:55-8:10
▫ Public Questions and Input	8:10-8:45

COLUSA SUBREACH RECREATION PLANNING EDAW **4**



PROJECT HISTORY

COLUSA SUBREACH PLANNING

**Advisory Workgroup - Priority Landowner
Questions & Concerns**

- Expansion of the State Recreation Area
- Recreation Access to Public Lands

EDAW contracted to develop the plans

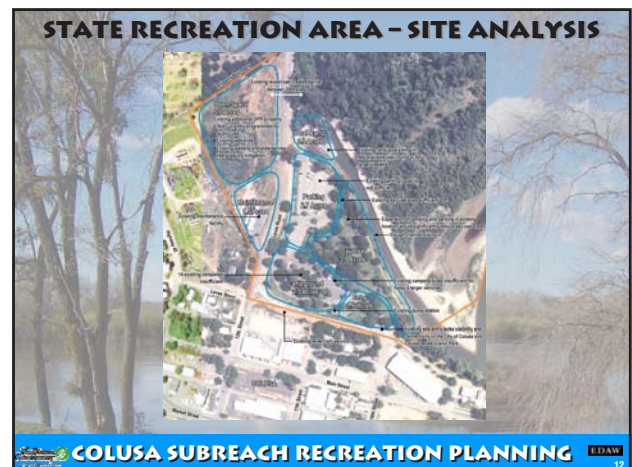
COLUSA SUBREACH RECREATION PLANNING EDAW **5**

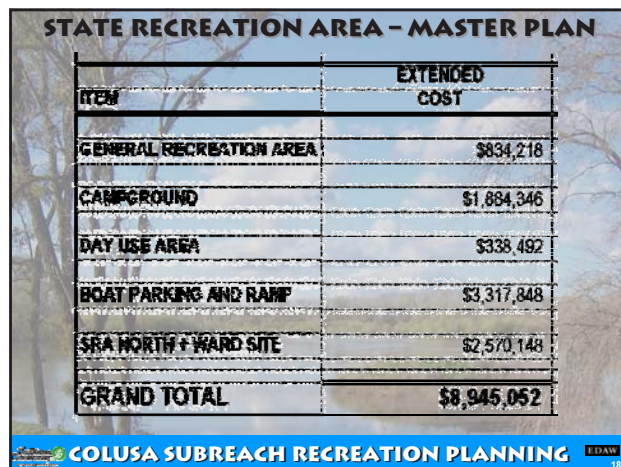
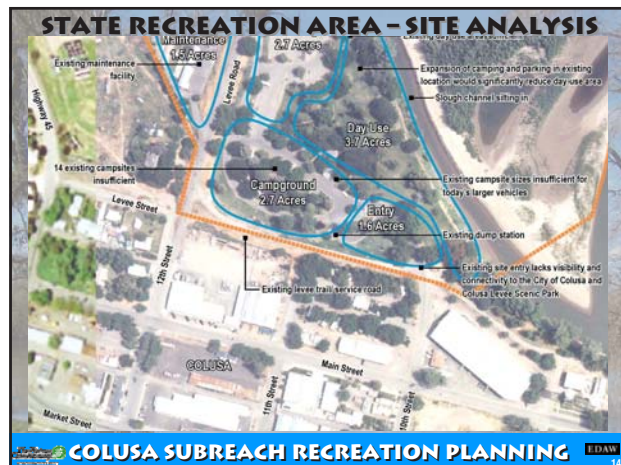
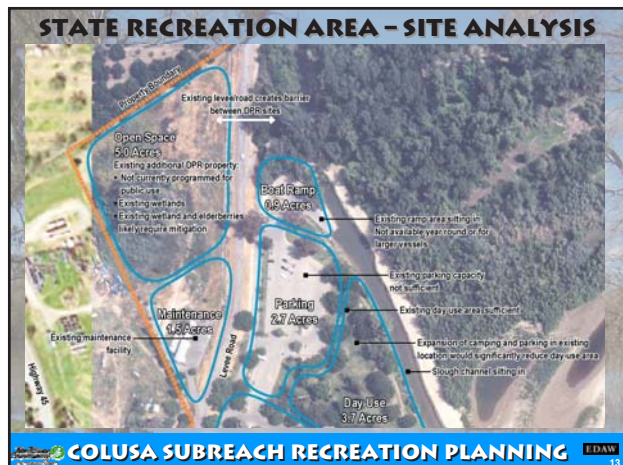


PROJECT SCOPE

- Develop Master Plan for CSRSRA
- Develop Recreation Access Plan
- Prepare concept and draft documents to be reviewed at public meetings

COLUSA SUBREACH RECREATION PLANNING EDAW **6**







**COLUSA – SACRAMENTO RIVER
STATE RECREATION AREA
DRAFT MASTER PLAN**

QUESTIONS AND COMMENTS ?

COLUSA SUBREACH RECREATION PLANNING ED&AW 19



NEXT STEPS

- Written or Email Comments on the Draft Master Plan (see address below) by December 18, 2006
- Final Master Plan Completion by January 15, 2007

Attn: Ron Unger
ED&AW
2022 J Street
Sacramento, CA 95814
Ron.Unger@edaw.com

COLUSA SUBREACH RECREATION PLANNING ED&AW 20



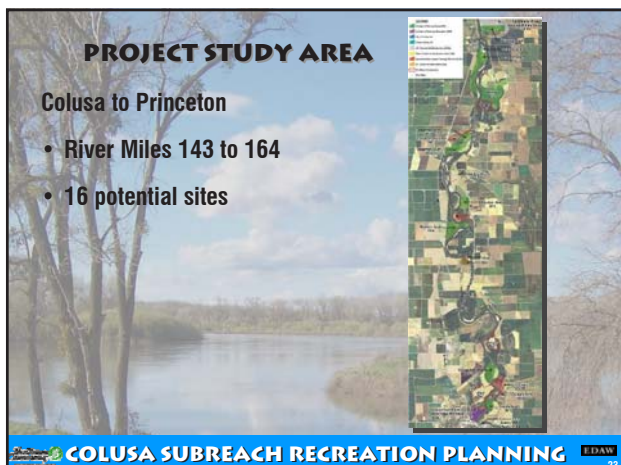
BREAK
10 Minutes Please

COLUSA SUBREACH RECREATION PLANNING ED&AW 21



**COLUSA SUBREACH
DRAFT RECREATION ACCESS PLAN**


COLUSA SUBREACH RECREATION PLANNING ED&AW 22



PROJECT STUDY AREA

Colusa to Princeton

- River Miles 143 to 164
- 16 potential sites



COLUSA SUBREACH RECREATION PLANNING ED&AW 23

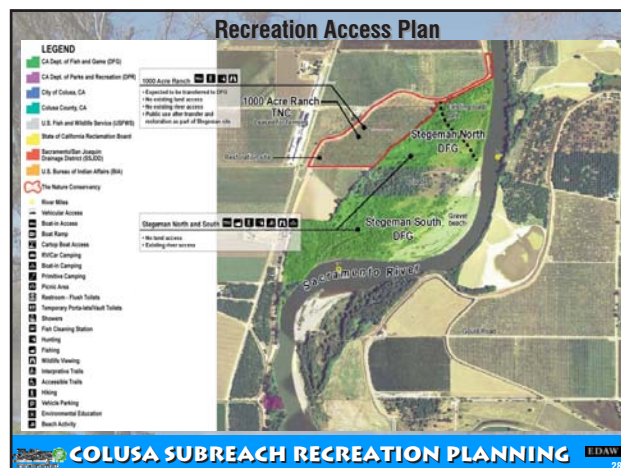
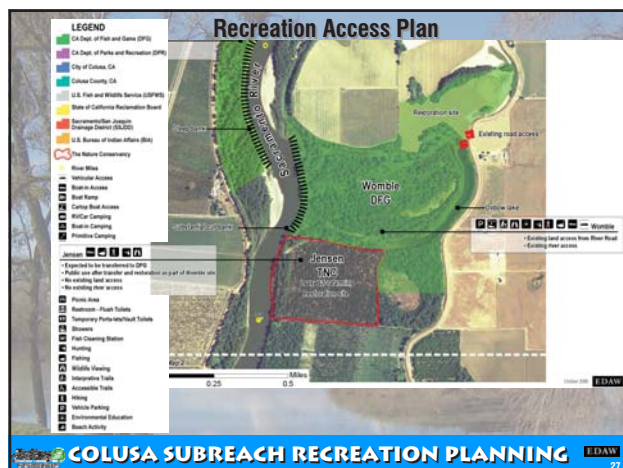
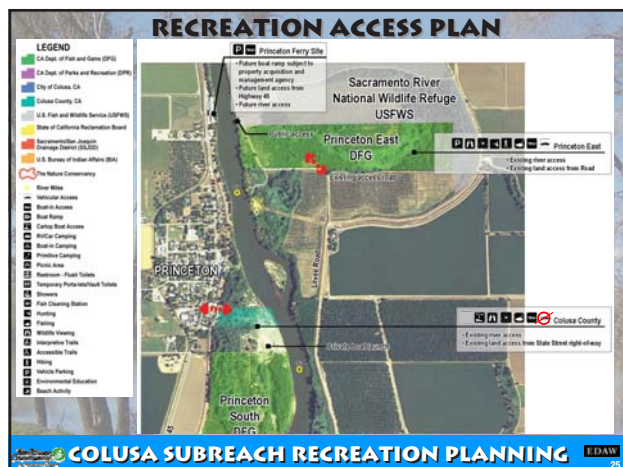


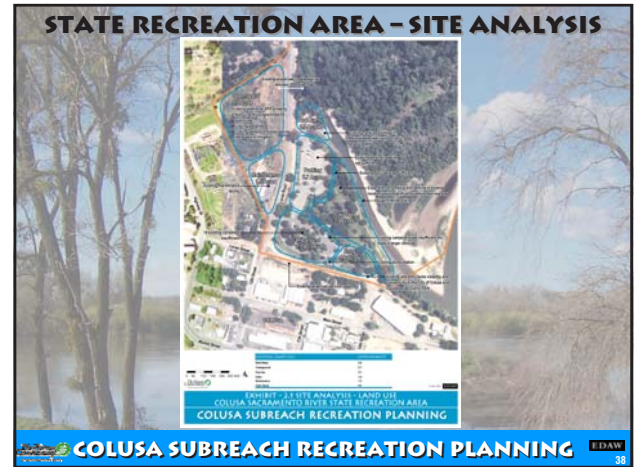
RECREATION ACCESS PLAN

Major Actions since the August Public Meeting

- Eliminated recommendations for new land access locations
- Included Landowner Assurances/Good Neighbor Policy statement
- Refined Concept Plan ideas and developed Draft Recreation Access Plan exhibits
- Developed the Recreation Access Plan text
- Developing cost estimates

COLUSA SUBREACH RECREATION PLANNING ED&AW 24





A.2 PUBLIC MEETING NOTES

Colusa Subreach Planning / Recreation Planning Public Input Meeting Sacramento River State Recreation Area Expansion Master Plan and Colusa Subreach Public Land Access Improvement Plan

**Public Meeting # 1 – Opportunities and Constraints – May 11, 2006
Colusa Industrial Properties
7:00 pm to 9:00 pm**

Meeting Notes

Total attendees: approximately 30, including members of the public, 2 City of Colusa staff (Patty Hickel, Joan Phillippe), Michael Fehling (State Parks), Ellen Gentry (Sacramento River Conservation Area Forum), Gregg Werner (The Nature Conservancy), and 3 EDAW staff (Phil Hendricks, Kelley Savage, Ron Unger)

Introductions and Presentations

Ron Unger, EDAW

- Welcome, introduction of Project Team, and opening comments
- Project Team:
 - The Nature Conservancy
 - California Department of Parks and Recreation (DPR)
 - California Department of Fish and Game (DFG)
 - Sacramento River Conservation Area Forum (SRCAF)
 - City of Colusa
 - EDAW

All Attendees

- Personal introduction

Meeting Agenda Item 1: Project History and Overview – Gregg Werner

Attendees were provided a brief history of the project, including the development of the recreation planning project by the Advisory Workgroup to address landowner questions and concerns. This is a first step, not all will be guaranteed to happen; it may be a first phase to happen over time.

Meeting Agenda Item 2: Project Scope of Work – Kelley Savage

Attendees were provided with the following exhibits posted around the room:

- Project Process and Schedule
- Existing Colusa Subreach Public Use Data – Facilities, Amenities, Public Access
- Colusa Subreach Study Area Site Opportunities Maps of Public Lands:
 - Colusa Subreach Study Area (Princeton to Colusa)
 - Jensen to Princeton East
 - Stegeman and Thousand Acre Ranch
 - BIA Property to Moulton North
 - City of Colusa to Boeger
- Colusa Sacramento River State Recreation Area Study Area Site Opportunities
- Proposed Ward Tract Concept Plan, from Sacramento River Public Recreation Access Study

Kelley provided an overview of the scope of work, including:

- Develop Colusa Subreach Public Land Access Improvement Plan
- Develop Master Plan for CSRSRA
- Integrate Master Plan for Ward Tract with CSRSRA
- Draft and final documents reviewed at public meetings
- CEQA/Environmental Compliance

Kelley led a review of public lands considered in the project study area and a schedule for project planning and deliverables.

Meeting Agenda Item 3: Public Meeting Goals and Process – Kelley Savage

Kelley discussed the following meeting goals:

- Introduce project scope and schedule
- Solicit public input on recreation access and amenity opportunities and issues
- Opportunities and issues input session
- Comments will be considered in creation of draft access plan and master plan

- Begin to establish priorities for funding and implementation
- Collect public input on subreach management strategies

Meeting Agenda Item 4: Public Input, Input Summary and Discussion – Ron Unger, Facilitator

The public input session included discussion of opportunities and constraints and other comments regarding the Colusa Subreach Study Area and the CSRSRA/Ward Study Area. It also included input in which attendees were asked to indicate their preference for sentiments that best characterize their opinion on access and amenity opportunities within the Study Areas by placing “dots” on wall charts depicting a spectrum of possibilities for access and amenities at specific locations.

Attendees placed their “dots” indicating interest/support or opposition to specific options related to access (i.e. boat-in, vehicular, no access), use (i.e. fishing, boating, picnicking, etc.), and facilities (i.e. parking, playground, restrooms, trails, etc.) at specific locations. The number of “dots” for any one option at any one location ranged from 0-8. For those options receiving 1-4 “dots,” interest/support or opposition is generally expressed in the summaries below as “some” (high or low priority) interest or opposition. For the options receiving 5 or more “dots,” the interest/support or opposition is expressed as “substantial”. The following provides a brief overview of the results indicating the number of “dots” each “option” received:

Public Comments

Initial Discussion of Issues and Interests:

- Boat ramp – don’t build without maintenance funding in place
 - Patty Hickel’s response – City will be working with DPR; input from agencies is that less dredging will be required in the new location
- Maintenance of public sites needs to be addressed
 - Who’s responsible?
 - Address dust concerns on farm property
- Boat access is critical
- Safety and maintenance are a primary concern
- Vehicle access/users (patterns and behavior) are different than boat users
- Hard to generate long-term plans given how the river changes
- Transition from agriculture to restoration: what are restrictions?
- Economic benefits and proximity for Ward added to CSRSRA

Summary/Comments**Colusa Sacramento River State Recreation Area (CSRSRA)/Ward**

Based on attendee preferences as indicated by placement of “dots”, there was some high priority interest at CSRSRA/Ward regarding access, facilities, and uses. Following is a summary of preferences:

Access

Interest in the Ward site included boat-in access, ranked as high priority. There was mixed interest in vehicular access to the Ward site, with some in favor and some opposed. CSRSRA is a developed facility with existing access and no indication was provided for changes to those types of access (with the exception to discussion of facilities below).

Uses

Regarding uses, there was some high priority interest at the Ward site in having fishing, wildlife observation, and outdoor education opportunities. High priority interest was indicated for the following uses at the CSRSRA site: fishing, motorized boating, picnicking and day use, beach activities, wildlife observation, and outdoor education. There was opposition to hunting at both the Ward and CSRSRA sites.

Facilities

Regarding facilities, there was some high priority interest at the Ward site in having a boat ramp, parking, fish cleaning station, wildlife viewing blinds, visitor interpretive center, interpretive signage, and restrooms. There was also some low priority interest in having boat-in tent camping, accessible trails, hiking trails, and outdoor education facilities. At CSRSRA, there was substantial high priority interest in having a boat ramp, parking, fish cleaning station, and restrooms. There was some additional high priority interest in having a visitor/interpretive center, group picnic site, accessible trails, hiking trails, interpretive signage, and outdoor education facilities. There was opposition to having hunting blinds at both the CSRSRA and the Ward site.

Additional CSRSRA comments included the following:

- Boat-in picnic/trails and camping historically (1950s & 1960s) in north portion of CSRSRA
 - Facilities were moveable
 - Fee may have been charged
 - Why not explore using; close in is easier to maintain; use this area before acquiring more
 - Walk-in campsites
 - Colusa Boat Club put in original ramp and held boat races
 - Need more parking if use to expand
 - Current use demand is about 100 parking spaces during the striper season in Spring
 - Need more parking for picnic area
 - Ward access difficult due to siltation (vehicles get stuck); there would be a maintenance need if drive-in access is provided, due to silt loads at the site

- Gravel bar access for those without boats? Response – yes
- Access by walk-in may be difficult
- Would this project enable a “day on the beach”? (there is interest for this)
- Boat-in camping opportunity?
- Why expand Parks area to Ward versus maintain existing?
- Focus on developing existing facilities before using new ones
- Environmental constraints (riparian in developing north part of CSRSRA versus developed sites in Ward (disturbed))
- Consider using Ward as a riparian woodland mitigation site to offset riparian woodland impacts if developing areas in the CSRSRA
- Viewshed from CSRSRA to River – no longer exists; should provide visual access as the name implies
- Mosquitoes are deterrent of camping
- Provide more camping opportunities
- CSRSRA needs to be expanded
- In planning, need to use topographic contour lines; any land below about 50 or 60 ft. elevation is subject to flooding, siltation and debris
- Parking and facilities should ideally be above about 67 ft., certainly above 50 ft. to avoid flooding and siltation issues.
- Keep the ramp open and get permits to dredge
- CSRSRA ramp needs to be accessible at lower flow levels (e.g., 42 ft. elevation)
- Provide even a small dredge route on new ramp
- More campsites will be needed in the future
- Increased camping and day use will have a positive economic impact on Colusa

Greater Colusa Subreach

Access

There was some high priority interest in having boat-in access at the Cruise n' Tarry/Colusa Weir, Moulton South, Jensen, Womble, and Princeton South locations, and some low priority interest in having boat-in access at the Boeger location. Attendees indicated some high priority interest in vehicular access at the SSJDD location. There was opposition to public access, both boat-in and vehicular, at a number of locations in the subreach, including primarily Colusa North, Stegeman North, Stegeman South, and 1000 Acre Ranch sites. Attendees were opposed to vehicular access only at Boeger, Womble, and Princeton South locations. The reasons for concern and opposition to access included the following issues:

- Lack of enforcement
- Dust on adjacent farm fields and property, which cause mites and in turn require farmers to spray their crops
- Trash
- Poaching
- Stealing equipment or other property (e.g., fuel, tools)
- Vehicles getting stuck (then take farmer's tractor when get stuck in sand)
- Trespass
- Vandalism

Use

Attendees indicated some high priority interest in fishing at the SSJDD and Womble locations, and high priority interest in hunting at the Colusa North, Moulton South, Moulton North, Jensen, and Womble locations. There was one comment that hunting should be limited to shotgun and archery at all identified high priority interest areas except Colusa North. Other high priority interests included non-motorized boating, wildlife observation, and outdoor education at the SSJDD, Moulton South, and Moulton North locations. There was also some high priority interest in wildlife observation at the Boeger and Cruise n' Tarry/Colusa Weir locations, and beach access at the Cruise n' Tarry/Colusa Weir location. There was some opposition to all uses at several locations in the subreach, including Colusa North, Boeger, Stegemen South, Stegemen North, and 1000 Acre Ranch. There was also opposition to hunting at Colusa South, Cruise n' Tarry/Colusa Weir, SSJDD, and Moulton South.

Facilities

There was some high priority interest for a boat ramp and parking at the Cruise n' Tarry/Colusa Weir location, and some low priority interest for boat-in tent camping at the Womble location. Attendees indicated some opposition to all facilities at several locations, including Colusa North, Boeger, Stegemen South, Stegemen North, 1000 Acre Ranch, and Womble locations. Opposition was particularly substantial to facilities at the Colusa North location. There was also some opposition to hunting blinds at the Cruise n' Tarry/Colusa Weir location. The reasons for concern and opposition to facilities included:

- Lack of enforcement of poaching on adjoining private lands
- Dust on adjacent agricultural crops causes the need for additional sprays and additional cost to land owners
- Will cause litter
- Poaching
- Theft on adjoining agricultural lands
- Vehicles getting stuck (then take farmer's tractor when get stuck in sand)
- Will cause trespassing
- Vandalism

Additional Colusa Subreach comments included the following:

- There are generally fewer problems with boaters than drive-in users
- Should have boat access in outlying areas for a limited number of users (e.g., hunters)
- Loss of Cruise n' Tarry (in the 1980's) was critical; had 100 campsites; destroyed due to rip-rap placement in reach
- The Weir area is a unique resource – good community education opportunity
- Should have no education if no access and too remote; it encourages future access related adverse issues (e.g., vandalism) by some of the kids who become introduced to a site
- Vehicle access diminishes recreation/hunting experience
- Impacts wildlife habitat and hunting experiences
- Where is public access on river allowed? Answer: all DFG and State Parks land
- Delineation of private property is an issue
- New public close in access is needed
- Access should not be provided if there is no control; if too remote or too few people around, problems cannot be controlled
- Paying a fee legitimizes use and may diminish problems (based on users' different perceptions and behavior in areas that have a fee station versus those that don't)

- How to evaluate access without topographic-realistic with river movement and fluctuation
- Considerations as population grows – start south at CSRSRA and move north (as demand increases)
- Consider patrols to enforce during the heavy use period in spring (and summer), (e.g., from late March through October)
- Consider park and walk-in access opportunities where the road and river are close to avoid problems that distant remote access sites would bring
- Consider having sunrise to sunset gates
- Make maps available on-line

Stegeman North, Stegeman South, 1000 Acre Ranch

- Vehicles, parking - will cause dust on agricultural crops and orchards which cause mites which cause the farmers to have to spray their crops. Theft of fuel, tools and equipment are issues. Stealing tractors when get stuck in the sand.
- Recommend no access. Dust, garbage and theft are big issues.
- Hunting, blinds – lack of enforcement and poaching are issues; currently it is the local landolord that keeps poachers out of the property from killing game illegally. You'll need hundreds of game wardens to do the job that private landowners do now. Employees have been bothered by hearing gunshots while working the ground. No idea where the shots are coming from.
- Picnicking, visitor center – Litter problem; trespass problem, no difference between private property and DFG grounds as far as picnickers are concerned.
- Boat ramp – Will cause dust on agricultural crops. Better locations elsewhere.
- Fish cleaning station – will cause litter
- Locks are out; controls are ignored
- Same issues at Colusa North
- Less problems with boat-in use

Womble

- Park, ramp, and walk-in access desired if problems can be addressed
- SSJDD, Moulton South and Moulton North

- Shotgun and archery uses only

Meeting Agenda Item 5: Next Steps – Kelley Savage

Kelley provided attendees with information regarding notification regarding the date of the next public meeting and how to submit further comments (see below).

The next public meeting will be held in the mid summer and there will be notice provided in the newspaper and by mail. The date was subsequently set for July 20, 2006 at 6:30 p.m. at the Colusa Industrial Properties meeting room.

Adjourn

List of Acronyms:

CEQA – California Environmental Quality Act
 CSRSRA – Colusa Sacramento River State Recreation Area
 DFG - California Department of Fish and Game
 DPR - California Department of Parks and Recreation
 SRCAF - Sacramento River Conservation Area Forum
 TNC - The Nature Conservancy

List of Attendees/Affiliation (from sign in-sheets):

Ellen Gentry, Sacramento River Conservation Area Forum
 Michael Fehling, CA State Parks
 John Kienzle
 Patty Hickel, City of Colusa
 Gus Bunhi (sp)
 Scott Kittle, Kittle's Outdoor
 Mike Peters, Sacramento NWRC/ USFWS
 Nikki Hancock, Colusa County Sun-Herald
 Rita and Gary Rourke
 Gary Nrent (sp)
 Matt Rogers, California Deer Association
 Cynthia White, Parks and Recreation Commission
 Jim White, Heritage Committee
 Jeff Sutton, Family Water Alliance (FWA)
 Ron Lrenzo
 George Graham
 Pat Kerhoulas, Recreational Fishing and Alliance (RFA)
 Gary Kerhoulas, Recreational Fishing and Alliance (RFA)
 Hugh Chatham, Recreational Fishing and Alliance (RFA)
 Joan Phillippe, City of Colusa
 Jim Martin, Recreational Fishing and Alliance (RFA)
 Benny Hernandez
 Elizabeth Yerxa
 Kathy Yerxa, River Vista Farm
 Woody Yerxa, River Vista Farm

Please provide additional comments to:

Ron Unger, EDAW
Phone: (916) 414-5800
Email: ungerr@edaw.com

Gregg Werner, The Nature Conservancy
Phone: 530-897-6370 x216
Email: gwerner@tnc.org

Additional Information about the Planning Process:

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sacramentoriver.ca.gov *click on Colusa Subreach Planning

Colusa Subreach Planning / Recreation Planning Public Input Meeting Sacramento River State Recreation Area Expansion Master Plan and Colusa Subreach Public Land Access Improvement Plan

Public Meeting # 2 – Concept Plans – August 2, 2006
Colusa Industrial Properties
6:30 pm to 8:30 pm

Meeting Notes

Total attendees - approximately 38: including members of the public, Patty Hickel (City of Colusa), Jon Wrynski (Colusa County), Michael Fehling (DPR), Roger Calloway (DPR), Armand Gonzalez (DFG), Ellen Gentry (Sacramento River Conservation Area Forum), Gregg Werner (The Nature Conservancy), Phil Hendricks (EDAW), and Vance Howard (EDAW).

Meeting Agenda Item 1: Welcome, Introductions, Project Update and Meeting Objectives – Gregg Werner

Gregg welcomed everyone and introduced the project team.

- Project Team:
 - The Nature Conservancy
 - California Department of Parks and Recreation (DPR)
 - California Department of Fish and Game (DFG)
 - Sacramento River Conservation Area Forum (SRCAF)
 - City of Colusa
 - EDAW

Gregg provided a brief description of the project history and role of the Advisory Group, highlighting that the goal of the project is to evaluate the potential for public access to public lands in the Colusa subreach.

Gregg reviewed the project scope, noting that to date no funding has been secured to implement any of the projects proposed in the master plans:

Develop Public Access Plan

Develop Master Plan for CSRSRA

Integration Master Plan for Ward Tract with CSRSRA

Draft and final documents reviewed at public meetings

CEQA/Environmental Initial Study

He also explained that the plans could be a first step in developing local support for future funding for expansion of CSRSRA.

Attendees introduced themselves and stated if they were present representing an organization or entity. Organizations represented included: California Deer Association, State Recreation Board, Family Water Alliance, Colusa Farm Bureau, Colusa Sheriff's Office, California Striped Bass Association, County of Colusa, Roberts Ditch, Colusa City Council (was there a member of the City Council there? If we cannot confirm, delete), Colusa Parks and Recreation Commission, Sacramento River Conservation Area Forum, Department of Fish and Game, Department of Parks and Recreation, City of Colusa.

Meeting Agenda Item 2: California Department of Parks and Recreation Central Valley Vision – Roger Calloway

Roger stated that all State Park land in California has been purchased from private landowners. There are currently 270 State Parks in California. The current DPR Director determined the need for more Parks in the Central Valley. The result was the development of the Central Valley Vision. Attendees were provided with copies of the CVV. It was noted that the highest priority item was to increase public access to the river and provide more boat ramps.

Meeting Agenda Item 3: Presentation of Concept Plans – Phil Hendricks

Gregg first reviewed the agenda noting that the process would be to present the concept plans completely before addressing questions and concerns. He also reviewed the meeting goals:

- Update the project history and work to date
- Provide a State Parks perspective on the Central Valley
- Present the Concept Plans
- Receive public input on the Concept Plans
- Formulate ideas for the Draft Public Access and Draft Master Plan

Gregg Introduced Phil who presented the concept plans for the subreach and for the CSRSRA and Ward Properties. The concept plans displayed the potential uses for each site in the subreach. Phil noted that everything is still in draft form and that we continue to want public input. He also noted that all sites are public lands with current public access and or the potential for future public access. Attendees were provided with the following exhibits posted around the room:

- Colusa Subreach Study Area Concept Access Plans:
 - Jensen to Princeton East
 - Stegeman and 1000 Acre Ranch
 - BIA Property to Moulton North
 - City of Colusa to Boeger

- Colusa Sacramento River State Recreation Area Concept Plans:

Campground and Day Use Concept Plan

Campground and Day Use Concept Plan – Land Use

Ward Property Concept Plan

Site Analysis – Land Use

- Proposed Uses and Access Table

Meeting Agenda Item 4: Public Questions and Comments – Gregg Werner

The discussion initially focused on the CSRSRA and Ward Property concept plans; however, there was some confusion about the relationship of these concept plans with the Concept Public Access Plan. Representatives from the Family Water Alliance indicated that they felt that the establishment of “Landowner Assurances” that they found acceptable should be a prerequisite to further conservation actions. They also indicated that they felt that Colusa Subreach Planning (CSP) should be suspended until such landowner assurances were in place. Gregg responded that such a suspension for an indeterminate and probably lengthy period of time would effectively kill CSP. He noted that CSP offered a one-time opportunity to develop the CSRSRA master plan and conduct the other research projects that were selected by the Advisory Workgroup.

After much discussion, meeting attendees indicated a general approval of the Campground and Day Use Concept Plan, which included a new boat ramp, more parking and camping, and new facilities. Discussion included the ability of State Parks to fund the maintenance of the proposed new facilities and the past. Various meeting attendees were supportive of some of the ideas for the Ward property, which included the development of a parking area, trails, and restoration activities. Some of the people in attendance indicated that they did not support the Ward property development due to concerns about landowner assurances and State Parks ability to maintain the area.

A general disapproval of the Concept Access Plan for the other sites in the subreach was expressed. The major complaint appeared to revolve around the acquisition of agricultural lands by TNC and public agencies and the landowner assurances question. A site-by-site discussion of the specifics of each of the sites in the Concept Public Access Plan followed; however, some members of the audience, including representatives of the Family Water Alliance, left the meeting before that discussion and did not participate in the specific discussion.

Public concerns, support and questions for each site in the subreach, including the CSRSRA and Ward Property, are summarized below. The comments are organized according to topic rather than in the chronological order that they were received at the meeting.

Princeton East

The only potential proposed change to the existing condition at the site would be to create a small gravel parking lot at the existing access road.

Concerns

- The concern was that there should be signage identifying the property boundary.

Colusa County Site at Princeton

The potential proposed changes included a small gravel parking lot, portable toilet, and a picnic table.

Concerns

- There was concern over the need to provide patrolling by law enforcement.

Princeton South

The only potential proposed change to the existing condition at the site would be to pursue an access easement from adjacent landowner.

Concern

- Meeting attendees were not supportive of acquiring an access to Highway 45 through the adjacent agricultural property.

Womble

The only potential proposed change to the existing condition at the site would be to create a small gravel parking area.

Concern

- There were no overall concerns expressed. There was a specific concern about controlling trespass to adjacent property to the north during the hunting season (especially in the winter when water was ponded).

Jensen

No changes proposed to the existing condition.

Concern

- There were no overall concerns expressed related to access. The concern that the property should be kept it in agricultural production was expressed.

Stegeman North and South

No changes proposed to the existing condition.

Concern

- There were no overall concerns expressed, There was concern noted regarding trespassing between the two State properties.

1000 Acre Ranch

No changes proposed to the existing condition.

Concern

- There were no overall concerns expressed related to access. The concern that the property should be kept it in agricultural production was expressed.

Moulton North

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

SSJDD North

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

Moulton South

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

SSJDD South

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

Boeger

No changes proposed to the existing condition.

Concern

- No concerns were expressed

Colusa North

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

Colusa Weir – SSJDD

No changes proposed to the existing condition.

Concern

- No were concerns expressed.

Cruise N' Tarry

The potential for public use was noted due to the fact that the property was accessible from River Road. It was noted, however, that Department of Water Resources staff had indicated that for public access some agency would need to take responsibility for management of the area since DWR did not have a recreation management function.

Concern

- No concerns were expressed.

Questions

- Would a primitive boat ramp be possible at the site?

Colusa South

No changes proposed to the existing condition.

Concern

- No concerns were expressed.

Ward

The potential proposed changes to the existing condition included: gravel access road and parking lots, trails, walk-in primitive camping, restoration activities.

Concern

- Problem with mosquitoes at the primitive campground
- Concern about who would be responsible for road maintenance
- Concern about safety and the need for more law enforcement with increased access and use resulting from the new road and parking areas
- Access to the Ward property creates the potential for more crime and victimization – will need help from State Parks to patrol area

Support

- Great opportunity for ADA or youth hunting
- Would like to see trails for hiking and biking that are linked to the city

Questions

- Should there be seasonal hunting on the Ward Property?
- Is it possible to create a mitigation bank at Ward to use for Colusa area mitigation needs only?

Colusa Sacramento River State Recreation Area (CSRSRA)

The potential proposed changes to the existing condition include: a new boat ramp at the mouth of the ditch; more parking for boaters; a larger camping area; new facilities.

Concern

- Concerns about converting the existing open space into a campground – loss of habitat
- Need to secure maintenance funding before new boat ramp and other changes are made
- Concerns over river migration into CSRSRA
- Should have the bathroom closer to the ADA parking and the boat ramp
- Why not just use the funds it would take to build the new boat ramp to maintain the existing boat ramp.
- Concerns about the loss of habitat for wildlife (e.g. wood ducks)

- Slough hasn't been dredged in two years and the existing boat ramp is becoming unusable – State Park should pay some of the cost to dredge the slough
- There would be more community support if the existing boat ramp was currently usable
- The pumps for Roberts Ditch would need more security and protection with more people using the area

Support

- Colusa is about the river – community is proud of the State Rec Area.
- The expanded CSRSRA would support local businesses and the local economy.

Questions

- How much will it cost to mitigate for the loss of open space in building the new campground - (Gregg indicated that mitigation was expected to relate only to wetlands and Elderberry plants)?
- What is the project buildout timeline? Answer – (Roger indicated about 7-10 years).
- What is the new boat ramp cost? Answer – (Patty Hickel indicated about \$3.5 million).
- Why not use that money to dredge the slough for the next 'x' number of years? Answer – _Patty Hickel indicated that DBAW money can't be used for maintenance).

General Concerns About Colusa Subreach Recreation Planning

- How do we keep people from trespassing on private land adjacent to public land?
- Need "Landowner Assurances"
- The local voice said "no" to public access when it voted against Prop. 50 and other park bonds
- People from Colusa dropped out of the Colusa Parks and Recreation Commission because they felt no control over the process
- A lot of people have lost faith in TNC and the Colusa Subreach Planning effort
- FWA – "Colusa County residents don't want any more wildlife areas and acquisitions"
- People need to see both sides of the coin – this is an ag. Community, but it is seen by urban people as a potential recreation area
- How can trails get developed on DFG sites?

Meeting Agenda Item 5: Next Steps in the Planning Process – Gregg Werner

The planning team will consider and incorporate public comments and develop a draft master plan for the CSRSRA/Ward properties, and a draft master plan for the rest of the subreach. These plans will be presented in a public meeting in the fall.

Adjourn

List of Acronyms:

CEQA – California Environmental Quality Act
 CSP – Colusa Subreach Planning
 CSRSRA – Colusa Sacramento River State Recreation Area
 DFG - California Department of Fish and Game
 DPR - California Department of Parks and Recreation
 SRCAF - Sacramento River Conservation Area Forum
 TNC - The Nature Conservancy

List of Attendees (from the sign-in sheet):

Ellen Gentry
 Michael Fehling
 Roger Calloway
 Patty Hickel
 Pat Kittle
 Mike Peters
 Nikki Hancock
 Kathy Yerxa
 Jeff Sutton
 Dennis Fusaro
 Mark H.
 Jim Davison
 Robbie Andricotti
 John Garner
 Jerry Davies
 Joe Carrancho
 Richard Selover
 Jack Alderson
 Vance Howard
 Phil Hendricks
 Daniel Yerxa
 Kay Mosmer
 Lady Buy Doherty
 Kevin Wheeler
 Beckie Kent
 Barney Kent
 Gene Bohner
 Francis Hickel
 Paul Sankey
 Matt Rogers
 Jon Wrysinski
 Jim White

Cynthia White
Ellen Gentry
Marilyn Davison
Linda Howard

Please provide additional comments to:

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Phone: (916) 414-5800
Email: ungerr@edaw.com

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**Colusa Subreach Planning / Recreation Planning Public Input Meeting
Colusa-Sacramento River State Recreation Area Master Plan and
Colusa Subreach Recreation Access Plan**

**Public Meeting # 3 – Draft Plans – December 4, 2006
Colusa Industrial Properties
6:30 pm to 8:30 pm**

Meeting Notes

Total attendees - approximately 25 (not all attendees signed in): including members of the public, Patty Hickel (City of Colusa), Michael Fehling (DPR), Roger Calloway (DPR), Ellen Gentry (Sacramento River Conservation Area Forum), Gregg Werner (The Nature Conservancy), Phil Hendricks (EDAW), and Ron Unger (EDAW).

Meeting Agenda Item 1: Welcome, Introductions, Project History and Update, and Meeting Goals – Gregg Werner

Gregg welcomed everyone and introduced the project team.

- Project Team:
 - The Nature Conservancy
 - California Department of Parks and Recreation (DPR)
 - California Department of Fish and Game (DFG)
 - Sacramento River Conservation Area Forum (SRCAF)
 - City of Colusa
 - EDAW

Gregg provided a brief description of the project history and role of the Advisory Group, highlighting that the goal of the project is to evaluate the potential for public access to public lands in the Colusa subreach.

Gregg reviewed the project scope, noting that to date no funding has been secured to implement any of the projects proposed in the master plans:

Develop Recreation Access Plan

Develop Master Plan for CSRSRA

Draft and final documents reviewed at public meetings

He also explained that the plans could be a first step in developing local support for future funding for expansion of CSRSRA.

Meeting Agenda Item 2: Colusa-Sacramento State Recreation Area Draft Master Plan – Phil Hendricks

Phil Hendricks described the draft CSRSRA Master Plan. Attendees were provided with the following exhibits posted around the room and on PowerPoint:

- Draft Colusa Subreach Recreation Access Plans:
 - Jensen to Princeton East
 - Stegeman and 1000 Acre Ranch
 - BIA Property to Moulton North
 - City of Colusa to Boeger
- Draft Colusa Sacramento River State Recreation Area Master Plans:
 - Campground and Day Use Master Plan
 - CSRSRA Master Plan

Public concerns, support and questions for the CSRSRA Master Plan are summarized below:

- When might the boatramp be finished?

Timing is dependent on State funding; if it is in the State budget this summer, then 2 to 3 years.
- Consider day use area ingress closer to entry (i.e. 1st or 2nd aisle).

The additional access drive length is needed to make the grade transition from the levee.
- Fish cleaning
- Will Robert's Ditch be kept open?

It may or may not; pipe is a possibility; nothing will be done that will negatively affect Robert's Ditch.

- North Expansion Area

It will be integrated recreation with habitat restoration; not dense wooded area throughout. Long-term cost of maintenance in the expansion area, such as mowing and trail work, will require incremental increases over the existing budget. Anticipated to be a nominal portion of the \$1.1 million area budget.

- Consider parking over fill over a Robert's Ditch pipe?

Placing a pipe in the slough is up to Robert's Ditch Company. Filling the slough may bring up other wetlands and flood control issues.

- *Consider eliminating or shrinking the column of trees by the boatramp to enable increased staging.

- Need to make it at least 3 lanes wide (other areas are 7 lanes).
- People don't know how to back up and end up blocking lanes.

There is a grade break that the planter area occupies.

- Is there potential for access to Highway 45? –

There is no current commitment to sell by any property owner and costs are unknown.

- If boat ramp money is received, can that start apart from/ahead of other improvements?

Yes it can. The City plan for the ramp can stand alone but coordination is important.

- State Parks will need to amend the General Plan for the CSRSRA.

- The CSRSRA is ahead of the rest of the state in priority.
- Funding looks good to move forward.

- What is the length of the proposed new trails?

Approximately two miles.

- Trail surfaces will not be paved, but will be gravel.

- Are there provisions for the boat ramp maintenance in the City budget?

Not currently planned, but will be addressed. Transfer to State Parks is anticipated. Anticipate less maintenance than now.

- Restoration sites – will they be mitigation for off-site projects or only on-site projects?

Possibly both.

- Could the ramp be funded by State Parks?

No, the California Dept. of Boating and Waterways funds boat ramps.

- Plan is wonderful for the community, especially the boat ramp.
- Does Valley Elderberry Longhorn Beetle (VELB) habitat have to be a part of the mitigation areas?

If delisted, then no. If listed, then depends on requirements of State Reclamation Board approvals.

- Money from boat ramp/park goes to the general State Park fund. State Park return to State Fund is highest of State agencies.

Meeting Agenda Item 3: Colusa Subreach Recreation Access Plans – Phil Hendricks

Phil Hendricks described the draft CSRSRA Master Plan. Public concerns, support and questions for the CSRSRA Master Plan are summarized below:

- Without access, what is the site worth?
- What about issues on restoring habitat adjacent to farmed sites?

Buffer zones; Good Neighbor Policy; issues exist now in existing habitat; research is being conducted for trans-boundary issues – pest and Endangered Species Act (ESA) study.

- Don't encourage cartop access without ramps – too risky?

Kayak, canoe, tubes are OK; aluminum boats may be risky.

- Princeton Ferry

- Water may be too swift there.
- Angled ramp/design needs to fit with the site.
- More analysis is needed to see if it will fit the site.

Ron Unger asked if there was consensus support for the both the Draft Master Plan and the Draft Recreation Access Plan. Those in attendance indicated support for both plans with no dissention.

Adjourn

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 Jim White
 Cynthia White
 Ed Bordin
 Kathy Jones
 Lynne Spivak
 G. Rourke
 Jeanne Cave

Please provide additional comments, by December 18, 2006 to:

Ron Unger, EDAW
 Phone: (916) 414-5800
 Email: ungerr@edaw.com

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A.3 CULTURAL RESOURCES REPORT

26 July, 2006

Gregg Werner
The Nature Conservancy
Northern Central Valley Office
500 Main St.
Chico, CA 95928

Re: Colusa Subreach Recreation Planning Project, Cultural Resources Investigation

Dear Mr. Werner:

EDAW cultural resources specialists have recently completed archival and field research for the Colusa Subreach Recreation Planning Project in the City of Colusa, Colusa County, California. This investigation included a record search at the Northwest Information Center (NWIC) of the California Historical Resources Information System and a pedestrian survey of the project area. No prehistoric or historic-era resources were noted directly within the project area as a result of this investigation. However, Colusa and the surrounding vicinity are well known to contain numerous significant sites, and future project-related activities may uncover previously undocumented subsurface cultural deposits or human interments. State law, including CEQA, provides a measure of protection for documented as well as unrecorded cultural resources and these regulations guided the cultural resources investigation of the project area.

This letter report is organized into five major sections as follows:

- Cultural Setting,
- Regulatory Setting,
- Research Methodology,
- Findings, and
- Conclusions.

Cultural Setting

The Central Valley region of California was one of the most densely populated areas in North America during prehistoric times. Summaries and overviews of the prehistory of the vicinity can be found in *California Archaeology* (Moratto 1984:167-216) and *Summary of the Prehistory of the Lower Sacramento Valley and Adjacent Mountains* (Johnson 1982). A more detailed discussion of the broad cultural patterns proposed for Central California can be found in *A Proposed Integrative Taxonomy for Central California Archaeology* (Bennyhoff and Fredrickson 1969).

The general project area is within the ethnographic territory of the Patwin, a series of linguistically and culturally related groups who occupied a portion of the lower Sacramento Valley west of the Sacramento River and north of Suisun Bay. Major sources of information on these groups include the works of Bennyhoff (1977); Johnson (1978); Kroeber (1925); McKern (1922, 1923); Powers (1877); and Work (1945). Although these groups had no common name, they spoke dialects of a single historically related language.

In general, Patwin lifeways remained stable for centuries until the large-scale incursions of European populations during the early decades of the nineteenth century. Trappers from the Hudson's Bay Company, Russian traders, and Spanish missionaries were the first non-Native peoples to venture into Patwin territory but probably had little impact on their culture. Several epidemics broke out in the Central Valley during the early decades of the nineteenth century that

severely reduced population levels among many Native American groups and put great stress on their cultural systems. However, it was not until the Gold Rush period starting in 1848-1849 that intensive pressure from miners, farmers, ranchers, and other entrepreneurs and settlers significantly and permanently disrupted traditional Patwin lifeways.

Permanent Euro-American settlement of the Colusa area began in 1844 when John Bidwell, who arrived in California in 1841, applied for and was awarded the 8,876-acre *Rancho Colus* grant from the Mexican government. Distracted by gold finds on the Feather and American rivers, Bidwell did little to improve and exploit the grant lands but with the establishment of the town of Colusa in 1848, the area began to boom as an agricultural and transportation hub. With the Sacramento River serving as the main transportation route, Colusa soon became an important river port town at first named Salmon Bend by teamsters hauling provisions and supplies to the gold mines. The Colusa Ferry, established by C.D. Semple in 1852, was located at the foot of Sixth Street and also aided in the distribution of goods throughout the region.

Throughout the nineteenth and twentieth centuries, Colusa served as a major economic center for Colusa County and the surrounding region. Having been established as the county seat in 1860, the town still retains the 1861 court house and numerous buildings and structures dating to the earliest decades of American settlement of the region. Although economic patterns have shifted particularly in recent decades, the agricultural and ranching pursuits begun in the 1840s and 1850s still constitute a major part of the local economy.

Regulatory Setting - California Environmental Quality Act

Cultural resources in California are protected by a number of federal, state and local regulations and ordinances. The most frequently applied legislation consists of the provisions of the California Environmental Quality Act (CEQA) that provide for the documentation and protection of significant prehistoric and historic-era resources. Prior to the approval of discretionary projects and the commencement of agency undertakings, the potential impacts of the project on archaeological and historical resources must be considered (Public Resources Code Sections 21083.2 and 21084.1 and the CEQA Guidelines [California Code of Regulations Title 14, Section 15064.5]).

CEQA uses a broad definition of what constitutes a cultural resource which is outlined in the California Code of Regulations Title 14 Section 4852. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, any trace of human activity over 50 years in age is required to be treated as a potential cultural resource. However, as projects can extend over a period of years from planning to implementation stages, minimum age generally accepted for resources to be considered historic for the purposes of CEQA is 45 years.

The significance of an archaeological or historic resource as per the CEQA guidelines is an important consideration in terms of their management. Listing, or eligibility for listing, on the California Register of Historic Resources (CRHR) is the primary consideration in whether or not

a resource is subjected to further research and documentation. CEQA states that if a project would result in significant impacts on important historical resources, then alternative plans or mitigation measures must be considered. However, only significant historical resources need to be addressed. The State CEQA Guidelines define a significant historical resource as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code Section 5024.1). As a matter of policy, public agencies should avoid damaging

effects to historic and archaeological resources, particularly those that are CRHR eligible. When impacts cannot be avoided, their effects can be mitigated through:

- Avoidance during construction phases
- Incorporation of sites into open space
- Capping resources with chemically stable fill
- Deeding a site into a permanent conservation easement
- Data recovery (testing and excavation)

CEQA also provides for a measure of protection for Native American human remains (Guidelines section 15064.5[d]) and for the accidental discovery of cultural resources (Guidelines section 15064.5[e]). These are particularly important provisions in that they take into account the possibility that significant resources not noted as a result of previous research efforts may be present within a project area and need to be treated in a way commensurate with CEQA standards.

California Register of Historical Resources

The significance of cultural resources within the project area is measured against the criteria outlined in the CRHR. The California and National registers require that sites eligible for listing be afforded degrees of protection ranging from preservation to the mitigation of adverse impacts. Determining the CRHR eligibility of historic and prehistoric sites located within the study area is guided by sections 21083.2 and 21084.1 of the Public Resources Code (PRC), and the CEQA Guidelines (California Code of Regulations Title 14) Section 15064.5. In the CRHR cultural resources are defined as buildings, sites, structures or objects that may have historical, architectural, archaeological, cultural or scientific importance. A cultural resource may be eligible for listing on the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of an important creative individual or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

In California, if a prehistoric or historic resource does not necessarily meet any of the four CRHR criteria, but does meet the definition of a "unique" site as outlined in the PRC (Section 21083.2), it may still be treated as a significant resource. This is the case if it is: "...an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. It contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. It has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. It is directly associated with a scientifically recognized important prehistoric or historic event.

These two sets of criteria operate independently to ensure that significant potential effects on archaeological and historic resources are considered as a part of a project's environmental analysis. PRC guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources or Native American human remains during construction (PRC section 5097.98).

Research Methodology

The cultural resources study conducted by EDAW incorporated phased approach to the documentation of prehistoric and historic-era sites, features, and artifacts that have been recorded or could be present within and in the vicinity of the project area. This study included archival research, and surface field investigations.

Documentary Research

To determine whether any previously documented or unrecorded cultural resources were present within and immediately adjacent to the project study area, background research and several field investigations of the project study area were conducted. Prefield research consisted of a record search at the NWIC. Records curated by the NWIC include California Department of Parks and Recreation (DPR) Series 523 archaeological site records, site location maps, maps of previous study coverage, National Register of Historical Places (NRHP) nomination forms, and relevant historical documentation and maps. Pre-field research also consisted of contacting various state and local agencies, organizations, and individuals that might be knowledgeable regarding the archaeological, ethnographic, and historic context of the project study area.

The NWIC review consisted of, but was not necessarily limited to, the following sources, publications, and depositories of archival information:

- National Register of Historic Places (National Park Service 1996, and Computer updates 1966 through 2000)
- California Register of Historical Resources (State of California 2001)
- California Points of Historical Interest (State of California 1992 and updates)
- Historic Spots in California (State of California 1966)
- Directory of Properties in the Historical Resources Inventory (State of California 1976)

According to the NWIC record search, numerous cultural resources investigations have been conducted within the project vicinity but only one has taken place directly within the project area. This study, *Cultural Resources Survey and Evaluation of 31 Proposed Spoil Sites and Access Routes Associated with 29 Sites in Sacramento Bank Protection Unit 35* (1979), covered all acreage within the project area and did not identify any prehistoric or historic-era sites, features, or artifacts.

Field Investigations

An EDAW archaeologist conducted a cultural resources survey of the project area on July 18, 2006. This survey covered the existing parking and day-use areas of the Colusa Sacramento River State Recreation Area (CSRSRA) and the open space and maintenance areas to the west of this location. The only development on this parcel consists of a CSRSRA maintenance facility and surrounding paved parking area.

The survey consisted of a mixed strategy reconnaissance and intensive survey. It was not possible to subject the entire project area to an intensive survey due to heavy vegetation but the

areas that could be surveyed typically showed evidence of fairly recent and substantial ground disturbance. Bulldozer push piles, depressions, and uneven contours indicate that extensive grading and/or soil removal had taken place over much if not all of the project area at one point over probably the past 20 to 25 years based on informal estimates of tree sizes and vegetation density.

Findings

Neither the NCIC record search nor the field investigations noted the presence of any prehistoric or historic-era cultural resources within the project area. To a certain extent, this lack of evidence for significant human activity in the area may be due to the dynamic nature of the riverine setting. The continually shifting channel of the Sacramento River can result in generally unstable landforms typically not preferred by prehistoric or ethnographic Native American populations or early Euro-American settlers. In addition, even when such fluid landscapes were occupied or may have at one time retained traces of early activities, the varying channel can erode and destroy such evidence on a seasonal basis.

Recommendations

Archival and field investigations did not identify the presence of any cultural resources within the project area. However, there is the potential for adversely affecting undiscovered cultural resources sites or human remains. Consequently, two measures are proposed below to ensure that any such potential impact is less than significant.

Inadvertent Discovery of Cultural Materials

If an inadvertent discovery of cultural materials (e.g. unusual amounts of shell, animal bone, human remains, bottle glass, ceramics, structure/building remains, etc.) is made during project-related construction activities, ground disturbances in the area of the find will be halted and a qualified professional archaeologist will be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per the NRHP/CRHR and develop additional appropriate mitigation as needed. Mitigation could include, but not necessarily be limited to, additional documentary research, subsurface testing, excavation, and preservation in-place.

Inadvertent Discovery of Human Remains

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, all such activities in the vicinity of the find shall be halted immediately and the DPR or the DPR's designated representative shall be notified. This survey covered the existing parking and day-use areas of the Colusa-Sacramento State Recreation Area (CSRSRA) and the open space and maintenance areas to the west of this location. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The DPR's responsibilities for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The DPR or its appointed representative and the professional archaeologist will consult with a Most Likely Descendent (MLD) determined by the NAHC regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present in the APE.

If you have any questions regarding the cultural resources investigation conducted by EDAW or need further information, please feel free to contact me or our project manager, Ron Unger, at your convenience. I can be reached via telephone at 916-414-5800 or by email at ludwigb@edaw.com.

Sincerely,

Brian Ludwig, Ph.D.
Senior Archeologist

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A.4 ENVIRONMENTAL CHECKLIST

Preliminary Environmental Checklist
Colusa-Sacramento River State Recreation Area Master Plan

Prepared for:
The Nature Conservancy

January 8, 2007

EDAW | **AECOM**

Preliminary Environmental Checklist

Colusa Sacramento River State Recreation Area Master Plan

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January 8, 2007



INTRODUCTION

This Environmental Checklist evaluates the potential environmental effects resulting from implementation of the proposed Colusa-Sacramento River State Recreation Area (SRA) Master Plan (SRA Master Plan). The SRA Master Plan includes improved and expanded park facilities, including additional parking, day use facilities, campsites, expansion of the SRA to include a 243-acre parcel located north of the existing park, and habitat restoration.

In addition to evaluating potential environmental effects, this Environmental Checklist has been used to identify potential mitigation measures for incorporation into the SRA Master Plan to enable a self-mitigating approach. This Environmental Checklist has been prepared for informational purposes to provide guidance as to what form of environmental assessment will be required at such time State Parks or another public agency decides to carry out a project based on the findings of the SRA Master Plan.

PROJECT LOCATION AND BACKGROUND

The Colusa-Sacramento River State Recreation Area (SRA) is located in California's Central Valley immediately adjacent to downtown Colusa, along the west bank of the Sacramento River. The SRA is bordered by the Sacramento River to the east; downtown Colusa and the Colusa Scenic Levee Park to the south; light industrial and agricultural land uses to the west; and agricultural land and public land with riparian forest to the north.

The SRA is operated by the California Department of Parks and Recreation (State Parks) and offers overnight camping and day use facilities including picnic sites, restrooms, and a launch ramp for small boats. Fishing for salmon, sturgeon, shad, and striped bass is a major attraction of the SRA. The site's location along the Pacific Flyway, a major migratory route for birds, provides opportunities to view a great variety and abundance of avian and other wildlife species. The area has historically been the home of the River Patwin Indian tribe. In 1872 John Muir camped near what is now the park.

Ownership of the original 9.5 acres comprising the SRA site was transferred from the City of Colusa to State Parks in 1955. The property had previously been used as a City refuse dump. Between 1957 and 1959 State Parks purchased an additional 56.9 acres of land from adjoining landowners to increase the size of the SRA to 66.5 acres. The total area of the SRA has since increased to approximately 95 acres due to the migration of the Sacramento River channel to the east. The existing park improvements were constructed in 1961 and 1962 with the exception of a combination restroom and shower building that was added in 1977.

EXISTING CONDITIONS

The existing SRA is bisected by a flood control levee and a slough, creating four distinct areas of the SRA. The 6.5-acre area west of the levee provides no public use, and the only developed facility is a State Parks maintenance building and yard. The portion of the SRA that lies between the levee and the slough, approximately 12 acres, is developed for day use and camping. This developed area includes picnic tables, paths, an 85-car parking lot, a 2-lane boat ramp, 14 developed campsites for tents and RVs (up to 27-feet long), an entry kiosk, a restroom and shower buildings, and utilities. To the north and east of the slough is a 76-acre undeveloped area with a riparian woodlands and a seasonal trail. North of the undeveloped SRA area is the 243-acre proposed expansion area, which is currently occupied by agricultural crops and riparian forest.

In winter and spring the Sacramento River often floods the portion of the SRA east of the levee, depositing silt and creating maintenance challenges for facilities and uses in these inundated areas. The entire portion of the SRA that lies east of the levee is within the 100-year floodplain, as defined by the Federal Emergency Management Agency (FEMA), and no permanent, habitable structures are permitted.

PROJECT OBJECTIVES

The objectives of the SRA Master Plan are to:

- < Support the mission of the California Department of Parks and Recreation: “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.”
- < Provide a long term planning framework that identifies needed improvements to existing facilities and desired construction of new facilities to meet growing demands and diversify user experiences.
- < Provide recreational use that is compatible with and encourages respect for wildlife and habitat conservation.
- < Relocate the boat ramp to enable extended season use and increased capacity.
- < Provide additional parking, day use facilities, and campsites.
- < Create separation of day use, camping, and boating facilities for a better visitor experience and easier management.
- < Preserve as much of the site’s existing mature native vegetation as possible.

- < Develop amenities at and provide access to the expanded SRA.
- < Provide accessible facilities of all types; camping, day use, and fishing.
- < Upgrade campsites to include hook-ups and accommodate today's modern RVs.
- < Restore native vegetation in the northern expansion area.

SRA MASTER PLAN

The California Department of Parks and Recreation (State Parks) and The Nature Conservancy (TNC) have jointly developed the SRA Master Plan to serve as an overall site plan for public access and recreation that is compatible with adjacent land uses and wildlife habitat conservation. The plan constitutes a "planning study," consistent with State CEQA Guidelines Section 15262, which is intended to help agencies identify possible future actions. The SRA Master Plan includes improved and expanded park facilities, including additional parking, day use facilities, and campsites. The SRA Master Plan also includes the expansion of the SRA to include a 243-acre parcel located north of the existing park. Ownership of this additional parcel is being transferred to State Parks by TNC; the property transfer is expected to be complete in late 2006. TNC purchased the area for the preservation and restoration of riparian wildlife habitat, and the agencies that funded the land purchase have approved the transfer of the property to State Parks. The addition of this land will increase the SRA to approximately 333 acres.

DEVELOPED SRA

In the SRA Master Plan, the "Developed SRA" includes the 6.5-acre area west of the levee and the 12-acre area SRA that lies between the levee and the slough. As illustrated in Exhibit 5.2 in the SRA Master Plan, the proposed project elements for the Developed SRA include:

- < Relocation of the boat ramp and floating prep dock to the intersection of the slough and riverbank, provision of additional prep and take-out lanes, and closure of the existing ramp.
- < Relocation and expansion of the boat ramp parking. In 2005, the City of Colusa submitted a grant application to State Department of Boating and Waterways for reconstruction of the boat ramp on city property adjoining the SRA. The SRA Master Plan addresses the proposed relocation and proposes modification of the SRA to be compatible with the relocated boat ramp.
- < Consolidated, relocated main access road at the intersection of 12th Street and the levee, including a new entry station (fill is required along the levee to achieve adequate 2-way road width).
- < Closure of the existing access point on 10th Street.

- < Relocation of the campground and dump station to the west of the levee, and construction of new restroom and shower facilities to permit year-round use.
- < Expanded campground capacity and individual campsite size.
- < Addition of campsites that comply with the Americans with Disabilities Act (ADA).
- < Separate day use parking.
- < Addition of ADA parking for boat trailers and vehicles.
- < New restroom and fish cleaning station to serve the day use area and boat ramp.
- < Addition of interpretive and informational signs at key areas.
- < Use of shielded or screened light fixtures on the proposed buildings, in the campground, and along paths and parking lots.
- < Other related support facilities and improvements.

NORTHERN EXPANSION AREA

As illustrated on Exhibit 5.1 in the SRA Master Plan, the proposed project elements for the 243-acre northern expansion area include:

- < Seasonal, controlled vehicle and pedestrian access from the Levee Road.
- < Two 22-car parking lots with portable toilets and enclosures.
- < Looped trail system that is accessible to non-motorized uses;
- < Service road.
- < Primitive campground with five sites, located convenient to parking and access.
- < Elderberry and seasonal wetland restoration areas that, if required, will serve as mitigation areas for installation of the RV campground in the developed SRA.
- < Restoration of riparian woodland and meadow habitats on land currently used for agricultural production.
- < Day use area on the sand-bar.

- < Interpretive signage at key locations.
- < Perimeter signing to define the limits of the SRA.
- < Security fencing adjoining the Robert's Ditch Pumping Plant.
- < Other related support facilities and improvements.

2 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The project site is located within and adjacent to the existing State Recreation Area (SRA), which is immediately adjacent to downtown Colusa, along the west bank of the Sacramento River. The SRA offers developed and undeveloped recreational opportunities, including a campground, restrooms, picnic sites, parking, a boat launch ramp, Sacramento River access for fishing and swimming, and riparian woodlands for hiking and wildlife viewing. The project site also contains agricultural land used for row crop farming. The site is bisected by the Sacramento River Flood Control Project levee with a majority of the site lying to the east of the levee. The site is bordered on the east by the Sacramento River.

Views to the east include the Sacramento River, riparian woodlands on the opposite bank, and the Sutter Buttes in the distance. Views to the west are limited by the levee, except where the project site is outside the levee, in which case the view to the west is of neighboring residential and commercial properties in the city of Colusa. Views to the north are primarily agricultural land and riparian woodland habitat. Views to the south are limited by the levee, except where the site connects to the city of Colusa and the Colusa Levee Scenic Park.

The only topographic feature on the project site that offers a view of the surrounding area is the levee, which would not be impacted. The proposed restoration in the expansion area of an agricultural row crop field to seasonal wetland, native grassland meadow, and riparian woodland habitat similar in character to those found on the rest of the project site would provide a beneficial effect to the viewshed. In addition,

the proposed changes to the developed area of the SRA would change the layout of facilities and would provide additional facilities, but would not result in a substantial change to the existing viewsheds. Therefore, the proposed project would have a **less-than-significant impact** on the current local and long-range viewsheds.

- b) There are no designated state scenic highways in or near the project site. The project, therefore, would result in **no impact** to scenic resources within a state scenic highway.
- c) Temporary impacts to visual quality would occur during construction of the new campground, day use, and boat launch facilities in the SRA. However, the new facilities would replace and update the existing facilities, creating an overall improvement to the visual character and quality of the SRA. In addition, the expansion of the SRA includes areas of existing seasonal wetland and riparian woodland and would result in the restoration of native grassland meadow, and additional areas of seasonal wetland and riparian woodland habitat. The expansion of natural habitats would improve the visual quality of the park. Therefore, the project would not degrade the existing visual character or quality of the SRA and would result in a **less-than-significant impact**.
- d) Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can cause hazards to motorists and nuisances for pedestrians, bicyclists, and surrounding land uses. At night, artificial light can cause problems similar to those described for daylight glare, and disturb neighbors.

The proposed project would increase in the number of campsites, restrooms, and parking areas, which may cause some additional glare and would require additional lighting for nighttime use and safety. Landscaping and trees would be interspersed with the proposed campsites, parking areas, and facilities, reducing the amount of glare or light spill. In addition, the location of the improvements in the SRA is not located adjacent to residences or land uses that would be sensitive to additional light or glare. Although the project site is located adjacent to the city of Colusa, due to the rural character of the region, additional nighttime lighting could adversely affect views of the night sky from the project site and adjacent properties. However, the proposed SRA Master Plan specifies the use of shielded or screened light fixtures on the proposed facilities, in the campground, and along paths and parking lots. The use of shielded fixtures would direct the light downward and prevent light spill on adjacent properties as well as prevent light from creating a sky glow. The incorporation of these requirements in the proposed SRA Master Plan ensures that the project would result in **less-than-significant** light and glare impacts.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, as updated) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) A portion of the project site, the proposed expansion area, has been designated Unique Farmland according to the California Department of Conservation's Farmland Mapping and Monitoring Program (2004). Under the proposed project, this area would be changed from farmland use to riparian habitat similar in character to that found on the rest of the project site. Fully functioning riparian ecosystems are known to improve groundwater and surface water quality by removing undesirable constituents such as nutrients and pesticides (Brown and Wood 2002). Ceasing agricultural practices and restoring the northern expansion area could benefit adjacent and downstream water quality and agricultural and other lands by diminishing the volume and frequency of pesticides applied to the property, slowing the loss of soils from the site onto adjacent or downstream locations, and by increasing groundwater levels. Because the agricultural value of the soil is tied directly to the natural conditions and processes that existed before commercial agricultural development of the land, habitat restoration efforts would in effect be preserving (and possibly improving over time) the agricultural value of the soil (Cannon 2004, Tilman et al. 1996 and 2002). In addition, the proposed project would not hinder or stop farming operations on adjacent properties.

The proposed project, which would result in the restoration of seasonal wetland, native grassland meadow, and riparian woodland habitats on the site, would not be prohibitively costly to return to its present condition. Returning the land to cultivation would require removing the native vegetation and implementing some soil preparation, which is similar to the requirements of the original clearing of habitat necessary to create farmland decades ago. In contrast, when farmland is converted to urban uses, the resulting construction of infrastructure and buildings makes the conversion irreversible. When farmland is lost because of encroachment of urban uses, the cost of returning these urban uses to farmed land would be prohibitive, given the necessity to demolish buildings and remove infrastructure. In addition, it may not be possible to reverse the loss of resource values that made these soils productive in the first place when urban uses were constructed.

For the reasons described above, the proposed project would not result in a permanent loss of acreage of Unique Farmland. Restoration of the site to native riparian habitat is expected to improve the physical characteristics of the lands within the project area and downstream that originally contributed to their value as farmlands. Therefore, this impact is considered **less-than-significant**.

- b) The project lands are not held under a Williamson Act contract. The portion of the project site to the east of the levee (i.e. inside the levee) is designated a floodplain or F-P Zone. Section 4.13 of the Colusa County Code defines the principal permitted uses of F-P Zone general agriculture and recreational uses on open land. The portion of the project site to the west of the levee (i.e. outside the levee) is designated industrial. The proposed recreation improvements and habitat restoration would not conflict with existing land use designations or Williamson Act contracts and **no impact** would occur.
- c) The proposed project would not involve land development activities (i.e. residential subdivisions, or commercial or industrial land uses) that would directly or indirectly induce changes in the use of surrounding agricultural land, such as the need for schools, public services, etc. The proposed project would improve recreational facilities, expand the SRA, and restore native riparian woodland, seasonal wetland, and perennial grassland. The proposed project actions are compatible with the existing facilities and undeveloped areas of the SRA as well as with riparian habitat on the adjacent property to the north managed by the California Department of Fish and Game. The proposed project would not introduce a new type of land use, but rather would be consistent with the existing rural area, which is composed primarily of agricultural, open space, and recreational uses. Therefore, the proposed project is not anticipated to induce new residential, commercial, or industrial land development activities. This impact is considered **less-than-significant**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.					
Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) The proposed project is located within the jurisdiction of the Colusa County Air Pollution Control District (CCAPCD), which administers local, state, and federal air quality management programs for Colusa County. Colusa County is located in the Sacramento Valley Air Basin (SVAB), specifically the Northern Sacramento Valley Air Basin (NSVAB). The SVAB is in nonattainment for federal and state carbon monoxide (CO) standards and federal and state standards for particulate matter less than 10 microns in diameter (PM₁₀). Colusa County is designated as a nonattainment area with respect to the state PM₁₀ standard and as a nonattainment/transitional area for the state ozone standards (reactive organic gases [ROG] and nitrogen oxides [NO_x] are precursor ozone pollutants). The county is designated as an attainment and/or unclassified area for all other CAAQS and as an attainment or unclassified/attainment area for all NAAQS (EPA 2006a, ARB 2006a).

Additional traffic in the area due the project could cause increased emissions of ozone precursors which could conflict with or obstruct implementation of the NSVAB's Air Quality Attainment Plan. However, as discussed in the traffic section below, the increase in traffic volume resulting from implementation of

the proposed SRA Master Plan would be limited by the site's relatively small increase in parking and campground capacity. It is therefore is not expected to be substantial.

Construction activities related to the project could temporarily exacerbate non-attainment status for ozone and PM₁₀. This impact would likely require mitigation during the construction phase. Typical mitigation can include fugitive dust control measures, including, but not limited to, covering or watering of disturbed areas, prevention of track-out onto public roadways, reduction of traffic speeds on unpaved roads, and prohibition of open burning of vegetative waste. In addition, typical mitigation for ozone precursor emissions and include minimization of equipment idling time, using existing power sources or clean fuel generators, and keeping equipment properly tuned and maintained. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

- b) The proposed project would generate both short-term and long-term emissions. Each of these is discussed below.

SHORT-TERM INCREASES IN REGIONAL EMISSIONS

Emissions produced during site preparation and construction are “short-term” because they occur only during the construction phase. Dust generation is normally the primary concern during initial site preparation. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions typically include emissions from onsite grading and excavation activities and from offsite truck and passenger car travel on unpaved roadways. Fugitive dust emission rates are affected by a variety of factors, including amount and type of exposed soil, amount of soil moisture, wind speed, number of vehicles and pieces of equipment operating at one time, depth of disturbance or excavation, and the number of vehicle miles traveled. Emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) are generated primarily by the operation of gasoline- and diesel-powered motor vehicles. Construction-generated emissions vary from day to day, depending on the specific activities being conducted, the type of equipment, duration of equipment use, and the number of transport trips for workers and material.

Actual pollutant concentrations would depend on various factors, including the location and type of activities performed, meteorological conditions, distances to nearby receptors, and the effectiveness of the mitigation measures employed. The proposed project would include construction activities that could result in short-term increases in regional pollutants that could adversely affect nearby sensitive receptors, violate air quality standards, and/or contribute to existing air quality violations. Air quality impacts from construction activities would likely require mitigation during construction. Typical mitigation for such

impacts would be similar to those described above under (a). It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

LONG-TERM INCREASES IN REGIONAL EMISSIONS

Long-term increases in regional emissions of criteria pollutants would be associated primarily with motor vehicle trips following implementation of the proposed SRA Master Plan. “Criteria” pollutants are those pollutants (or their precursors) for which the U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS). California has established its own ambient air quality standards, which are at least as stringent as the NAAQS. Although the proposed project focuses on improved recreation facilities and habitat restoration, the project would potentially result in additional vehicle trips in the area, resulting in the generation of mobile source emissions, including CO, and ROG and NO_x. However, the long term operation of the facility is not expected to result in a substantial increase in traffic relative to the existing traffic load and capacity or exceed, individually or cumulatively, a level of service standard. Thus, the operation of the project would also not result in a net increase in long-term local CO emissions associated with increases in mobile sources. Furthermore, construction of the project is not anticipated to result in the operation of any major stationary emission sources, so implementation of the proposed SRA Master Plan would not violate any air quality standard or contribute significantly to an existing or projected air quality violation. As a result, the long term operational impact from implementation of the proposed SRA Master Plan on air quality is considered **less-than-significant**.

- c) Colusa County is currently designated as a nonattainment area for the state and national PM₁₀ and ozone standards. As discussed above, construction activities associated with implementation of the proposed project could result in potential short-term increase in regional criteria pollutants. This impact would likely require mitigation during construction. Typical mitigation for such impacts would be similar to those described above under (a). It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.
- d) One of the primary reasons for air quality regulations and standards is the protection of those members of the population who are the most sensitive to adverse health effects of air pollution, or “sensitive receptors.” The term “sensitive receptors” refers both to specific population groups and to the land uses where they would be located for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, child care centers, retirement or convalescent homes, hospitals, and clinics.

The project site is in a rural environment, surrounded by open space, agriculture, and light industrial, but is also located immediately adjacent to downtown Colusa, which could potentially have sensitive receptors. While implementation of the proposed SRA Master Plan is not expected to result in long term increases in mobile, stationary, and area source emissions, construction could result in short-term increases in pollutant concentrations at nearby sensitive receptors. Therefore, this impact would likely require mitigation during construction. Typical mitigation for such impacts would be similar to those described above under (a). It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

- e) The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the receptors. Although offensive odors rarely cause any physical harm, they can still lead to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies.

Construction activities could potentially include the application of architectural coatings and asphalt paving materials that could generate localized temporary odors. The use of diesel-powered construction equipment could also generate localized temporary odors. However, no heavy industrial features, wastewater treatment facilities, or other large odor emitters are proposed under the proposed SRA Master Plan. Therefore, the project would not be expected to create objectionable odors affecting a substantial number of people. This impact is **less-than-significant**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) The project site supports a variety of natural habitats, including seasonal wetlands, an artificially maintained (i.e., dredged) slough channel, riparian woodlands and scrub, elderberries shrubs, and agricultural lands. These habitats likely provide suitable habitat for a variety of common and special-status plant and wildlife species. In addition, the project site is located immediately adjacent to the Sacramento River which is known to support a wide variety of special-status fish species. Implementation of the proposed project could potentially result in temporary disturbance of special status wildlife species due to construction noise, as well as in permanent direct effects due to habitat loss or fragmentation.

However, the total amount of habitat that would be converted as a result of implementation of the proposed SRA Master Plan is small and is largely limited to those areas of the SRA that provide lesser habitat quality due to their disturbed nature or location immediately adjacent to developed facilities, and lack of direct connection to the river (i.e., outside the levee). In addition, the proposed SRA Master Plan includes an extensive habitat restoration component that would create additional natural habitats within the functional river floodplain between the levees for common and special status wildlife species. Because the extent and location of special-status species occurrences on the site is unknown and the project could result in temporary and permanent impacts to special-status species, this impact would likely require mitigation. Typical mitigation can include pre-construction surveys and flagging of areas containing special-status species to be avoided; timing construction related activities to avoid breeding or nesting seasons of special-status species; preparation and implementation of a restoration plan for on-site or off-site restoration or replacement of disturbed habitats that support affected special-status species; participation in a suitable mitigation bank; and incorporation of avoidance measures in the planning and design of the project. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

- b-c) Sensitive biological communities include those protected by or of special concern to federal, state, or local resource conservation agencies and organizations. The project site borders the Sacramento River and includes existing seasonal wetlands, a slough channel, riparian woodland and scrub, elderberries, agricultural lands, and developed recreational facilities. The Sacramento River, slough channel and seasonal wetlands present on the project site would likely be subject to USACE jurisdiction under section 404 of the federal Clean Water Act (CWA). The riparian woodland and scrub would be considered sensitive natural communities of concern to DFG and the elderberry shrubs on the site would be considered sensitive because they provide suitable habitat for the Valley Elderberry Longhorn Beetle (VELB), a species listed as threatened by the USFWS. Development of the new recreational facilities and restoration of the agricultural lands could adversely affect riparian woodland and scrub communities of concern to DFG and wetlands and other waters of the U.S. subject to USACE jurisdiction under Section 404 of the Clean Water Act. The restoration component of the proposed SRA Master Plan would result in the restoration and preservation of additional acreage of seasonal wetland and riparian woodland within the functional floodplain between the levees, resulting in an overall net increase of sensitive and higher quality habitat on the site.

Because implementation of the proposed project would result in modifications to sensitive habitats regulated by the resource agencies, this impact would require mitigation. Typical mitigation can include pre-construction surveys and flagging of sensitive habitats to be avoided; preparation and implementation

of a restoration plan for on-site or off-site restoration or replacement of disturbed sensitive habitats; participation in a suitable mitigation bank; and incorporation of avoidance measures in the planning and design of the project. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

- d) The Sacramento River functions as a major migratory route for fish species, and the riparian corridor provides an important movement corridor for terrestrial wildlife. These functions would remain intact or be enhanced by implementation of the proposed SRA Master Plan which includes extensive restoration of native habitats within the levees and relocation of developed camping facilities to the outside of the levee. Therefore, this impact is considered **less-than-significant**.
- e) The proposed recreational improvements to the SRA would result in the disturbance and potential removal of some existing trees, primarily due to the development of new parking and campsites in the developed portion of the SRA. The proposed project would result in the addition of the northern expansion area, which would result in the restoration of riparian habitat and the establishment of riparian woodlands. While the exact number of trees that would be removed as a result of project implementation is not known at this time, the trees to be removed are not subject to local ordinances, as the SRA is owned and operated by State Parks. Therefore, this impact is considered **less-than-significant**.
- f) The proposed project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with any habitat or natural resource conservation plans, and **no impact** would occur.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	Cultural Resources. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a,b,d) EDAW conducted a record search and archaeological survey of the existing SRA area in 2006 (Appendix A.3 of the SRA Master Plan). Additionally, the Archaeological Research Program at CSU Chico conducted a similar survey of the 243-acre expansion parcel in 2004-5 as part of Colusa Subreach Planning. Both surveys were a mixed strategy reconnaissance and intensive survey. It was not possible to subject the entire project area to an intensive survey due to the SRA's heavy vegetation cover, but the areas that could be surveyed typically showed evidence of fairly recent and substantial ground disturbance. Existing development within the existing SRA area, such as recreational facilities and a maintenance building, obscured ground surfaces or otherwise disturbed natural contexts. Bulldozer push piles, depressions, and uneven contours indicate that extensive grading and/or soil removal had taken place over much if not all of the project area at one point (probably over the past 20 to 25 years based on informal estimates of tree sizes and vegetation density).

Neither the North Central Information Center record search nor field investigations noted the presence of any known prehistoric or historic-era cultural resources within the project area. To a certain extent, this lack of evidence for significant human activity in the area may be due to the dynamic nature of the riverine setting. The continually shifting channel of the Sacramento River can result in generally unstable landforms typically not preferred by prehistoric or ethnographic Native American populations or early Euro-American settlers. In addition, even when such fluid landscapes were occupied or may have at one time retained traces of early activities, the meandering channel can erode and destroy such evidence. It is important to note, however, that the documentary research and surface survey could not necessarily identify the presence of subsurface cultural resources, and traces of prehistoric and historic-era activities could be present but not currently visible within the project area.

No historical or archaeological resources as defined in Section 15064.5 have been documented within the proposed SRA Master Plan project area. However, archaeological inventories conducted within the SRA have consisted of surface surveys and could not necessarily identify the presence of subsurface cultural resources. Consequently, there is a possibility that potentially significant prehistoric and historic-era sites, features, and artifacts could be present and potentially impacted by future developments. This impact would require mitigation, but it should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**. Typical mitigation can include halting construction activities and notifying a qualified archeologist if cultural resources are uncovered during ground disturbing activities. The archeologist may conduct in-field documentation, archival research, archeological testing, and data recovery excavations or recordation. The county coroner would be contacted if human resources are uncovered.

- c) The proposed project site is underlain by Holocene alluvium soil (levee and channel deposits), which is less than 10,000 years old. By definition, an object must be more than 10,000 years old in order to be considered a fossil. Therefore, it is highly unlikely that soils underlying the project site contain unique paleontological resources. Therefore, a **less-than-significant impact** would occur.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a-i) The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Since there are no active faults mapped across the project site, and since surface ground rupture along faults is generally limited to a linear zone a few meters wide, fault ground rupture at the project site is unlikely. This impact is considered **less-than-significant**.
- a-ii) Per the City of Colusa General Plan (Draft, October 2006), there are no known active faults within Colusa County. Colusa County is vulnerable to moderate ground shaking from earthquakes centered outside of the County. Four minor earthquakes on an unknown fault in the foothills occurred in 1985. Earthquakes of a maximum magnitude of 5.7 on the Richter scale could occur at the nearest known fault at the Sutter

Buttes. This could cause shaking in Colusa County up to an intensity of VI to VII, as measured by the Modified Mercalli Scale. The effects of earthquakes of this magnitude on structures are described as minor to moderate. However, the geologic evidence indicates that the project site would experience only low-intensity shaking from faults outside of Colusa County. In addition, the project does not propose structures intended for human habitation and construction would be required to adhere to the building safety standards specified in the California Building Code. Therefore, hazards associated with strong seismic ground shaking are considered **less-than-significant**.

- a-iii) Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs when a granular material is transformed from a solid state into a liquefied state as a result of increase pore-water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes.

Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils and the depth to ground water. Loose sands and peat deposits are particularly susceptible to liquefaction, while clayey silts, silty clays, and clays deposited by fresh water environments are generally stable under the influence of strong ground shaking.

The project site is located immediately west of the Sacramento River, on loams and sandy loam soils. Although the project site has a shallow water table, the soils at the project site are moderately stable, and there are no known active faults in Colusa County. Therefore, the project site has a relatively low liquefaction potential and this is considered a **less-than-significant impact**.

- a-iv) The project site is not located in or near a landslide hazard area. The topography of the project site is relatively level; however, it varies due to the levee. The portion of the SRA to the west of the levee is at an intermediate elevation, with a depression near the center of the area. The developed area between the levee and the slough is at an intermediate to high elevation. To the north and east of the slough, the existing undeveloped portion of the SRA is at a relative low elevation. Because the project would be located in an area of fairly level topography that is not in a landslide hazard area, there would be **no impact** related to landslides.
- b) Construction of the new recreation facilities would require grading and compaction, which could result in localized erosion during construction periods. All excavation activities, grading, and construction would be conducted according to standard construction practices and building codes. In addition, the projects would be required to obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). The Construction

General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would contain site maps showing the construction areas, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography, before and after construction, and drainage patterns. The SWPPP would identify best management practices (BMPs) that would be used to protect storm water runoff and minimize erosion during construction. Therefore, the project would not result in substantial soil erosion and this is expected to be a **less-than-significant impact**.

- c,d) Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. The soils on the project site are primarily loams and sandy loams, which are not considered expansive. In addition, the project would comply with Title 24 of the California Code of Regulations, which requires construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. Because the project area has low seismic hazard, is flat, and the soils have low expansiveness potential, this impact is considered **less-than-significant**.
- e) The project site is currently served by a septic wastewater disposal system. It is currently unknown whether wastewater would be treated on site by a septic system or by connection to the City of Colusa water treatment facility in the future. However, the proposed SRA Master Plan would not be implemented until sufficient wastewater treatment capacity has been secured, Therefore, implementation of the proposed project is expected to result in a **less-than-significant** impact on site soils.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The proposed project would not involve activities such as industrial or manufacturing uses that could generate hazardous emissions. The construction and operation of the proposed project may result in the use and storage of small quantities of hazardous material such as cleaning materials, pesticides, fertilizers, and petroleum products. The routine transport, use and disposal of such materials would be limited and would not present a health risk when the materials are handled according to the manufacturer's

instructions. In addition, federal, state, and local laws regulate every aspect of hazardous material transport, use, and storage. These regulations are designed to avoid significant hazards to the public and environment. Therefore, the impact of the proposed project is considered **less-than-significant**.

- b) Construction of the proposed project would involve the use of heavy construction equipment, which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. However, State Parks would work with the project contractor to establish a construction staging area where hazardous materials would be temporarily stored during construction. Furthermore, State Parks would require the contractor to prepare an accidental spill prevention and response plan. During construction activities, State Parks would require its contractors to employ best management practices for spill control and prevention. With prevention and management in place, potential impacts from construction-related accidental spills of hazardous materials would be considered **less-than-significant**.

The Phase 1 Environmental Site Assessment (Hanover Environmental Services, Inc. 2005) for the project site found the potential for contamination to soil and groundwater due to the historic use of the subject property as a city landfill and the long-term industrial nature of surrounding properties and known impacts to surrounding properties. Construction of the proposed project would involve grading, excavation, trenches, backfilling, and construction of new facilities. These activities at or near areas of currently recorded or unrecorded soil and/or groundwater contamination could expose construction workers to hazardous materials. If areas identified as potentially having contaminated soil and/or groundwater are not remediated, others could come into contact with and be exposed to hazardous materials in the future.

Prior to implementation of the proposed SRA Master Plan, State Parks would coordinate with all appropriate agencies, including the County Environmental Health Department, the Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC), the Environmental Protection Agency (EPA), the California Occupational Safety and Health Administration (Cal/OSHA), and any other applicable federal, state, or local regulatory agencies, regarding remediation of contamination found at the project site. Remediation activities would follow all regulatory standards. All contaminated soil and groundwater removed from the project site would be disposed of in a manner consistent with applicable regulations at an appropriate off-site disposal facility.

In addition, the State Parks would notify the County if evidence of previously undiscovered soil or groundwater contamination was encountered during construction activities. Any contaminated areas would be remediated in accordance with recommendations from made by the County, the RWQCB,

DTSC, or other appropriate federal, state, or local regulatory agencies. Compliance with these regulations would prevent the project from resulting in a significant risk to construction workers or the public from exposure to hazardous materials currently present on the site. With implementation of these preventative measures, this impact is considered **less-than-significant**.

- c) There are no existing or proposed schools within 0.25 mile of the proposed project site. The nearest school is located 0.50 miles from the project site. Therefore, **no impact** would occur related to emissions or handling of hazardous materials within one-quarter mile of an existing or proposed school.
- d) According to the Phase 1 ESA (Hanover Environmental Services, Inc. 2005), the project site is not listed as a RCRA generator of hazardous wastes, nor is it on the DTSC Hazardous Waste and Substances Sites List or the Superfund NPL. Thus, the project would not create a significant hazard to the public or to the environment and there would be **no impact**.
- e, f) The closest airport is the Colusa County Airport, located approximately 2.5 miles south of the project site. Since the project site is not located within an airport land use plan or within 2 miles of an airport, there would be **no impact** associated to potential safety hazards.
- g) Construction activities would occur on the project site. Vehicles and equipment would be staged in designated on-site staging areas. The project would not require the partial blockage or closure of any roadways providing access to and from the project site. Development of the proposed project would not interfere with an adopted emergency response plan. Therefore, **no impact** would occur.
- h) The California Department of Forestry and Fire Protection Natural Hazard Disclosure (Fire) map (January 6, 2000) does not depict the project site as being within a wildland fire area. The project site is primarily undeveloped with relatively level topography. The project site would be regularly maintained and fire safety at the campsites would be enforced by park rangers. Therefore, impacts with regard to wildland fires would be **less-than-significant**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Hydrology and Water Quality. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) Excavation and filling would be necessary to construct the new campground area, access road parking lots, boat ramp, and utilities associated with project development. Minor grading may also be required to implement the project's habitat restoration component which would include restoration of seasonal wetlands, riparian woodland, and native meadow. Soil disturbance associated with project development construction activities could cause accelerated soil erosion and sedimentation or the release of other construction-related pollutants (e.g., fuels, oils, lubricants, paints, concrete, etc.) to adjacent ditches and subsequent downstream waterways and/or wetlands. Urban contaminants such as oil, grease, heavy metals, and pesticides and herbicides from the project could also be present in runoff. Sediments and other contaminants could be discharged to the Sacramento River or migrate into groundwater through infiltration, which could violate water quality standards or waste discharge requirements. However, State Parks would prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to project implementation and would require its contractors to apply all Best Management Practices (BMPs) included in the SWPPP during construction. Therefore, impacts related to wastewater discharge would be considered **less-than-significant**.
- b) The northern expansion area currently contains riparian habitat and non-irrigated agriculture. Habitat restoration activities would require irrigation for the first three years until the native vegetation becomes established. Once established, vegetation would not require continued irrigation. Because the use of irrigation for native vegetation establishment would be temporary and the long-term difference in water use between the existing non-irrigated agriculture and the proposed riparian habitat can be considered negligible, implementation of the proposed project would be expected to result in a **less-than-significant** impact to groundwater recharge for the northern expansion

The proposed project would result in an increased demand for water due to the increased size of the SRA and the expanded facilities that would be present at the SRA; as a site for recreation use, the increase in water demand is not expected to be substantial. The SRA is currently served by the City of Colusa. City staff have indicated that the City has adequate water supply to meet the increased water demand that would result from the SRA Master Plan. Therefore, implementation of the proposed project is expected to result in a **less-than-significant** impact on groundwater supplies..

- c,d) Although the proposed project would not alter the course of a stream or river, construction of the proposed project would result in alterations to the existing drainage pattern due to the reconstruction and expansion of recreation facilities in the developed area and restoration of the agricultural land in the northern expansion area. The project would result in a small increase in impervious surfaces due to

additional parking and campground facilities. Measures to control erosion and sedimentation would be implemented during construction and operation of the site. Typical measures can include the preparation of a SWPPP in accordance with RWQCB requirements under Section 401 of the Clean Water Act. In addition, the habitat restoration component of the proposed SRA Master Plan would increase the capability of the site for groundwater recharge and may reduce the rate of river erosion and meander from the current rate associated with agricultural uses to that associated with native habitat (Micheli et al. 2004 and Larsen et al. 2002). Therefore, the net alteration of the existing drainage pattern on the site would be considered **less-than-significant**.

- e,f) Implementation of the proposed SRA Master Plan is not expected to generate a significant increase in runoff. Existing drainage facilities on the site and throughout the area have sufficient capacity to accommodate stormwater drainage and this capacity would not be exceeded by development of the proposed project. Restoration of seasonal wetlands and riparian woodland on the expansion area would generally result in improved water quality. Because potential project-related increases in runoff water would be small and would not exceed the capacity of the existing drainage systems or provide substantial additional sources of polluted runoff, the impact on the drainage system and on water quality in general are considered **less-than-significant**.
- g) The project would not involve the construction of any housing, therefore no housing would be placed within a 100-year flood hazard area and **no impact** would occur related to flood risks to housing.
- h) The portion of the SRA west of the levee is protected from flooding by the levee. The developed area between the levee and the slough has been filled, and is located above the most frequently flooded elevations. However, the site floods periodically during high flow events. The existing parking lot area and boat ramp are at the lowest elevations in the developed area and are most subject to flooding. The undeveloped area to the north and east of the slough is at a relatively low elevation and is frequently inundated in most years during the winter and spring. The undeveloped northern expansion area is at a low to moderate elevation and is also subject to annual flooding.

The proposed project would result in additional parking, restrooms, an entry station, a picnic area and a relocated boat ramp to the east of the levee, as well as campgrounds, restrooms, a host site and a maintenance facility to the west of the levee. In addition, the project would result in additional primitive campgrounds in the northern expansion area. All of these facilities may be subject to flooding. However, as with existing facilities, the expanded and upgraded facilities located within the levee would be subject to seasonal closures and would be constructed in a manner that is compatible with occasional flooding, and would not impede or redirect flood flows. The implementation of the SRA Master Plan would further

be subject to the issuance of an encroachment permit by the State Reclamation Board to ensure that the project would not compromise the integrity of the Sacramento River flood control system. Therefore, as long as site compatible design features are incorporated, this impact would be considered **less-than-significant**,

- i) The project site is subject to regular flooding and the project would result in additional recreational facilities that could expose people and structures to risks associated with flooding. However, as is the case with existing facilities, the site would be closed to visitors in anticipation of and during flood events and therefore is not expected to increase the risk of exposure of visitors when compared with existing conditions. This impact is considered **less-than-significant**.
- j) The project site is not located near a surface water body in which a tsunami could directly or indirectly affect the area. The project site is located on flat topography, has a low risk of seismic ground shaking, and does not contain slopes that could pose hazards associated with mudflows. Therefore, exposure of people or structures to a significant risk involving seiche, tsunami, or mudflow would be **less-than-significant**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	Land Use and Planning. Would the project:				
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) The project site is located in Colusa County, adjacent to the City of Colusa, outside both the city limits and the City's sphere of influence. There are no established communities or housing developments within the existing SRA or the proposed expansion area. The project would continue the existing onsite land uses of the SRA, renovate existing SRA facilities, and expand the SRA to the north, incorporating land currently used for agriculture. The project would not develop new roadways/freeways/arterials, would not develop any lengthy walls or fences, and would not include other physical impediments to community access. Rather, the project would increase park land and recreational opportunities for the public. Therefore, this impact is considered **less-than-significant**.
- b) The SRA Master Plan area is designated "Parks and Recreation" and "Designated Floodway" in the Colusa County General Plan (Colusa County, 1989) and the existing SRA is zoned "Open Space/Public Facilities." As such, implementation of the SRA Master Plan appears to be consistent with local planning. Although the project site is located in Colusa County, the project site is or would be under the jurisdiction of the State of California. State Parks is exempt from complying with local or county plans, policies, or zoning regulations. Therefore, the project would not be subject to County land use plans or zoning and **no impact** would occur.

As described in the proposed SRA Master Plan, several studies and plans have been prepared for actions in the vicinity of the SRA. The purpose of the proposed SRA Master Plan is to develop a master plan for public access and recreation that is compatible with adjacent land uses and with wildlife habitat conservation. The Proposed SRA Master Plan is part of the Colusa Subreach Planning, which is a

partnership between TNC and the Sacramento River Conservation Area Forum. Colusa Subreach Planning will develop a strategy for restoration of the riparian ecosystem along the Sacramento River between Princeton and Colusa. The program, funded by the California Bay Delta Authority, is focused on addressing the questions and concerns of landowners in the Colusa Subreach regarding wildlife habitat conservation.

- c) There is no habitat conservation plan or natural community conservation plan applicable to the project area. Therefore, **no impact** would occur.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a, b) In compliance with the California Surface Mining and Reclamation Act (SMARA), the California Geological Survey (CGS) (formerly California Department of Conservation - Division of Mines and Geology) is the agency responsible for designating the location and significance of key extractable resources. While the Sacramento River and its tributaries represent potentially commercial economic sand and gravel resources, no key extractive resources have been designated in the immediate project vicinity (Department of Conservation, 2006). Furthermore, the project site would remain mostly undeveloped and would not inhibit the future extraction of mineral resources, if present. Therefore, the project would not result in the loss of availability of a known mineral resource or otherwise affect mineral resources and **no impact** would occur.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) Implementing the proposed project would result in short-term and long-term increases in ambient noise levels.

Depending on the activities being performed, as well as the duration and hours during which activities occur, noise associated with project construction activities could result in a temporary substantial increase in average daily ambient noise levels at onsite and nearby noise-sensitive receptors. Construction operations during daylight hours, such as between the hours of 7 a.m. and 6 p.m. on Monday through Saturday and between 9 a.m. and 6 p.m. on Sunday often are not considered to result in significant noise impacts. However, if construction operations were to occur during the noise-sensitive evening and nighttime hours (e.g., 6 p.m. to 7 a.m. on Monday through Saturday or from 6 p.m. to 9 a.m. on Sunday), project-generated noise at nearby noise-sensitive receptors could be substantial. The presence of the existing levee may provide a noise barrier that attenuates some noise impacts. Construction noise generated by implementation of the proposed SRA Master Plan would require mitigation. Typical

mitigation can include limiting construction and operational maintenance or landscaping activities to the daytime hours listed above. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated..**

Onsite stationary and area noise sources such as RVs with generators, landscaping equipment, parking lot noise associated with vehicles, and noise from park-users, as well as increases in vehicle traffic on area roadways attributable to the proposed project, could result in a slight long-term increase in ambient noise levels. However, the increase is expected to be small as the use of the site will be limited by the site's capacity and facilities will be similar to those currently provided. The existing levee would act as a partial noise barrier for noise sources originated on the east side of the levee. The proposed campground west of the levee would result in an increase in area noise; however, the adjacent land use is zoned "Industrial" in the Colusa County General Plan (Colusa County, 1989) and would not be considered a noise-sensitive receptor. Therefore implementation of the proposed SRA Master Plan is not expected to result in a long term substantial adverse affect on nearby noise-sensitive receptors and the long term effect would be considered **less-than-significant..**

- b) Implementing the proposed projects would not result in the long-term operation of any major sources of groundborne vibration that would affect nearby sensitive receptors. In addition, construction activities would not result in the use of construction equipment that could result in potentially significant levels of ground vibration, such as pile drivers. Therefore, the generation of excessive groundborne vibration attributable to the construction of the proposed projects would be considered **less-than-significant.**
- c,d) Implementing the proposed project would introduce temporary and permanent noise sources to the project area, including construction machinery, stationary sources, and mobile sources. Noise from these sources could be substantial, which would require mitigation during construction. Typical mitigation can include limiting hours of construction and area source noise to daytime hours (7 a.m. and 6 p.m. on Monday through Saturday and between 9 a.m. and 6 p.m. on Sunday); maximizing distance of construction activity from sensitive receptors as much as feasible; and orienting stationary and area sources of noise (e.g. parking lots, mechanical equipment, etc.) as far away as possible from sensitive receptors. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated.**
- e,f) The project site is not located within an airport land use plan or within two miles of a public or private airport. The closest airport is the Colusa County Airport, which is located approximately 2.5 miles south of the project site. Therefore, the proposed projects would have **no impact.**

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a,b,c) The proposed project would not result in the removal nor the construction of homes or businesses. The project would not displace existing homes or people and would not require the construction of replacement housing. The proposed recreational facility improvements and expansion and the habitat restoration would provide additional recreational and park space for Colusa, but not directly nor indirectly induce population growth because no new homes, businesses, or extension of infrastructure would result from the project. The project would result in **no impacts** to population and housing.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a) Fire protection

The California Department of Forestry and Fire Protection (CDF) has primary fire suppression responsibility for State-owned lands. CDF and the local fire districts coordinate responsibilities for the State Responsibility Area (SRA) through the development of Fire Mutual Aid Agreements. It is DPR policy to produce a Wildfire Management Plan (WMP) for State Park lands. The proposed project would be designed and constructed in compliance with all applicable fire protection regulations. It is anticipated that existing fire protection facilities would be sufficient to serve the expanded SRA and no additional facilities would need to be constructed. This impact is considered **less-than-significant**.

Police protection

State Parks provides basic law enforcement service to the SRA and State Parks would coordinate with local law enforcement agencies regarding implementation of the SRA Master Plan. It is anticipated that existing police protection facilities would be sufficient to serve the expanded SRA and no additional facilities would need to be constructed. This impact is considered **less-than-significant**.

Schools

Development of the proposed project would not increase the number of students entering the local schools and no housing is proposed. Therefore, **no impact** to schools would occur with project development.

Parks

The SRA would continue to provide outdoor recreational opportunities open to the public. The project would enhance and expand the existing SRA by providing additional parking, camping, facilities, trails, and an expanded SRA area. Furthermore, the project would not provide housing necessitating the provision of additional recreational facilities. Therefore, the proposed project would result in a **beneficial impact** to the SRA and recreational facilities.

Other public facilities

The proposed project is not anticipated to affect public facilities beyond those already addressed in this Public Service section and elsewhere in this Environmental Checklist. Therefore, the project would have **no impact** on other public facilities.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Recreation. Would the project:					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The proposed improvements and expansion to the SRA recreation facilities, including expanded campsites, expanded parking, a new boat ramp, and expanded park area and trails may increase use of the park by the public. However, accommodating the increased demand of recreation is one of the goals and therefore a beneficial outcome of implementation of the proposed SRA Master Plan. In addition, the project would not result in increased population, businesses, or housing and which would in turn generate additional demand for recreational facilities or additional deterioration of the SRA. **No impact** would occur.
- b) The proposed project would construct and expand the recreational facilities available at the SRA. Implementation of the proposed SRA Master Plan would also result in the restoration of natural habitats. The potential impacts of this proposed project are analyzed throughout the other resource sections of this Environmental Checklist, and measures to avoid or reduce adverse effects on the physical environment were incorporated. The impact of the new, upgraded and expanded facilities on the physical environment therefore would be considered **less-than-significant with mitigation incorporated**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a,b) The proposed project would increase the visitation capacity of the SRA and improve accommodation of the existing levels of use. The proposed SRA Master Plan calls for an increase in the number of parking spaces from 85 to 227, and an increase in the number of campsites from 14 to 34. Ninety-eight of the parking spaces are designated for vehicles pulling boat trailers. Implementation of the proposed SRA Master Plan would improve site access and circulation, and would relocate the entrance station from 10th Street to 12th Street to improve circulation. It also opens the northern expansion area to day use and primitive camping. A traffic impact study would need to be conducted to determine the anticipated increase in level of use of affected roads. Because of the modest size of the proposed developed areas of the SRA, the increase in traffic generated by implementation of the proposed SRA Master Plan would be expected to be minor and would not be expected to result in additional congestions or result in a reduction of level of service on local and regional roadways. This impact is **less-than-significant**.

- c) The closest airport is the Colusa County Airport, located approximately 2.5 miles south of the project site. Because the project site is not located within an airport land use plan or within 2 miles of an airport, the project would not have the potential to affect air traffic patterns or result in potential safety hazards associated with airports. In addition, the proposed project would also not include a level or type of development that would result in a substantial increase in air traffic levels. Therefore, **no impact** would occur and this issue will not be analyzed further in the EIR.
- d) The project proposes to close the existing vehicular access to the SRA on 10th Street and relocate the main access road to the intersection of 12th Street and Levee Road. Entry road improvements would be made and the two-lane road on the levee would be widened. In addition, a seasonal access road would be constructed to provide vehicular access to the northern expansion area. The redesign of vehicular entry to the SRA is intended to improve circulation and facilitate access. Implementation of the proposed SRA Master Plan therefore is not expected to result in an increase in traffic hazards and this impact is **less-than-significant**.
- e) Construction activities would occur on the project site. Vehicles and equipment would be staged in designated on-site staging areas. The project would not require the partial blockage or closure of any roadways providing access to and from the project site. Development of the proposed project would not interfere with an adopted emergency response plan. Therefore, **no impact** would occur.
- f) The existing SRA includes an 85-car parking lot in the developed area located east of the levee. The current parking lot is insufficient to accommodate existing or future demand and does not accommodate larger vehicles. The proposed project calls for 85 car parking spaces and 98 trailer parking spaces in the developed area to the east of the levee. In addition, two 22-car parking lots would be provided at the northern expansion area. This would increase the overall parking capacity at the expanded SRA by approximately 140 spaces when compared with current conditions. In addition, the parking would be redesigned to separate day use parking from trailer parking and the existing boat trailer parking would be relocated to be adjacent to the proposed boat ramp. ADA parking would be provided for both vehicles and boat trailer. Therefore, the proposed project would increase the amount of parking for the SRA and would redesign the parking to better serve the public. The project would have **no impact** on parking.
- g) The proposed project would result in relocating the main vehicular access to the SRA from 10th Street to 12th Street. The project would also include entry road improvements, widening the two-lane road on the levee, and increasing the overall capacity at the SRA through increased acreage and facilities. The access modifications and increased capacity of the SRA are not expected to adversely affect local plans supporting alternative transportation. This impact is **less-than-significant**.

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	Utilities and Service Systems. Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a,b,e) The proposed project would result in an increased demand for water due to the increased size of the SRA and the expanded facilities that would be offered at the SRA. Therefore, the project would also increase the demand for water treatment. It is currently unknown whether wastewater would be treated on site by a septic system or at the City of Colusa water treatment facility. However, the proposed SRA Master Plan would not be implemented until sufficient wastewater treatment capacity has been secured in conformance with applicable state and local regulations. Therefore, implementation of the proposed project is expected to result in a **less-than-significant** impact on local wastewater treatment facilities.
- c) Construction of the proposed project would result in alterations to the existing drainage pattern due to the reconstruction and expansion of recreation facilities in the developed area and restoration of the agricultural land in the northern expansion area to natural habitat. The project would result in an increase

in impervious surfaces due to additional parking and campground facilities. Project construction could increase stormwater flows and require new or altered drainage facilities, which could cause significant environmental effects. This impact would require mitigation, such as the development of a SWPPP and implementation of BMPs during construction, and incorporation of an adequate stormwater management plan in the project design. It should be feasible to reduce the impact to **less-than-significant with mitigation incorporated**.

- d) The proposed project would result in an increased demand for water due to the increased size of the SRA and the expanded facilities that would be present at the SRA. The SRA is currently served by the City of Colusa water system. City staff have indicated that the City would have adequate water supply capacity to accommodate implementation of the proposed SRA Master Plan. Therefore, implementation of the proposed project is expected to result in a **less-than-significant** impact on local water supply.
- f, g) Development of the proposed project would incrementally increase the amount of solid waste generated at the SRA. It is currently unknown if the existing landfill has sufficient capacity to serve the project. However, the proposed SRA Master Plan would not be implemented until sufficient capacity at a local landfill has been secured. Therefore, implementation of the proposed project is expected to result in a **less-than-significant** impact on local solid waste disposal sites.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<small>Authority: Public Resources Code Sections 21083 and 21087. Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; <i>Sundstrom v. County of Mendocino</i>, 202 Cal.App.3d 296 (1988); <i>Leonoff v. Monterey Board of Supervisors</i>, 222 Cal.App.3d 1337 (1990).</small>				

DISCUSSION

- a) As evaluated in this Preliminary Environmental Checklist, implementation of the proposed SRA Master Plan could potentially result in the disturbance of special-status species and sensitive natural communities. However, impacts would be **less-than-significant with mitigation incorporated** as identified in the environmental analysis in this document. Because the proposed SRA Master Plan includes restoration of an agricultural area to riparian and wetland habitats, it has the potential to enhance the overall quality of the wildlife habitat on the site. Implementation of the proposed SRA Master Plan would not eliminate important examples of major periods of California or prehistory.
- b) As evaluated in this Preliminary Environmental Checklist, implementation of the proposed SRA Master Plan would not result in impacts that are cumulatively considerable.

- c) As evaluated in this Preliminary Environmental Checklist, implementation of the proposed SRA Master Plan would not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

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