ADDENDUM TO

CEQA INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Hudeman Slough Boat Launch Improvement Project

Prepared for:

Sonoma County Regional Parks Department
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LIST OF ABBREVIATIONS AND ACRONYMS

ABAG/MTC	Association of Bay Area Government/ Metropolitan Transportation Commission
ATCM	Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
BMPs	Best Management Practices
CAA	Clean Air Act
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CWA	Clean Water Act
DWR	California Department of Water Resources
IS	Initial Study
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
HDP	Heritage Documentation Programs
HMMP	Habitat Mitigation and Monitoring Plan
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
MMRP	Mitigation, Monitoring and Reporting Program
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NRHP	National Register of Historic Places
OPR	Governor's Office of Planning and Research
REAP	Rainfall Event Action Plan
SCRP	Sonoma County Regional Parks
SFRWQCB	San Francisco Regional Water Quality Control Board
SHPO	State Historic Preservation Officer

I. INTRODUCTION

A. DETERMINATION

This document is an Addendum to the January 2018 Initial Study/Mitigated Negative Declaration (2018 ISMND) (LSA, 2018), which was originally prepared for the Hudeman Slough Boat Launch Improvement Project (Project). Subsequent to project approval in 2018, some but not all of the components of the project were modified and construction methods refined. Sonoma County Regional Parks (SCRP) proposes to upgrade the existing 59-year old boat launch facility on Hudeman Slough. The project proposes demolition and reconstruction of the existing facility, and other improvements, including: a reconstructed boat launching ramp; a reconstructed boarding dock; a new low freeboard dock for launching kayaks and non-motorized and other small motorized (less than 24-foot) craft; a repaved and expanded parking lot with 18 parking spaces, including 11 spaces for cars and trailers, 5 spaces for cars, and 2 ADA accessible spaces (1 for a single car and 1 for car and trailer); a new restroom facility with septic tanks; a camping area with five (5) tent campsites and one (1) host trailer site; and an ADA accessible path between the campsite, parking lot, restroom facility, and the launching ramp. Interpretive and informational signage will be provided at the site.

All of the Project elements described above would be constructed in the first phase of the Project, except the camp host and camping units. These elements would be deferred to a possible future Project phase.

This Addendum evaluates whether the modifications and refinements to the 2018 ISMND would result in any new or substantially more adverse significant effects, or require any new mitigation measures not identified in the previous document.

As verified in this Addendum, the analyses and conclusions in the 2018 ISMND remain current and valid. The Proposed Project (including proposed modifications), would not cause new significant effects not identified in the ISMND nor increase the level of environmental effect to substantial or significant, and, hence, no new mitigation measures would be necessary to reduce significant effects. No change has occurred with respect to circumstances surrounding the Proposed Project that would cause new or substantially more severe significant environmental effects than were identified in the 2018 ISMND. In addition, no new information has become available that shows that the project would cause new or substantially more severe significant environmental effects which have not already been analyzed in the 2018 ISMND. Therefore, no further environmental review is required beyond this Addendum.

This Addendum incorporates all of the mitigation measures detailed in the 2018 ISMND.

B. BACKGROUND

The 2018 ISMND formally evaluated the environmental impacts of the proposed Project. The 2018 ISMND was prepared pursuant to the California Environmental Quality Act (CEQA) and adopted by the Sonoma County Board of Supervisors on January 9, 2018.

SCRP proposes to construct the project with modifications that were not evaluated in the 2018 ISMND, which necessitates subsequent environmental review and documentation under CEQA. Section 15164(b) of the CEQA Guidelines states that an Addendum to an adopted Mitigated Negative Declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 (further described below under Section I.D) apply.

Sonoma County Regional Parks is the Lead Agency under CEQA and has prepared this Addendum to address the potential environmental impacts of implementing the Proposed Project on the project site.

C. PURPOSE OF THIS ADDENDUM

The purpose of this Addendum is to evaluate whether the Proposed Project would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the 2018 ISMND for the Project. This Addendum, together with the 2018 ISMND, will be used by SCRP and/or Responsible Agencies when considering approval of the Proposed Project.

D. CEQA FRAMEWORK FOR ADDENDUM

For a proposed modified project, State CEQA Guidelines (Sections 15162 and 15164) provide that an Addendum to an adopted MND may be prepared if only minor technical changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent MND have occurred:

- Substantial changes in the project which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:

    - the project will have one or more significant effects not discussed in the MND,
    - the project will result in impacts substantially more severe than those disclosed in the MND,
    - mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

This Addendum evaluates the Proposed Project as a revision of the 2018 ISMND and demonstrates that these modifications do not trigger any of the conditions described above. Based on the analysis provided below, an Addendum to the 2018 ISMND is the appropriate CEQA document.

II. PROJECT INFORMATION

PROJECT TITLE:

Hudeman Slough Boat Launch Improvement Project

LEAD AGENCY NAME AND ADDRESS:

Sonoma County Regional Parks
2300 County Center Drive, Suite 120A Santa Rosa, California 95403

CONTACT PERSON AND PHONE NUMBER:

Mr. Scott Wilkinson Park Planner II
Sonoma County Regional Parks (707) 565-2734

PROJECT LOCATION:

The boat launch facility is located on Hudeman Slough, a tributary of Sonoma Creek in Sonoma County, California. By land, the site is accessed from Highway 12 at Ramal Road, continuing 3.7 miles south and east to Skaggs Island Road, and then 1.4 miles south to the site (**Figures 1 and 2**). The project site consists of approximately 3.5 acres within a 4.71 acre parcel (**Figure 3**). The facility is located on property owned by the California Department of Fish and Wildlife and the California Wildlife Conservation Board, but is maintained under agreement by Sonoma County Regional Parks.

Project sponsor's name and address:
Sonoma County Regional Parks
2300 County Center Drive, Suite 120A Santa Rosa, California 95403

GENERAL PLAN DESIGNATION:

Land Extensive Agriculture

ZONING:

Land Extensive Agriculture District, 1 dwelling unit per 100 acres (LEA B6 100Z) with Biotic Resource Overlay (BRF2)

SUMMARY OF THE 2018 PROJECT

The 2018 project proposed to upgrade the existing 59-year old boat launch facility on Hudeman Slough, including demolition and reconstruction of the existing facility, and other improvements, including: a reconstructed boat launching ramp; a reconstructed boarding dock; a new low freeboard dock for launching kayaks and non-motorized and other small motorized (less than 24-foot) craft; a repaved and

N

0 1000 2000

FEET

SOURCE: ESRI STREETMAP NORTH AMERICA (2012); LSA

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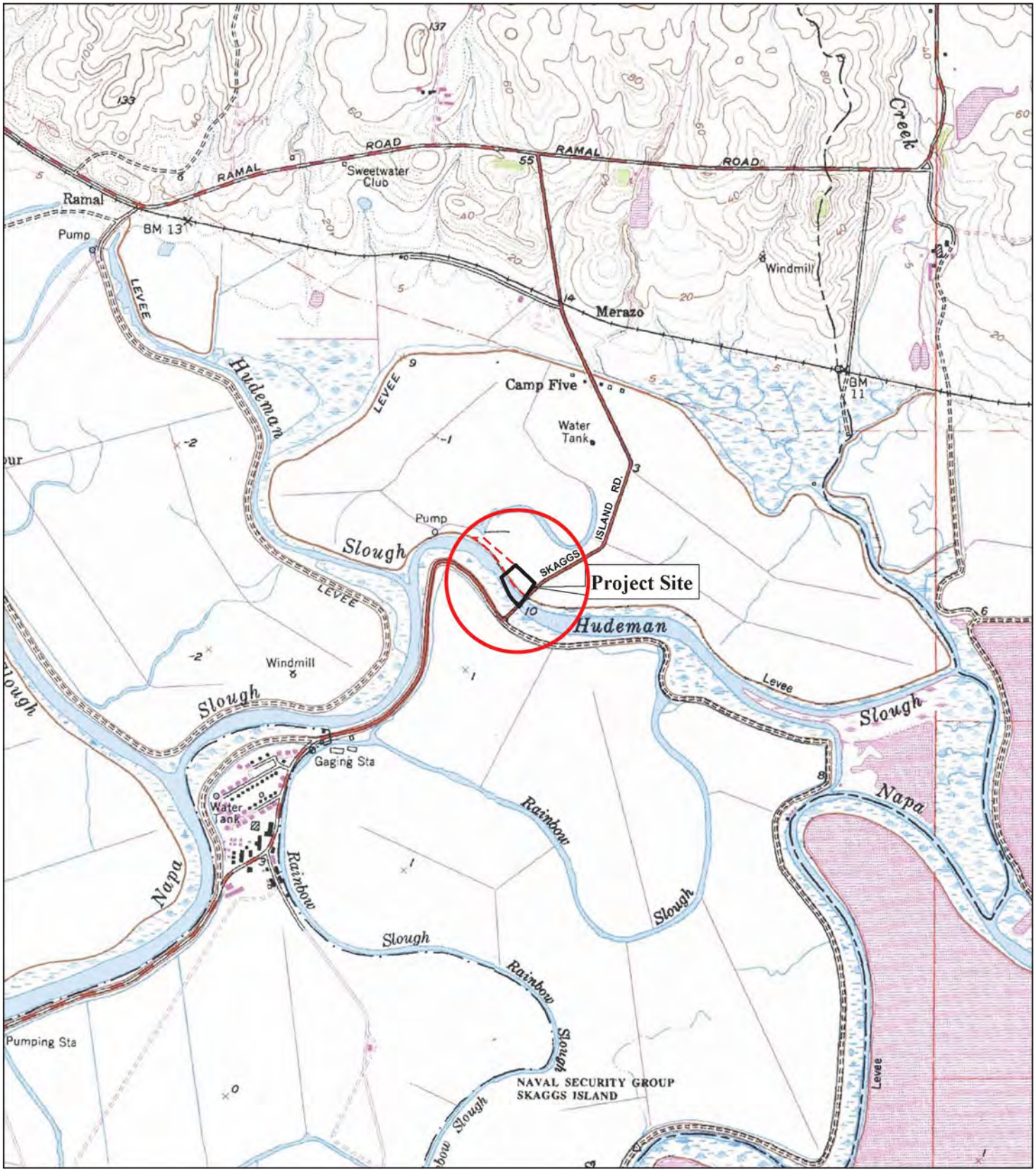
FIGURE 1

HUDEMAN SLOUGH BOAT LAUNCH FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
REGIONAL LOCATION



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SOURCE: USGS 7.5-MINUTE TOPO QUADS - *CUTTINGS WHARF, CALIF.* (1981) AND *SEARS POINT, CALIF.* (1968).; LSA

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FIGURE 2
HUDEMAN SLOUGH BOAT LAUNCH
FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
PROJECT SITE

LEGEND

- Parcel
- Project Boundary (2018)
- PROJECT BOUNDARY (2021)

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SOURCE: SONOMA COUNTY (2017); USGS ORTHOIMAGERY (04/2011), LSA

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FIGURE 3
HUDEMAN SLOUGH BOAT LAUNCH
FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
PROJECT LIMITS

expanded parking lot with 18 parking spaces, including 11 spaces for cars and trailers, 5 spaces for cars, and 2 ADA accessible spaces (1 for a single car and 1 for car and trailer); a new restroom facility with septic tanks; a camping area with five (5) tent campsites and one (1) host trailer site; and an ADA accessible path between the campsite, parking lot, restroom facility, and the launching ramp.

SUMMARY OF 2021 PROPOSED PROJECT

The 2021 project (**Figure 4**) includes sediment removal and demolition and reconstruction of the boat launch facility, as well as other improvements, including:

- Reconstructed boat launch ramp (slightly revised alignment from 2018)
- Reconstructed boarding dock (slightly revised alignment from 2018)
- Freeboard kayak launch
- Repaved parking area with 17 spaces:
    - 11 spaces for vehicles with trailers
    - 5 spaces for vehicles only
    - 2 ADA accessible spaces. Including trailer and Van accessible
- Restroom facility, prefabricated with vault for pump out
- 0.4 acre gravel overflow parking area to accommodate approximately ten vehicles with trailers (new project element from 2018)
- Sediment removal from 0.063 acre of open water channel and restoration of 0.069 acre of tidal marsh vegetation within the previous dock footprint and temporary disturbance areas (revised from 2018)
- 0.2 acre restoration and enhancement of existing disturbed seasonal wetlands (revised from 2018)
- Up to 5 campsites (future phase)
- 1 camp host site (future phase)
- Informational and interpretive signage

Table A compares the types and quantities of material to be removed and disposed. **Table B** compares the project components to be installed.

Table A: Demolition Items

Item	Previous MND Plan	Addendum MND Plan
Launch ramp, timber	1,300 square feet	**same**
Piles, timber	21 piles	**same**
Access pier, timber	45 square feet	**same**
Gangway, aluminum	80 square feet	**same**
Boarding dock, aluminum	240 square feet	**same**
Abandoned boarding dock, aluminum	120 square feet	**same**
Pavement, asphalt- new and replacement	6,100 square feet	**4,268 square feet**
Vegetation clearing (shrubs and herbaceous invasive species)	10,000 square feet	**15,600 square feet**

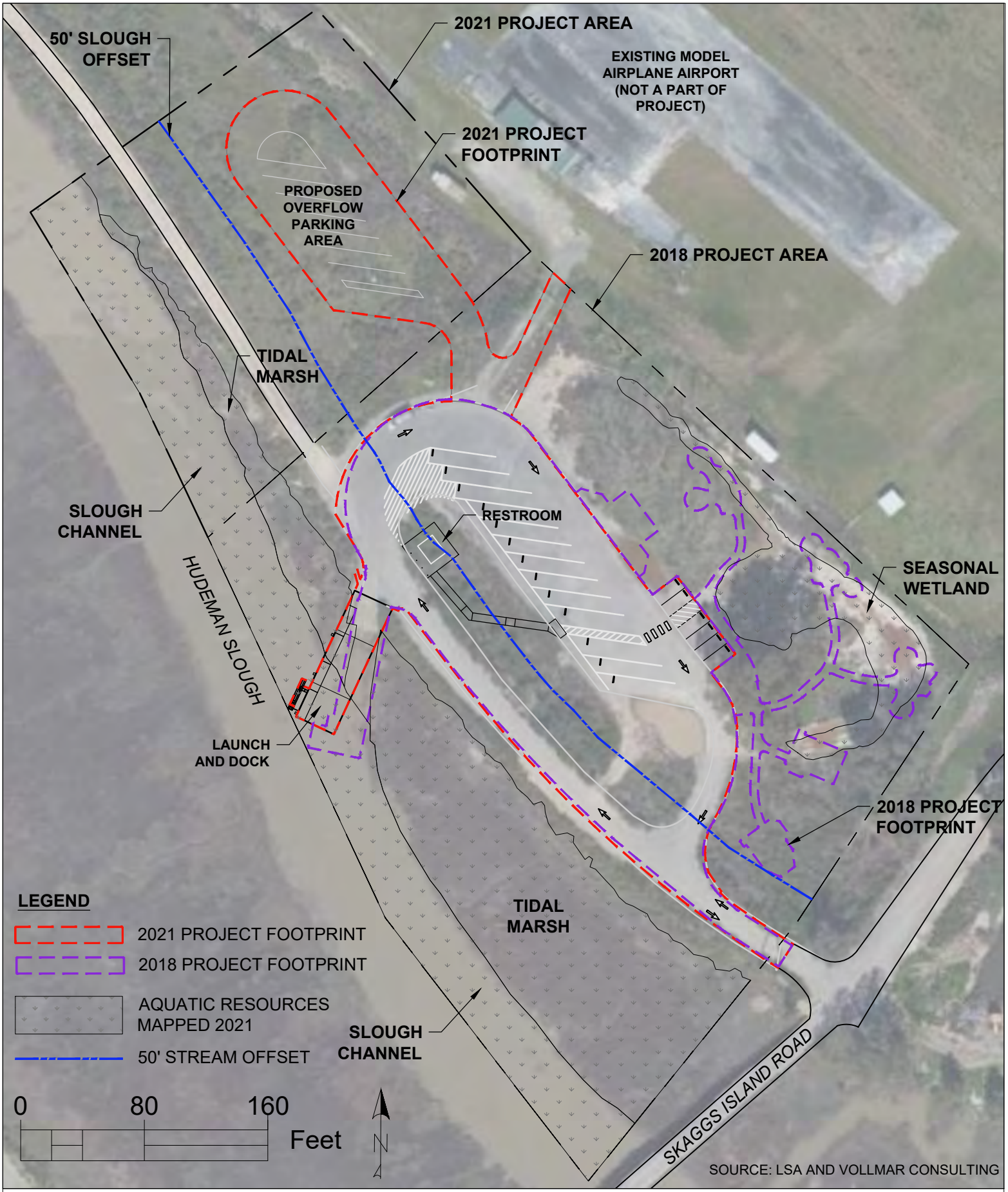

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FIGURE 4
HUDEMAN SLOUGH BOAT LAUNCH FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
PROPOSED IMPROVEMENTS

Ramp demolition and construction and accumulated sediment removal	**300 cubic yards**	**same**

Notes:

1. The launch ramp includes timber beams, joists and other framing members. Based on the original design drawings and the 2013 topographic survey, it is estimated that there are a total of 21 timber piles; 4 piles are below water and not visible. Sixteen (16) piles support the launching ramp, 4 piles support the access pier (2 support both the launch ramp and the access pier), 2 piles anchor the boarding dock, and 1 pile is connected to the abandoned boarding dock. The elevation at the top of the dock anchor piles is approximately 11.5 feet NAVD. The demolition specifications would require that timber piles be extracted, but depending on their condition this might not be possible and the piles may have to be cut off at the ground line.

2. Three float sections would be removed, two of which make up the boarding dock. In 1987 the third was abandoned because of the buildup of sediment. It is located under the gangway, but supports the end of the gangway, and will also be removed.

3. The asphalt pavement quantity to be removed is the segment of the pavement that has failed and needs to be reconstructed, and the segment in the access road to reduce the width.

4. Vegetation clearing is for the ground area between the upper access road and the lower parking lot, the overflow parking lot, and for the camp host and campsite area (future phase). Clearing and grubbing is required to construct the ADA path, the restroom foundation, and the campsite. The quantity listed above is approximate.

5. Sediment has accumulated on top of the ramp and would have to be removed to perform demolition. Additional excavation would be required to construct the new ramp. This material would be dried onsite and used as fill in the area to the north and east of the re-paved parking lot as appropriate.

Table B. Project Items

Item	Previous MND Plan	Addendum MND Plan
Launch ramp, concrete panels	2,200 square feet	**2430 SF**
Piles, 16-inch concrete	21 each	**15 EA, 100 SF**
Boarding dock gangway	120 square feet	**60 SF**
Boarding dock	360 square feet	**480 SF**
Low freeboard dock and access ramp	240 square feet	**124 SF (Kayak launch ramp)**
Restroom foundation & concrete apron	820 square feet	**680 SF**
ADA path between parking area and restroom, concrete	725 square feet	**530 SF**
Pavement, asphalt resurfacing (AC overlay)	23,900 square feet	**27360 SF**
Pavement, replacement (AC and concrete)	2,100 square feet	**1,300 SF**

Pavement, new (AC and concrete)	1,700 square feet	**2,830SF**
Parking stalls, car and trailer	11 each	**11 each**
Parking stalls, ADA car and trailer	1 each	**1 each**
Parking stalls, car	5 each	**5 each**
Parking stalls, ADA van	1 each	**1 each**
Restroom, precast concrete building	1 each	**1 each**
Campsites, tent	5 each	**5 each (future phase)**
Campsite, host	1 each	**1 ea (future phase)**
Informational sign	8 each	**8 each**
Interpretive sign	1 each	**1 each (future phase)**
Overflow Parking Area (gravel surfacing)	N/A	**15,590 SF**
Stormwater Swale	N/A	**200 SF**
Seasonal Wetlands Enhancement	N/A	**0.2 acre**
Tidal Marsh Enhancement and Restoration	N/A	**1,860 SF**
Pepperweed removal	1,147 SF	**1,147 SF**

Notes:

1. The launch ramp foundation would consist of concrete piles and beams.
2. The concrete ramp panels would be 20 feet wide to provide a one lane launch ramp and to support the boarding access floats when they are on the ground.
3. The concrete piles would be either round, square or hexagonal.
4. Three to four sections of 6-foot wide boarding floats would be constructed. The design freeboard of the floats would be 14 to 18 inches. Access to the boarding floats would be via an aluminum gangway that would be connected to a concrete abutment at the top of the concrete ramp.
5. The low freeboard dock (LFD) would have a freeboard of 6 to 8 inches. A transition platform and ramp would provide access between the boarding dock and the LFD. The dock would include an ADA designed transfer platform to assist accessibility into and out of kayaks, and a ramp to improve launching kayaks.
6. The restroom foundation would consist of a cast-in-place (CIP) concrete retaining wall system with a cast-in-place floor. Two (2) septic tanks (pump-out holding tanks) would be installed as part of the foundation work.
7. The complete ADA accessible path from the campsite to the launching ramp would consist of a striped asphalt section through the parking lot, a concrete section from the parking lot to the restroom, and a striped asphalt section from the restroom to the launching ramp. A small retaining wall and imported backfill would be used to construct the foundation for the path from the parking lot to the restroom.
8. The parking lot and drive aisles would be resurfaced and in part replaced. Five (5) parking stalls and one (1) ADA parking stall parking stalls will be created and paving will be replaced to improve access to three (3) of the existing trailer stalls. Approximately 2,000 square feet of the access road would be reduced.
9. The restroom would be a precast concrete building. No power would be available at the site. The restroom would be equipped with solar panels and shielded lighting with motion sensor and photocell.
10. Up to five (5) tent campsites, one (1) host trailer site and interpretive signage would be constructed in a future phase.

In addition to the facilities described above, SCRP would install a vegetated swale from a valley gutter to be constructed across the access road near the eastern boundary of the project site. SCRP would also remove patches of perennial pepperweed (*Lepidium latifolium*) on the project site. Perennial pepperweed is a noxious weed and occurs in dense patches on the levee and in the adjacent marsh. Restoration and enhancement of existing degraded seasonal wetlands at the site will also be restored as part of the project.

Construction Method. The main project construction components include the launch ramp and related structures, the restroom foundation, the ADA accessible path, parking lot renovation and improvements, and restoration of existing degraded seasonal wetlands. The proposed method of construction generally remains as described in the 2018 document, and as described in this section.

Construction of the launch ramp would be performed by both water-based and land-based equipment. Marine equipment would be required for installing piles (foundation piles and anchor piles) beyond the reach of land-based equipment since it is not cost effective to use equipment large enough to do the entire project from land. All equipment and materials would be delivered by land.

Marine equipment would be placed in the water using the existing launch ramp and/or a land-based crane.

Water-based work would be performed via a crane placed on a portable barge. A second barge would be used to stage materials. Prior to the commencement of work, a silt curtain (floating turbidity curtain) would be placed, by water-based crane, around the launch ramp and equipment to control sediment. It is estimated that up to 2 feet of sediment has accumulated on the lower end of the ramp. This accumulated sediment would be removed prior to performing demolition. The wet material would be dried onsite and graded into acceptable open areas as shown on the Project plans. Marine equipment would be used to demolish the existing ramp, drive the outer portion (toward the slough) of the concrete foundation and anchor piles, and install the cofferdam.

The remaining concrete foundation and 6 landward anchor piles would be installed utilizing a land-based crawler crane. Additional excavation of sediment would be required to construct the launch ramp foundation and prepare the final grade. The total ramp demolition and construction sediment excavation quantity is estimated at 450 cubic yards. The majority of the dredge spoils will be placed in the east corner of the site to level out the camping area and/or fill in rutted or barren low lying areas that pond water following winter storms. Remaining material will be off-hauled to an acceptable location off-site.

The new boarding floats would be delivered to the job site by flatbed truck, placed into the water by the land-based crane and connected in place with specified hardware.

In summary, the construction sequence for the launch ramp component of the project would be as follows:

- Launch barges and marine equipment.
- Install silt fence, site protection fencing
- Install floating turbidity curtain.
- Excavate sediment covering the existing ramp.

- Perform demolition with marine equipment.
- Drive portion of piles with marine equipment.
- Drive remaining piles with land-based equipment.
- Excavate remainder of sediment for construction of the launch ramp foundation.
- Cut off concrete piles, drill and dowel piles, and form and pour caps.
- Either set precast panels, or form and pour ramp in place where above jurisdictional work limits.
- Use the new ramp to remove the marine equipment and turbidity curtain

The restroom foundation and the ADA accessible path between the parking lot and the restroom would be constructed during or after the construction of the launch ramp. This work would require excavation and grading, and pouring cast-in-place concrete. Any excess excavated material would be used onsite. Imported soil may be necessary to complete the grading for the restroom and ADA path. Two (2), 1,000 gallon polyethylene or concrete septic tanks (holding tanks) would be installed within the restroom foundation vault on a cast-in-place floor.

The parking lot construction would involve replacement of a deteriorated asphalt concrete sections construction of two (2) new sections, and repaving of the remaining portion of the parking lot and entry drive aisle. The total of new and replacement ac paving is less than 5,000 square feet – the trigger for C3 stormwater treatment system requirements. (See Project Plans). This work would also involve striping the parking stalls, and striping ADA paths in the parking lot and between the restroom area and the launching ramp. The pavement work would be performed after the launch ramp and the restroom foundation are completed.

An existing upland area adjacent to the westerly drive aisle would be graded and replaced with compacted gravel surface to provide an area for overflow parking. Existing vegetation would be removed, the area scarified and graded to provide a uniform subgrade prior to gravel placement of surface rock.

The project includes restoration and enhancement of 0.069 acre of brackish tidal marsh vegetation affected by project construction, 0.2 acre existing seasonal wetland, and removal of 1,147 SF of perennial pepperweed at the site. The seasonal wetland will be restored by placing a surface of topsoil material over a gently graded surface to create a 5:1 sloped ponding area and seeded with native species. Tidal marsh disturbed by the construction activities will be seeded or plug planted with a mix of native brackish species and protected with erosion control fabric.

Best Management Practices. A Stormwater Pollution Prevention Plan will be implemented as part of the Project, including Best Management Practices (BMP) for construction stormwater and erosion control to control sediment and runoff during construction. As shown on the Project plans, and at a minimum, these would include the following:

- Install a silt screen in the slough around the marine work area.
- Install a temporary cofferdam.
- Install straw wattles along the top of the bank between the parking lot and the marsh, and along the lower edge of the site.
- Designate an equipment fueling, cleaning, and maintenance area away from the top of the bank in the lower part of the existing parking lot.

SURROUNDING LAND USES AND SETTING:

The project study area encompasses the existing Hudeman Slough boat launch facility, which includes a boat launch that can accommodate non-motorized and small motorized boats up to 24 feet and a parking lot with 18 parking spaces which can accommodate 5 vehicles, 11 vehicles and trailers and includes 2 ADA parking spaces (one vehicle space and one space for a van or vehicle with trailer). The project site is located in an isolated area with no existing services. Access to the site is from Highway 12 at Ramal Road, continuing 3.7 miles south and east to Skaggs Island Road, and then 1.4 miles south to the site. The project site supports mostly ruderal or invasive species on the inboard side of the existing levee and brackish marsh on the outboard side of the existing levee. The area inboard of the levee has been disturbed by grading for the existing launch facility parking area and for levee construction. Surrounding land uses include undeveloped, rural/ agricultural land, and water. A (3-acre remote control model airplane facility located just north of the project site is accessed through the launch ramp parking lot.

Vegetation on the project site consists of brackish marsh, ruderal land, coyote brush, coyote brush/French broom and non-native trees. Brackish marsh supports a variety of species including pickleweed (*Salicornia pacifica*), marsh gumplant (*Grindelia stricta* ssp. *angustifolia*), bulrush consisting of *Schoenoplectus* sp., Alkali bulrush (*Bolboschoenus* sp.), and cord grass (*Spartina foliosa*). The ruderal vegetation consists of a dense growth of non-native species, including ripgut brome (*Bromus diandrus*), wild oats (*Avena* sp.), hare barley (*Hordeum murinum* ssp. *leporinum*), annual fescue (*Festuca* sp.), hairy cat's ear (*Hypochaeris radicata*), vetch (*Vicia sativa*), and bur clover (*Medicago polycarpa*). Other non-native ruderal species include fennel (*Foeniculum vulgare*), stinkwort (*Dittrichia graveolens*), yellow star-thistle (*Centaurea solstitialis*), and bull thistle (*Cirsium vulgare*). Coyote brush (*Baccharis pilularis*) grows on the levee and in patches within the ruderal area. French broom (*Cytisus monspeliensus*) grows in association with coyote brush in large patches on the inboard side of the levee. Blue gum (*Eucalyptus globulus*) and black locust (*Robinia pseudoacacia*) occur inboard of the levee.

OTHER PUBLIC AGENCIES WITH APPROVAL AUTHORITY:

- U.S. Army Corps of Engineers (Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act [application for both would be simultaneous with the Joint Aquatic Resources Permit Application
- California Department of Fish and Wildlife (Streambed Alteration Agreement)
- Regional Water Quality Control Board (Water Quality Certification or Waste Discharge Requirements)
- State Water Resources Control Board (National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity)
- Sonoma County Permit and Resource Management Department (PRMD) (Building Permit)
- Wildlife Conservation Board (funding authority)
- California State Lands Commission (State Lands Commission permit)
- San Francisco Bay Conservation and Development Commission (Bay Conservation and Development Commission Permit)
- United States Fish and Wildlife Service (as part of the Corps permit, they will issue an incidental take permit for the listed terrestrial species that occur by the project under Section 7 of the Federal Endangered Species Act)

- National Marine Fisheries Service (as part of the Corps permit, they will issue an incidental take permit for the Salmonids and other listed aquatic species that occur by the project under Section 7 of the Federal Endangered Species Act)

WETLAND AND UPLAND HABITAT RESTORATION

The project would create and enhance approximately 0.2 acre of seasonal wetland, as well as remove wood boat ramp components within open water and on marsh banks. Approximately 0.069 acre of brackish marsh vegetation will be replaced in areas disturbed as a result of project construction and habitat that was part of the original dock footprint (**Figure 5)**.

PUBLIC ACCESS

The site provides a key access point for the SF Bay Trail, located on the levee leading west from the project site, and along Skaggs Island Road. The San Francisco Bay Area Water Trail (Bay Area Water Trail) is a growing network of non-motorized small boat launching and landing sites across the San Francisco Bay Estuary. Within the Sonoma County planning area, Hudeman Slough offers the only formal water access site[1]. Informational and interpretive signage will be provided as part of project implementation.

PROJECT COMPONENTS THAT CONSTITUTE REVISIONS TO THE 2018 PROJECT

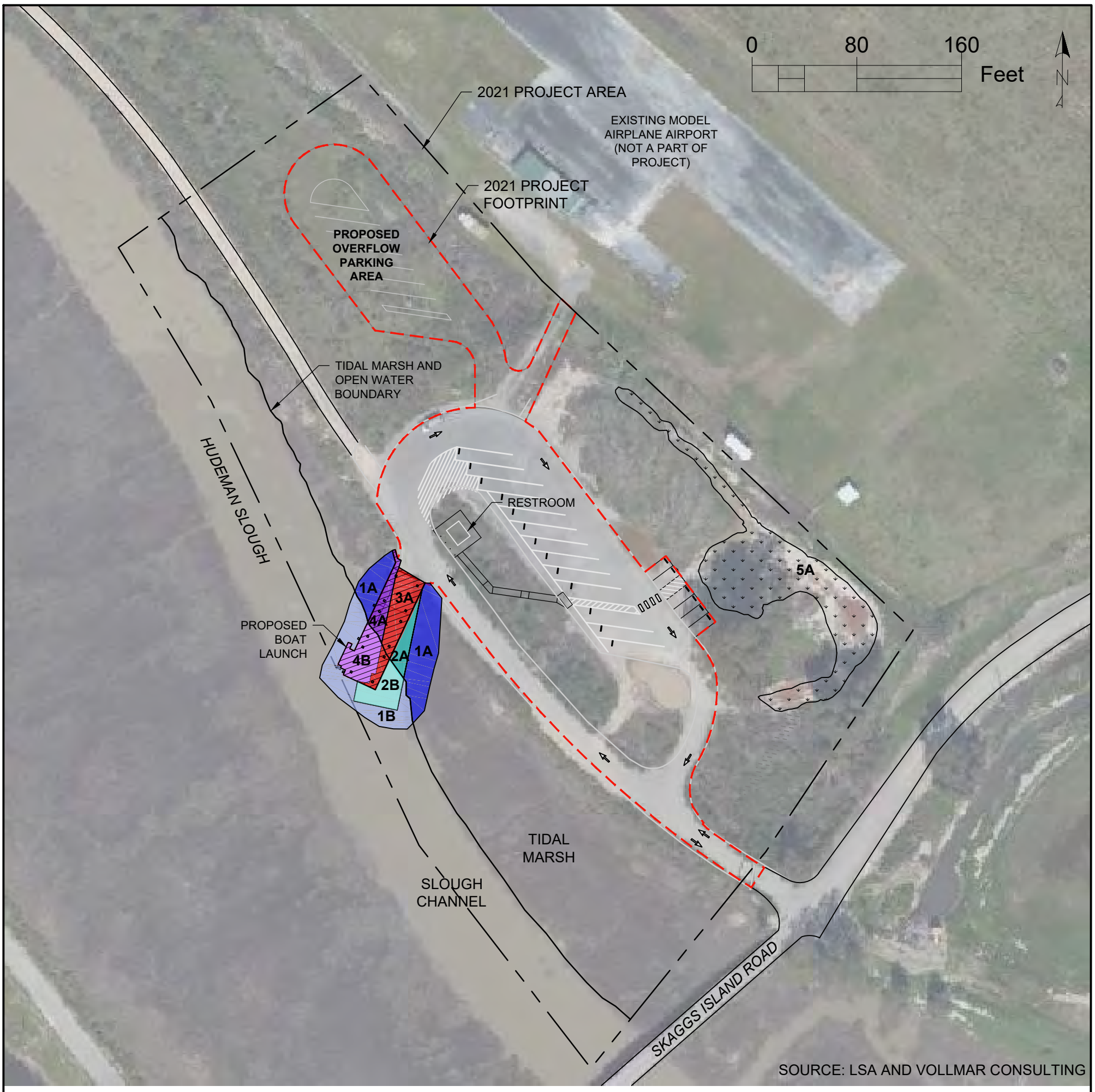
As discussed above, the Proposed Project builds on and updates the 2018 Project and 2001 Wetland Restoration and Monitoring Plan, reflecting updated site conditions, consideration of sea-level rise and additional planning efforts. As a result, some of the components of the Proposed Project described above modify the original project. To clearly identify the Proposed Project's changes from the approved 2018 Project, these revised components are listed and discussed below.

- **Alignment of Boat Launch Facilities.** The directional alignment and width of the boat launch/boarding ramp facility was changed to reflect channel bottom topography, tidal current, and sediment deposition, the CA State Parks Division of Boating and Waterways standards. The modified alignment will not affect bank erosion cross channel.

- **Paving Plan.** Minor changes to the paving plan to minimize the amount of new and replacement asphalt concrete.

- **Identification, avoidance, and enhancement of existing disturbed seasonal wetlands.** The 2018 project did not include formal wetlands delineation. A 2021 jurisdictional wetland delineation was completed for the project, which identified a different location of potential wetlands that the previous ISMND, and reported that the previously identified wetland area did not meet wetland criteria. The 2021 proposed project includes restoration and enhancement of disturbed

[1] Sonoma Creek Baylands Strategy 2020 https://www.sfei.org/projects/sonoma-creek-baylands-strategy



HUDEMAN BOAT LAUNCH FILL TABLE

MAP LOCATION NUMBER	LOCATION	REASON FOR ACTIVITY	MATERIAL	SURFACE AREA NEW PERMANENT (P), TEMPORARY (T), AND RESTORATIVE (R) EFFECTS
1A	TIDAL MARSH	GRADING AND DREDGING	BAY MUD	T: 2520 SF
1B	OPEN WATER	GRADING AND DREDGING	BAY MUD	T: 2000 SF
2A	HISTORIC TIDAL MARSH	RESTORATION - REMOVAL OF EX. WOOD BOAT RAMP AND PIERS	BAY MUD	R: 470 SF
2B	HISTORIC OPEN WATER	RESTORATION - REMOVAL OF EX. WOOD PLANK BOAT RAMP AND PIERS	BAY MUD	R: 750 SF
3A	EXISTING STRUCTURE	REMOVAL OF EX. WOOD PLANK BOAT RAMP AND PIERS AND REPLACEMENT WITH NEW PC CONCRETE BOAT RAMP	WOOD AND CONCRETE	NO NEW NET PERMANENT IMPACTS EXISTING IMPACTS: P: 50 SF AND 1270 SF SHADOW FILL
4A	TIDAL MARSH	NEW PRECAST CONCRETE BOAT RAMP AND PIERS	CONCRETE	P: 25 SF OF NEW SURFACE AND 500 SF OF NEW SHADOW FILL
4B	OPEN WATER	NEW PRECAST CONCRETE BOAT RAMP AND PIERS	CONCRETE	P: 25 SF NEW SURFACE AND 850 SF OF NEW SHADOW FILL
5A	SEASONAL WETLAND	RESTORE AND ENHANCE EX. DISTURBED SEASONAL WETLAND; OVER EXCAVATE AND REPLACE WITH 8" BIORETENTION TOPSOIL	245 CY TOPSOIL	T: 8800 SF (0.20 AC)

SHADOW FILL

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FIGURE 5
HUDEMAN SLOUGH BOAT LAUNCH
FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
FILL LOCATION MAP

seasonal wetlands as well as revegetation of tidal marsh areas disturbed as a result of construction or within the previous dock footprint. The prior environmental document tentatively identified a small area of the site as a potential wetland , but this was not accurate when the subsequent jurisdicatonal delineationwas completed. This area will be enhanced as a biofiltration feature to filter stormwater from the entry drive aisle, but is not subject to regulatory stormwater permit requirements.

- **Provision of overflow parking area.** The 2021 project includes creation of a gravel, pervious overflow parking area for 10 vehicles with trailers in the existing uplands within the project parcel.

IMPACT AVOIDANCE AND MINIMIZATION

In addition to the mitigation measures identified in the 2018 ISMND, which remain in force, the 2021 Project incorporates as part of the project the following avoidance and minimization measures.

Design for Avoidance of Protected Species and Sensitive Habitat. The project design includes the preservation of existing habitats within the project area. These habitats will be protected with temporary fencing and will be staked in the field before construction to limit impacts to existing vegetation. Where wetlands or other water features must be disturbed, the minimum area of disturbance necessary for construction will be identified and the area outside avoided.

To isolate construction of the launch facilities, a turbidity curtain with floating boom will be installed around the work area. The silt curtain will accomplish the following:

- Isolate construction activities from the open water channel
- Contain turbidity and sediment resulting from construction activity
- Exclude fish (that may be occupying the slough channel) from accessing the active construction area

Seasonal Work Restrictions. To avoid disturbing special-status wildlife species, work will occur in the non-breeding season unless approved protocol surveys are conducted and work zone exclusion buffers established. To minimize impacts to special-status fish species, dredging and working in the open water will occur between September 1 and November 30. Pre-construction surveys for special-status species will be conducted by a qualified biologist prior to vegetation clearing or other ground disturbing activities. Surveys will focus on potential habitat that could support special-status species and be disturbed by construction activities. Methods will follow approved protocols appropriate for each species. Species that shall be surveyed for prior to construction include Ridgway's rail, California black rail, salt marsh harvest mouse, western pond turtle, special-status plants, and nesting birds.

Contractor Worker Training. All on-site personnel will be trained by a qualified biologist before construction begins, to be aware of the sensitive environment in which they will be working and how best to protect wetlands and special-status plant and animal species.

Erosion and Sediment Control. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared by a Qualified SWPPP Developer, and a Qualified SWPPP Practitioner will oversee its implementation. The SWPPP will include site-specific measures to reduce or eliminate sediment or pollutants generated

during construction from entering wetlands or waters. If a SWPPP is not required, the stormwater BMPs shown in the construction plans will be implemented. BMP measures may include, for example, installing sediment barriers like silt fencing and fiber rolls, maintaining equipment and vehicles used for construction, and other Best Management Practices [BMPs].

CEQA INITIAL STUDY TOPICS

Three topic areas were added to the CEQA Initial Study Checklist after the certification of the 2018 ISMND. These topics are **Energy, Tribal Cultural Resources and Wildfire**, and are discussed in this Addendum.

III. ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The following section discusses environmental topics and related environmental effects in the 2018 ISMND, to compare with the 2021 Proposed Project. These topics are listed in the sequence that they are addressed in the 2018 ISMND. This section concludes by determining that all of the mitigation measures from the 2018 ISMND remain intact.

ENVIRONMENTAL TOPICS ANALYZED IN 2018 PROJECT AND RELATIONSHIP TO 2021 PROJECT

1. Aesthetics

The 2018 ISMND found that the project would have a less tan significant impact on scenic vistas, scenic resources, visual character of the site and its surroundings, and light and glare. The ISMND determined that the project would have no impact on scenic highways.

The components of the 2021 Proposed Project, including the revised watercraft launch, restroom, habitat restoration, parking areas and related improvements have aesthetic characteristics similar to those of the 2018 Project, and none of the components of the Proposed Project would create aesthetic impacts that are substantially different or greater than those of the 2018 Project.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

2. Agricultural and Forest Resources

The 2018 ISMND found that the 2018 Project would have no impact, or less than significant impact on agricultural and forest resources. Construction of the Proposed Project would take place within the same parcel evaluated in the 2018 ISMND. This parcel is not used for agricultural uses. The project site is does not contain forest land, nor is it zoned for those purposes. Therefore, implementation of the Proposed Project would not result in the conversion of agricultural or forest land, nor would it conflict with existing zoning for these purposes or Williamson Act contract.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

3. Air Quality

The 2018 ISMND analyzed air quality impacts of the 2018 Project, and concluded that Project implementation would result in less than significant impacts with the incorporation of mitigation measures related to construction emissions, in compliance with standards established by the Bay Area Air Quality Management District (BAAQMD), as follows:

These mitigation measures are intended to reduce PM_{10} emissions to less-than- significant levels during the construction period. Implementation of Mitigation Measure AIR-1, described below would reduce this short-term construction period air quality impact to a less than significant level.

> ***Mitigation Measure AIR-1:*** *Consistent with guidance from the Bay Area Air Quality Management District, the following controls shall be implemented at the construction site to control construction emissions:*
>
> - *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered to control dust and other particulate pollutants as needed to control construction emissions.*
> - *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
> - *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited.*
> - *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
> - *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.*
> - *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points regarding maximum idling time.*
> - *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
> - *The contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCRP phone number shall also be visible to ensure compliance with applicable regulations.*

The 2018 Project and current project are similar in area to be disturbed, construction improvements and equipment needed to implement the project.

The 2018 ISMND determined that odors generated by construction equipment would be a temporary, short-tem impact and would be less than significant.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

4. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
a. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
c. 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?	☐	☒	☐	☐
d. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
e. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Vollmar Natural Lands Consulting (VNLC) conducted a biological resources assessment of the project site that included background research, review of aerial photographs, and one on site field surveys. Prior to visiting the site, VNLC queried the California Natural Diversity Database (CNDDB) (California Department of Fish and Wildlife [CDFW] 2020) for records of special-status species within the Benicia, Cordelia, Cuttings Wharf, Mare Island, Napa, Novato, Petaluma Point, Petaluma River, Sears Point, and Sonoma USGS quadrangles. VNLC biologist Chris Jasper visited the site on December 9th, 2020 to assess current habitat conditions and to evaluate the site's potential to support special-status plant and/or animal species. Additionally, LSA Associates Inc. performed a biological survey in April 2013, where some annual plant species were observed and included in this report that were not observed by VNLC due to the

timing of the VNLC survey occurring outside of the growing season. For the purpose of this IS/MND, special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA)
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA)
- Plant species assigned to California Rare Plant Ranks 1A, 1B, and 2A and 2B
- Animal species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines
- Species considered to be a taxon of special concern by local agencies

Affected Environment

Sonoma County Regional Parks proposes to upgrade the existing 59-year-old boat launch facility on Hudeman Slough. The area inboard of the levee has been disturbed by grading for the parking lot and levee construction and consist ruderal upland, coyote brush, coyote brush/French broom and non-native tree vegetation types. There is a seasonal wetland located in the south eastern corner of the project site and is heavily impacted by off-road vehicle use, where vehicles have rutted the substrate. Within the levee, there is brackish marsh vegetation leading up to the edge of Hudeman slough with relatively minimal disturbance, though there are some fishing trails and access areas that have damaged/removed marsh vegetation.

Brackish Marsh. The boat ramp and areas adjacent to the ramp are surrounded by brackish marsh that supports a variety of species. The marsh vegetation is dominated by alkali bulrush (*Bolboschoenus maritimus*) and hard-stem bulrush (*Schoenoplectus acutus*) with scattered patches of pickleweed (*Salicornia pacifica*) and marsh gumplant (*Grindelia stricta* ssp*. angustifolia*) throughout. There are perennial pepperweed (*Lepidium latifolium*) and cord grass (*Spartina* sp.) patches found on the upper margins of the marsh vegetation against the base of the levee.

Seasonal Wetland. A seasonal wetland occurs in the south east corner of the project site that has wetland indicator traits such as soil moisture, facultative wetland vegetation, visible drainage patterns, and hydric soils. Facultative wetland plants observed in the seasonal wetland include annual rabbit's-foot grass (*Polypogon monpeliensis*), purple sandspurry (*Spergularia rubra*), and Italian rye grass (*Festuca perennis*). Several upland plant species were present along the margins of the seasonal wetland such as stinkwort (*Dittricha graveolens*) and white sweetclover (*Melilotus albus*). This feature is seasonally inundated, containing water for several months, though was dry during the time of survey.

Ruderal. Ruderal vegetation occurring on the project site consists of a dense growth of non-native species, including ripgut brome (*Bromus diandrus*), wild oats (*Avena* sp.), hare barley (*Hordeum murinum* ssp. *leporinum*), annual fescue (*Festuca* spp.), hairy cat's ear (*Hypochaeris radicata*), vetch (*Vicia sativa*), and bur clover (*Medicago polymorpha*). Other non-native ruderal species that were less dominate but still prevalent on the project site include fennel (*Foeniculum vulgare*), stinkwort, yellow star-thistle (*Centaurea solstitialis*), and bull thistle (*Cirsium vulgare*).

Coyote Brush and Coyote Brush/French Broom. Coyote brush (*Baccharis pilularis*) grows extensively on the levee, on the plot of land north of the parking lot, and in patches within the ruderal area. It grows to 3 to 6-feet tall and at 50 percent or more cover. French broom (*Cytisus monspeliensus*) grows in association with coyote brush in large patches on the inboard side of the levee near the entrance of the project site.

Non-native Trees. Blue gum (*Eucalyptus globulus*) and black locust (*Robinia pseudoacacia*) occur in the upland portion of the project site. The stand of blue gum consists of a large tree with five trunks, the largest of which is approximately five feet in diameter. The other trunks vary between 20 and 30 inches in diameter. Other eucalyptus trees within this stand average 10-inches in diameter. The understory consists of non-native grass and leaf litter. The black locust trees on the project site range from 3 to 6-inches in diameter, with one tree approaching 8 inches in diameter. The trees average 10 feet tall and the understory consists of non-native grass, leaf litter, and woody debris. There are two, 7 to 8-foot tall, yellow acacia trees (*Acacia dealbata*) within the northern section of the project site proposed for parking lot expansion as well.

Wildlife. During the December 2020 site visit, several bird species were observed using the waterways within and wetland areas adjacent to the project site including northern harrier (*Circus hudsonius*), American coot (*Fulica americana*), Brewer's blackbird (*Euphagus cynaocephalus*), red-winged blackbird (*Agelaius phoniceus*), marsh wren (*Cistothorus palustris*), white-tailed kite (*Elanus leucurus*), and great egret (*Ardea alba*).

Birds observed in the coyote brush and other herbaceous vegetation include song sparrow (*Melospiza melodia*), house finch (*Haemorhous mexicanus*), house wren (*Troglodytes aedon*), and Cooper's hawk (*Accipter cooperii*). Song sparrows were highly abundant in the dense coyote brush north east of the parking lot and a Cooper's hawk was observed actively foraging within this area.

Within the blue gum and black locust groves there were yellow-rumped warbler (*Setophaga coronata*), western bluebird (*Sialia mexicana*), black phoebe (*Sayornis nigricans*), Anna's hummingbird (*Calypte anna*), and red-tailed hawk (*Buteo jamaicensis*). At the top of the largest blue gum tree was an active red-tailed hawk nest. Along the fence line of the project site were Northern mockingbird (*Mimus polyglottos*) and western meadowlark (*Sturnella neglecta*). Several bird species were observed flying over the project site including American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), European starling (*Sturnus vulgaris*), and turkey vulture (*Cathartes aura*).

There was evidence of North American river otter (*Lontra canadensis*) activity near the boat ramp where there was otter scat present and there were remains of what was presumably a black-tailed jackrabbit (*Lepus californicus*) found within coyote brush. It is expected that other mammals may occur on the site such as California ground squirrel (*Otospermophilus beecheyi*), western harvest mouse (*Reithrodontomys megalotis*), northern raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and Virginia opossum (*Dildelphis virginiana*).

Special-status Species. The special-status species that are likely to occur on the project site are those that occur in brackish marsh or the aquatic habitat on the outboard side of the levee. The habitat on the inboard side of the levee has been altered from its original brackish marsh condition and in general, does not provide habitat for special-status plants and most of the potentially-occurring special-status

animals. **Tables 1** and **2** in **Appendix A** list the species that could potentially occur in the project area and the status, habitat, and likelihood of occurrence for each of the species.

Jurisdictional Waters. Approximately 1.592 acres of wetlands and potential jurisdictional Waters of the U.S. and of the State were documented within the project site. Potential jurisdictional Waters were determined to be under federal jurisdiction if they connect to Hudeman Slough, either directly or by surface flow. Hudeman Slough is tidally influenced, located between Sonoma Creek and the Napa River via the Napa Slough and San Pablo Bay. The brackish marsh on the outboard side of the levee is considered a jurisdictional wetland according to the criteria established by the U.S. Army Corps of Engineers (ACOE) through its connectivity to Hudeman Slough. The seasonal wetland feature does not have hydrologic connectivity to Hudeman Slough and is separated by a distance of approximately 270 feet. A perched parking lot and a constructed levee impede hydrological flow from the seasonal wetland into the Hudeman Slough channel. The seasonal wetland feature will presumably fall under the Regional Water Quality Control Board's (RWQCB) jurisdiction and due to being hydrologically isolated from Hudeman Slough it may not fall under federal ACOE jurisdiction.

Sensitive Natural Communities. CDFW records the occurrences of plant communities that are either known or believed to be of high priority for inventory in the CNDDB. Coastal brackish marsh, one such sensitive plant community, occurs on the project site. No other sensitive natural communities are present on the project site.

Comments to Questions

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. The proposed project could have a potentially significant impact on several special-status species through habitat loss, disturbance associated with construction activities and habitat degradation. Fish could be adversely affected by construction of the proposed boat ramp, including noise and vibration from installing piles and sediment entering Hudeman Slough. Impacts to Chinook salmon (*Oncorhynchus tshawytscha*) and steelhead (*Oncorhynchus mykiss irideus*) include interference with migration, direct habitat loss or degradation, water quality degradation, interference with foraging, and reduction in food availability. Juvenile green sturgeon (*Acipenser medirostris*), delta smelt (*Hypomesus transpacificus*), Sacramento splittail (*Pogonichthys macrolepidotus*), and longfin smelt (*Spirinchus thaleichthys*) could also be impacted due to entrapment within the area of the turbidity curtain. In addition, the clearing of vegetation beside the boat ramp, prior to demolition and replacement, could potentially affect other special- status species.
The new boat ramp and associated dock will be approximately 1.5 feet wider than the existing boat ramp and dock, resulting in the loss of approximately 100 square feet and a temporary disturbance of approximately 2,800 square feet of brackish marsh vegetation. This vegetation type provides habitat for special-status birds, mammals, and plants that potentially occur on-site including; tricolored blackbird (*Agelaius tricolor*), saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*), California black rail (*Laterallus jamaicensis coturniculus*), San Pablo song sparrow (*Melospiza melodia samuelis*), California Ridgeway's rail (*Rallus obsoletus obsoletus*), salt marsh harvest mouse (*Reithrodontomys raviventris*),

Suisun shrew (*Sorex omatus sinuosus*), Lyngby's sedge (*Carex lyngbyei*), soft salty bird's beak (*Cordylanthus mollis* ssp. *mollis*), delta tule pea (*Lathyrus jepsonnii* var. *jepsonnii*), Suisun Marsh aster (*Symphyotrichum lentum*), and saline clover (*Trifolium hydrophyllum*).

As outlined in the project description, SCRP would restore the seasonal wetland and the area surrounding it. As part of the proposed project, SCRP would also remove approximately 1,147 square feet of perennial pepperweed from the project site to offset the removal of approximately 100 square feet of brackish marsh vegetation adjacent to the ramp. It is expected that removal of perennial pepperweed will allow for the recruitment of preferable marsh vegetation species such as pickleweed and bullrush – vegetation types utilized by several listed species that have potential to occur in the project area.

Swainson's hawk (*Buteo swainsoni*), osprey (*Pandion haliaetus*), or white-tailed kite (*Elanus leucurus*) may nest in the blue gum eucalyptus trees on the project site. Construction activity could potentially disrupt their nesting.

Implementation of the following Avoidance and Minimization Measures (AMM) would reduce potential impacts to special status species to less than significant:

Avoidance and Minimization Measure BIO-1: Demolition and construction (including construction outboard of the levee [in the slough] for the boat ramp and dock and inboard of the levee for the campground, parking lot, and restroom) shall be timed to avoid the nesting period of the California Ridgeway's rail that extends from February 1st through the end of August. Protocol-level surveys will be conducted by an agency approved biologist to identify breeding locations and territories, if any. If breeding rails are determined to be present during predemolition/construction surveys, all activity within 700-feet of an identified calling center/nesting area will be prohibited until nesting is complete, as verified by the appropriately qualified biologist, or the end of the nesting season, whichever comes first.

Avoidance and Minimization Measure BIO-2: Construction between September 1st and January 31st would prevent disruption of the breeding of tricolored blackbird, saltmarsh common yellowthroat, California black rail, and San Pablo song sparrow. If demolition/construction must occur during this time period a nesting bird survey must be conducted by a qualified biologist. If nesting activity is detected, construction activities will be prohibited within a 250-foot no-activity buffer around the edge of all identified nest, until or unless a qualified biologist determines that nesting activity has concluded, with all young successfully fledged, or nests abandoned. The qualified biologist will monitor construction to ensure that the 250-foot buffer zone is enforced. If monitoring indicates that construction outside the buffer is affecting a breeding colony/pair, the buffer will be increased as space allows. If space does not allow, construction will cease until the colony/pair abandons the site or until the end of the breeding season, whichever comes first.

Avoidance and Minimization Measure BIO-3: Construction within the slough shall not be conducted between December 1st and May 31st to avoid impacts to special-status fish species where approximately 5,200 square feet of Hudeman Slough water and associated aquatic habitat will be temporarily disturbed by the installation of a turbidity curtain and the demolition/construction occurring within. Avoiding work during these times would adequately protect Chinook salmon, steelhead, green sturgeon, delta smelt, longfin smelt, and Sacramento splittail. A permitted USFWS fish biologist should be present

to handle and relocate fish if they are removed from the slough water during the excavation process. If possible, the area within the turbidity curtain should be seined to remove any trapped fish before work within the turbidity curtain commences. Vegetation clearing and installation of the piles and dewatering for boat ramp construction shall only occur between September 1st and November 30th to avoid impacts to special-status fish. Once the construction area for the boat ramp has been dewatered, construction can continue on the boat ramp because special-status fish will no longer be able to access this area.

Avoidance and Minimization Measure BIO-4: A qualified biologist familiar with the natural history and identification of tricolored blackbird, saltmarsh common yellowthroat, California black rail, San Pablo song sparrow, California Ridgeway's rail, western pond turtle, salt marsh harvest mouse, Suisun shrew, Lyngby's sedge, soft salty bird's beak, delta tule pea, Suisun Marsh aster, and saline clover shall conduct a preconstruction survey immediately prior to the clearing of vegetation beside the boat ramp. The biologist shall also monitor vegetation removal activities. Vegetation will be removed by cutting the above ground stems. Excavation solely to remove vegetation would not be necessary; vegetation removal would only occur as needed to facilitate construction of the boat ramp. If any special-status animals are observed during the preconstruction survey or monitoring of vegetation removal, vegetation clearing activities shall cease and the biologist shall watch the animal(s) until they leave the work area. Vegetation clearing can continue once the animals have safely left the work area and are out of harm's way. A construction fence shall be installed to prevent any salt marsh harvest mice and Suisun shrews from entering the work area, where the bottom of the fence will be buried to prevent animal passage beneath the fence, and the biologist shall monitor the installation of the construction fence. The temporary disturbance of marsh vegetation, mainly construction personnel and biologist walking through marsh vegetation is expected to have minimal impacts to overall marsh vegetation habitat quality and nesting bird habitat where the majority of the temporary disturbance will occur after sensitive species surveys.

Avoidance and Minimization Measure BIO-5: A qualified biologist shall monitor construction activities associated with demolition of the boat launch and dock, installation of the piles, construction of the new boat launch and dock, and installation/maintenance of the construction fence. Monitoring shall occur on a daily basis but need not entail the entire day.

Avoidance and Minimization Measure BIO-6: All construction personnel must receive environmental training regarding the sensitive nature of the special-status species in the project area. This training will include a description of the species, comparison of the species to other similar species, life history, and a description of all project measures in place to protect the species. Crews will also be instructed to stop all work and notify the project supervisor or the on-site monitoring biologist if special-status species are observed within the project site.

Avoidance and Minimization Measure BIO-7: Treated wood will not be used for new dock pilings to prevent potentially toxic materials from leaching into the mud and water. The two guide piles will be made of pre-cast concrete and therefore minimize the risk of toxic substances leaching into the slough waterway. Concrete pilings are expected to have a longer operating life than wooden pilings, which would be subject to both physical and biological degradation over time.

Avoidance and Minimization Measure BIO-8: If logistically feasible, a vibratory hammer shall be used to install the pilings to avoid unnecessary elevated noise levels in the project area.

Avoidance and Minimization Measure BIO-9: A turbidity curtain will be established to minimize project-related increases in turbidity. If possible, construction activities that may increase water turbidity should be conducted at low tide, were water transport through tidal action will be most limited.

Avoidance and Minimization Measure BIO-10: To replace the loss of approximately 100 square feet of brackish marsh habitat for special-status species, perennial pepperweed (approximately 1,147 square feet) will be removed from the project site. This removal may entail repeated application of an EPA-approved herbicide according to the manufacturer's specifications to avoid water quality and other impacts. In addition, a "spot-spray" technique will be used to minimize drift to adjacent non-targeted species. The removal will be monitored for 5 years to ensure adequate control of the pepperweed. If the native brackish marsh species are not reestablishing after one year, or at any time during the 5 year monitoring period, selected brackish marsh species will either be planted or seeded into the area where perennial pepperweed was removed. Plugs may be harvested from adjacent areas of brackish marsh for the planting. If there are areas within the approximate 2,800 square feet of marsh vegetation that was expected to receive temporary disturbance appear to be permanently damaged, these areas will be revegetated through reseeding and/or plugs if deemed necessary by a qualified biologist.

Avoidance and Minimization Measure BIO-11: A temporary construction fence will be installed around the seasonal wetland construction. Such fencing will be positioned to prevent the entry of construction vehicles and the dumping of any debris or parking of any equipment on the seasonal wetland. Implementation of this measure will help protect Lyngby's sedge, soft salty bird's beak, delta tule pea, Suisun Marsh aster, and saline clover (if they are present) from any potential impacts.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

b) Would the project 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 U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. The proposed project would remove approximately 100-square-feet and temporarily disturb less than 2,800 square feet of brackish marsh, a sensitive natural community identified by CDFW. Mitigation Measure BIO-8 requires the removal of non-native perennial pepperweed (approximately 1,147 square feet), which would allow for the return of native brackish marsh species outboard of the levee. Implementation of Mitigation Measure BIO-8 would reduce impacts to brackish marsh habitat to less than significant.

Stinkwort, perennial pepperweed, and French broom, all non-native invasive species, occur on the project site. Grading has the potential to spread these invasive plant species beyond their current locations. These invasive species could potentially spread into sensitive brackish marsh, seasonal wetland, and other special status species habitat. These invasive species could potentially out-compete the native species present, resulting in a decline in the value/viability of sensitive vegetation or habitat of special-status species. Implementation of the mitigation measures below would reduce impacts associated with the spread of invasive species to less than significant.

Avoidance and Minimization Measure BIO-12: SCRP shall remove non-native invasive species from areas disturbed by construction for 5 years. Invasive weed removal shall be conducted prior to seed set

to minimize the spread of invasive weed seeds throughout the project site. Removal shall be by hand, herbicide or mechanical treatments.
Avoidance and Minimization Measure BIO-13: If hay bale installation is necessary for erosion-control in the project area, only certified weed-free hay bales shall be used.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

c) *Would the project have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Less Than Significant Impact with Mitigation Incorporated. The proposed project would remove approximately 100 square feet and temporarily disturb up to 2,800 square feet of brackish marsh wetland vegetation by removal of a portion of the brackish marsh and general construction activities as described above. To mitigate this impact the SCRP will restore disturbed areas and remove approximately 1,147 square feet of perennial pepperweed, a non- native invasive species, from the project site, thereby enhancing the existing salt marsh vegetation. By removing an invasive non-native species and allowing desirable salt marsh vegetation to recruit in its place, the impacts to wetlands would be less than significant with mitigation incorporated.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

d) Would the project 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?

Less Than Significant Impact with Mitigation Incorporated. The proposed project would not substantially interfere with wildlife movement or corridors. Construction activities would result in a temporary barrier to movement up and down Hudeman Slough of small animals, such as salt marsh harvest mice and Suisun shrew. However, this barrier would be temporary and these species would be able to move through Hudeman Slough along the opposite shoreline or around the construction area. Implementation of Avoidance and Minimization Measure BIO-1 would restrict the timing of the demolition and construction of the boat ramp to minimize effects on breeding birds and migrating fish. Impacts to migratory fish would be avoided by limiting the in-water work to periods when the fish are not likely to be present. The turbidity curtain will only extend to approximately the middle of the Hudeman Slough channel, and therefore, will not block the entirely of the channel and act as a barrier to fish movement through the project site. With these measures in place, the movements of these species would not be affected. This impact is less than significant with avoidance measures incorporated.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Protected trees in Sonoma County are subject to the County's Tree Protection Ordinance (Section 26-88-010(m) of the Sonoma County Code). Protected trees include: big leaf maple (*Acer macrophyllum)*, black oak (*Quercus kelloggii)*, blue oak (*Quercus douglasii)*, coast live oak (*Quercus agrifolia)*, interior live oak (*Quercus wislizenii)*, madrone (*Arbutus menziesii)*, oracle oak (*Quercus morehus)*, Oregon oak *Quercus garryana*, redwood (*Sequoia sempervirens)*, Valley oak (*Quercus lobata)*, California bay (*Umbellularia California)* and their hybrids. No protected trees are located within the project site. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?
No Impact. The proposed project would 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.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

Summary of Biological Resources Impact Analysis 2018 and 2021

Table C summarizes differences in the Biological Resources evaluation completed in the 2018 ISMND and this 2021 Addendum.

Table C: Biological Resources CEQA Comparison	
Section/AMM	**2021 Changes/Additions**
Species Tables C&D	• Removed these animal species that did not show up in our database queries for the Action Area: Blennosperma andrenid bee, Opler's longhorn moth, Marin blind harvestman, Ubick's gnaphosid spider, Sonoma zerene fritillary, Mimic tryonia, Marin Hesperian, great egret, great blue heron, snowy egret, and California brown pelican. • Plants – slight changes to habitat descriptions and corrections of sci. names that were misspelled. Lyngby's sedge, delta tule-pea, soft salty bird's beak, and Suisun marsh aster were added to "Potential to Occur" table due to suitable habitats present. • Note: Several Federally Listed plants (Sonoma spineflower, yellow larkspur, Marin western flax, Sebastopol meadowfoam, and showy Indian clover) were included in the 2018 CEQA table that are not included in the tables on the BA. These are coastal scrub and coast range chaparral species and are not known to occur within the Action Area.
Biological Resources Impact Table	• Section C in Table changed to "Less than Significant with Mitigation Incorporated." The Section language was unchanged from original, but it mentions mitigation action and therefore this section should be marked as "Less than Significant with Mitigation Incorporated" in this table. • Section D in the Table changed to "Less than Significant with Mitigation. Original language mentioned AMM-1. • Incorporated details on time of survey for 2021 added in introduction paragraph.
Affected Environment	• Additional details to intro paragraph about project and affected environment. • Brackish marsh - plant species added • Seasonal wetland section added - changed from seasonal pond • Non-native trees – yellow acacia trees added • Wildlife – species updated to the species observed during 2021 assessment • Special Status Species Table Updated to 2021 query results. • Jurisdictional Waters – language updated with more detail. Seasonal wetland added.
Section A Intro	• Removed Coho salmon (does not occur within Action Area) – added steelhead and green sturgeon. • Added possibility of fish entrapment within turbidity curtain. Added area within turbidity curtain that will be temporarily disturbed. • Added full list of species that may be affected by marsh vegetation removal. • Added justification for removal of pepperweed and planting of native marsh vegetation as suitable mitigation for removal/permanent damage of marsh vegetation adjacent to boat ramp.

	• Removed mention of the swale since it is no longer part of the project plan. • Added osprey to the birds that may nest in eucalyptus tree.
AMM BIO 1	• Separated California Ridgeway's rail from other birds due to different, more stringent, protocol standards • Removed fish from this section and added to a different AMM.
AMM BIO 2	• Separate AMM for other birds with less stringent buffers and survey protocols. • Added bird species that were not included.
AMM BIO 3	• Separated fish from the original AMM1 into this AMM. • Added the use of a turbidity curtain, 5,200-square-foot temporary slough disturbance, presence of a fish biologist to monitor excavation, and the suggestion to seine fish from the area of the turbidity curtain before construction actives commence.
AMM BIO 4	• Previous AMM2 – added additional species added that may be present in marsh vegetation. • Added details about temporary marsh vegetation disturbance.
AMM BIO 5	• Previous AMM3 – unchanged from original
AMM BIO 6	• Previous AMM4 – unchanged from original
AMM BIO 7	• Previous AMM5 – unchanged from original
AMM BIO 8	• Previous AMM6 – unchanged from original
AMM BIO 9	• Previous AMM7 – Added mention of a silt screen to reduce turbidity in addition to working at low tide.
AMM BIO 10	• Previous AMM8 – added details about the possible revegetation of the 2,800 square feet of brackish marsh habitat near ramp if there is significant disturbance.
AMM BIO 11	• Previous AMM9 – Added additional plant species
Section B	• Added the disturbance of 2,800 square feet of brackish marsh habitat near ramp.
AMM BIO 12	• Previous AMM10 – unchanged from original
AMM BIO 13	• Previous AMM11 – unchanged from original
Section C	• Added the disturbance of 2,800 square feet of brackish marsh habitat near ramp and how to mitigate if there is permanent damage of vegetation.
Section D	• Clarified language around turbidity curtain and fish movements.
Section E	• Unchanged from original
Section F	• Unchanged from original

5. Cultural Resources

The 2018 ISMND evaluated impacts to cultural resources associated with implementation of the 2018 Project. The 2018 ISMND concluded that the likelihood of finding archaeological resources in the project area was low, but that the following mitigation measures will be implemented, which would reduce this impact to a less-than-significant level.

> ***Mitigation Measure CULT-1****: A qualified professional archaeologist shall monitor earth-disturbing activities within native soils and will have the authority to stop and redirect grading activities, to evaluate any cultural resources discovered on the property. The monitoring shall continue until work in native soils is complete or the monitoring archaeologist, based on field observations, is satisfied that there is no likelihood of encountering intact archaeological deposits.*
>
> *If prehistoric or historic-period archaeological deposits are identified during the monitoring, or during construction in portions of the project site not being monitored, project-related impacts to such resources shall be avoided, if feasible. An attempt at impact avoidance shall be undertaken in consultation with the monitoring archaeologist, or an archaeologist shall be retained to provide recommendations if the discovery is made in the non-monitored portions of the project site. If avoidance is not feasible, the deposits shall be evaluated for their CRHR eligibility. If the deposits are not eligible, a determination shall be made as to whether they qualify as a "unique archaeological resource" under requirements and definitions of CEQA Guidelines §15064.5 (c) and PRC §21083.2.*
>
> *If the evaluation determines that the deposit is neither a historical nor unique archaeological resource, the avoidance of potential impacts to the deposit is not necessary. If the deposit is eligible, impacts to the resource shall be mitigated. Mitigation may consist of excavating the archaeological deposit in accordance with a data recovery plan (see CEQA Guidelines §15126.4(b)(3)(C)) developed in consultation with descendant community representatives; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. Upon completion of the evaluation and, if necessary, mitigation, the archaeologist shall prepare a draft report to document the methods and results of the investigation(s). The draft report shall be submitted to the SCRP, the descendant community involved in the investigation(s), and the Northwest Information Center.*
>
> ***Mitigation Measure CULT-2****: Should paleontological resources be encountered during project subsurface construction activities, all earth-disturbing activities within 25 feet must stop and a qualified paleontologist contacted to assess the situation, consult with SCRP representatives, and make recommendations for the treatment of the discovery. If the find is determined to be significant, and project activities cannot avoid impacting the resource, the impact to the resource shall be mitigated in accordance with the recommendations of the consulting paleontologist. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations of the investigation*

shall be prepared and submitted to the SCRP, and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

Mitigation Measure CULT-3: *If human remains are encountered during project construction, work within 25 feet of the discovered remains must stop and the Sonoma County Coroner notified immediately. At the same time, SCRP and the archaeologist who served as monitor or consulting archaeologist shall be contacted to assess the situation, in consultation with the descendant community, as well as the Coroner's representative. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification so that a "Most Likely Descendant" (MLD) can be designated, who will likely inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the investigation's methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The draft report shall be submitted to the SCRP, the descendant community involved in the treatment of the resources, and the Northwest Information Center.*

The 2018 project and 2021 Project are similar in type, location and extent of improvements.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

6. Energy

Energy was not a topic area in the 2018 ISMND.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Comments to Questions

Construction of the proposed project would require energy use by construction equipment. Project construction would employ modern equipment that complies with all applicable energy standards, and could be served by existing local and regional energy supplies, without substantially affecting peak and base period demands for electricity.

a) **Less than significant impact.** Construction energy use compliant with applicable energy standards would not be wasteful or inefficient. Project construction or operation would not require new or expanded electric power, natural gas, or telecommunications facilities. For these reasons, the impact of the proposed project on energy would be less than significant.

b) **No impact.** No features of the Proposed Project would conflict with or obstruct state or local plans for renewable energy or energy efficiency. The project would not require the relocation or construction of new or expanded electric power or natural gas facilities.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

7. Geology and Soils

The 2018 ISMND analyzed the geological, seismic, and soil conditions within the project area, and concluded that all potential impacts related to geology and soils would be less than significant.

The 2018 ISMND found that impacts of known earthquake faults, seismic ground shaking, ground failure including liquefaction, landslides, unstable geologic units, expansive soils and septic tanks/alternative waste disposal would be less than significant.

Construction of the Proposed Project would occur within the same study area evaluated in the 2018 ISMND and would be subject to similar geological, seismic and soil conditions.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

8. Greenhouse Gases

The 2018 ISMND concluded that the Project would have a less than significant impact on greenhouse gas emissions, and no impact on applicable plans, policies and regulations. The 2018 project and 2021 Project are similar in type, location and extent of improvements, with an expected similar level of use when completed.

The Proposed Project has been reviewed relative to AB 32 requirements and the CAP, and it has been determined that the Proposed Project would not conflict with the goals of AB 32. Thus, the Proposed Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions and would have a less-than-significant impact on climate change.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

9. Hazards and Hazardous Materials

The 2018 ISMND analyzed impacts of the 2018 Project associated with hazards and hazardous materials, and found that impacts associated with project construction or operation would be less than significant. In addition, the project will be implemented with a Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices to manage any hazardous materials that occur at the project site during construction or use of equipment.

The 2018 ISMND found that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, is not located near public or private airports, would not interfere with emergency response and evacuation plans, and is not in a wildland fire hazard area, and therefore would have no impact.

The Proposed Project would be constructed in the same project parcel as the 2018 Project, using similar construction equipment, materials, and techniques. Therefore, no new impacts associated with hazardous materials during construction would result from the Proposed Project, and the mitigation measures identified for the 2018 Project would also reduce the impacts of the Proposed Project associated with hazardous materials during construction to a less-than- significant level.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

10. Hydrology and Water Quality

The 2018 ISMND analyzed impacts of the 2018 Project associated with hydrology and water quality, and found that potential project impacts would be less than significant.

Regarding water quality standards and waste discharge requirements, the project may l be subject to implementation of a SWPPP with applicable BMPs, depending on disturbance area size. As discussed in more detail in the 2018 ISMND, the 2018 Project would be constructed in accordance with the Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (ACOE), and California Department of Fish and Wildlife (CDFW) requirements, and applicable state and federal laws protecting water quality.

The 2018 ISMND determined that impacts on groundwater use would less than significant because a relatively small area of the site would be a new impervious surface and visitor use is not expected to substantially increase as a result of project implementation. As shown in Table HYD-1, new impervious surfaces are expected to be less than 5,000 SF, and will not be subject to project specific stormwater compliance measures.

Table HYD-1 Project Impervious Surfaces

IMPERVIOUS AREAS				
ITEM	DESCRIPTION	NEW IMPERVIOUS	REPLACEMENT IMPERVIOUS	TOTAL IMPERVIOUS
1	RAMP ABUTMENT	47 SF	76 SF	123 SF
2	RESTROOM PLATFORM	679 SF	0 SF	679 SF
3	RESTROOM WALKWAY	453 SF	66 SF	519 SF
4	RESTROOM VALLEY GUTTER	0 SF	101 SF	101 SF
5	VALLEY GUTTER AT END OF LOOP	10 SF	453 SF	463 SF
6	PARKING LOT EXTENSION	1257 SF	0 SF	1257 SF
7	INSIDE EDGE OF LOT, NORTH OF RESTROOM	103 SF	109 SF	212 SF
8	FLUSH CURB AT OVER-FLOW LOT ENTRANCE	0	62 SF	62 SF
PROJECT TOTAL		2549 SF	867 SF	3416 SF

Source: Moffat and Nichol, 2021

The 2018 ISMND determined that the project would not substantially alter the drainage pattern of the site, and would not result in a substantial increase in erosion on- or off-site. Most of the site is relatively flat, and no long-term impacts on erosion are expected to occur. The project will be subject to BMPs such as temporary soil stabilization measures, filtering mechanisms, and proper equipment/materials storage techniques so that on-site and off-site erosion and sedimentation would be controlled to the extent practicable.

The 2018 ISMND determined that there would not be a substantial increase in on-site flooding of the existing facilities at the site. The 2018 ISMND did not correctly cite the existing FEMA mapping for the site, which indicates the entire site is within a FEMA floodplain, with a mapped flood elevation 0f 10.0 (**Figure C**ύ. Structures within this zone will be flood-proofed, and the minimal fill proposed for the project will have a negligible effect regarding displacement of flood flows, since the entire region is subject to flooding and the minimal displacement will be insignificant.

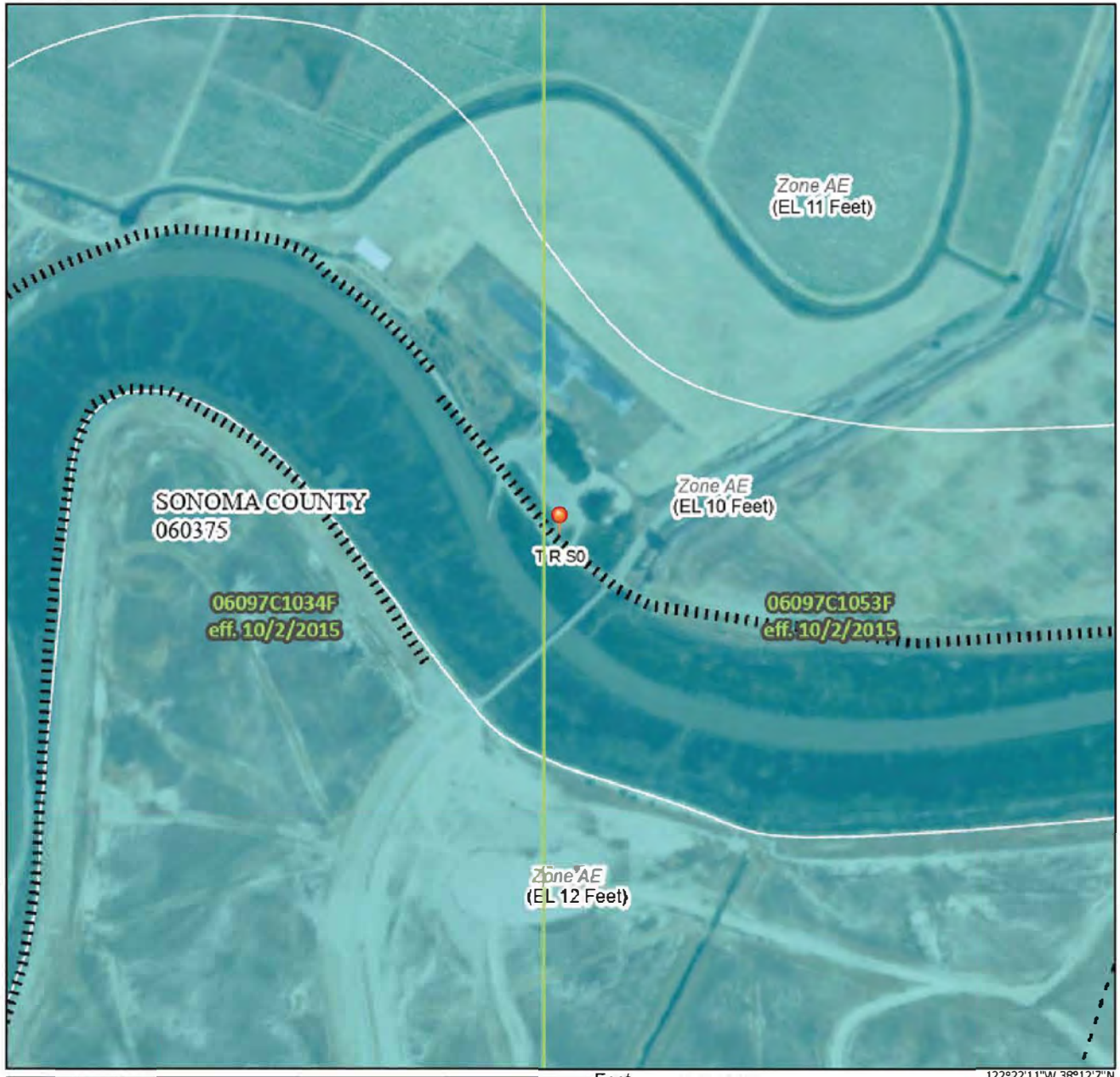
The Proposed Project would be constructed in the same project area as the 2018 Project, and would have a similar potential for short-term degradation of water quality from existing contaminants at the site. The Proposed Project would use similar construction equipment, materials, and techniques as the 2018 Project, which, like the 2018 Project, would be reduced to a less-than-significant level with implementation of SWPPP BMPs.

Similar to the 2018 project, under the Proposed Project the levee would not be breached during construction of the Proposed Project, nor would it be increased above its current level after construction.

National Flood Hazard Layer FIRMette

FEMA

122°22'48"W 38°12'35"N



122°22'11"W 38°12'7"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/20/2021 at 9:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

QUESTA ENGINEERING CO.

FIGURE 6
HUDEMAN SLOUGH BOAT LAUNCH FACILITY IMPROVEMENT PROJECT
SONOMA COUNTY, CALIFORNIA
FEMA FLOOD ZONES

Also similar to the 2018 Project, the Proposed Project would be constructed in accordance with the Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (ACOE), and California Department of Fish and Wildlife (CDFW) requirements, and applicable state and federal laws protecting water quality.

In summary, potential impacts related to hydrology and water quality would be similar to those in the 2018 project, since the project is similar in size, scope, type of improvement and location, and potential impacts would be less than significant.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

11. Land Use and Planning

The 2018 ISMND analyzed impacts of the 2018 Project on land use and planning, and concluded that impacts of the 2018 Project would not physically divide an established community and have a less than significant impact regarding applicable plans. The proposed project consists of replacement of facilities on an existing parcel that is not used for agriculture. The project is within a habitat conservation plan.

In summary, potential impacts related to land use and planning would be similar to those in the 2018 project, since the project is similar in size, scope, type of improvement and location, and potential impacts would be less than significant.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

12. Mineral Resources

The 2018 ISMND determined that the 2018 Project would have no impact on mineral resources. The Proposed Project would be located on the same project site. Therefore, the Proposed Project also would have no impact on mineral resources.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

13. Noise

The 2018 ISMND determined that any noise resulting from the 2018 Project would be within the daily range of existing ambient noise levels, there are no sensitive receptors near the project area and potential impacts would therefore be less than significant.

The 2018 ISMND found that the 2018 Project would not result in impacts related to public or private airports.

Like the 2018 Project, the Proposed Project would not generate noise exceeding existing ambient levels, or noise impacts related to airports. The Proposed Project would use construction equipment similar to that evaluated for the 2018 Project, which would have a similar temporary construction noise effect. Construction noise impacts of the Proposed Project would be less- than-significant. The Proposed Project also would not result in impacts related to public or private airports.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

14. Population and Housing

The 2018 ISMND found that the 2018 Project would have no impact on population growth, and would not displace existing housing or existing residents. Like the 2018 Project, the Proposed Project would not change the types of activities on the project site, accommodate any employees at the site, construct new residences, businesses, or roads, or displace any housing units or residents. Therefore, the Proposed Project also would have no impact on population and housing.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

15. Public Services

The 2018 ISMND analyzed impacts of the 2018 Project on public services, and concluded that existing police and fire services would provide adequate police and fire protection for the project site, with a less than significant impact on these services, due to a minimal incremental increase in demand at the site. There would be no impact on schools and other public facilities, and replacement of the existing facilities at the site would mitigate any potential impacts to parks. Therefore, the 2018 ISMND determined that the impact on public services would be a less than significant.

The Proposed Project would result in similar activities at the project site that would have similar impacts on police and fire protection, and schools, parks, and other public facilities. No unusual conditions would be created by project construction. Therefore, impacts of the Proposed Project on public services would be similar, and less than significant.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

16. Recreation

The 2018 ISMND analyzed impacts of the 2018 Project on recreation, and concluded that the 2018 Project and mitigation measures contained in the Initial Study would mitigate any potential recreation impacts. The 2018 ISMND determined that the mitigation measures listed in the Initial Study would mitigate the impacts of recreation to a less-than-significant level.

Like the 2018 Project, the Proposed Project would not affect other existing recreational facilities, and is unlikely to attract a large number of additional users to the site. The scale and improvements proposed in the 2021 project area similar. Mitigation measures identified in the 2018 ISMND, along with avoidance and minimization measures identified in the 2021 Biological Assessment would reduce the impacts of the Proposed Project to a less-than-significant level, similar to the 2018 Project.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

17. Transportation

The 2018 ISMND analyzed impacts of the 2018 Project on transportation, and concluded that the existing and replacement facilities would not generate a significant increase in level of use or transportation trips as a result of the project. Use is expected to be lower on weekdays, because recreational traffic tends to be highest on weekends. Since the project will not cause a significant increase in traffic volumes on local roads, a perceptible change in intersection level-of-service would also not occur. The traffic generated by the 2018 Project would therefore have a less-than-significant impact.

The 2018 Project determined that the 2018 Project would have no impact on air traffic patterns, transportation hazards and less than significant impact on emergency access, parking, and policies, plans, and programs supporting alternative transportation.

The 2021 Proposed Project would enhance visitor amenities at the site but would not change the capacity of the facility, or the maximum number of expected visitors. Therefore, the traffic generated by the Proposed Project also would have a less-than- significant impact on traffic and level of service, similar to the 2018 Project. Also similar to the 2018 Project, the Proposed Project would have no impact on air traffic patterns, transportation hazards and less than significant impact on emergency access, parking, and policies, plans, and programs supporting alternative transportation.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

18. Tribal Cultural Resources

The 2018 ISMND did not evaluate Tribal Cultural Resources as a separate environmental topic.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Comments to Questions

Assembly Bill 52 (AB 52), which was enacted after the 2018 ISMND was prepared, declares that a substantial adverse change to a tribal cultural resource, as defined, is a significant effect on the environment. The bill requires lead agencies to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a Proposed Project, if the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

A Cultural and Paleontological Resources Study (LSA Associates, Inc. 2014) was conducted for the proposed project site. The study consisted of background research and a field review. Because the Notice of Intent and document were distributed in Feb 2015, prior to the deadline of July 1, 2015, no AB52 consultation was required or conducted. The paleontological resources study consisted of a fossil locality search and a review of relevant geologic maps and literature.

LSA's study did not identify any cultural resources in or adjacent to the project site. Review of the U.S. Geological Survey's *Sears Point, Calif.,* topographic quadrangle dated 1951 (photorevised 1968) did not identify a boat launch in the project area. The boat launch facility constructed after 1968, is less than 50 years old, and is too recently constructed to be a historical resource for the purposes of CEQA.

Subsequent to enactment of AB 52, the CEQA Guidelines were revised to add topic XVII. Tribal Cultural Resources to the Initial Study checklist.

a-i) **No impact.** As indicated in the 2018 ISMND, no historic resources for the purposes of CEQA are present at the project site.

a-ii) **Less than significant impact.** No cultural resources were found on or adjacent to the project area. Although no Native American cultural resources are known at the project site, there is the potential for undiscovered subsurface archaeological resources during construction, and mitigation measures identified in **Section 5 Cultural Resources** have been incorporated into the Project.

Per AB 52, SCRP will send notifications of the proposed project to potentially affected Native American Tribes.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

19. Utilities and Service Systems

The 2018 ISMND analyzed impacts of the 2018 Project on utilities and service systems, and concluded that the 2018 Project would have no impacts on water supply facilities, wastewater treatment facilities, and storm drainage facilities. The 2018 Project would have a less than significant impact on water supplies and landfill capacity.

Like the 2018 Project, the Proposed Project would have no impact on stormwater drainage facilities. Solid waste generated by the Proposed Project would be similar to the 2018 Project, i.e. stored in a holding tank and pumped out and removed, and would not conflict with laws and regulations pertaining to solid waste, and would be very small relative to existing landfill capacity. Therefore, the impact of the Proposed Project on landfill capacity would be less than significant.

In summary, impacts of the Proposed Project on utilities and service systems would be similar to those of the 2018 Project, and less than significant.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

20. Wildfire

Wildfire was not a CEQA topic in 2018.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
c. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
d. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
e. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
f. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Comments to Questions

As indicated on the Sonoma County General Plan 2020 Public Safety Element, the project site is within a Local Fire Protection Responsibility Area and is not within a FRAP Fire Hazard Severity Zone.

a-d) **No impact**. The project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

No new or substantially more severe significant effects would occur and no additional mitigation measures are required.

21. Mandatory Findings of Significance

The 2018 ISMND addressed mandatory findings of significance associated with the 2018 Project. The 2018 ISMND concluded that potential impacts associated with the 2018 Project would be ***Less Than Significant With Mitigation Incorporated.***

As described in the Initial Study, implementation of the proposed project would have the potential to adversely impact special-status animal species, wetlands, native grassland and previously undiscovered cultural and paleontological resources and/or human remains. Implementation of the mitigation measures in the ISMND would ensure that construction and operation of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory.

The 2018 ISMND concluded that the 2018 Project impacts would be ***Less Than Significant*** since impacts of the proposed project would be individually limited and not cumulatively considerable. The proposed project would entail replacement of and improvements to an existing boat launch facility, including a new boat launch ramp, new low freeboard dock, restroom, paths, and campsite. Impacts associated with the proposed project would be temporary, construction-related and would be reduced to a less than significant level with implementation of the project mitigation measures. No other projects would be under construction at the same time as the proposed project. Therefore, the proposed project would not make a considerable contribution toward a cumulative impact related to construction. Additionally, the proposed project would not generate a significant amount of greenhouse gas emissions and would therefore not result in a cumulatively considerable impact to global climate change.

The 2018 ISMND concluded that impacts associated with the 2018 Project would be ***Less Than Significant With Mitigation Incorporated*** to reduce potential impacts associated with air quality, biological resources, and cultural resources; therefore, the proposed project would not result in substantial adverse effects on human beings.

The Proposed Project would be located on the same site as the 2018 Project, would be subject to similar environmental conditions, would involve similar changes to the environment, and would be subject to mitigation measures that would reduce all project impacts to a less than significant level, as discussed

above. No new sensitive resources would be impacted and no substantial increase in effects would occur.

For these reasons, the Proposed Project, like the 2018 Project, would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

For similar reasons, the Proposed Project also would not make a considerable contribution to cumulative impacts, or cause substantial adverse effects on human beings, either directly or indirectly.

B. MITIGATION MEASURES

The 2018 ISMND identified mitigation measures that would reduce or eliminate potential environmental effects of the 2018 Project. All of the mitigation measures approved for the 2018 Project would also apply to the Proposed Project. As discussed in the Biological Resources section, some of the Avoidance and Minimization Measures were slightly modified to reflect current site conditions and species protocols. No additional mitigation measures are necessary for the Proposed Project. The updated mitigation measures are contained in **Appendix C**.

IV. CONCLUSION

On the basis of the evaluation presented in Section III, the modifications and refinements of the Proposed Project would not trigger any of the conditions listed in Section I.D of this Addendum, requiring preparation of a subsequent or supplemental environmental impact report or negative declaration. Thus, this Addendum satisfies the requirements of CEQA Guidelines sections 15162 and 15164. The Proposed Project does not introduce new significant environmental effects, substantially increase the severity of previously identified significant environmental effects, or show that mitigation measures or alternatives previously found not to be feasible would in fact be feasible.

Overall, the components of the Proposed Project would be similar to those of the 2018 Project, and would result in environmental effects similar to those of the 2018 Project. The Proposed Project would not result in new significant effects or effects that would be substantially more severe than those identified in the 2018 ISMND. The mitigation measures included in the 2018 ISMND would remain applicable with the updates provided herein.

The analyses and conclusions in the 2018 ISMND remain current and valid. The proposed revisions of the Proposed Project would not cause new or substantially more severe significant effects than identified in the 2018 ISMND, and thus no new mitigation measures would be required. No change has occurred with respect to circumstances surrounding the Proposed Project that would cause new or substantially more severe significant environmental effects than identified in the 2018 ISMND, and no new information has become available that shows that the project would cause significant environmental effects not already analyzed in the 2018 ISMND.

Therefore, no further environmental review is required beyond this Addendum to the 2018 ISMND.

V. REFERENCES

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