

DRAFT

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION

Andrew Molera State Park / Pt. Sur State Historic Park
Water System Improvements



April 2006



State of California
DEPARTMENT OF PARKS AND RECREATION

Northern Service Center
Acquisition and Development
One Capitol Mall
Sacramento, CA 95814

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MITIGATED NEGATIVE DECLARATION

PROJECT: WATER SYSTEM IMPROVEMENTS PROJECT

LEAD AGENCY: California Department of Parks and Recreation

AVAILABILITY OF DOCUMENTS: The Initial Study for this Mitigated Negative Declaration is available for review at:

- Northern Service Center
California Department of Parks and Recreation
One Capitol mall – Suite 410
Sacramento, CA 95814
- Monterey District Headquarters
California Department of Parks & Recreation
2211 Garden Road
Monterey, CA 93940
- Andrew Molera State Park
Big Sur Station #1
Big Sur, CA 93920
- Monterey County Library – Big Sur Branch
Highway 1 at Ripplewood Resort
Big Sur, CA 93920
- California State Parks Internet Website
www.parks.ca.gov/default.asp?page_id=981

PROJECT DESCRIPTION:

The Department of Parks and Recreation proposes to complete water supply improvements to Andrew Molera State park (AMSP) and Point Sur State Historic Park (PSSHP). The following is a brief summary of the proposed work:

- Replace the existing water supply well at AMSP that provides water to PSSHP.
- Connect the new supply well to the existing distribution waterline that conveys water from AMSP to PSSHP
- Construct a new, approximately 150 square feet, wood framed well pump house to facilitate the required water delivery components.
- Install replacement water and electrical utility lines underground.
- Reroute a portion of the existing waterline from the Ranch complex area in AMSP to the trail camp away from the edge of the Big Sur River.
- Abandon-in-place sections of existing waterline and replace with new waterline.

A copy of the Initial Study is attached. Questions or comments regarding this Initial Study/Mitigated Negative Declaration should be submitted in writing to:

Patricia DuMont – Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 500
Sacramento, CA 95814

E-mail Address: CEQANSC@parks.ca.gov
Include “Andrew Molera SP Waterline” on the subject line

Fax Number: 916-445-8883

Submissions must be in writing and postmarked, or received by fax or e-mail, no later than May 27, 2006. The originals of any faxed document must be received by regular mail within ten (10) working days following the deadline for comments, along with proof of successful fax transmission.

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

Signature on Original Document
Patricia DuMont
Environmental Coordinator

Date

Signature on Original Document
Kathy Amann
Service Center Chief

Date

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Chapter 1 Introduction

1.1 Introduction and Regulatory Guidance

The Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the California Department of Parks and Recreation (DPR) to evaluate the potential environmental effects of the proposed Andrew Molera State Park / Pt. Sur State Historic Park Water System Improvements Project in Monterey County, California. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 *et seq.*

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

1.2 Lead Agency

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

Michael Romo
Construction Supervisor II
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 500
916-445-8742

Questions or comments regarding this Initial Study/Mitigated Negative Declaration should be submitted in writing to:

Patricia DuMont – Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 500
Sacramento, CA 95814

E-mail Address: CEQANSC@parks.ca.gov
Include “Andrew Molera SP Waterline” on the subject line

Fax Number: 916-445-8883

Submissions must be in writing and postmarked, or received by fax or e-mail, no later than May 27, 2006. The originals of any faxed document must be received by regular mail within ten (10) working days following the deadline for comments, along with proof of successful fax transmission.

1.3 Purpose and Document Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed Andrew Molera State Park / Point Sur State Historic Park Water System Improvements Project. Mitigation measures have also been incorporated into the project to eliminate any potentially significant impacts or reduce them to a less-than-significant level.

This document is organized as follows:

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

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

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

1.4 Summary of Findings

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

Based on the IS and supporting environmental analysis provided in this document, the proposed Water System Improvements Project would result in less-than-significant impacts for the following issues: aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems.

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

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Chapter 2 Project Description

2.1 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the California Department of Parks and Recreation (DPR) to evaluate the potential environmental effects of the proposed Water System Improvements Project at Andrew Molera State Park / Pt. Sur State Historic Park, located in Monterey County, California. The proposed project would provide a safe, reliable water supply to both Parks.

2.2 Project Location

Located approximately 30 miles south of Monterey and 23 miles south of Carmel, Andrew Molera State Park (AMSP) is the largest State Park on the Big Sur Coast. Comprised of approximately 4,766 acres of a wide range of terrain and vegetation, the park also includes a 3.5 mile reach of the Big Sur River, including the river mouth at the Pacific Ocean. Primary access to the park is directly from Highway 1 onto the farmhouse road and the parking area.

The majority of project work would occur within AMSP and along one and a half miles of State Route 1 (SR1) adjacent to the park with minor modifications to existing water storage facilities at Pt. Sur State Historic Park (PSSHP).

2.3 Background and Need for the Project

Point Sur SHP sits 361 feet above the surf on a large volcanic rock, and has served as a light station since 1889. A portion of PSSHP is located on the coastal terrace east of the light station and is a former Naval Facility. The former Naval Facility includes housing occupied by State employees. During Navy ownership of the property the water supply well for PSSHP was constructed at AMSP near the mouth of the Big Sur River because adequate water sources were not available near Pt Sur. The PSSHP water supply system consists of the well near the river mouth with a pump, approximately 3 miles of pressurized water line, and two storage tanks located on the hillside east the former Naval Facility. Water is gravity fed from the storage tanks to the former Naval Facility. The existing water supply system results in an un-permitted export of surface water from the Big Sur River drainage basin to Pt Sur.

The adjacent AMSP is located approximately three miles south of PSSHP and remains relatively undeveloped. AMSP offers great hiking, fishing, and beach activities with miles of trails winding through meadows, beaches, and hilltops. Water for use within AMSP comes from a well near the Ranch Complex. The Ranch Complex well and all of the waterlines that distribute water within AMSP are separate facilities from the water supply system for PSSHP.

Both of these parks experience problems with their water supply systems. The existing supply well for PSSHP is located too close to the edge of the mouth of the Big Sur River. Due to salt-water intrusion in the aquifer, the well is producing brackish water, which does not meet State standards for domestic drinking water. Finally, the well is failing due to a collapsing well casing.

At AMSP, a portion of the waterline that conveys water from the Ranch Complex well to the trail camp by the Big Sur River has been undermined by bank erosion. The trail camp waterline hangs precariously on the eroded river bank.

This project would provide replace the brackish well by the river mouth that serves PSSHP with a new well located away from the Big Sur River and east of Highway 1. The new well would be connected to the existing water line at the northern boundary of AMSP and Highway 1. The new well would provide fire protection and safe reliable water supplies for residences and park facilities at the former Point Sur Naval Station Facility. The project would also replace the undermined waterline that provides drinking water and fire protection at the Andrew Molera Trail Camp.

Without this project, DPR would be unable to provide adequate drinking water supplies for visitors and staff. Bottled drinking water would need to be provided to employee residences at the former Point Sur Naval Facility, water export would need to continue from the Big Sur River drainage, and a water export permit would need to be secured from the State Water Resources Control Board.

Without replacement of the undermined waterline at AMSP, the waterline would fail and no water would be available for trail camp visitors or for fire protection at the Trail Camp.

2.4 Project Objectives

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

The intent of this project is to improve the water supply system serving PSSHP and to replace damaged water supply facilities at AMSP. The recommended work is expected to:

- Provide safe and reliable water supplies for both Point Sur SHP and Andrew Molera SP.

The proposed water system improvement project and all its components would allow the Department to meet its mission to provide visitors to PSSHP and AMSP high-quality camping and recreational opportunities while supplying a safe and reliable water supply that meets State water quality standards to state employees at PSSHP.

2.5 Project Description

Except for water level sensors placed at the existing PSSHP water storage tanks, all of the work in the project would be either in AMSP or in the CalTrans right-of-way adjacent to AMSP. This project does not include any work to modify or improve the water distribution system located at Pt Sur SHP.

The Department of Parks and Recreation proposes to replace the water supply to the PSSHP water storage tanks with water from a new well located east of Highway 1 in AMSP. The following is a description of the proposed work:

1. Abandon the existing, failing well located near the Big Sur River mouth in AMSP that supplies water to water storage tanks at the former PSSHP according to the County Environmental Health Department requirements.
 - a. Abandon the existing 4" diameter asbestos concrete (AC) waterline that goes from the existing well by the river mouth along the northerly boundary of AMSP to the shoulder of Highway 1.
 - b. Remove approximately eight lineal feet (LF) of AC waterline where the new water line would be connected to the existing waterline at the shoulder of SR 1 and the north boundary of AMSP. The removed waterline would be handled as hazardous waste. (Note: AC pipe is considered non-hazardous when left undisturbed in a trench. Best Management Practice for this pipe is to leave it undisturbed to the maximum extent possible. It gains hazardous designation when it is cut, removed from the ground, and permitted to become friable and airborne.) A concrete plug would be poured into and around the open pipe end where the abandoned pipe is located to prevent animals from occupying the pipe and to prevent the pipe from functioning as a drain.
 - c. Remove all above ground equipment and housing at the existing well site.
2. Install water supply line and electrical supply lines underground (UG) in a joint trench starting at the new well pump house routing west approximately 250 LF down hill slope to a CalTrans concrete cattle underpass directly under Highway 1.
 - a. The water/electric lines would transition from UG to surface type installation parallel with the concrete side wall of the underpass and transition back to UG upon exiting the underpass.
 - b. UG utility trenching would continue approximately 150 LF west to intersect the Ranch Road at which point the utility line trenching would separate and the water line trenching would continue within the Ranch roadway NW approximately 1200 LF to HWY 1; electrical trenching would continue SW approximately 600 LF within the Ranch roadway to terminate at the existing Molera Ranch electrical panel.
 - c. Remaining water utility trenching would continue NW parallel with HWY 1 approximately 5000 LF to final point of connection (POC) w/ existing water line to supply PSSHP water storage tanks.
3. Construct and install approximately 1 ½ miles of new water line from the recently (June 2005) drilled well approximately to the north boundary of AMSP on the shoulder of Highway 1. The new well is located east of SR1 approximately 440 linear feet up the East Molera Road from the entrance gate and immediately adjacent to the 25,000-gallon concrete water storage tank.
4. Connect new waterline to existing waterline which continues along the Highway shoulder (another 1-1/2 miles) to the reservoirs at Pt Sur.
5. Construct a new, approximately 150 square foot, wood framed well pump house at the well-site to facilitate the required water delivery components (i.e., well pump with complete electrical service to include electrical conductors, electrical conduit, electric meter, electric pump controls).
6. Install in the Pt. Sur water supply tanks a new "tank full" sensor to signal the well pump to shut off when the tanks are full and a "tank low" sensor to signal the well pump to turn on.

7. Mount a new control panel (approx. 1 ft wide by 1 ft tall by 4 inches deep) on a wall inside the existing chlorination building and connect to the existing electrical supply in AMSP. The control panel would use radio signals to communicate with the pump controller at AMSP. Radio signals would be sent to existing radio equipment located at Pt Sur Light station and relayed to the new pump house at AMSP
8. Install a new section of pipe to by-pass the existing AMSP waterline that is undermined by bank erosion from the Big Sur River and that supplies water to the trail camp
 - a. Route bypass pipe from the ranch roads in AMSP in the same trench as the new Pt. Sur waterline, along the park entrance road and then along SR1 shoulder to the maintenance road to the trail camp.
 - b. At the maintenance road the bypass pipe would separate into its own trench to continue approximately 700 linear feet down the road and connect to the existing main waterline.
9. Existing 2" diameter PVC water line that is part of the AMSP water system would be disconnected at the day-use parking lot, capped and abandoned in place as part of the trail camp by-pass. No visible reminder of the pipe would be seen. Visible portions of undermined portions of the pipe would be cut, capped and removed as need over time by park maintenance staff

2.6 Project Implementation

Construction would occur in Fall 2006, or soon thereafter, and continue for approximately six months. Work would occur only during daylight hours; however, weekend work could be implemented to accelerate construction or address emergency or unforeseen circumstances.

Heavy equipment, such as backhoe, excavator, grader, bulldozer, compressor, and dump truck would be used during construction. Most equipment would be transported to the site and remain until associated work is completed. Transport vehicles for material or equipment delivery trucks, and crew vehicles would also be present intermittently at the site. Staging areas for equipment would be confined to the day use parking area within Andrew Molera SP.

Best Management Practices (BMPs) would be incorporated into this project design to ensure that the natural and cultural resources in and around the project area are adequately protected during and after construction. The BMPs discussed in this document and used in the implementation of this project were obtained from the *California Stormwater Quality Association (CSQA), Stormwater Best Management Practices Construction Handbook*. Temporary BMPs would be used to keep sediment on-site throughout the duration of the project; during construction, BMPs would be checked daily, maintained, and modified as needed; and BMPs would be used after construction to stabilize the site and minimize erosion.

The Department of Parks and Recreation has consistently referenced CSQA BMPs and has identified them as an acceptable standard for use in all State Parks.

2.7 Visitation to Andrew Molera State Park

Year	Paid Day Use	Free Day Use	Overnight Camping	Total Attendance
1996	29,727	0	22,458	52,185
1997	35,145	2,979	23,410	61,534
1998	28,818	14,532	18,394	61,744
1999	41,118	19,287	17,603	78,008
2000	43,377	20,853	20,262	84,492
2001	43,485	18,800	25,717	88,002
2002	32,889	19,701	18,738	71,328
2003	39,888	22,818	7,837	70,543
2004	32,300	52,305	4,802	89,407
2005	12,164	13,293	3,959	29,416
Total Attendance	338,911	184,568	163,179	686,658
Average Attendance	33,891	18,457	16,318	68,666

This project is not expected to result in a decrease or increase in park visitation to Andrew Molera State Park.

2.8 Consistency with Local Plans and Policies

The proposed project to replace a waterline to Pt. Sur SHP would include work both within Andrew Molera SP as well as within the CalTrans right-of-way along SR1 adjacent to the park. The Park General Plan is the guiding document that the Department of Parks and Recreation uses to determine development and management of any state park. The Andrew Molera State Park Resource Management Plan and General Development Plan was adopted in July 1976. Work occurring within the CalTrans right-of-way is guided by the California Department of Transportation. In addition, this is a coastal park and is bound by the policies of the Coastal Act.

2.9 Discretionary Approvals

The California Department of Parks and Recreation retains approval authority for the proposed waterline improvement project at Andrew Molera State Park. However, this project requires consultation with:

- California Department of Fish and Game
- California Department of Transportation (CalTrans)
- Regional Water Quality Control Board
- California Coastal Commission
- Department of Health Services

Additional internal document reviews include compliance with the Americans with Disabilities Act and Public Resources Code § 5024. The Department of Parks and Recreation would acquire all necessary reviews and permits prior to implementing any project components requiring regulatory review.

2.10 Related Projects

Parks and Recreation often has smaller maintenance programs and rehabilitation projects planned for a park unit. According to District staff, the following projects are planned for the proposed project area in the foreseeable future:

- Replace the PSSHP water storage tanks with polyethylene tanks

Chapter 3 Environmental Checklist

PROJECT INFORMATION

1. Project Title: Water System Improvements
2. Lead Agency Name & Address: California Department of Parks and Recreation
3. Contact Person & Phone Number: Christopher Meyers, 916-445-8737
4. Project Location: Andrew Molera State Park
5. Project Sponsor Name & Address: California Department of Parks and Recreation
Acquisition and Planning Division
Northern Service Center
One Capital Mall - Suite 500
Sacramento, California 95814
6. General Plan Designation: State Park
7. Zoning: Open Space Recreational – Coastal (Monterey County GP)
8. Description of Project:
The Department of Parks and Recreation proposes to complete water supply improvements to two adjacent State Parks, Andrew Molera and Point Sur. The following is a brief summary of the proposed work:
 - Replace the existing water supply well at AMSP that provides water to PSSHP.
 - Connect the new supply well to the existing distribution waterline that conveys water from AMSP to PSSHP
 - Construct a new, approximately 150 square feet, wood framed well pump house to facilitate the required water delivery components.
 - Install replacement water and electrical utility lines underground.
 - Reroute a portion of the existing waterline from the Ranch complex area in AMSP to the trail camp away from the edge of the Big Sur River.
 - Abandon-in-place sections of existing waterline and replace with new waterline.
9. Surrounding Land Uses & Setting: Refer to Chapter 3 of this document (Section IX, Land Use Planning)
10. Approval Required from Other Public Agencies

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature on Original Document

Patricia DuMont
Environmental Coordinator

_____ Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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ENVIRONMENTAL ISSUES

I. Aesthetics

Environmental Setting

Located 23 miles south of Carmel, Andrew Molera State Park is the largest State Park on the Big Sur Coast; is still relatively undeveloped; and offers visitors great hiking, fishing, and beach activities. A wide, scenic, mile-long path leads to a sandy beach that is sheltered from the wind by a large bluff to the north. The path takes visitors through a meadow filled with wildflowers and sycamore trees, offering views of the coastal mountain range to the east and parallels the Big Sur River, which enters the Pacific Ocean adjacent to the beach.

The proximity of the Pacific Ocean provides for a temperate, Mediterranean climate. Winters are mild, and rainy days are interspersed with periods of bright sunshine. An average rainfall of over 50 inches during the winter months fills the many streams that flow down the redwood-lined canyons. Coastal fog cools the summer mornings, but it usually lifts by early afternoon; however, a damp, foggy morning can be followed by a warm afternoon. In the interior valleys of the Wilderness Area, the temperatures are more extreme; the fog bank seldom crosses the coast ridge; days are likely to be hot and the nights chilly. Average summer highs are 68°F; winter highs average 61°F.

The entrance to Andrew Molera SP is directly from SR 1. This 72-mile portion of SR 1 from Carmel south to the San Luis Obispo County known as the Big Sur Coast Highway is an Officially Designated State Scenic Highway and All-American Road (CalTrans). Views include rugged canyons and steep sea cliffs, chaparral covered mountains, waterfalls, sand dunes, granite shorelines, sea lions and other marine life, windswept cypress trees, majestic redwood forests and vignettes of extreme and characteristic examples of local architecture. The park is also included within the "Big Sur Critical Viewshed", an area defined in the Big Sur Land Use Plan as "everything within sight of Highway 1 and major public viewing areas, including turnouts, beaches."

The National Scenic Byways Program, which covers both All-American Roads and National Scenic Byways, was created to preserve and protect the nation's scenic byways and, at the same time, promote tourism and economic development. There are 72 such designated byways in 32 states. All-American Roads, the higher designation, provide visitors with a unique driving experience and are considered primary destinations. National Scenic Byways are exceptional roads through areas that exemplify regional characteristics. They possess distinctive cultural, historic, natural or other qualities unique among neighboring states. These designated roads are now called "America's Byways". (DOT)

This project proposes to replace the water supply to the PSSHP water storage tanks with water from a new well located in AMSP. The existing well is failing due to salt water intrusion. Except for water level sensors placed at the existing water storage tanks, all of the work in the project would be either in AMSP or in the CalTrans right of way adjacent to AMSP. A portion of the AMSP water distribution system which provides water to the trail camp would also be replaced. This project would provide safe, reliable water supplies for AMSP and to the PSSHP water storage tanks.

The Big Sur Land Use Plan (LCP) includes policies intended to reduce impacts to the Critical Viewshed. Relevant policies include:

LUP 3.2.1 Scenic Resources Key Policy

“Prohibit all future public or private development visible from Highway 1 and major public viewing areas (the critical viewshed), and to condition all new development in areas not visible from Highway 1 or major public viewing areas on the siting and design criteria set forth in Sections 3.2.3, 3.2.4, and 3.2.5 of this plan. This applies to all structures, the construction of public and private roads, utilities, lighting, grading and removal or extraction of natural materials.”

LUP 3.2.3 Critical Viewshed Policy A4

“New roads, grading or excavations will not be allowed to damage or intrude upon the critical viewshed. Such road construction or other work shall not commence until the entire project has completed the permit and appeal process.”

WOULD THE PROJECT:	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) During construction, and until all trenched areas are re-vegetated, the overall appearance of the project sites would be affected. The presence of construction equipment and fencing restricting access to the specific construction areas would present a limited, temporary adverse visual impact. Although the project areas within Andrew Molera SP would not be considered scenic vistas, the project site located along SR1, although not considered a scenic vista itself provides access to scenic vistas along the coast. Less than significant.
- b) As mentioned in the Environmental Setting above, proposed project work would occur on the CalTrans easement of SR 1 adjacent to AMSP, within a section of SR 1 that is an officially designated State Scenic Highway and All American Road and part of the Big Sur Critical Viewshed. Although project work would include 1 ½ miles of trenching along SR 1 in order to underground waterlines, this work would occur in small distances over a period of several days. All disruption would be temporary in nature and ground would be restored to its natural conditions at the end of work. DPR would obtain a CalTrans Encroachment

permit and a Coastal Development Permit through Monterey County and would adhere to all permit conditions for this project. Less than significant.

- c) A portion of the proposed project is located in the CalTrans easement along 1 ½ miles of SR1 and includes trenching in order to install a waterline to the PSSHP water storage tanks. During construction, and until all trenched areas are re-vegetated, the overall appearance of the project sites would be affected; however, this impact to the existing visual character and quality of the site and its surroundings would be limited and temporary. Less than significant.
- d) No new lighting is proposed to be installed as part of the proposed project and it is expected that all construction work for the proposed project would occur during daylight hours, eliminating the need for work lights. No Impact.

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II. Agricultural Resources

Environmental Setting

A coastal county, Monterey County encompasses roughly 2,127,359 acres with approximately 1,579,723 acres of it in agricultural production. Farming and agricultural interests in Monterey County produce not only fruit, nut, and vegetable crops but also seed, nursery, and cut flower crops. Livestock and poultry farms are also found in the County. Monterey County has approximately 240,000 acres of prime or otherwise important farmland, and over a million acres of grazing land. Approximately 759,432 acres are in Williamson Act Agricultural Preserves and Farmland Security Zones.

Andrew Molera State Park (SP) is located at the mouth of the Big Sur River, approximately 22 miles south of Carmel. Much of what is now Andrew Molera SP was once agricultural land used primarily for raising livestock and farming; however, no land within the boundaries of Andrew Molera SP is currently used for agricultural purposes.

The proposed project would span from Andrew Molera SP to a point of connection at the boundary of Andrew Molera SP property to Point Sur State Historic Park. Private property located between the two parks and on both sides of scenic State Route 1 (SR 1) is used for grazing purposes.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

DISCUSSION

a-c) As noted in the Environmental Setting above, Andrew Molera SP does not support any agricultural operations. The property located between the waterline point of connection and Pt. Sur SHP is zoned as agricultural land, and is used for grazing purposes, as defined by the United States Department of Agriculture land inventory and monitoring criteria (modified for California). This project would have no impact on any category of California Farmland, conflict with any existing zoning for agricultural use or Williamson Act contract, or result in the conversion of farmland to non-agricultural use. No impact.

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III. Air Quality

Environmental Setting

Andrew Molera State Park (AMSP) and Pt. Sur State Historic are located in the North Central Coast Air Basin (NCCAB), managed by the Monterey Bay Unified Air Pollution Control District (MBAUAPCD) and under the jurisdiction of the United States Environmental Protection Agency (USEPA) Region IX. The MBAUAPCD's jurisdiction is comprised of Monterey, Santa Cruz and San Benito counties. The proposed project is located within Andrew Molera SP and along the 1 ½ miles of State Route 1 adjacent to AMSP, in Monterey County.

The NCCAB, just south of the San Francisco Bay Area Air Basin, forms an area of more than 5,100 square miles with varied vegetation, climate and geography. The area includes portions of several mountain ranges: the Santa Lucia and Gabilan Ranges in Monterey and San Benito Counties, the southern portion of the Santa Cruz Mountains in Santa Cruz County, and the Diablo Range in the eastern half of San Benito County. The coastal terraces in the Santa Cruz area, the flat plains surrounding Watsonville, Salinas, and King City, and the southern Santa Clara Valley are sharply defined by the various mountain ranges. In addition, the air basin is home to approximately 738,700 people with 57 percent residing in Monterey County, 35 percent in Santa Cruz County, and 8 percent in San Benito County. The main emission sources in the air basin are the Moss Landing power plant, a cement plant in Davenport, agricultural operations, and Highway 101.

The California Air Board makes State area designations for ten criteria pollutants (an air pollutant for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set): ozone, suspended particulate matter (PM₁₀), fine suspended particulate matter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles (VRPs). At the State level, only PM₁₀ has been designated "non-attainment" in the NCCAB. Ozone levels are designated non-attainment/transitional; PM_{2.5}, carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, and lead levels have been designated attainment; and hydrogen sulfide and VRP levels have been designated unclassified. A pollutant is designated in attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period. Conversely, a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area. Unclassified means the data is incomplete and designation of attainment or non-attainment is not supportable. An area is designated non-attainment / transitional to signify that the area is close to attaining the standard for that pollutant. The North Central Coast Air Basin remains on the borderline between attainment and non-attainment for ozone in part due to variable meteorological conditions occurring from year to year transport of air pollution from the San Francisco Bay Area, and locally generated emissions.

In contrast to the State area designations, the U.S. Environmental Protection Agency (U.S. EPA) makes national area designations for five criteria pollutants: ozone (1-hour and 8-hour standards), PM₁₀, carbon monoxide, nitrogen dioxide, and sulfur dioxide. At the National level, no criteria pollutant is designated "non-attainment"; ozone is designated "attainment" for both the 1-hour and 8-hour standard; and sulfur dioxide, carbon monoxide, nitrogen dioxide, and PM₁₀ are all designated as "unclassified". Nationally, any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) one or more of the

National Ambient Air Quality Standards for the criteria pollutants designated in the Clean Air Act is designated “non-attainment”. An area considered to have air quality as good as or better than the national ambient air quality standards as defined in the Clean Air Act is designated “attainment”; and an area that cannot be classified on the basis of available data as meeting or not meeting the national primary or secondary ambient air quality standard is designated “unclassified”.

The MBUAUAPCD operates ten monitoring stations throughout Monterey, Santa Cruz and San Benito counties. Air quality is also monitored by the National Park Service at Pinnacles National Monument.

	State Levels	Federal Levels
Ozone	Non-attainment /Transitional	1 hour & 8 hour standard: Attainment
Carbon Monoxide	Attainment	Unclassified
Nitrogen Dioxide	Attainment	Unclassified
Sulfur Dioxide	Attainment	Unclassified
Particulate matter (PM ₁₀)	Non-Attainment	Unclassified
Particulate Matter (PM _{2.5})	Attainment	Unclassified
Sulfates	Attainment	N/A
Lead	Attainment	N/A
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified	N/A

Individual or groups that would be especially reactive to criteria pollutants are considered sensitive receptors, such as children, the elderly and those who are acutely or chronically ill. Facilities where sensitive receptors are likely to be located include schools, playgrounds, childcare centers, retirement and convalescent homes, hospitals, medical clinics, and residences. This project is located one and a half miles along SR 1 and within Andrew Molera SP; no other sensitive receptor facilities are located near the project sites.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Conflict with or obstruct implementation of the applicable air quality plan or regulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
d) Expose sensitive receptors to substantial pollutant concentrations (e.g., children, the elderly, individuals with compromised respiratory or immune systems)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

DISCUSSION

- a) Work proposed by this project would not conflict with or obstruct the implementation of any applicable air quality management plan for Monterey Bay Unified Air Pollution Control District.
- b,c) The proposed project would not emit air contaminants at a level that, by themselves, would violate any air quality standard, or contribute to a permanent or long-term increase in any air contaminant. However, project implementation would generate short-term emissions of fugitive dust (PM₁₀) and involve the use of equipment and materials that would emit ozone precursors. Increased emissions of PM₁₀ and ozone precursors could contribute to existing non-attainment and non-attainment/transitional conditions, which could interfere with achieving the projected attainment standards. However, integration of the following conditions into the project design will reduce potential impacts to a less than significant level.

Air Condition 1
<ul style="list-style-type: none"> • All active construction area will be watered at least twice daily during dry, dusty conditions. • All trucks hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard. • All equipment engines will be maintained in good condition, in proper tune (according to manufacturer’s specifications), and in compliance with all State and federal requirements. • Excavation and grading activities will be suspended when sustained winds exceed 25 miles mph, instantaneous gusts exceed 35 mph, or dust from construction might obscure driver visibility on public roads. • Earth or other material that has been transported onto paved streets by trucks, construction equipment, erosion, or other project-related activity will be promptly removed.

- d) As noted in Discussion III(b,c) above, project construction would generate dust and equipment exhaust emissions for the duration of the project. Park visitors with conditions that make them sensitive to these emissions would have the option of avoiding the area altogether or remaining in portions of the park that would be upwind or protected from blowing dust or other emissions. Trenching would occur along a 1 ½ mile length of SR 1 and along approximately 700 linear feet of the maintenance road to the trail camps and

connect to the main water line in Andrew Molera SP. Equipment use that could generate fugitive dust would be of limited duration, both in daily operation and as a percentage of the proposed work for this project. Integration of **Air Conditions 1** above, into the project design will reduce potential impacts to a less than significant level.

- e) Proposed work would not result in the long-term generation of odors. Construction-related emissions might result in a short-term generation of odors, including diesel exhaust and fuel vapors; these odors might be considered objectionable by some park visitors and employees. However, construction activities would be short-term and odorous emissions would dissipate rapidly in the air, with increased distance from the source. Potential odor impacts would be considered less than significant.

IV. Biological Resources

Environmental Setting

Andrew Molera State Park encompasses 4,786 acres, including approximately 2.6 miles of coastline. Elevations range from sea level to approximately 3,200 feet in the extreme northeastern portion of the unit. Several native plant communities and wildlife habitat types occur within the park. Terrestrial vegetation includes coastal grassland, coastal scrub, mixed evergreen forest, oak woodland, and riparian forest.

Vegetation

Vegetation series used in this project are defined by the Sawyer/Keeler-Wolf (1995) classification system. Although the water line would pass close to several vegetation series (see Vegetation Series map), only five series occur within the site, two of which are non-native. These are a California annual grassland series, a coyote brush series, an arroyo willow series, a coast live oak series and an introduced perennial grassland series. Vegetation surrounding the well site is a coast live oak series. Down slope from the well site, the area traversed by the water line before it reaches the Hwy 1 underpass, is a coyote brush series. After the water line exits the underpass, it would pass through an arroyo willow series before joining a dirt road close to the Andrew Molera Barn. From the barn to the junction with the lower paved Andrew Molera entrance road, the water line would run under a dirt road. In the remainder of the project area, in which the water line would parallel the Andrew Molera entrance road, Hwy 1, and a fire road to the trail camp, the only vegetation series affected would be a California grasslands series and a perennial grassland series. Excluding the approximately 500 linear feet (LF) section from the well site to the dirt road close to the Andrew Molera Barn, the water line would pass under approximately 2,185 LF of paved road or paved shoulder, 3,440 – 3,650 LF (depending on option) of dirt road or dirt shoulder, and 740 LF of California annual grassland series or introduced perennial grassland series.

The California annual grass series within the project site is composed almost completely of non-native species such as rip-gut brome (*Bromus diandrus*), wild oat (*Avena fatua*) and filaree (*Eriodionum* spp.). Variations of this common series are found in low elevations throughout California.

Although coyote brush (*Baccharis pilularis*) is the dominant shrub in the coyote brush series, sticky monkey flower (*Mimulus aurantiacus*) is almost equally common. California sagebrush (*Artemisia californica*); black sage (*Salvia mellifera*); Western bracken fern (*Pteridium aquilinum*); poison oak (*Toxicodendron diversilobum*); giant ryegrass (*Leymus condensatus*); California blackberry (*Rubus ursinus*); yerba buena (*Satureja douglasii*); and a small number of lizard tail (*Eriophyllum staechadifolium*), soap plant (*Chlorogalum pomeridianum*), and purple needle grass (*Nassella pulchra*) occur in the area as well. The water line would traverse approximately 250 LF of this series on a moderately steep slope just to the east of the Hwy 1 concrete box culvert.

From 35 feet east of the Hwy 1 concrete box culvert to the dirt road close to the Andrew Molera Barn, the water line would pass under the East Molera Trail. To either side of this section of the trail is an arroyo willow series. Although willows are generally associated with drainages and riparian areas, arroyo willows (*Salix lasiolepis*) are sometimes found in Big Sur on non-south facing, semi-mesic hillsides. Such is the case in this site. Other tree species in this

series include coast live oak (*Quercus agrifolia*) and California bay laurel (*Umbellularia californica*). Shrub species encountered are California sage, coyote brush, and occasionally, toyon (*Heteromeles arbutifolia*). Poison oak, California blackberry, yerba buena, California bee plant (*Scrophularia californica*), Pacific sanicle (*Sanicula crassicaulis*), wood mint (*Stachys bullata*), soap plant, and wood strawberry (*Fragaria vesca*) occur in the herbaceous layer.

Coast live oak dominates the canopy in the coast live oak series found around the well site. The dominant understory plants are wood mint and poison oak. Other herbaceous plants include wood strawberry, yerba buena and California bedstraw (*Galium californicum*). Some small California bay laurel seedlings and coyote brush plants also occur in this series. The water line would travel through this series for approximately sixty LF.

The introduced perennial grassland series within the project area is composed entirely of non-native species. The two dominant grasses in this series are Harding grass (*Phalaris aquatica*), and Kikuyu grass (*Pennisetum clandestinum*). In some areas, non-native herbaceous plants such as Italian thistle (*Carduus pycnocephalus*) and poison hemlock (*Conium maculatum*) occur. These species are often present in disturbed areas such as roadsides.

Wildlife

Andrew Molera State Park contains a diversity of wildlife habitats; those that occur around the project area are coastal scrub, coastal oak woodland, annual grassland, perennial grassland, and riparian. Although it passes through small sections of coastal oak woodland and coastal scrub wildlife habitats, 95% of the project traverses either annual grassland, perennial grassland or disturbed areas (paved or dirt roads and shoulders). Riparian wildlife habitat occurs in some seasonal drainages that run perpendicular to Hwy 1, but would be unaffected by the project.

Some of the common bird species that can be found in the park – especially in the wildlife habitats mentioned above – include California quail (*Callipepla californica*), white-crowned sparrow (*Zonotrichia leucophrys*), Bewick's wren (*Thryomanes bewickii*), wrentit (*Chamaea fasciata*), golden-crowned sparrow (*Zonotrichia atricapilla*), Wilson's warbler (*Wilsonia pusilla*), acorn woodpecker (*Melanerpes formicivorus*), California thrasher (*Toxostoma redivivum*), spotted towhee (*Pipilo maculatus*), California towhee (*Pipilo crissalis*), dark-eyed junco (*Junco hyemalis*), and red-tailed hawk (*Buteo jamaicensis*).

A number of common mammals live in the park, including western gray squirrel (*Sciurus griseus*), California ground squirrel (*Spermophilus beecheyi*), black-tailed deer (*Odocoileus hemionus*), striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), bobcat (*Lynx rufus*), coyote (*Canis latrans*), California vole (*Microtus californicus*), dusky-footed wood rat (*Neotoma fuscipes*), deer mouse (*Peromyscus maniculatus*), brush rabbit (*Syvilagus bachmani*), pocket gopher (*Thomomys bottae*), and non-native wild pig (*Sus scrofa*).

Western fence lizard (*Sceloporus occidentalis*), gopher snake (*Pituophis melanoleucus*), and southern alligator lizard (*Elgaria multicarinatus*) could occur in or around the project site and in similar habitats throughout the park.

Amphibian species that could potentially be found in small sections of the project area are slender salamander (*Batrachoseps pacificus*), ensatina (*Ensatina eschscholzi*), and arboreal salamander (*Aneides lugubris*).

Special-Status Species¹

Sensitive biological resources that occur, or potentially occur, in the proposed project site are discussed in this section. Sensitive biological resources include the plants and animals that have been given special recognition by federal, state, or local resource agencies and organizations. Also considered are habitats that are listed as: (1) critical for the survival of a listed species or (2) have special value for wildlife, and plant communities that are unique or of limited distribution.

All sensitive species and their habitats were evaluated for potential impacts by this project. A query of the California Department of Fish and Game's Natural Diversity Database (CNDDDB) was conducted for sensitive species and habitats within the Big Sur and Point Sur 7.5-minute USGS quadrangles. Special-status plant species potentially occurring in the quadrangle maps were derived from the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California (7th edition, electronic version).

Threatened and Endangered Species and Species of Special Concern

Threatened and Endangered plants and animals and Species of Special Concern are special-status species that have legal protection. The following special-status species are the result of the CNDDDB and CNPS queries for the quadrangle maps mentioned above and a review of available studies and literature.

Plant Species

Special-status plant species that are known or that could potentially occur within or near the project area are based on the CNDDDB (2005), the CNPS (7th edition, electronic version), the Andrew Molera State Park Resource Inventory (1990), and field observations by a California State Parks environmental scientist.

The CNDDDB and CNPS both report occurrences of ten special-status plant species for the Big Sur and Point Sur 7.5-minute United States Geological Survey (USGS) quadrangles. Suitable habitat does not exist within the project area for most of the ten species. One of these species occurs adjacent to the project site.

Bristlecone pine (*Abies bracteata*), occurs at between 210 – 1600 meters in broadleafed upland forest, chaparral, or lower montane coniferous forests that do not occur within the project site.

A second species, branching beach aster (*Corethrogyne leucophylla*), is restricted to coastal dunes or closed-cone coniferous forest, which also does not exist within the project site.

Potentially Occurring Plant Species within the Project Area

Suitable habitat, ranging from very marginal to fair exists for nine species, three of which have been reported to occur within Andrew Molera State Park. These species are described below.

¹ For the purposes of this document, special-status species are defined as plants and animals that are legally protected or that are considered sensitive by federal, state, or local resource conservation agencies and organizations. Specifically, this includes species listed as state or federally Threatened or Endangered, those considered as candidates for listing as Threatened or Endangered, species identified by the USFWS and/or CDFG as Species of Concern, animals identified by CDFG as Fully Protected or Protected, and plants considered by the California Native Plant Society (CNPS) to be rare, threatened, or endangered (i.e., plants on CNPS lists 1 and 2).

Compact cobwebby thistle (*Cirsium occidentale* var. *compactum*) – This CNPS List 1B.2 species blooms from April through June, and is known to occur in chaparral, coastal dunes, coastal prairie, and coast scrub habitat types in parts of Monterey, San Francisco, and San Luis Obispo Counties. The CNPS reports it as possibly existing in the Point Sur quadrangle, which does not occur within Andrew Molera State Park, but the existence of this plant in the area has not been verified. Suitable habitat within the project site is marginal.

Dudley's lousewort (*Pedicularis dudleyi*) – Blooming from April through June, this state Rare and CNPS List 1B.2 species occurs in Monterey, Santa Cruz, San Luis Obispo, and San Mateo Counties. Dudley's lousewort inhabits chaparral, cismontane woodland, north coast coniferous forest, and valley and foothill grassland. Although potentially suitable habitat exists in the park, it is highly unlikely that this species occurs in or around the project site.

Maple-leaved checkerbloom (*Sidalcea malachroides*) – This CNPS List 1B.2 plant inhabits broadleafed upland forest, coastal prairie, coastal scrub, north coast coniferous forest, and riparian woodland in many counties throughout the state, and in Oregon. It blooms from April through August. It is not known to exist in Andrew Molera State Park, but potentially suitable habitat exists in the project site.

Fragrant fritillary (*Fritillaria liliacea*) – Fragrant fritillary is a CNPS List 1B.2 plant that occupies areas with heavy soil in various habitats including cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland. It has been reported from ten San Francisco and Monterey Bay area counties. This species has a February through April blooming period. Very marginal habitat may exist in the project area, but it was not found in a survey by a State Park environmental scientist in March 2006.

Hutchinson's larkspur (*Delphinium hutchinsoniae*) – This CNPS List 1B.2 species is only found in Monterey County, in broadleafed upland forest, chaparral, coastal prairie, and coastal scrub habitat types, usually in coastal canyons. It blooms from March through June. It is not known from the park, and is unlikely to occur in the project site.

Jolon clarkia – (*Clarkia jolonensis*) – Blooming from April through June, this CNPS List 1B.2 plant typically occurs in dry areas in chaparral, cismontane woodland, and coastal scrub. It is only found in Monterey County. It has not been found in Andrew Molera State Park, and is not likely to occur in the project area.

Little Sur manzanita (*Arctostaphylos edmundsii*) - Occurring only in coastal bluff scrub and chaparral in Monterey County, this CNPS List 1B.2 evergreen shrub blooms from November through April. This species occurs on bluffs close to the ocean in Andrew Molera State Park, and along Hwy 1 approximately one mile north of the project site. However, in a survey conducted by a State Park environmental scientist in March 2006, and in previous surveys, this plant was not found in the project site.

Adobe sanicle (*Sanicula maritima*) – This state Rare and CNPS List 1B.1 plant is found along the coastal California counties of Monterey and San Luis Obispo, and possibly, San Francisco, and Alameda. It favors heavy adobe soils on coastal bluffs in chaparral, coastal prairie, meadows, seeps and valley and foothill grassland. There is one known population of this plant in Serpentine soils in Andrew Molera State Park. It blooms between February and May. This species was not found in the project site in a survey conducted by a State Park environmental scientist in March, 2006.

Arroyo Seco bush mallow (*Malacothamnus palmeri* var. *lucianus*) – This CNPS List 1B.2 plant, which is only found in Monterey County, occurs in one location in the park, adjacent to the project site. Arroyo Seco bush mallows bloom from May through August, and generally favor chaparral, but the Andrew Molera population is growing on the side of a hill in coastal scrub. These plants would not be affected by trenching activities associated with the project, because the water line would be under paved road in the area where the population occurs.

Animal Species

Special-status animal species that are known or that could potentially occur within or near the project area are based on the CNDDDB (2005), and field observations by a California State Parks environmental scientist.

The CNDDDB reports occurrences of ten special-status animal species for the Big Sur and Point Sur 7.5-minute United States Geological Survey (USGS) quadrangles. Suitable habitat does not exist within the project area for any of the ten species, nor would the project adversely affect any of the species. These species are described below.

Black swift (*Cypseloides niger*) – This California Species of Special Concern nests and roosts on high cliffs and behind waterfalls, and forages for insects high in the air. Suitable habitat does not exist in or close to the project site.

Monarch butterfly (*Danaus plexippus*) – This insect is not a listed species, but Monarch over-wintering colonies are considered a unique phenomenon by several groups and organizations. The closest, and only, over-wintering/autumnal site to the project site is in a stand of eucalyptus trees ¼ - ½ mile from Hwy 1. The project would not negatively affect the population.

Western pond turtle (*Emys* (= *Clemmys*) *marmorata*)– The western pond turtle, a California Species of Special Concern, is usually found in lakes, ponds and slow moving rivers with associated emergent vegetation, and rocky or muddy bottom substrate. This species occurs in parts of the Big Sur River in Andrew Molera State Park, but suitable habitat does not occur in or close to the project site, and the project would not affect this turtle.

Smith's blue butterfly (*Euphilotes enoptes smithi*) – Although this federally Endangered butterfly has not been documented in Andrew Molera State Park, seacliff buckwheat (*Eriogonum parvifolium*), the plant that it is completely dependent upon during all life stages, is present. However, a survey by a State Park environmental scientist in March 2006 found no seacliff buckwheat in or around the project area. This butterfly would not be impacted by the project.

Dolloff cave spider (*Meta dolloff*) – As the name implies, this spider builds webs at the ceiling of caves and is a federally-listed Species of Concern. This project would not adversely affect this species or its habitat.

Steelhead – south/central California coast (*Oncorhynchus mykiss irideus*) – This federally Threatened fish occurs in the Big Sur River in Andrew Molera State Park. The project would not negatively affect this species, or its habitat in any way.

American badger (*Taxidea taxus*) – Habitat for this California Species of Special Concern exists in Andrew Molera State Park, but occurrences are not known, and habitat does not occur within the project site.

Prairie falcon (*Falco mexicanus*) – This California Species of Special Concern breeds and hunts in open grassland and scrubland throughout California. This bird of prey is not known to breed in the park, but sightings are not uncommon.

Western snowy plover (*Charadrius alexandrinus nivosus*) – This federally Threatened species nests on open expanses of beach. Although they are known to nest on the beach north of Point Sur, 1 ½ miles to the north of the project site, they would not be affected by the project.

Tufted puffin (*Fratercula cirrhata*) – A California Species of Special Concern that winters at sea and breeds on offshore islands, this sea bird would not be affected by this project.

Additional Special Status Animal Species

Although the following animal species were not listed in the CNDDDB for the Big Sur and Point Sur 7.5 minute USGS quadrangles, they are listed as sensitive animals in the Andrew Molera Resource Inventory (1990), or are known to occur in the Andrew Molera State Park area.

Sensitive raptors such as osprey (*Pandion haliaetus*), white-tailed kite (*Elanus caeruleus*), bald eagle (*Haliaeetus leucocephalus*), sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*Accipiter cooperi*), golden eagle (*Aquila chrysaetos*), merlin (*Falco columbarius*), and American peregrine falcon (*Falco peregrinus anatum*), are known to visit or nest in Andrew Molera State Park and along the Big Sur Coast. Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds. According to Section 86 of the California Fish and Game Code defines "take" means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill (CDFG, 2006).

Sensitive migratory non-game native birds such as willow flycatcher (*Empidonax traillii*), yellow warbler (*Dendroica petechia brewsteri*), yellow-breasted chat (*Icteria virens*), and purple martin (*Progne subis*) are also known to visit or nest in Andrew Molera State Park and the Big Sur Coast. Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13).

California Red-legged frog (*Rana aurora draytonii*) and foothill yellow-legged frog (*Rana boylei*) habitat does not exist in the project area, therefore these two species would not be affected by this project.

Sensitive Natural Communities

Sensitive natural plant communities are: (1) especially diverse; (2) regionally uncommon; or (3) of special concern to local, state and federal agencies. The Coastal Act defines environmentally sensitive areas as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

"Elimination or substantial degradation of these communities would constitute a significant impact under CEQA. This project does not pass through or impact any sensitive natural plant communities, including Coastal Act-defined sensitive areas.

Wetlands and Waters of the United States

The U.S. Army Corps of Engineers (USACE) defines wetlands as: “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions”. The majority of USACE jurisdictional wetlands meet three wetland delineation criteria: (1) hydrophytic vegetation, (2) hydric soil types, and (3) wetland hydrology.

According to California Coastal Act Section 30121, "Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Similar to USACE, the Coastal Commission also relies on the presence of hydrophytes and/or the presence of hydric soils.

The rationale for this in general is that wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. For this reason, the single feature that most wetlands share is soil or substrate that is at least periodically saturated with or covered by water, and this is the feature used to describe, wetlands in the Coastal Act

No areas that meet these criteria occur within the project footprint, or would be impacted by the project.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a sensitive, candidate, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) Sensitive raptors and other sensitive migratory non-game birds are known to occur in the AMSP area and could be present in the project area, or could be nesting in the vicinity. As stated in the Environmental Setting above, these birds and their nests are protected under California Fish and Game Code as well as the Federal Migratory Bird Treaty. Increased noise levels during construction activities could impact nesting activity and nest success. The following mitigation measure will reduce impacts to these species to a less than significant level.

Mitigation Measure Bio1 - Sensitive Nesting Raptor and Migratory Birds Avoidance

- If feasible, project implementation will be timed to avoid the nesting season for raptors and sensitive migratory bird species (February 1 - September 15).
- If the project must occur during the breeding season for sensitive raptors (February 1 - September 15) or other sensitive migratory non-game species (March 1 – September 15), surveys will be conducted in and around the project site by a qualified State Park environmental scientist or biologist. Surveys will be conducted within 10 days prior to the start of construction
- No work will occur in areas along SR 1 closer than 150 feet from active sensitive migratory non-game species nests, or as negotiated with DFG or USFWS on a case by case basis. No work will occur in areas of Andrew Molera SP closer than 200 feet from active sensitive migratory non-game species nests, or as negotiated with DFG or USFWS as appropriate.
- No work in the entire project area will occur closer than 500 feet from active raptor nests until after the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting, or as otherwise negotiated with DFG or USFWS as appropriate
- Limits of construction will be flagged to avoid raptor and other sensitive bird species nests.

In addition to the sensitive bird species noted above, nests of other migratory bird species could occur within the proposed project area. Impacts to nesting activity and nest success could occur by increased noise levels during construction activities. The following avoidance measures are designed to reduce project-related impacts to nesting migratory bird species to a less than significant level.

Mitigation Measure Bio 2 – Migratory Bird Avoidance

- If construction-related activities are scheduled to begin during the nesting season of March 1 to September 15, a DPR qualified biologist will conduct a survey for nesting bird species within 10 days prior to commencement of construction at each site to ensure that no nesting birds will be impacted by the project. The survey area will include the project site and a 100 foot zone around it.
- If active nests are located, DPR will propose protection measures to the Department of Fish and Game for approval on a case-by-case basis, based upon species and location of the nest. If the Department of Fish and Game does not comment on the proposed protection measures within 10 days from the date of submittal, DPR will assume that the measures are approved and will continue with project activities after the protection measures are in place.

There are eight CNPS List 1B species and two state listed rare plant species that have reported occurrences within the Big Sur and Point Sur USGS 7.5-minute quadrangles. These are bristlecone fir, Little Sur manzanita, Jolon clarkia, Hutchenson's larkspur, fragrant fritillary, Dudley's lousewort, adobe sanicle, maple-leaved checkerbloom, compact cobwebby thistle, and Arroyo Seco bush mallow. The likelihood of occurrence in the project area for all of these species is minimal, although marginal habitat exists for some of them. Implementation of the following mitigation measure will reduce impacts to a less than significant level.

Mitigation Measure Bio 3 - CNPS List 1B and State Listed Rare Plant Species

- Surveys will be conducted during the appropriate blooming months - or when species can be unmistakably identified - for all CNPS List 1B and state listed rare plant species that could potentially occur in the project area.
- All occurrences of CNPS List 1B and state listed rare species found within the project area will be mapped on project maps, flagged on the ground, and avoided if possible.
- If significant unavoidable impacts occur to CNPS List 1B or state listed rare species as a result of project implementation, DPR will mitigate losses of habitat or individuals at a ratio of 3:1 through habitat enhancement for these species within Andrew Molera State Park (or as negotiated with the California Department of Fish and Game).
- The known Arroyo Seco bush mallow population adjacent to the project site will be surrounded with hurricane fencing.

- b) The proposed project has been designed to avoid any riparian habitat or other sensitive natural community. Less than significant.
- c) This project has no adverse effect on either federally protected wetlands or Coastal Act protected wetlands.
- d) The dusky-footed woodrat (*Neotoma fuscipes*), a non-listed native species, builds nests of sticks on the ground in coastal scrub and oak woodlands. Several nests of this species occur in and close to the project site. In a localized area of the project site, nesting by this species may be impacted. Implementation of the following mitigation measure will reduce impacts to a less than significant level.

Mitigation Measure Bio 3 – Impeding Native Wildlife Nesting Sites
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- | |
|--|
| <ul style="list-style-type: none">• Prior to the start of construction, DPR staff will conduct surveys for woodrat nests.• Nest occurrences within the project area will be mapped on project maps, flagged on the ground, and surrounded with Hurricane fencing for avoidance. |
|--|

- e) This project does not conflict any local policies or ordinances protecting biological resources.
- f) This project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. Cultural Resources

Environmental Setting

Native American Ethnographic Overview

Human occupation along the Big Sur coast is known to have occurred as long ago as 4500 BC (Jones 1994:74). Even earlier dates are well established both in the Monterey Bay area to the north and in San Luis Obispo County to the south, but it is unclear exactly when the first people settled along this most rugged section of the coastline.

The Esselen, or their ancestors, may have been the first people to live along this section of the coast, as well as far to the north. The Esselen likely were concentrated in this area when the Rumsen Ohlone (or Costanoan) expanded southward, culminating 2500 years ago. At the time of European contact, the Esselen lived in the Upper Carmel River Valley, the drainages of the Big and Little Sur Rivers and throughout the Santa Lucia Mountains. Their neighbors to the south of Lucia were the Salinan people.

Point Sur may have been in either Esselen territory (Breschini and Haversat 1994) or the Costanoan area known as Sargenteruc (Millikin 1990). Very little ethnographic data was recorded for this area, and what was recorded presents conflicting views. Mission records show that people from both the Rumsen and the Esselen were absorbed into the mission sphere. It was thought that the Esselen became extinct (Kroeber 1925:544), but there are living descendants today.

The material culture of the Esselen is not well known. "There was apparently little to distinguish it from that of their hunter-gatherer neighbors. Both portable bedrock mortars were used, and a variety of chipped stone tools including projectile points constituted a large portion of their material culture" (Brandon-Kerr 1982:110).

Historic Overview

The history of Andrew Molera State Park is well documented in Davis et al (1990:14-36). In brief, two leagues of land (8,880 acres) were granted to Juan Bautista Alvarado in 1834 as Rancho El Sur. El Sur refers to the grant's location south of Monterey. The land grant was later passed on to Alvarado's uncle by marriage, John Rogers Cooper.

Cooper had a cabin built on the land in 1861, a structure now known as the "Cooper Cabin" (CA-MNT-1400H). This is located on a promontory on the west side of the walk-in campground. At his death, the Rancho El Sur passed to his widow and children. His daughter, Amelia, married Eusebius Molera in 1875. During all this time, much of the ranch was leased out for various farming ventures.

In 1891, the ranch was partitioned into five parcels. Four of these were granted to Cooper's heirs; the fifth was a parcel at the mouth of the Big Sur River "reserved for landing." The four lots seemed to be managed as two ranches, the 'Cooper Ranch' to the northwest and the 'Molera Ranch' which is the basis of the current park unit. The Molera Ranch was managed by Eusebius Molera; later by son Andrew and daughter Frances.

By this time a complex of structures had been built about a mile east of the Cooper Cabin, probably as early as 1878. These are known as the "Big Bend" ranch buildings. After 1880, another complex of structures, the "Molera Ranch" was established to the southeast. By 1906, there were at least five structures in this area. Ranch activities included dairying, breeding of hogs, cattle, dogs and horses, and the development of apiaries, among others.

Andrew Molera died in 1931, and his entire estate passed to his sister, Frances. She, beginning in 1964, negotiated a deal with the Nature Conservancy and the Division of Beaches and Parks to sell the land and dedicate it as a State Park in Andrew's name. The unit opened to the public in 1972.

Previous Archaeological Investigations

Davis et al. (1990: 4-5) report:

Since the early part of the century, various archaeologists have commented on the sites found at the mouth of the Big Sur River. Edward Gifford (1913) in his list of shell middens along the Monterey coast noted two sites within Andrew Molera State Park which he numbered 14 and 15. These were later given the trinomials MNT-63 and MNT-64, respectively. Arnold R. Pilling in his 1948-49 surveys of the coast for the University of California Archaeological Survey identified several more sites in the area.

Subsequently, Steve Humphreys (1969), William Bennett (1973), Henry Keesling (1975), Don Howard (1974; 1979), Gary Breschini, and Trudy Haversat (Breschini et al. 1983) have visited these sites. Also State Archaeologists Francis Riddell and William Olsen (Olsen 1974), Jim Woodward (1983), Lee Motz (personal communication), and Herb Dallas (1989) have done additional survey work in the park.

Davis et al. (1990) then conducted additional background investigation and field survey in the unit. They recorded or rerecorded ten prehistoric archaeological sites, recorded five historic sites and nine historic structures.

Cultural Resources Within the Park

Both Native American and historic sites are found within Andrew Molera SP and on neighboring private lands. A total of thirteen prehistoric and five historic archaeological sites are recorded within Andrew Molera State Park. In addition, nine standing structures have been documented. Several of these are clustered at Molera Ranch in the southeast portion of the area of potential effect (APE).

Within the park, all the known cultural resources are outside of the APE. Some trenching activities pass nearby to CA-MNT-1407H and the un-recorded Molera Ranch area (park headquarters and parking area). MNT-1407H is in the "River Bend" ranch area, on the north of the Big Sur River, and just east of the walk-in campground. The site is the remnants of a complex of structures, including a Victorian ranch house, a barn, dance hall and outbuildings. Only the ranch house foundation was discernible by Davis et al. (1990:41). An access road from CA State Highway 1 to the campground passes around the southern edge of the archaeological deposit, and the proposed project includes trenching down this road.

The Molera Ranch structures are currently utilized for park purposes. No archaeological deposit has been detected in association with them. The present project would trench along one of two roads which run between some of the structures.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial adverse change in the significance of a historical resource, as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

DISCUSSION

- a) There are no historic structures in the project’s area of potential effect (APE). However, there are two areas of known historic resources and known historic archaeological sites in the vicinity. These consist of site CA-MNT-1407H, and a portion of the un-recorded Molera Ranch area (park headquarters). Any potential impacts to these sites are addressed in Discussion Section (b) below.
- b) Excavation work during this project is not expected to expose archaeological material. There is a historic archaeological deposit (CA-MNT-1407H) near the road to the walk-in campground that would be avoided. Integration of **Condition Cult-1** below into construction plans will ensure avoidance of this site and reduce the potential impacts to historic archaeological materials to a less than significant level.

Cultural Condition 1 -

- Monitoring of construction activities shall occur in the area of site CA-MNT-1407H, as well as in the area of the historic Molera Ranch (park headquarters).
- A DPR-qualified cultural resource specialist shall consult with the contractor and project manager prior to start of construction to determine appropriate monitoring during construction activities. Actual monitoring will be conducted by a DPR-qualified cultural resource specialist.
- Historic project elements and surrounding site will be photo-documented before, during, and after construction and photos added to historical records (archives) for the park.
- In the event that previously unknown cultural resources are encountered during project construction by anyone, the state representative will put work on hold at that specific location and contractors will be redirected to other tasks. A DPR-qualified archaeologist will record and evaluate the find and work with state representative to implement avoidance, preservation, or recover.

- c) No human remains or burial sites have been documented or are expected to be found in the immediate vicinity of project site. However, because there are archaeological sites recorded with the state park boundary and there is documentation of Native American land use of the area, there is potential of discovering undocumented human remains. Integration of the following condition into construction plans would reduce impact to a less than significant level.

Cultural Condition 2 - Human Remains

- In the event that human remains are discovered, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate DPR personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The DPR Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities.
- If the coroner or tribal representative determines the remains represent Native American interment, the Native American Heritage Commission is Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination.
- If it is determined the find indicates a sacred or religious site; the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives will also occur as necessary to define additional site mitigation or future restrictions.

VI. Geology and Soils

Environmental Setting

Andrew Molera SP is located in Monterey County approximately 30 miles south of Monterey and is within the Coast Range geomorphic province at the northern end of the Santa Lucia Range (Figure G-1). The Coast Range geomorphic province extends along the coast for approximately 400 miles from Oregon south to the Santa Ynez Mountains. It trends in a north-northwesterly direction that is roughly parallel to the Sierra Nevada Mountains and that is bounded on the west by the Pacific Ocean and on the east by the Great Valley (DPR 1990).

The Water System Improvements Project would provide water to the reservoirs at Pt. Sur SHP. Most of the project work would occur within Andrew Molera SP and along the Caltrans-owned right-of-way of State Route 1 (SR 1) to the existing connections at Pt. Sur SHP. There would be no ground-disturbing activities at Pt. Sur SHP.

Topography

Andrew Molera SP is located at the northern end of the Santa Lucia Range, which is a prominent feature of the southern Coast Ranges and is noted for its abrupt rise from the Pacific Ocean to the mountain crests. The highest mountain in the Santa Lucia Range is Junipero Serra Peak at 5,862 feet in elevation. This peak is located about 24 miles southeast of Andrew Molera SP (DPR 1990).

Andrew Molera SP is a 4697-acre park with approximately 2.6 miles of ocean frontage. Elevations range from sea level to approximately 3,200 feet. There are 2 major drainages in the park - the Big Sur River and the Little Sur River. The topography within the Andrew Molera SP is very diverse and includes steep mountain slopes, level to gently rolling ridgetops, coastal terraces, alluvial flats, and floodplain terraces. Slopes vary from slight (0-8%) to greater than 50%. There are four prominent features in the park unit – Pfeiffer Ridge, the Big Sur River valley and mouth, the main ridge north of the Big Sur River, and the canyon of the South Fork of the Little Sur River (DPR 1990). No project work would occur on any of these features. In Andrew Molera SP, the Waterline Project area is located predominately on the coastal terrace with a small component of the work located at the base of the slope.

Geology

Andrew Molera SP lies within the Santa Lucia Mountains of the Southern Coast Ranges geomorphic province. The Santa Lucia Mountains are part of the Salinian block, a displaced terrane comprised largely of granitic plutons that have intruded and metamorphosed older sedimentary rocks. The Salinian block is bounded on the northeast by the San Andreas fault zone and on the southwest by the Sur-Nacimiento fault zone. It is thought to have been displaced by strike-slip faulting along the San Andreas fault system from regions in the vicinity of Mexico or even farther south in Central America. The Salinian block has eroded, undergone folding and faulting, and accumulated Franciscan assemblage volcanic and sedimentary rocks along the continental margin (DPR 1990).

The geologically significant features in Andrew Molera SP include a submarine canyon, a marine platform and river terraces, garnet and magnetite beach sands, and relic sand dunes. The continental shelf and slope of the park have been incised by the Sur River to form the major erosional feature of the Sur submarine canyon. The canyon was formed by the Sur

River eroding deeply into its own channel in response to a rising coastline and lowered sea levels caused by continental glaciation (DPR 1990).

The elevated marine platform and river terraces along the Sur River were formed by broad uplift accompanied by some westward tilting that occurred late in the geologic history of the Big Sur area. The grade and the uplift to local topography increased the downcutting power of the Big Sur River and other streams, causing them to deepen and cut channels through their earlier deposits (DPR 1990).

Soils

Andrew Molera SP supports 36 soil mapping units as defined by the Soil Conservation Service (USDA-SCS 1978 and DPR 1990). Of these, 18 are soil phases representing 13 individual soil series; the remainder is land types or soil complexes/soil associations. Important physical characteristics of these soils are indicated in the Soils Table in Appendix A (USDA-SCS 1978).

The proposed project work would occur predominately in Santa Ynez fine sandy loam 2-9% slopes, Xererts-Xerolls complex, and Lockwood shaly loam 9-15% slopes. Portions of the waterline would be placed within an existing utility alignment along Highway 1 that passes through the following additional soil types: Los Osos clay loam, 15-30% slopes, Los Osos clay loam, 30-50% slopes, Xerorthents dissected, and Fluvents stony.

Santa Ynez fine sandy loam, 2-9% slopes. These soils occur on gently to moderately sloping terraces. It has a profile that is similar to what is representative of the series, but the surface layer is thicker, ranging from 16 to 36 inches. Runoff is slow to medium, and the erosion is slight to moderate. The available water capacity is 3 to 5 inches, with some water that is slowly available from the subsoil. Some roots can penetrate to more than 60 inches, but other roots are restricted to a depth of 15 to 36 inches by clay subsoil. In the park, soils of this phase occur on coastal terraces near the lowest reaches of the Big Sur River (DPR 1990 and USDA-SCS 1978).

Xererts-Xerolls complex. This mapping unit consists of somewhat poorly drained to well-drained soils commonly on uplands near recent faults, on steep to very steep hillsides, or along contacts between geological formations. Slopes range from 30 to 75 percent. These soils are composed of masses of loam, silty clay loam, clay loam, clay material, rock fragments, and other unconsolidated material that have moved downslope. The lower part of the soil profile is exposed as scars where the soil mass has moved from its former position. Springs, seeps, and ponds are part of this landscape. A cover of annual grasses occupies the surface of older landslides that are relatively stable. Runoff is slow to very rapid, and permeability is slow. The erosion hazard is high to very high. Roots can penetrate to depths of 40 to 60 inches. The available water capacity ranges from 6 to 11.5 inches for Xererts and 7 to 13 inches for Xerolls. Within the park, this complex occupies gentle to moderate slopes just north of the Big Sur River, and lower south-facing slopes of Pfeiffer Ridge (DPR 1990 and USDA-SCS 1978).

Lockwood shaly loam 9-15% slopes: Lockwood shaly loam occurs on strongly sloping alluvial fans and terraces. The available water capacity is 6 to 8 inches. Runoff is medium, and the erosion hazard is moderate. The occurrence of this soil phase in the park is limited to a small area on the flood plain north of the Big Sur River (DPR 1990 and USDA-SCS 1978).

Los Osos clay loam, 15-30% slopes: This soil phase is found on moderately steep uplands. Runoff is medium, and the erosion hazard is moderate (DPR 1990 and USDA-SCS 1978).

Los Osos clay loam, 30-50% slopes: Los Osos clay loam (30-50% slopes) occurs on steep uplands. It has a profile that is representative of the series. Runoff is rapid, and the erosion hazard is high (DPR 1990 and USDA-SCS 1978).

Xerorthents dissected: These soils are found on steep to extremely steep bluffs along major streams, on steep escarpments of fans and terraces, and on the banks of narrow-bottomed, deeply entrenched streams and gullies. Slopes range from 35 to 90 percent, but are typically 50 to 65 percent. These soils are composed mostly of unconsolidated or weakly consolidated alluvium that contains pebbles, stones, and cobbles. Runoff is rapid to very rapid, and the erosion hazard is high to very high. The potential for deposition of soil material is high. Drainage, subsoil permeability, root zone depth, and available water capacity vary considerably within short distances. The associated vegetation consists of sparse annual grasses, forbs, brush, and scattered oaks. Occurrences of this soil at Andrew Molera SP are limited to locations mostly south of SR 1 and near the Big Sur River (DPR 1990 and USDA-SCS 1978).

Seismicity

The Palo Colorado-San Gregorio and the offshore Sur-Nacimiento (northern extension of Hosgri Fault) faults are the two principal active faults along this section of the coast. The relationship and exact location of these two faults in the vicinity of Andrew Molera SP are not well-defined. However, given the trend of the known fault traces, it is likely that the Sur-Nacimiento fault is within approximately 1/8-mile of the park unit and the Palo Colorado-San Gregorio fault is within less than 2 miles. The Sur-Nacimiento and the San Gregorio fault zones are classified as active, although no historic earthquakes have been attributed to these faults. The Palo Colorado-San Gregorio was active in The Holocene (10,000 years ago to present).

In the vicinity of Andrew Molera State Park, the Sur fault zone (northern-most 42 miles of the Sur-Nacimiento fault zone) is locally comprised of the Sur and Sur Hill thrust faults and Serra Hills fault. The age of the Sur Fault Zone is not certain, but fault breccia formed from Franciscan Assemblage rocks indicate that movement was occurring as early as late Cretaceous. The Pleistocene terrace and bench deposits in Pfeiffer Big Sur State Park are not cut by the faults, indicating movement had stopped by early Pleistocene time. The other nearest known active faults to the project site are the Rinconada-King City and the San Andreas fault zones at 25 miles and 40 miles to the east, respectively (DPR 1990).

According to the Monterey County General Plan (2004) Relative Seismic Shaking Hazards map, the project site is subject to a maximum ground acceleration range of 35-45% gravity. According to the California Geological Survey's website (2006) for the project site, peak ground acceleration is 0.296g on firm rock, 0.315g on soft rock, and 0.348g on alluvium.

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

DISCUSSION

- a) i) Although active faults occur in the general vicinity of the project site, the project site itself is not located within an Alquist Priolo Earthquake Fault Zone or on any known faults (Hall 1991, map). Therefore, rupture of an active fault from project implementation is not likely and no significant impact is expected.
- ii) The project site is in an area that is subject to potential strong ground shaking from the San Andreas, the Sur-Nacimiento fault and San Gregorio faults. The maximum probable earthquake for the nearest fault, the San Gregorio (Sur region segment) is 7.0, while the Hosgri Fault (Sur-Nacimiento) is capable of generating an earthquake of magnitude 7.3. The maximum probable earthquake for the San Andreas fault zone, Santa Cruz Mountains segment, is estimated at Richter magnitude 7.0 (Petersen, et al, 1996) with peak ground accelerations from such an event exceeding 0.5 gravity (g) in

some areas (DPR 1990). The San Andreas Fault is approximately 40 miles east of the project site. Integration of **Condition Geo-1** into construction plans will reduce this impact to less than significant.

- iii) Ground subsidence is a significant potential hazard in Andrew Molera SP. Localized liquefaction during seismic events would likely occur along the lower reaches of the Big Sur River in the alluvium deposited by the river, along the lower reaches of creeks bisecting the coastal bluffs, along Molera beach, and where alluvial terrace material is underlain by marine deposits. Portions of the project site are located on alluvial terrace material that is underlain by marine deposits and could be affected by liquefaction, depending upon the depth to groundwater. Integration of **Condition Geo-1** into construction plans will reduce this impact to less than significant.

Geo Condition 1
<ul style="list-style-type: none">DPR staff will inspect the waterline for damage as soon as feasible after a large earthquake.

- iv) A number of small earth failures exist in the steep canyons of the upland area, along the steeply-faced erosion-prone coastal headlands, and at stream channel and coastal bluff intersections. Most of the slides are in deeply weathered bedrock, alluvial material along over-steepened highway road cuts and coastal bluffs, and in the more erosive beach deposits overlying the marine platform. In addition, three relatively shallow slump and earth flow-type failure areas of unknown age occur along the Sur thrust fault contact between the Franciscan assemblage and Great Valley sequence and Santa Margarita Formation rocks. These areas appear to be stabilized with no recent movement (DPR 1990). The project site is not located on any of these features. Potential impacts would be less than significant.
- b) A temporary increase in erosion may occur during construction activities. Integration of **Geo Condition 2** into project construction plans will reduce soil erosion or loss of topsoil by the proposed project to a less than significant level.

Geo Condition 2 – Erosion Control
<ul style="list-style-type: none">Final construction plans will identify BMPs to be used in all areas to control soil and surface water runoff during construction activities.Construction activities will not be planned during the rainy season (October 15 to April 15), but if storms occur outside these dates and during construction, “winterizing” will occur, including the covering (tarping) of any stockpiled soils and the use of temporary erosion control methods to protect disturbed soil.Temporary erosion control measures (BMPs) will be used during all soil disturbing activities and until all disturbed soil has been stabilized (recompacted, revegetated, etc.). DPR-approved BMPs, such as silt fences, weed-free fiber rolls, mulch or other applicable techniques will be utilized.Permanent BMPs for erosion control will consist of properly compacting disturbed areas and revegetation of appropriate disturbed soil areas with native species using seed collected locally, where possible. If local native plant seeds are not available, a weed-free native mixture will be used with prior approval of the State’s Representative.

- c) The project is not located within a geologic unit or soil that is known to be unstable, based on available data. The potential risk from liquefaction or landslides is considered to be low. Therefore, there is a less than significant impact.
- d) The project site is underlain by soils with a moderate to high shrink/swell potential and is therefore subject to expansion. However, the proposed project scope is to install a well and a waterline in a State Park with little developed land around it. Substantial risks to life or property are not likely.
- e) The project does not involve the installation of a septic system or leach field. Therefore, there is no impact in this regard.
- f) No known unique paleontological or geological resources exist on the project site. Therefore, no impact to these resources are expected to occur as a result of this project.

VII. Hazards and Hazardous Materials

ENVIRONMENTAL SETTING

This project facilitates the delivery of clean potable water to the Trail Camp at Andrew Molera State Park (SP) and to the existing water reservoir at Pt. Sur State Historic Park (SHP). Pt. Sur SHP is approximately 25 miles south of the town of Carmel and about one mile north of the Andrew Molera S.P. (MapQuest 2006). Pt. Sur SHP is a 72 acre park; Andrew Molera SP is 4766 acres in size.

Hazardous Materials

A small diesel spill occurred at Pt. Sur SHP during the period of U.S. Forest Service occupation (i.e., 1992), however that spill has been cleaned up in accordance with regulatory requirements approved by appropriate regulatory agencies and no further action is necessary (California Department of Toxic Substances Control, 2006). A sampling study conducted by Radian Corp. in 1993 report no indication of additional hazardous waste problems on the property (California Department of Toxic Substance Control, 2006). Facilities at both park units neither use nor store substantial amounts of hazardous materials on-site.

Airports and Schools

The Monterey Peninsula Airport is located approximately 16 miles north of the project site, in the City of Monterey (Monterey County, 2005). The project site is not located within an airport land use zone, or within 2 miles of an airport. There are general aviation airports at King City (Mesa del Rey), Marina and Salinas. There are no private airstrips in the vicinity of either Park.

The closest school, Captain Cooper School, is located approximately 2 miles south of Andrew Molera SP on State Route 1 (SR 1) (Alvarez, pers. comm.).

Fire Hazards

The Park region is rated as having high fire danger by Monterey County (2005b). The Park's fire suppression needs are met by the U.S. Forest Service (Los Padres National Forest), the Big Sur Volunteer Fire Brigade (Kremke, pers. comm.), and the California Division of Forestry and Fire Protection (CDF), which has ultimate responsibility (California Department of Forestry and Fire Protection, 2006).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located in the vicinity of a private airstrip? If so, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death from wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) Construction activities would require the use of certain potentially hazardous materials, such as fuels, oils, or other fluids associated with the operation and maintenance of vehicles and equipment. These materials are generally contained within vessels engineered for safe storage. Large quantities of these materials would not be stored at or transported to the construction site. Spills, upsets, or other construction-related accidents could result in a release of fuel or other hazardous substances into the environment. The following conditions would reduce the potential for adverse impacts from these incidents to a less than significant level.

Hazard Condition 1

- All equipment will be inspected by the contractor for leaks immediately prior to the start of construction, and regularly inspected thereafter until equipment is removed from park premises.
- Prior to the start of construction, the contractor(s) and/or DPR will prepare an emergency Spill Prevention and Response Plan and maintain a spill kit on-site throughout the life of the project. The plan will include a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be at least 50 feet from the spring/seep areas and 100 feet from creeks.
- In the event of any spill or release of any chemical in any physical form at the project site or within the boundaries of the Park during construction, the contractor will immediately notify the appropriate DPR staff (e.g., project manager, supervisor, or State Representative).
- The Spill Prevention and Response Plan will be incorporated in a Storm Water Pollution Prevention Plan if it is determined that the project requires a NPDES construction permit.
- Equipment will be cleaned and repaired (other than emergency repairs) outside the Park boundaries. All contaminated water, sludge, spill residue, or other hazardous compounds will be disposed of outside Park boundaries, at a lawfully permitted or authorized destination.

- b) There is a potential for hazardous substances to be released to the environment during the project from vehicle or equipment fluid spills or leaks. Integration of the Spill Prevention Plan and conditions discussed above into construction plans would reduce any risk to on-site workers, the public, or the environment to less than significant.
- c) As noted in the Environmental Setting, the nearest school is approximately 2 miles away from the proposed project site. There would be no significant impacts as a result of this project.
- d) Pt. Sur SHP appears on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 as a closed case in which the cleanup of a small diesel spill by the U.S. Forest Service has been completed in full compliance of the law and no other remediation is necessary (Department of Toxic Substances Control, 2006). No part of Andrew Molera SP is included in the list of hazardous materials sites compiled pursuant to Government Code §65962.5. No area within the project site is currently restricted or known to have hazardous materials present. Therefore, no impact would occur with project development.
- e, f) The Park is not located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private air strip. The Monterey County Airport is located approximately 16 miles to the north in the City of Monterey (MapQuest 2006). No impact would occur as a result of this project.

- g) The proposed project would establish a water pipeline from a well in Andrew Molera SP, to an existing hook-up at Pt. Sur SHP. Pipe would lay in a trench along a Caltrans easement on SR 1 to connect the water line between the two park units. Within Andrew Molera SP, the line leading from a different source to the Trail Camp would be replaced. The damage and repairs to existing road surfaces due to proposed project activities could result in a significant impact to normal traffic flow and emergency access on the Trail Camp road at Andrew Molera and on a 1 ½ mile section of SR 1. State Route 1 is a designated emergency evacuation route (Monterey County 2005). Implementation of Traffic Mitigation Measure 1 would reduce any potential impacts to emergency access to a less than significant level.
- h) Heavy equipment can get very hot with extended use; this equipment would sometimes be in close proximity to flammable vegetation. Improperly outfitted exhaust systems or friction between metal parts and/or rocks could generate sparks, resulting in a fire. Integration of the following construction fire control measures below into construction plans would reduce the potential for adverse construction impacts from this project to a less than significant level.

Hazard Condition 2

- A Fire Safety Plan would be developed by the contractor and approved by DPR prior to the start of construction. This plan will include the emergency calling procedures for the U.S. Forest Service, CDF, and the Pt. Sur Volunteer Fire Brigade.
- Spark arrestors or turbo-charging (which eliminates sparks in exhaust) and fire extinguishers would be required for all heavy equipment.
- Construction crews would be required to park vehicles away from flammable material, such as dry grass or brush. At the end of each workday, heavy equipment would be parked over mineral soil, asphalt, or concrete to reduce the chance of fire.
- Fire suppression equipment (e.g., fire extinguishers, fire hose, etc.) will be located at the construction sites during construction activities

VIII. Hydrology and Water Quality

Environmental Setting

This project would provide a new drinking water supply to Point Sur State Historic Park (Pt. Sur SHP) and would replace sections of the existing waterlines at Andrew Molera State Park (AMSP). The existing well that supplies Pt. Sur SHP, (see Figure H-1), is failing due to salt water intrusion and would be abandoned. The existing well at AMSP has insufficient yield to supply Pt. Sur SHP. The new well would only provide water for Pt. Sur SHP. The areas where work would occur are located in AMSP east of State Route 1 (SR 1) and along the SR 1 Caltrans right-of-way.

Watershed

Pt. Sur SHP and AMSP are located within the Santa Lucia Hydrologic Unit, as designated by Central Coast Regional Water Quality Control Board (CCRWQCB). For groundwater purposes, the Department of Water Resources (DWR) defines this area as the Central Coast Hydrologic Region (DWR, 2003). DWR has not defined any sub-basin for this area, as there are no major aquifer systems. The project site well is located northeast of Highway 1 above a small unnamed creek with a watershed of approximately 180 acres. This creek flows into the Big Sur River at AMSP.

Flooding

The well location is outside of any 100-year floodplains, according to the most recent FEMA map (2005, ESRI-FEMA website). The 100-year flood zone of the Big Sur River does not appear to impact any of the areas where the new water line and electrical lines would be installed. This project would also include the abandonment and partial removal of portions of the existing waterline to the AMSP trail camp, located in the 100-year floodplain. This pipeline has been undercut by bank erosion and the exposed sections would be removed and the ends capped.

Water Quality

The Central Coast Regional Water Quality Control Board (CCRWQCB) regulates water quality in the region and provides water quality standards and management criteria as required by the Clean Water Act. These standards and criteria are presented in the 1994 Water Quality Control Plan (Basin Plan) for the Central Coast Basin (CCRWQCB, 1994). The Basin Plan identifies the beneficial uses and water quality objectives for the Central Coast region. The unnamed creek adjacent to the new well has no designated beneficial uses. Since it is a tributary to the Big Sur River, the following beneficial uses for the Big Sur River would apply.

Groundwater quality from the new well is acceptable and no primary MCLs (Maximum Contaminant Levels – regulatory standards) were exceeded. Some chemical and physical parameters exceeded their secondary MCLs. Those parameters are manganese, iron, specific conductance, total dissolved solids, turbidity, and color. The well may be subject to biofouling due to iron bacteria and should be monitored for any drop in production.

Beneficial Use	Big Sur River	Big Sur River Estuary
Municipal and Domestic Supply	X	
Agricultural Supply	X	
Groundwater Recharge	X	
Water Contact Recreation	X	X
Non-Contact Water Recreation	X	X
Wildlife Habitat	X	X
Cold Fresh Water Habitat	X	X
Warm Fresh Water Habitat	X	X
Migration of Aquatic Organisms	X	X
Spawning, Reproduction and/or Early Development for Fish	X	X
Preservation of Biological Habitats of Special Significance	X	X
Rare, Threatened, and Endangered Species	X	X
Estuarine Habitat		X
Freshwater Replenishment	X	
Commercial and Sport Fishing	X	X
Shellfish Harvesting		X

Water Supply

The purpose of this project is to provide sufficient potable water and fire suppression supply for Pt Sur SHP. The current well (see map below) is failing due to salt water intrusion. The new well, drilled in 2005, is 407 feet deep and is screened in two water-bearing zones. The upper screened interval, from 174 to 194 feet below ground surface (bgs) draws water from a shale zone. The lower screened interval, 314 to 394 feet bgs, draws water from “hard rock” and black shale. The rock units are apparently fractured (the drillers log does not describe the units in any detail) and can provide sufficient water. The estimated yield is 10-15 gallons per minute.

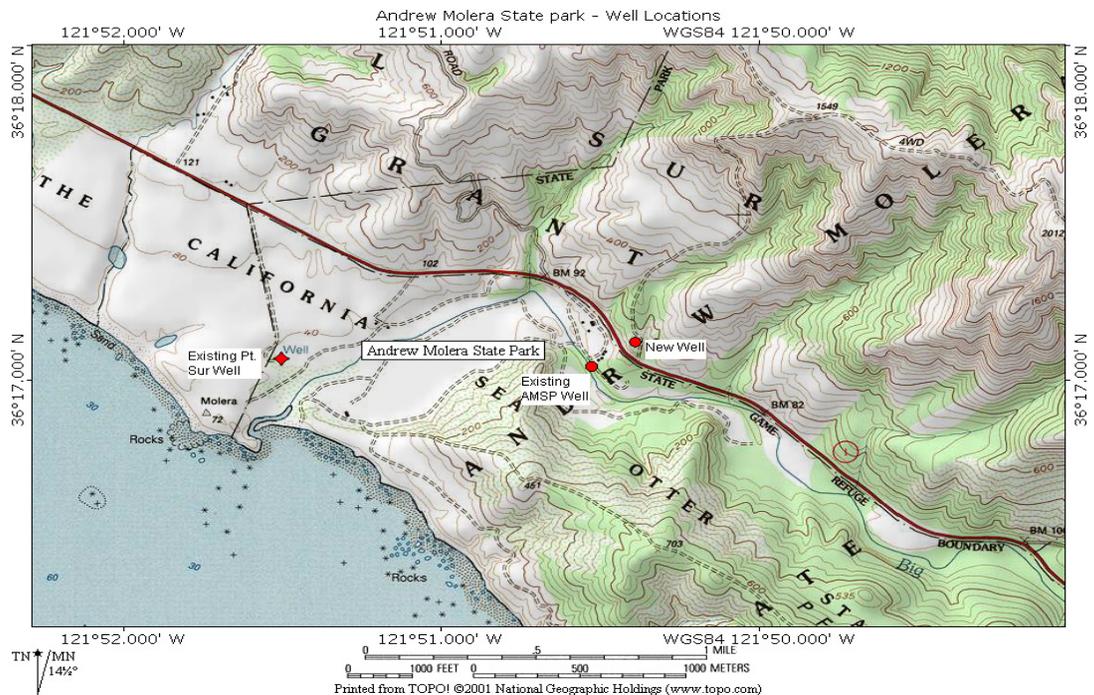


Figure H1

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) During any excavation or trenching operations associated with the water line installation, a release of sediment to surface waters (Big Sur River) could occur. Other impacts to water quality could result from releases of fuels or other fluids from vehicles and equipment during the construction process. These activities could result in a violation of water quality standards and waste discharge requirements. **Hydro Condition 1** will control releases of pollutants in storm (or other) water runoff. A plan to prevent, contain, and clean up any

spills (Spill Prevention and Response Plan) would be used reduce any impacts to water quality.

Hydro Condition 1 – Water Quality
--

- | |
|--|
| <ul style="list-style-type: none">• Integration of Geo Condition 2 will provide Best Management Practices (BMPs) to control erosion and runoff during the project construction and post-construction.• Integration of Hazard Condition 1 will reduce impacts to water quality from possible pollutants (fuels and other vehicle fluids released from vehicles and heavy equipment during construction). |
|--|

b) This project includes the use of a new groundwater well, installed in 2005. The well appears to produce sufficient water, based on a short-term aquifer test (five hour). In order to prevent any depletion of the local bedrock aquifer, the following mitigation measure will be implemented.

Mitigation Measure Hydro 1 – Groundwater Supply
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- | |
|---|
| <ul style="list-style-type: none">• Water use will be reduced by installing low flow devices, such as low flush toilets and automatic shut-off faucets on all new facilities.• All landscaped areas will use water reduction techniques, including, but not limited to use of locally occurring native plant species adapted to climatic conditions and drip irrigation systems. |
|---|

- c) No existing drainages would be altered by this project and any siltation impacts would be less than significant. Post-construction BMPs to reduce sediment-laden runoff are specified in **Geo Condition 1**.
- d) The drainage pattern would not be altered in a manner that would significantly increase the rate or amount of surface runoff in a manner that would result in on- or off-site flooding. There should be no impact from this project.
- e) This project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. No substantial additional sources of polluted runoff are expected from this project, provided soil erosion BMPs are followed, and a Spill Prevention Plan is in place for any vehicle or equipment fluid spills. Integration of **Hydro Condition 1** above into project design and construction plans will reduce this impact to less than significant.
- f) Although the existing well within AMSP would be properly decommissioned following the Department of Water Resources standard so that it does not act as a conduit for contamination to the aquifer. This project has the potential to substantially degrade water quality if BMPs to control soil erosion and runoff or release of vehicle or equipment fluids are not in place during construction. Integration of **Hydro Condition 1** above into project design and construction plans will reduce this impact to less than significant.
- g) This project is not located within a FEMA-designated floodplain area. No impact.
- h) This project would not place structures that could impede or redirect flood flows within any FEMA-designated 100-year flood plain. No impact.

- i) The project would not expose people or structures to an increased significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam. No impact.
- j) No mudflows are expected to occur at the project site due to the low relief topography for the majority of the waterline alignment. The well location is not located near any known landslides or unstable areas. The project is not located in an area that would be severely inundated by either a seiche or a tsunami. No impact.

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IX. Land Use and Planning

Environmental Setting

Andrew Molera SP and Pt. Sur SHP are located along the California coast in Monterey County. The county is separated into eight separate planning areas. Each of the County's planning areas possesses its own distinctive pattern of existing land use according to the County's varied resources, opportunities, and constraints. Both Andrew Molera SP (AMSP) and Pt. Sur State Historic Park are located within the Big Sur Coast Planning Area. The majority of work in this project would be either in Andrew Molera SP or along SR1 in the CalTrans right of way adjacent to AMSP.

According to the Monterey County General Plan, the Big Sur Planning Area is a "Special Coastal Community" stretching from Malpas Creek in the north to the Monterey County line in the south. This Planning Area includes rural communities, remote ranches and homes, visitor-serving facilities, and outdoor recreational opportunities. This area is also regulated by the Monterey County Local Coastal Program (LCP). Along the Big Sur Coast the coastal zone reaches up to 5 miles inland, generally to the coastal watershed ridgeline in the Santa Lucia Mountains. Approximately half of the Big Sur coastal zone is in public ownership by the U. S. Forest Service, the State Department of Parks and Recreation, the U. S. Navy, the U. S. Coast Guard, and the University of California. The numerous State Parks and the Los Padres National Forest offer camping and wilderness experiences to visitors along the coast.

Land use within the Big Sur Coast is limited due to rough terrain, steep slopes, environmentally sensitive resource/habitat protection, road/traffic conditions, and viewshed protection.

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

DISCUSSION

- a) Except for water level sensors placed at the existing water supply tanks, all of the work in the project would be either in Andrew Molera SP (AMSP) or in the CalTrans right of way adjacent to AMSP. No established community exists in these locations. Therefore, no impact.
- b) As noted in the Environmental Setting and Discussion IX (a) above, the majority of proposed work is located along SR 1 and within Andrew Molera SP. No project elements are in conflict with the zoning, regulatory policies, land use plans, conservation plans, or ordinances for this area. In addition, all appropriate consultations and permits would be

acquired, in compliance with all applicable local, state, and federal requirements. No impact.

- c) There is no applicable habitat conservation or natural community conservation plans in effect in the park; therefore, no conflict and no impact.

X. Mineral Resources

Environmental Setting

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land without regard to land use or land ownership. An MRZ-1 classification indicates that no significant mineral deposits are present or likely to be present; MRZ-2 indicates that significant mineral deposits are present or there is a high likelihood for their presence and development should be controlled; in MRZ-3 mineral deposits cannot be determined from the available data; and MRZ-4 areas lack sufficient data to assign any other MRZ designation. No land within Andrew Molera SP has a Mineral Resource Zone classification.

The mineral resource potential for Andrew Molera State Park is considered low. Stream channel and flood plain aggregate is the only mineral resource known to have been commercially exploited within the park. Aggregate was mined on the Molera Ranch from the lower reaches of the Big Sur River from 1957 to 1960, and was used for the Point Sur Navy housing development and as structural backfill behind concrete cribbing along SR1.

The largest deposit of high-quality construction-grade limestone in Monterey County is less than one mile from the northeastern park boundary, at Pico Blanco in Los Padres National Forrest. Pico Blanco is the largest deposit of good quality limestone within 150 miles of San Francisco and although never exploited, is considered an important resource for future use. Several small areas of high quality of limestone crop out along the coast ridge of the state park, but there is no evidence that they were ever mined and are considered too small to ever have been considered of economic value (California Department of Parks and Recreation, 1990a).

In accordance with Public Resource Code § 5001.65, commercial exploitation of resources in the units of the state park system is prohibited.

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

DISCUSSION

a,b) As stated in the Environmental Setting above, no significant mineral resources have been identified within the park boundaries. Therefore, the project would not result in the loss of availability of a known mineral resource nor a locally important mineral resource recovery site. No impact.

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XI. Noise

Environmental Setting

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

Noise is commonly described in “Ldn,” which expresses average sound level over a 24-hour period in decibels (dB), the standard measure of pressure exerted by sound. The U.S. Environmental Protection Agency has specified that 55 Ldn outside and 45 Ldn inside are the sound levels necessary to protect general health and welfare.

Monterey County is characterized by large expanses of undeveloped lands with few noise sources. The principal noise sources occur in the developed portions of Monterey County and include transportation facilities (airports and railroads), industrial and food-packing plants, mining operations, and a power-generating plant. The population density in the unincorporated areas of Monterey County is generally limited and has few residential areas, schools, hospitals or other sensitive noise receptor facilities located in areas experiencing noise levels in excess of 60 dBA (dBA: unit of sound level). Monterey County has set the Ldn of 50 dB as the desirable limit for passively used open space areas. According to the County General Plan Noise Contour maps, the length of SR1 from Malpas Creek extending south and passing Pt. Sur SHP and Andrew Molera SP does not exceed acceptable noise levels.

Typical Noise Levels	
Type of Noise or Environment	Decibels
Soft Whisper	30
Normal Conversation	60-65
Car, at 20 mph, 25 ft away	65
Vacuum Cleaner 10 ft away	70
Backhoe	84-93
Front end loader	86-94
Hammer , Earthmover	87-95
Portable saw	88-102
Dump Truck at 50 mph 50 ft away	90
Earth Tamper ; Crane	90-96
Bulldozer	93-96
Gas leaf blower, 25 ft away	100
Helicopter 200 ft away	100
Stud welder	101
Jackhammer	102-111
Train horn 100 ft away	105
Jet takeoff 200 ft away	120
Shotgun at shooter's ear	140

Andrew Molera SP features over 4766 acres of a wide range of terrain and vegetation on the Big Sur Coast. The park is relatively undeveloped and offers a variety of passive activities, including hiking, fishing, and beach activities.

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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WOULD THE PROJECT:

- a) Generate or expose people to noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards?

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

DISCUSSION

- a) As stated above, Monterey County has set 50dB as the desirable limit for passively used open space areas. Noise generated by construction equipment would temporarily exceed this limit during active construction activities. Integration of **Noise Condition 1** below into construction plans will reduce temporary increased noise impacts to a less than significant level.
- b) Construction activity would not involve the use of explosives, pile driving, or other intensive construction techniques that could generate significant ground vibration or noise. Minor vibration immediately adjacent to backhoes and heavy equipment would only be generated on a short-term basis. Therefore, ground-borne vibration or noise generated by the project would have a less than significant impact.
- c) Once the proposed project is completed, all related construction noise would disappear. Nothing within the scope of the proposed project would result in a substantial permanent increase in ambient noise levels. Therefore, no impact.
- d) Construction noise levels at and near the project area would fluctuate, depending on the type and number of construction equipment operating at any given time, and would exceed ambient noise standards in the immediate vicinity of the work for brief periods of time. The distance from staff residences to the proposed work sites is sufficient to prevent an objectionable level of noise. However, depending on the specific construction activities being performed, short-term increases in ambient noise levels could result in speech interference at the work site and a potential increase in annoyance to visitors and staff. As a result, construction-generated noise would be considered to have a potentially significant short-term impact to these people. Integration of **Noise Condition 1** into the project design and construction plans will reduce noise impacts to a less than significant level.

Noise Condition 1

- Construction activities will generally be limited to the daylight hours, Monday – Friday; however, weekend work could be implemented to accelerate construction or address emergency or unforeseen circumstances. If weekend work is necessary, no work will occur on those days before 8:00 a.m. or after 6 p.m.
- Internal combustion engines used for any purpose at the job site will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for construction will utilize the best available noise control techniques (e.g. engine enclosures, acoustically-attenuating shields, or shrouds, intake silencers, ducts, etc.) whenever feasible and necessary.
- Stationary noise sources and staging areas will be located as far away from sensitive noise receptors as possible. If they must be located near sensitive receptors, stationary noise sources will be muffled to the extent feasible and/or, where practicable, enclosed within temporary sheds.

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

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XII. Population and Housing

Environmental Setting

Andrew Molera SP (AMSP) is located on the California Coast in Monterey County. The Park is relatively undeveloped and offers a variety of passive activities. Comprised of approximately 4766 acres of a wide range of terrain and vegetation, the park also includes 3.5 miles of the Big Sur River.

Approximately half of the Big Sur coastal zone is in public ownership by the U. S. Forest Service, the State Department of Parks and Recreation, the U. S. Navy, the U. S. Coast Guard, and the University of California. Land use within the Big Sur Coast is limited due to rough terrain, steep slopes, environmentally sensitive resource/habitat protection, road/traffic conditions, and viewshed protection.

According to the April 2000 U.S. Census, Monterey County population estimate was 401,762. The Association of Monterey Bay Area Governments forecasts the area to grow to approximately 991,369 persons by 2030 (Air Management Plan). Current population on the Big Sur Coast is estimated at 1,100 to 1,400 people.

Currently, 10 residences and a maintenance shop are using water supplied by the Pt Sur SHP water supply tanks. Two homes are occupied at AMSP.

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

DISCUSSION

a,b,c) The project would not have a housing component and except for water level sensors placed at the existing water supply tanks, all of the work in the project would be either in AMSP or in the CalTrans right of way adjacent to AMSP. It would neither modify nor displace any existing housing and would displace no one, either temporarily or permanently. Jobs are not expected to be generated as a result of this project therefore it would have no impact on population growth or housing.

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XIII. Public Services

Environmental Setting

Over 40 parks operated by various government entities are located in Monterey County. Andrew Molera State Park (AMSP) is one of 17 State-owned parks.

Fire protection services are provided through special districts and by local residents on a volunteer basis. Almost all special districts organized for fire protection services rely heavily on volunteer help. Special districts and volunteer fire companies provide structural fire protection while the California Department of Forestry and Fire (CDF) is responsible for wildland fire protection services. (Monterey County GP)

CDF has a legal responsibility to provide fire protection on all State Responsibility Lands. AMSP is located on State Responsibility Land along the Big Sur Coast. In support of its ground forces, the CDF emergency response air program includes several pieces of air attack equipment strategically placed throughout the state at 13 air attack and nine helitack bases. Air tankers and helicopters are equipped to carry fire retardant or water, the helicopters can also transport firefighters, equipment and injured personnel. Aircraft can reach most fires in 20 minutes (California Department of Forestry & Fire). Under mutual aid agreement, both the US Forest Service and the Big Sur Volunteer Fire Brigade provide initial attack response to fire.

State Park Rangers are trained in Law Enforcement (Peace Officer Standards and Training certified) and are responsible for watching over the park. The Sheriff's office provides almost all of the police services for the county. The duties of the Sheriff include operating the county jail facilities, uniformed patrol, crime investigation, and crime prevention.

The California Highway Patrol (CHP) maintains jurisdiction on state roads. The CHP's primary mission is "the management and regulation of traffic to achieve safe, lawful, and efficient use of the highway transportation system." As a major statewide law enforcement agency, the secondary mission of the Department is to assist in emergencies exceeding local capabilities. The CHP also provides disaster and lifesaving assistance. (California Highway Patrol)

The County contains 22 elementary school districts, seven high school districts, and two community college districts. There are also 31 private primary, secondary, and post-secondary educational facilities located throughout the County. Captain Cooper School is located approximately 2 miles south of Andrew Molera SP on State Route 1 (SR 1) (Alvarez, pers. comm.).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) The project proposes to replace the water supply to the Pt. Sur State Historic Park water supply tanks with water from a new well located in Andrew Molera State Park (AMSP). Except for water level sensors placed at the existing water supply tanks, all of the work in the project would be either in AMSP or in the CalTrans right-of-way adjacent to AMSP. Although this project would not result in a significant impact to acceptable service ratios, it could impact emergency response times.

Fire Protection: Use of construction equipment around flammable annual vegetation presents an increased fire risk that could result in additional demands on CDF and local fire response teams. Any impact on services would be temporary and nothing in the project scope would contribute to the need for an increase in the existing level of public service. Integration of **Hazmat Conditions 1** into construction plans, combined with the availability of on-site fire suppression equipment and support from State Park Rangers will reduce the potential impact on Fire Protection services to a less than significant level. However, the closure of the south-bound lane of SR 1 could impact response times of fire crews, both CDF and Special District. Implementation of **Traffic Mitigation Measure 1** would reduce this impact to a less than significant level.

Police Protection: State Park Rangers with law enforcement authority patrol the park boundaries, police the public use areas and grounds, enforce the public resource code, and guard against misuse of park property and resources. The Monterey County Sheriff's Department responds to emergency calls and assists with criminal investigations. The proposed project is not expected to result in any need for increased police services. As mentioned above, the California Highway Patrol maintains jurisdiction on SR1, the closure of the south-bound lane of SR 1 could impact response times of CHP officers. Implementation of **Traffic Mitigation Measure 1** would reduce this impact to a less than significant level.

Schools: As stated in the Environmental Setting above, the Captain Cooper School is located approximately 2 miles south of Andrew Molera SP on SR 1. However, no elements of this project would result in an increased school enrollment in the area. No changes would occur that would require additional schools or school personnel. No impact.

Parks: In-park work related to this project could cause minor delays and inconveniences at the main park entrance and the trail camp access road while trenching occurs and around

the staging areas. However, due to the seasonal use of these facilities and the timing of construction, the proposed project would not result in any significant adverse impact to park facilities or increased use at other parks in the area.

Other Public Facilities: As mentioned above, a portion of this project would occur in the Cal Trans right-of-way adjacent to AMSP. This work would necessitate the closure of the south bound lane of SR1 during actual construction work, which could temporarily affect emergency response times. However, the implementation of **Traffic Mitigation Measure 1** will reduce this impact to a less than significant level.

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XIV. Recreation

Environmental Setting

Monterey County, encompassing roughly 3324 square miles, offers a large variety of recreational opportunities. Almost 14 percent of the Monterey County's land area, 293,781 acres, is devoted to park and recreation facilities operated by various governmental entities. Its beaches offer not only swimming, surfing, and sunbathing but also whale watching and ocean fishing. Inland recreational opportunities are even more varied with private enterprises supplementing government programs. Activities include wine tasting, ballooning, shopping, sightseeing, camping, hiking, and wildlife observation.

Located approximately two miles to the south of the Point Sur Lightstation, on SR 1, Andrew Molera State Park (AMSP) offers a variety of recreational opportunities. At about 7½ square miles, AMSP is the largest State Park on the Big Sur Coast, with approximately 20 miles of trails offering more hiking possibilities than any other coastal park. Along with hiking and biking opportunities, there is also beach access, which offers beach activities, fishing, whale watching, and sea life watching opportunities. Additionally, Andrew Molera offers overnight camping. The twenty-four identified camping sites, walk-in only, are located approximately one third of a mile from the parking area.

California Coastal Trail

The California Coastal Trail (CCT), from Oregon to Mexico, is the result of past legislative action and ongoing effort to build a network of public trails for walkers, bikers, equestrians, wheelchair riders and others along the entire California coastline. However, the trail is not continuous, some sections are blocked by private property or government facilities; other sections are blocked by water requiring users to travel inland. Where the Trail does not yet exist, local volunteers are working with local and regional organizations and State and Federal agencies to suggest and to evaluate possible routes.

The State legislature passed a resolution in 2000 declaring the CCT an official state trail. The trail also received Federal recognition in 2000 when President Clinton declared the CCT a Millennium Heritage Trail. In 2001, the Senate passed SB908 (Chesbro), which directed the State Coastal Conservancy, aided by other State agencies, to determine what was needed to complete the CCT.

The CCT does not enter Pt Sur Lighthouse State Historic Park or Pt Sur Naval Facility property; however, a segment runs through Andrew Molera SP. From Bixby Landing just south of Carmel, the CCT moves inland where it follows the Old Coastal Road southward; enters into Andrew Molera SP; connects with Bluff's, Panorama, and Boundary Trails within the park; and exits and continues south as the Boundary Trail nears SR1.

California Pacific Bike Route

Starting in Vancouver, Canada, the Pacific Bike Route extends to Mexico. The California Coast Route is tremendously diverse. While riding, cyclists would encounter massive redwoods, breathtaking coastline vistas, acres of vegetable farms, fruit orchards, and many urban areas. The curvy, winding roads along the Pacific Coast Route are shared with farm and logging trucks, cars, and recreational vehicles. The best time to ride the route is early spring to late fall in the north, all year in the south; however, heavy winter rains cause flooding and mud slides

and may close roads, especially along the coast sections (Adventure Cycling Association). The majority of the route through Monterey County follows SR1. CalTrans, District 5 is working with private landowners and local governments to find alternative routes to the busy highway. (CalTrans)

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

DISCUSSION

a,b) As noted above, numerous and varied recreational opportunities exist on public lands throughout Monterey County. The proposed project would replace the water supply to the Pt. Sur water supply tanks with water from a new well located in Andrew Molera State Park. Except for water level sensors placed at the existing water supply tanks, all of the work in the project would be either in AMSP or in the CalTrans right-of-way adjacent to AMSP.

This project would neither increase the use of existing neighborhood and regional parks or other recreational facilities nor would it include the construction or expansion of any recreational facilities. No impact.

XV. Transportation and Traffic

Environmental Setting

SR1 traversing the Big Sur Coast is a special road of local, state, and national significance. It was built primarily for scenic travel and recreational enjoyment and has been managed with this purpose always in mind. Monterey County takes a strong and active role in guiding future use and improvement of SR1 and all categories of land use related to and dependent on the highway. The County's objective is to maintain and enhance the highway's aesthetic beauty and to protect its primary function as a recreational route. As stipulated by the California Coastal Act, Highway 1 along the rural Big Sur Coast is to remain a two-lane facility.

The California Department of Transportation (CalTrans) manages more than 45,000 miles of California's highway and freeway lanes, provides inter-city rail services, assists more than 100 public general aviation airports and works with local agencies. The department is primarily responsible for planning, designing, constructing, maintaining and operating the state highway system. Caltrans is made up of twelve districts including the Central Coast known as District 5, which includes Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties. Maintenance and operation of State Route 1, a state-designated highway that encompasses the entire Big Sur Highway is the responsibility of CalTrans.

The highest percentage of highway trips has always been based in tourism and recreation. The Monterey County Big Sur Coast Land Use Plan states that recreation-oriented traffic is estimated to comprise 95% of all trips during the peak summer months and that driving for pleasure accounts for most of the recreational trips. More trips along the Big Sur Coast originate in the Monterey Peninsula than in San Luis Obispo County. Additionally, views from the southbound (outside) lane are more spectacular as the traveler looks out from the outermost edge of the land to the ocean. The vehicle mix includes passenger cars, recreational vehicles (some with trailers), tour buses, motorcycles and bicycles. This portion of the highway is an Advisory Route for trucks, meaning that travel is not advised if the distance from kingpin to rear axle exceeds 30 feet. Buses are limited to 40 feet in length.

South of Pfeiffer Big Sur State Park, annual average daily traffic (AADT) is under 3,000 and has increased by less than five percent over the past 10 years. By contrast AADT is more than 4,000 between Big Sur and Malpaso Creek; while north of Malpaso Creek the AADT is more than 8,000. The current capacity of Highway 1 through Big Sur is 1600 vehicles per lane per hour. Current peak hour volumes are in the 620-740 range and are projected to remain below capacity through the year 2025.

Level of Service

Level of service (LOS) measures how the route operates during peak hour traffic. Level of service summarizes the effects of speed, travel time, traffic interruptions, freedom to maneuver and other factors. On a two-lane highway such as Route 1, the primary measures of service quality (LOS) are percent time-spent-following and average travel speed. LOS C (see table below) is the target level of service for a two-lane rural highway.

Performance of the County's roads and highways is evaluated based on level of service (LOS) calculations. Six levels of service represent varying roadway conditions ranging from ideal: LOS "A," to forced flow: LOS "F." The Monterey County Transportation Commission objective for optimum driving conditions is LOS "C" or better.

Level Of Service (LOS)	Description of Typical Traffic Conditions	Delay	Service Rating
A	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed, and a high level of comfort and convenience.	None	Excellent
B	Stable traffic flow – speed becoming slightly restricted; the presence of others in the traffic stream begins to be noticeable. Low resistance on maneuverability.	None	Very Good
C	Stable traffic flow, but less freedom to select speed, change lanes or pass. Comfort and convenience decreasing as density increases.	Minimal	Good
D	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Reduced maneuverability, driver comfort and convenience.	Minimal	Adequate
E	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort and convenience	Significant	Fair
F	Forced traffic flow. Speed and flow may drop to zero with high densities. Queues tend to form behind such locations since arrival flow exceed traffic discharges.	Considerable	Poor

Bicycle Traffic

Highway 1 along the Big Sur Coast is also part of the Pacific Coast Bike Route. For the most part, bicycle trips are recreational in nature and do not serve as functional substitutes for motorized travel (i.e., commuting). However, experienced bicyclists on cross-country trips or day tours do use the highway in low numbers. The highway is a Class III bicycle route meaning that cyclists share the road with vehicles and do not have designated bike lanes. Cyclists must ride as far to the right of the road as is safe.

Air traffic

Monterey County is served by three public air facilities, Monterey Peninsula Airport, Salinas Municipal Airport, and Mesa Del Rey Airport (King City). The Monterey airport is owned and operated by the Monterey Peninsula Airport District, a separate jurisdiction.

Rail traffic

Rail passenger service is provided to Monterey County by two AMTRAK trains. One is the Coast Starlight, a daily train in each direction between Los Angeles and Seattle. Salinas is the train's only stop in Monterey County. All rail freight service in Monterey County is provided by Southern Pacific. Freight stations are located at Castroville, Gonzales, and Salinas.

Water Traffic

The two harbors in Monterey County, Monterey Harbor and Moss Landing Harbor, are both classified as small craft harbors, both serving commercial fishing vessels and pleasure craft. The Big Sur River, within AMSP, is not navigable.

Bus Transportation

Monterey-Salinas Transit (MST) provides bus services. The current fleet of 73 buses provides service to the greater Monterey and Salinas areas, plus routes to Carmel Valley and North County. The MST provides scheduled bus stops at AMSP daily. Greyhound Lines is an intercity passenger carrier with sixteen bus stops in Monterey County.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial increase in traffic, in relation to existing traffic and the capacity of the street system (i.e., a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Contain a design feature (e.g., sharp curves or a dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) The Department of Parks and Recreation proposes to replace the water supply to the Pt. Sur water supply tanks with water from a new well located in Andrew Molera State Park. The delivery of construction materials and equipment would have the potential to create limited temporary delays along SR1, the main access road to AMSP. The addition of an estimated 10-12 vehicles (crew pick-ups, delivery trucks and equipment haulers) making 1-2 trips during daylight hours would not cause a substantial increase in traffic volume or result in additional congestion. In addition, construction equipment would remain on-site for the duration of the project. The construction and installation of the waterline along SR1 would neither cause a substantial increase in traffic nor the capacity of SR1. Less than significant.
- b) Although construction activities are temporary in nature and would be considered an insignificant impact, the portion of this project adjacent to SR 1 could lead to traffic delays and temporary reductions in the County Level of Service objective. However, the following mitigation measure would reduce impacts to a less than significant level.

Mitigation Measure Traffic 1 – Traffic Control

- Prior to the start of construction, DPR and/or its contractor will prepare a detailed Traffic Control Plan that will address traffic control methods during construction activities adjacent to SR1; will be implemented by construction contractor throughout the construction period; and monitored by the State’s Representative. The plan will be approved in advance by CalTrans District 5 and conform to the requirements of the CalTrans issued encroachment permit. The Plan will include:
 - Emergency vehicle access will be provided at all times. If lane closures occur, local fire and police departments will be notified of construction locations and alternative evacuation and emergency routes will be designed to maintain response times during construction periods, if necessary.
 - Access will be maintained for private roads.
 - Roadway segments or intersections that are at or approaching LOS that exceed local standards will be identified.
 - A plan for construction-generated traffic to avoid these locations at the peak periods to the greatest extent possible, either by traveling different routes or by traveling at non-peak times.
 - Traffic control measures on busy highways will include flag persons wearing bright orange or red vests and using a “stop/slow” paddle to warn drivers. The Department of Transportation Permit Inspector could require additional traffic control signage or staging at their discretion. Measures will follow the Department of Transportation Standard Specification and Plans.
 - Provide adequate lead-time to transit providers for developing temporary service changes due to construction and providing notice of changes to the public.
 - Construction warning signs will be posted, in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (FHWA 2003), in advance of the construction area and at any intersection that provides access to the construction area.
 - Written notification will be provided to Cal Trans and appropriate contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites.
 - A sign will be posted at all active construction sites that give the name and telephone number or electronic mail address of a staff member for the lead agency, to contact with complaints regarding construction traffic. The area of the sign should be at least one square yard.

In addition, consultation with a CalTrans Traffic Specialist determined that in addition to the Encroachment permit already obtained by State Parks, a Traffic Control permit with associated conditions would also be required to reduce lane closure impacts.

Traffic Condition 1 – Traffic Control Permit

- Prior to any construction activities adjacent to SR1, Contractor will obtain a Traffic Control Permit from the California Department of Transportation, District 5.

- c) The Monterey Peninsula Airport is located approximately 16 miles from Pt. Sur SHP and AMSP. The project site is not located in an airport use plan, within two miles of a public airport, in the vicinity of a private air strip, and does not serve as a normal reporting point for air traffic in the area. No part of the proposed project would affect or change existing air traffic patterns. No impact.
- d) While construction implementation to install the waterline requires work adjacent to SR1 that could be considered hazardous, implementation of Traffic Mitigation Measure 1 above reduces this impact to a less than significant level. No aspect of the final project includes a design feature that substantially increases hazards.
- e) Construction adjacent to SR1 would close the south-bound lane of the highway, which could result in a decrease in emergency access. However, Traffic Mitigation Measure 1 requires that the Traffic Control Plan provide emergency vehicle access at all times. Therefore, implementation of Traffic Mitigation Measure 1 will reduce this impact to a less than significant level.
- f) Although construction equipment staging areas will use areas in the Andrew Molera SP Day-use parking lot and the trail camp access road, any project encroachment on existing parking lots would be limited and temporary, allowing access to both construction and recreational areas. Less than significant impact.
- g) During the construction and installation of the waterline in the CalTrans easement adjacent to SR1, the southbound lane of SR1 would be closed; potentially interfering with Pacific Coast Bike Trail users. However, the trail is considered a recreational program not an alternative transportation program. No aspect of this project will conflict with adopted policies, plans, or programs supporting alternative transportation. Less than significant.

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XVI. Utilities and Service Systems

Environmental Setting

Andrew Molera SP is located in Monterey County, approximately 23 miles south Carmel on the Big Sur Coast.

The park is served by various public utility systems, with internal collection and distribution systems generally owned and/or maintained by park maintenance staff. Electricity for the park is provided by Pacific Gas and Electric Company and commercial telecommunications are provided by SBC Pacific Bell. Waste Management provides solid waste collection services. (DPR 2006)

Sewage treatment is provided via an existing DPR-owned and operated sewage treatment system (leachfields) within the park boundaries. DPR owns and operates its own water system within the park to serve operational needs. The existing water supply system includes a well located in the ranch complex, which supplies water to AMSP and the new well located east of SR 1, which would supply water to the storage tanks at Pt. Sur. A chlorination building also is located at the new well site.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Exceed wastewater treatment restrictions or standards of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input 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?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination, by the wastewater treatment provider that serves or may serve the project, that it has adequate capacity to service the project's anticipated demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations as they relate to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) Andrew Molera State Park (AMSP) is within the jurisdiction of the Central Coast Regional Water Quality Control Board. The project would be in compliance with all applicable water quality standards and waste discharge requirements (see project **Hazmat Condition 1** regarding potential impact from accidents, spills, or upset). No impact.
- b) This project proposes to replace the water supply to the Pt. Sur water supply tanks with water from a new well located in Andrew Molera State Park, with no direct impact (construction or expansion) on the park's drinking water or wastewater treatment facilities. Except for water level sensors placed at the existing water supply tanks, all of the work in the project would occur either within Andrew Molera SP (AMSP) or in the CalTrans right-of-way adjacent to AMSP. This project does not include any work to modify or improve the water distribution system located at Pt Sur. The project would; however, include the construction of a new well pumphouse with associated electrical services and controls. Despite the fact that the well located in the ranch complex, which is used to supply water to AMSP residences and visitor facilities and the new well located east of SR1, which would supply water to the water supply tanks at Pt. Sur SHP are both located in AMSP, the two systems do not connect to prevent accidental cross contamination between the systems. Impacts associated with the new water treatment facility are less than significant impact.
- c) The project scope does not include storm water drainage facilities and would neither increase nor alter existing conditions. No impact.
- d) Potable water is supplied for the park from DPR owned and/or controlled private water supplies. Less than significant impact.
- e) Wastewater treatment services (leachfields) are provided by DPR personnel with DPR owned facilities. No impact.
- f) As noted above in the Environmental Setting, Solid waste disposal services are provided by Waste Management. The proposed project would not increase the park's solid waste disposal needs. No impact.
- g) The proposed project does not have a solid waste component. No impact.

Chapter 4 Mandatory Findings of Significance

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

DISCUSSION

- a) The proposed project was evaluated for potential significant adverse impacts to the natural environment and its plant and animal communities. The project site could support certain special status plants and animals. It has been determined that the project could have the potential to disturb nesting raptors, sensitive migratory non-game native birds, CNPS List 1B, and List 2 plant species, and nesting sites for woodrats. However, full integration of the conditions and implementation of all mitigation measures incorporated into this project would reduce those impacts, both individually and cumulatively, to a less than significant level.

- b) The proposed project was evaluated for potential significant adverse impacts to the cultural resources of Andrew Molera SP and the immediate area. It has been determined that activities associated with the proposed project could have the potential to significantly disturb archaeological resources. The proposed waterline installation along the trail camp access road would involve excavations in the immediate vicinity of an archaeological site. However, full integration of the conditions incorporated into this project would reduce those impacts, both individually and cumulatively, to a less than significant level.

- c) DPR often has smaller maintenance programs and rehabilitation projects planned for a park unit. However, no other projects, other than routine maintenance, are planned for the proposed project area in the foreseeable future. Additionally, impacts from other environmental issues addressed in this evaluation do not overlap in such a way as to result in cumulative impacts that are greater than the sum of the parts. Less than significant impact.
- d) Most project-related environmental effects have been determined to pose a less than significant impact on humans. However, possible impacts from construction emissions (Air Quality), construction accidents, seismic events, and fire (Hazards and Hazardous Wastes), and noise, though temporary in nature, have the potential to result in significant adverse effects on humans. These potentially significant adverse impacts would be reduced to a less than significant level if all conditions are fully integrated into project design and construction documents.

Chapter 5

Summary of Conditions and Mitigation measures

The following conditions will be integrated into design and construction plans and mitigation measures will be implemented by DPR as part of the Andrew Molera SP / Pt. Sur SHP Water System Improvements Project.

Aesthetics

No Mitigation Measures or Conditions necessary.

Agricultural Resources

No Mitigation Measures or Conditions necessary.

Air Quality

Air Condition 1

- All active construction area will be watered at least twice daily during dry, dusty conditions.
- All trucks hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard.
- All equipment engines will be maintained in good condition, in proper tune (according to manufacturer's specifications), and in compliance with all State and federal requirements.
- Excavation and grading activities will be suspended when sustained winds exceed 25 miles mph, instantaneous gusts exceed 35 mph, or dust from construction might obscure driver visibility on public roads.
- Earth or other material that has been transported onto paved streets by trucks, construction equipment, erosion, or other project-related activity will be promptly removed.

Biological Resources

Mitigation Measure Bio 1 – Sensitive Nesting Raptor and Migratory Birds

- If feasible, project implementation will be timed to avoid the nesting season for raptors and sensitive migratory bird species (February 1-September 15).
- If the project must occur during the breeding season for sensitive raptors (February 1 - September 15) or other sensitive migratory non-game species (March 1 – September 15), surveys will be conducted in and around the project site by a qualified State Park environmental scientist or biologist. Surveys will be conducted within 10 days prior to the start of construction
- No work will occur in areas along SR 1 closer than 150 feet from active sensitive migratory non-game species nests, or as negotiated with DFG or USFWS on a case by case basis. No work will occur in areas of Andrew Molera SP closer than 200 feet from active sensitive migratory non-game species nests, or as negotiated with DFG or USFWS as appropriate.
- No work in the entire project area will occur closer than 500 feet from active raptor nests until after the nest is vacated, juveniles have fledged, and there is no evidence of a

second attempt at nesting, or as otherwise negotiated with DFG or USFWS as appropriate

- Limits of construction will be flagged to avoid raptor and other sensitive bird species nests

Mitigation Measure Bio 2 – Migratory Bird Avoidance

- If construction-related activities are scheduled to begin during the nesting season of March 1 to September 15, a DPR qualified biologist will conduct a survey for nesting bird species within 10 days prior to commencement of construction at each site to ensure that no nesting birds will be impacted by the project. The survey area will include the project site and a 100 foot zone around it.
- If active nests are located, DPR will propose protection measures to the Department of Fish and Game for approval on a case-by-case basis, based upon species and location of the nest. If the Department of Fish and Game does not comment on the proposed protection measures within 10 days from the date of submittal, DPR will assume that the measures are approved and will continue with project activities after the protection measures are in place.

Mitigation Measure Bio 3 – CNPS List 1B and State Listed Rare Plant Species

- Surveys will be conducted during the appropriate blooming months - or when species can be unmistakably identified - for all CNPS List 1B and state listed rare plant species that could potentially occur in the project area.
- All occurrences of CNPS List 1B and state listed rare species found within the project area will be mapped on project maps, flagged on the ground, and avoided if possible.
- If significant unavoidable impacts occur to CNPS List 1B or state listed rare species as a result of project implementation, DPR will mitigate losses of habitat or individuals at a ratio of 3:1 through habitat enhancement for these species within Andrew Molera State Park (or as negotiated with the California Department of Fish and Game).
- The known Arroyo Seco bush mallow population adjacent to the project site will be surrounded with hurricane fencing.

Mitigation Measure Bio 4 – Native Wildlife Nesting Sites

- Prior to the start of construction, DPR staff will conduct surveys for woodrat nests.
- Nest occurrences within the project area will be mapped on project maps, flagged on the ground, and surrounded with Hurricane fencing for avoidance.

Cultural Resources

Cultural Condition 1

- Monitoring of construction activities shall occur in the area of site CA-MNT-1407H, as well as in the area of the historic Molera Ranch (park headquarters).
- A DPR-qualified cultural resource specialist shall consult with the contractor and project manager prior to start of construction to determine appropriate monitoring during construction activities. Actual monitoring will be conducted by a DPR-qualified cultural resource specialist.
- Historic project elements and surrounding site will be photo-documented before, during, and after construction and photos added to historical records (archives) for the park.

- In the event that previously unknown cultural resources are encountered during project construction by anyone, the state representative will put work on hold at that specific location and contractors will be redirected to other tasks. A DPR-qualified archaeologist will record and evaluate the find and work with state representative to implement avoidance, preservation, or recover.

Cultural Condition 2 – Human Remains

- In the event that human remains are discovered, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate DPR personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The DPR Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities.
- If the coroner or tribal representative determines the remains represent Native American interment, the Native American Heritage Commission is Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination.
- If it is determined the find indicates a sacred or religious site; the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives will also occur as necessary to define additional site mitigation or future restrictions.

Geology and Soils

Geo Condition 1 – Seismic

- DPR staff will inspect the waterline for damage as soon as feasible after a large earthquake.

Geo Condition 2 – Erosion Control

- Final construction plans will identify BMPs to be used in all areas to control soil and surface water runoff during construction activities.
- Construction activities will not be planned during the rainy season (October 15 to April 15), but if storms occur outside these dates and during construction, “winterizing” will occur, including the covering (tarping) of any stockpiled soils and the use of temporary erosion control methods to protect disturbed soil.
- Temporary erosion control measures (BMPs) will be used during all soil disturbing activities and until all disturbed soil has been stabilized (recompacted, revegetated, etc.). DPR-approved BMPs, such as silt fences, weed-free fiber rolls, mulch or other applicable techniques will be utilized.
- Permanent BMPs for erosion control will consist of properly compacting disturbed areas and revegetation of appropriate disturbed soil areas with native species using seed collected locally, where possible. If local native plant seeds are not available, a

weed-free native mixture will be used with prior approval of the State's Representative.

Hazards and Hazardous Materials

Hazard Condition 1 –

- All equipment will be inspected by the contractor for leaks immediately prior to the start of construction, and regularly inspected thereafter until equipment is removed from park premises.
- Prior to the start of construction, the contractor(s) and/or DPR will prepare an emergency Spill Prevention and Response Plan and maintain a spill kit on-site throughout the life of the project. The plan will include a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be at least 50 feet from the spring/seep areas and 100 feet from creeks.
- In the event of any spill or release of any chemical in any physical form at the project site or within the boundaries of the Park during construction, the contractor will immediately notify the appropriate DPR staff (e.g., project manager, supervisor, or State Representative).
- The Spill Prevention and Response Plan will be incorporated in a Storm Water Pollution Prevention Plan if it is determined that the project requires a NPDES construction permit.
- Equipment will be cleaned and repaired (other than emergency repairs) outside the Park boundaries. All contaminated water, sludge, spill residue, or other hazardous compounds will be disposed of outside Park boundaries, at a lawfully permitted or authorized destination.

Hazard Condition 2 – Fire Safety

- A Fire Safety Plan would be developed by the contractor and approved by DPR prior to the start of construction. This plan will include the emergency calling procedures for the U.S. Forest Service, CDF, and the Pt. Sur Volunteer Fire Brigade.
- Spark arrestors or turbo-charging (which eliminates sparks in exhaust) and fire extinguishers would be required for all heavy equipment.
- Construction crews would be required to park vehicles away from flammable material, such as dry grass or brush. At the end of each workday, heavy equipment would be parked over mineral soil, asphalt, or concrete to reduce the chance of fire.
- Fire suppression equipment (e.g., fire extinguishers, fire hose, etc.) will be located at the construction sites during construction activities

Hydrology and Water Quality

Hydro Condition 1 – Water Quality

- Integration of Geo Condition 1 will provide Best Management Practices (BMPs) to control erosion and runoff during the project construction and post-construction.
- Integration of Hazard Condition 1 will reduce impacts to water quality from possible pollutants (fuels and other vehicle fluids released from vehicles and heavy equipment during construction).

Mitigation Measure Hydro 1 – Groundwater Supply

- Water use will be reduced by installing low flow devices, such as low flush toilets and automatic shut-off faucets on all new facilities.
- All landscaped areas will use water reduction techniques, including, but not limited to use of locally occurring native plant species adapted to climatic conditions and drip irrigation systems.

Land Use and Planning

No Mitigation Measures or Conditions necessary.

Mineral Resources

No Mitigation Measures or Conditions necessary.

Noise

Noise Condition 1

- Construction activities will generally be limited to the daylight hours, Monday – Friday; however, weekend work may be implemented to accelerate construction or address emergency or unforeseen circumstances. If weekend work is necessary, no work will occur on those days before 8:00 a.m. or after 6 p.m.
- Internal combustion engines used for any purpose at the job site will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for construction will utilize the best available noise control techniques (e.g. engine enclosures, acoustically-attenuating shields, or shrouds, intake silencers, ducts, etc.) whenever feasible and necessary.
- Stationary noise sources and staging areas will be located as far away from sensitive noise receptors as possible. If they must be located near sensitive receptors, stationary noise sources will be muffled to the extent feasible and/or, where practicable, enclosed within temporary sheds.

Population and Housing

No Mitigation Measures or Conditions necessary.

Public Services

See Hazard Condition 1 and Traffic Mitigation Measure 1

Recreation

No Mitigation Measures or Conditions necessary.

Transportation and Traffic

Mitigation Measure Traffic 1 – Traffic Control

- Prior to the start of construction, DPR and/or its contractor will prepare a detailed Traffic Control Plan that will address traffic control methods during construction activities adjacent to SR1; will be implemented by the construction contractor throughout the construction period; and monitored by the State’s Representative. The plan will be approved in advance by CalTrans District 5 and conform to the requirements of the CalTrans issued encroachment permit. The Plan will include:

- Emergency vehicle access will be provided at all times. If lane closures occur, local fire and police departments will be notified of construction locations and alternative evacuation and emergency routes will be designed to maintain response times during construction periods, if necessary.
- Access will be maintained for private roads.
- Roadway segments or intersections that are at or approaching LOS that exceed local standards will be identified.
- A plan for construction-generated traffic to avoid these locations at the peak periods to the greatest extent possible, either by traveling different routes or by traveling at non-peak times.
- Traffic controls on busy highways will include flag persons wearing bright orange or red vests and using a “stop/slow” paddle to warn drivers. The Department of Transportation Permit Inspector could require additional traffic control signage or staging at their discretion. Measures will follow the Department of Transportation Standard Specifications and Plans.
- Provide adequate lead-time to transit providers for developing temporary service changes due to construction and providing notice of changes to the public.
- Construction warning signs will be posted, in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (FHWA 2003), in advance of the construction area and at any intersection that provides access to the construction area.
- Written notification will be provided to appropriate contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites.
- A sign will be posted at all active construction sites that give the name and telephone number or electronic mail address of a staff member for the lead agency, to contact with complaints regarding construction traffic. The area of the sign should be at least 1 square yard.
- The traffic control plan will be included in the construction specifications, implemented by construction contractor throughout the construction period, and monitored by the State’s Representative

Traffic Control Condition 1

- Prior to any construction activities adjacent to SR1, Contractor will obtain a Traffic Control Permit from the California Department of Transportation, District 5.

Utilities and Service Systems

No Mitigation Measures or Conditions necessary.

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2006 Personal Communication with Parks Staff, March 23, 2006

Chapter 7 Report Preparation

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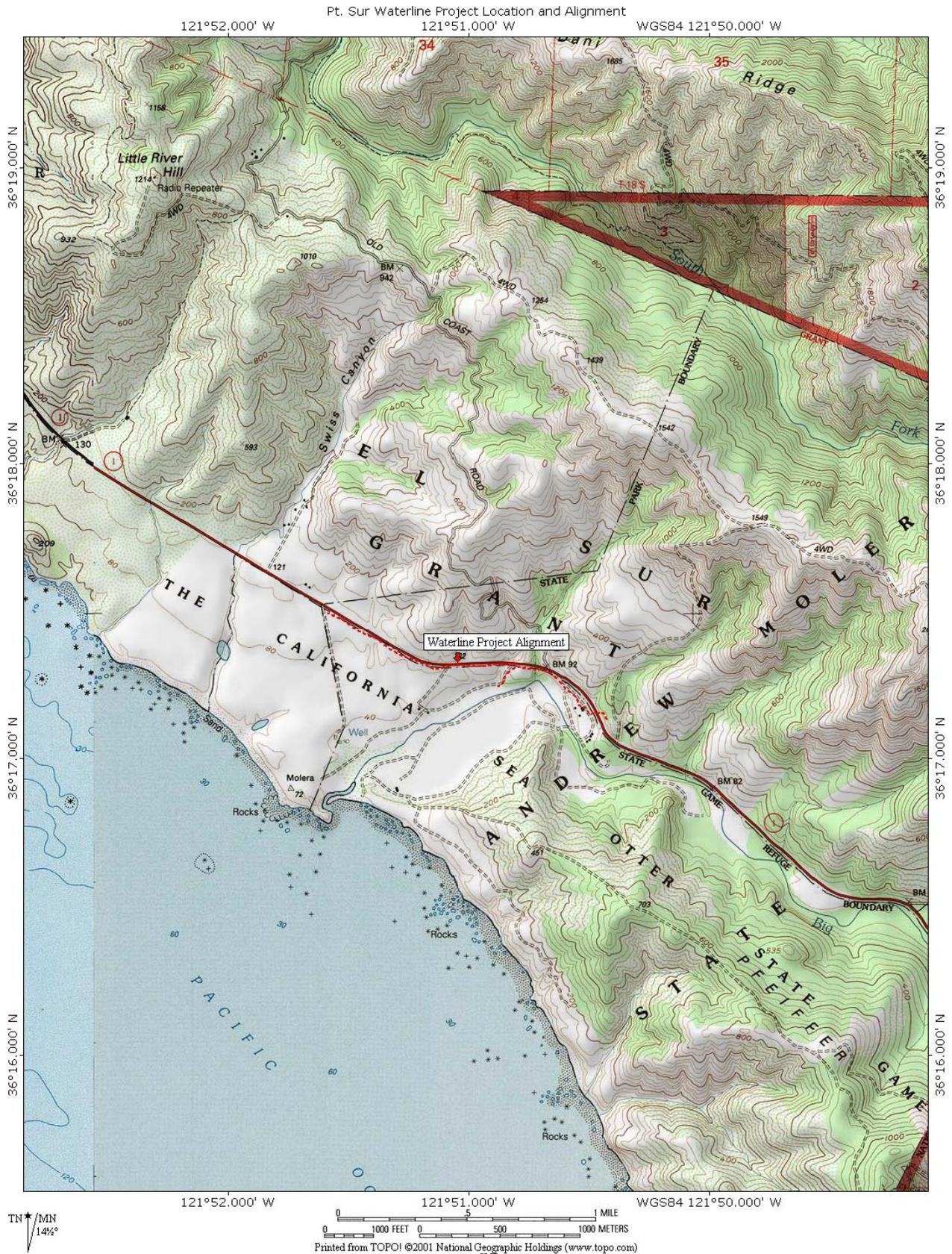
Patricia DuMont
Environmental Coordinator

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Appendix A
Maps, Tables, and Charts

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Figure G-1 Topographic Map



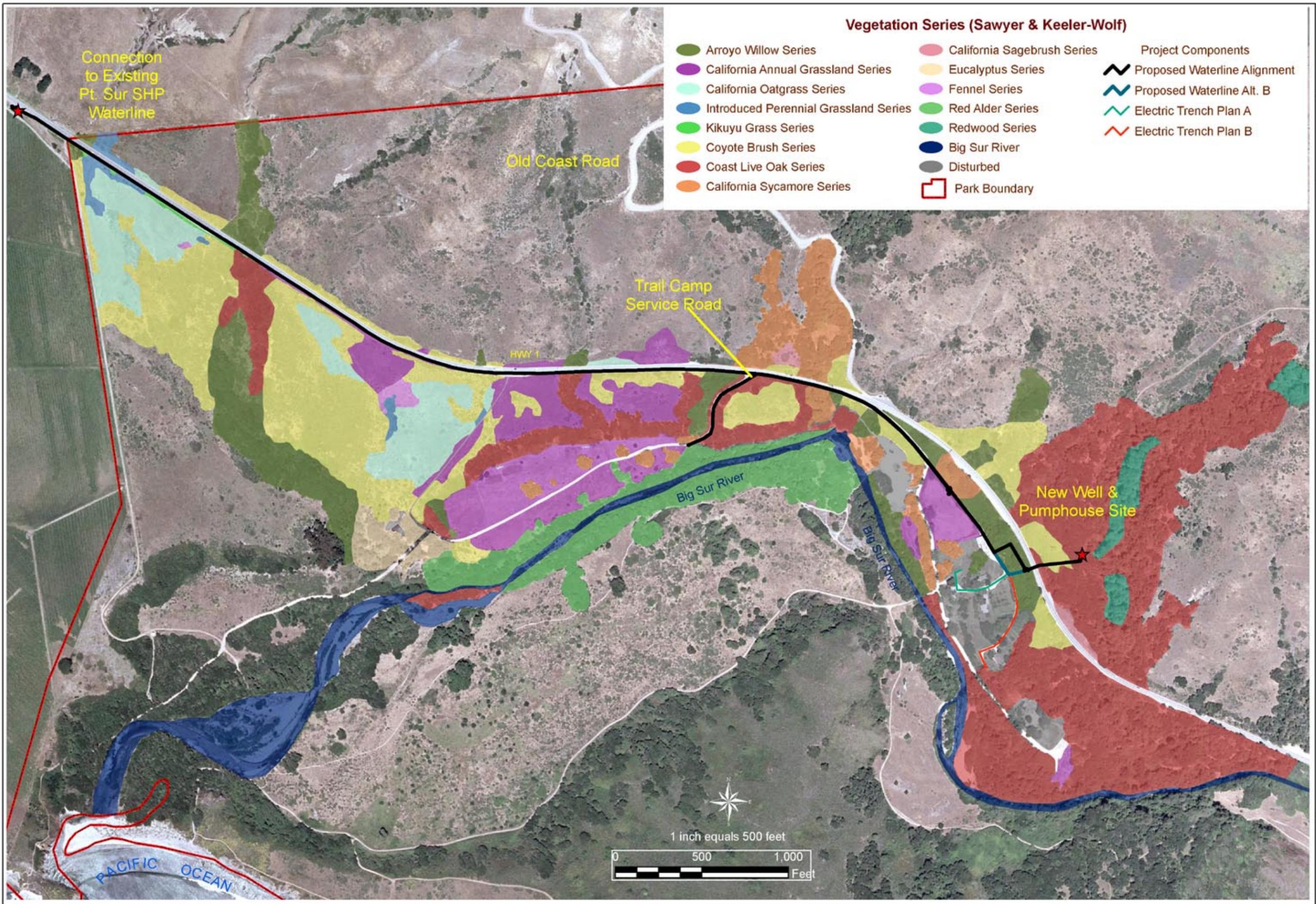
Water System Improvements IS/MND
 Andrew Molera State Park / Pt. Sur State Park
 California Department of Parks & Recreation

TABLE OF SOIL TYPES

MAP UNIT NAME	SOIL PERMEABILITY	EROSION POTENTIAL	SHRINK/SWELL POTENTIAL
Badland	Variable	High	No estimates
Cieneba-Rock outcrop complex	Cieneba: moderately rapid	High	Cieneba: low to none
Coastal beaches	Very rapid	Very high	Low to none
Dune land	Rapid	Very high	Low to none
Elkhorn fine sandy loam, 2-5% slopes	Moderately slow	Low	Low to moderate
Fluents, stony	Moderately rapid to very rapid	Moderate	Low
Gamboa-Sur complex	Gamboa: rapid Sur: moderately rapid	Very high	Gamboa: low Sur: low
Gazos silt loam, 15-30% slopes	Moderate	Moderate	Moderate
Gazos silt loam, 30-50% slopes	Moderate	Moderate to high	Moderate
Gilroy gravelly loam, 30-75% slopes, eroded	Moderate	High to very high	Moderate
Gorgonio sandy loam, 0-5% slopes	Rapid	Slight	Low
Junipero sandy loam, 30-75% slopes	Moderately rapid	High	Low
Lockwood shaly loam, 9-15% slopes	Moderately slow	Moderate	Moderate to high
Los Gatos gravelly loam, 30-50% slopes	Moderately slow	High	Moderate
Los Gatos gravelly loam, 50-75% slopes	Moderately slow	Very high	Moderate
Los Osos clay loam, 15-30% slopes	Slow	Moderate	High
Los Osos clay loam, 30-50% slopes	Slow	High	High
Los Osos clay loam, 50-70% slopes	Slow	High to very high	High
Los Osos-Millsholm complex	Los Osos: slow Millsholm: moderate to moderately slow	High or very high	Los Osos: high Milsholm: moderate
Millsholm-Gazos complex	Millsholm: moderate to moderately slow Gazos: moderate	Very high	Milsholm: moderate Gazos: moderate
Montara-Rock outcrop complex	Montara: moderately slow	Slight	Montara: moderate
Pacheco clay loam	Moderately slow	Low	Moderate
Pfeiffer fine sandy loam, 9-15% slopes	Moderately rapid	moderate	Low
Pfeiffer-Rock outcrop complex	Pfeiffer: moderately rapid	Slight	Pfeiffer: low
Plaskett-Reliz complex	Plaskett: moderately rapid Reliz: moderate	Very high	Plaskett: low Reliz: low
Psamments and Fluents, frequently flooded	Very rapid	Moderate	Low
Rock outcrop-Xerorthents association	Xerorthents: moderately rapid	Very high	Xerorthents: low to moderate
Santa Ynez fine sandy loam, 2-9% slopes	Very slow	Slight to moderate	Low to high
Santa Ynez fine sandy loam, 15-30% slopes	Very slow	High	Low to high
Sheridan coarse sandy loam, 15-30% slopes	Moderately rapid	moderate	low
Sheridan coarse sandy loam, 30-75%	Moderately rapid	High to very high	Low

slopes			
Sur-Junipero complex	Sur: moderately rapid Junipero: moderately rapid	High to very high	Sur: low Junipero: low
Sur-Plaskett complex	Sur: moderately rapid Plaskett: moderately rapid	Very high	Sur: low Plaskett: low
Tujunga fine sand, 0-5% slopes	Rapid	Slight	Low
Xererts-Xerolls complex	Slow	High to very high	High
Xerorthents, dissected	Moderately rapid	High to very high	Low to moderate

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MONTEREY DISTRICT
 2211 Garden Rd
 Monterey, CA 93940

NOTES:
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

ANDREW MOLERA to Pt. SUR WATERLINE PROJECT
VEGETATION SERIES (Sawyer & Keeler-Wolf)

Date: 4/14/2006
 Source: Env Sci - Jeff Frey
 GIS - Joe Ramos
 Projection: State Plane, Zone 4
 NAD83

Appendix B

Project Design Graphics

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ACQUISITION &
DEVELOPMENT DIVISION
One Capitol Mall
Sacramento, CA
95814-3229



CALIFORNIA STATE FILLS/SHAW-WATKINS
Approval of this plan does not constitute or
imply any assessment of deviation from
applicable regulations. The approval is
specific to the project and does not constitute
approval of any other project or any other
project, system, or lines.
Reviewed by: _____ Date: _____

DPR ACCESS COMPLIANCE REVIEW
ACCESSIBILITY SECTION
CERTIFICATION # _____
Reviewed by: _____ Date: _____

DESIGNED: JLC
DRAWN: JLC
CHECKED: _____
DATE: April 4, 2006

REVISIONS	DATE

REVISIONS	DATE

DESIGNED: JLC
DRAWN: JLC
CHECKED: _____
DATE: April 4, 2006

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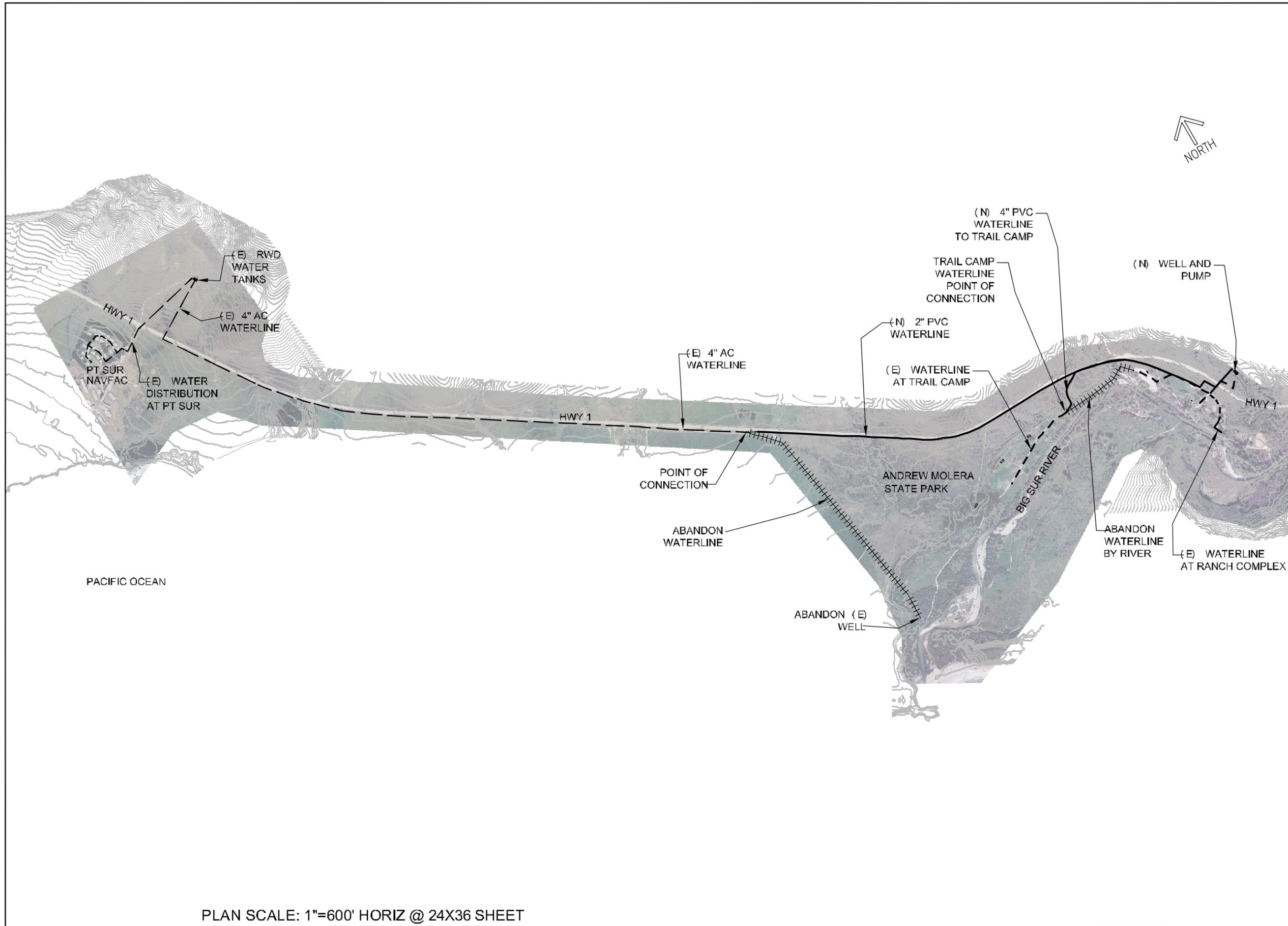
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DESIGNED: JLC
DRAWN: JLC
CHECKED: _____
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DESIGNED: JLC
DRAWN: JLC
CHECKED: _____
DATE: April 4, 2006



PLAN SCALE: 1"=600' HORIZ @ 24X36 SHEET

ANDREW MOLERA STATE PARK
OVERVIEW
WATERLINE REPLACEMENT

DRAWING NO.
XX

SHEET NO.
OVERVIEW

Appendix C
Acronyms

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Appendix C Acronyms

AADT	Annual Average Daily Traffic
AC	Asbestos Concrete
ADA	Americans with Disabilities Act
AGR	Agricultural Supply
AMSP	Andrew Molera State Park
APE	Area of Potential Effect
APEFZ	Alquist-Priolo Earthquake Fault Zoning
ARB/CARB	California Air Resources Board
BMP	Best Management Practices
CA	California
Caltrans	California Department of Transportation
CBC/UBC	California Uniform Building Code
CCR	California Code of Regulations
CCRWQCB	Central Coast Regional Water Quality Control Board
CCT	California Coastal Trail
CDF	California Department of Forestry and Fire
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHP	California Highway Patrol
CNDDDB	California Natural Diversity Database (Calif. Dept. of Fish and Game)
CNPS	California Native Plant Society
CRHP	California Register of Historic Places
CSQA	California Storm Water Quality Association
dB	decibel
DOT	Department of Transportation
DPR	California Department of Parks and Recreation (California State Parks)
DWR	Department of Water Resources
EIR	Environmental Impact Report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GP	General Plan
HWY 1	Highway 1
IS/MND	Initial Study / Mitigated Negative Declaration
LCP	Local Coastal Plan
Ldn	average sound
LF	Linear Feet
LOS	Level of Service
LUP	land Use Plan
MBAUAPCD	Monterey Bay Area Unified Air Pollution Control District

MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Levels
MSL	mean sea level
MST	Monterey-Salinas Tansit
MND	Mitigated Negative Declaration
mph	miles per hour
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NPDES	National Pollutant Discharge Elimination System
NOx	nitrogen oxide
NRHP	National Register of Historic Places
NSC	Northern Service Center
PM ₁₀	particulate matter (particles with an aerodynamic diameter of 10 Microns or less)
PM _{2.5}	particulate matter (particles with an aerodynamic diameter of 2.5 Microns or less)
POC	Point of Contact
PRC	Public Resources Code
PSSHHP	Point Sur State Historic Park
PVS	Poly-vinyl Chloride
RWQCB	Regional Water Quality Control Board
RV	Recreational Vehicle
ROG	reactive organic gases
SAFZ	San Andreas Fault Zone
SCS	Soil Conservation Service
SHP	State Historic Park
SMP	Storm Water Management Plan
SR1	State Route 1
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
UG	Underground
U.S.	United States
USACOE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Service
VRP	Visibility Reducing Particle