

Appendix B Section 4(f) *De Minimis*
Determination

State Route 1 Gleason Beach Roadway Realignment Project

Section 4(f) *De Minimis* Determination

Caltrans District 04
Sonoma County, California

State Route 1
PM 15.1/15.7
EA 0A0200/04-0000-0129

June 2016

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and Sonoma Coast State Park

List of Abbreviated Terms

APN	Assessor's Parcel Number
Caltrans	California Department of Transportation
CCT	California Coastal Trail
CFR	Code of Federal Regulations
CIDH	cast-in-drilled-hole
EIR/EA	Environmental Impact Report/Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
LCP	Local Coastal Plan
NRHP	National Register of Historic Places
PM	post mile
RSP	rock slope protection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SR	State Route
State Parks	California Department of Parks and Recreation
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

Chapter 1 Introduction

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) legislation at 23 United States Code (U.S.C.) 138 and 49 U.S.C. 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the California Department of Transportation (Caltrans) pursuant to 23 U.S.C. 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

This Section 4(f) *De Minimis* Determination document has been prepared in tandem with the Gleason Beach State Route (SR) 1 Roadway Realignment Project Final Environmental Impact Report/Environmental Assessment (EIR/EA) with Finding of No Significant Impact (FONSI). This document provides documentation necessary to support determinations required to comply with the provisions of 23 U.S.C. 138 and 49 U.S.C. 303, hereafter referred to as Section 4(f).

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

This documentation has been prepared in accordance with legislation established under the United States Department of Transportation Act of 1966 (49 U.S.C. 303; 23 U.S.C. 138). Additional guidance was obtained from *Federal Highway Administration (FHWA) Technical Advisory T6640.8A* (FHWA 1987) and the revised *FHWA Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Use Definitions

To determine whether Section 4(f) applies to the proposed project alternatives, Section 4(f) properties must be assessed to determine whether a use of the property is anticipated. The “use” of a protected Section 4(f) property, as defined in 23 CFR 774.17, occurs when any of the conditions discussed in the following subsections are met.

Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project’s proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts to a Section 4(f) property *may* trigger the application of Section 4(f). 23 CFR 774.13(d) defines the following five temporary occupancy exception criteria that must be met to determine that a temporary occupancy does *not* rise to the level of use for the purposes of Section 4(f):

- Duration is temporary (i.e., the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (i.e., the nature and magnitude of the changes to the Section 4(f) properties are minimal).

- There are no anticipated permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition than existed prior to the project.
- Documented agreement exists from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions.

De Minimis Impact Determinations

When impacts to a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that the Federal Transit Administration has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have “no adverse effect” on the property in question. The State Historic Preservation Officer (SHPO) and Advisory Council on Historic Preservation, if involved, must be notified that the Federal Transit Administration intends to enter a *de minimis* finding for properties where the project results in “no adverse effect.”
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuges properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

Chapter 2 Description of the Proposed Project

Caltrans proposes to realign a 3,800-foot section of SR 1 near Gleason Beach. Gleason Beach is located in Sonoma County, halfway between Bodega Bay and Jenner. The proposed project consists of constructing a two-lane roadway, replacing the current alignment and its capacity. The new alignment, which would be moved up to several hundred feet inland of the current SR 1 alignment, would consist of one 12-foot lane with 4-foot paved and 4-foot unpaved shoulders in each direction.

The new alignment includes an approximately 900-foot bridge where the proposed realignment crosses the Scotty Creek floodplain. The bridge component is planned as 49 feet wide with one 12-foot-wide lane in each direction as well as a 6- to 8-foot-wide shoulder and 6-foot-wide sidewalk in the southbound direction and a 6- to 8-foot-wide shoulder in the northbound direction, with see-through barriers making up the remainder of the width. The project also proposes to construct three access roads to connect the new SR 1 alignment to sections of the old SR 1 alignment.

2.1 Purpose and Need for Project

2.1.1 Project Purpose

The purpose of this project is to protect SR 1 from coastal erosion while maintaining SR 1's long-term regional and local connectivity for the surrounding communities.

2.1.2 Project Need

Along the Gleason Beach section of SR 1 in Sonoma County, coastal bluff erosion is threatening the stability of the highway. The historical coastal bluff erosion rate at the locations adjacent to the project site is about one foot per year. Efforts at preserving the roadway in place using piles are expected to be only temporarily effective, due to the continual erosion of the coastline. No stabilization measures, including piles, can stave off erosive effects along the coastline. In addition, several seawalls installed at the toe of the bluff are still in place, resulting in an uneven coastline unsuitable for constructing an engineered revetment (i.e., structure to protect and stabilize the cliff face).

2.2 Project Description

Project implementation would enhance the California Coastal Trail (CCT), given that the existing SR 1 through the project limits is coincident with the CCT, and the new SR 1 alignment with wider shoulders would be available to bicyclists and pedestrians traveling through the project area. Upon completion of the proposed SR 1 alignment, an isolated segment of existing SR 1 would be abandoned, but would continue to provide access to Gleason Beach residences and the beach by local residents and visitors.

The remnant alignment of existing SR 1 could be used as an alternate bicycle and pedestrian route through the project area. The remnant alignment could be reached over the new access roads. To maintain coastal access to Gleason Beach for vehicle users, a parking pad would be constructed north of Scotty Creek and adjacent to the existing roadway. In addition, a boardwalk and stairs would be constructed to provide beach access from the remnant SR 1 alignment. Upon completion of the new SR 1 alignment, the remnant alignment would continue to be owned and managed by Caltrans (subject to future discussions with Sonoma County and other agencies), and Caltrans would continue to provide right of way access.

Project construction is currently scheduled to begin as early as June 2018 and could be completed in 2019. Construction of the proposed project would require approximately 240 working days. Work along Scotty Creek would be conducted under dry weather conditions only and would be limited from June 15 to October 15 in order to minimize impacts to biological resources. Work would be limited to daylight hours each day, and existing SR 1 would remain open during the entire period of construction activities.

2.3 Project Alternatives

Three Build Alternatives and one No-Build Alternative were under consideration in the Draft EIR/EA. The No-Build Alternative would retain all the existing facilities unchanged.

This section describes design features that are common to the Draft EIR/EA Build Alternatives and those specific to each alternative (see Figure 3-1 in Chapter 3 for the alignments of the three Build Alternatives).

2.3.1 Common Design Features of the Build Alternatives

CONSTRUCTION OF ROAD SURFACES AND ANCILLARY FACILITIES

All three alternatives would include laying down a new roadbed and spanning the Scotty Creek channel with a bridge. The northern portion of the alignment would follow an 850-foot-radius curve designed for a maximum design speed of 50 miles per hour (mph), with the bridge and southern portion of the alignment designed for a speed of 40 mph. The existing SR 1 roadway would be widened for a vehicle turnaround near the location of the existing double-box culverts over Scotty Creek. All alternatives would include two 12-foot lanes and a bridge spanning Scotty Creek. Drainage systems (e.g., cross culverts) would be constructed where needed at cut slopes, fill slopes, and retaining walls. The three alternatives would also include construction of three access roads to connect to the existing alignment, a boardwalk (including stairway) providing access from existing SR 1 alignment to Gleason Beach, and a dedicated parking pad. The bridge structure would span the Scotty Creek channel, and the existing box culverts and grade separation structure at Scotty Creek would be removed. Removing the box culverts and grade separation structure would likely improve the tidal flow of Scotty Creek and remove an aquatic corridor constraint, and thus have a beneficial effect upon the creek.

To construct the new pavement section, the path of the new alignment would be cleared and grubbed, and a bulldozer with a scraper and a compactor would be used to excavate or fill the original ground as necessary. Excavation depth for the pavement section would be up to 2 feet from the proposed finished roadway surface. The structural section would be built up by placing pavement structural sub-base and base layers (combinations of graded rock and sand) along the new alignment. These base layers would be overlain with hot-mix asphalt, and each layer would be compacted after application. A shallow section of existing asphalt concrete adjoining the new structural section would be removed and replaced with new asphalt concrete at the same time to make a smoother join.

The pavement sections of existing roadway to remain would be removed and replaced with new hot-mix asphalt by grinding down, if necessary, by a maximum of 3 inches using a grinder, and resurfaced with an asphalt concrete mixture. The resurfacing sections would extend to post mile (PM) 15.7, where a barrier to motor traffic would be located.

BRIDGE

A new bridge would be constructed where the new alignment crosses the Scotty Creek channel. The bridge would consist of up to eight spans, each span supported by single or double columns with pile footing. The maximum height of the structure over the existing ground would be 28 feet. Abutments connecting the structure to the pavement section would be constructed at both ends. Abutments and bridge columns would be on pile footings with a maximum depth of 70 feet.

A possible type and method of bridge construction is as follows: the bridge would be constructed by first installing piles. Piles would be cast-in-drilled-hole (CIDH) piles. For CIDH piles, holes 10 feet in diameter would be drilled using a rig-mounted auger. Structural steel would be placed in the holes and the holes would be filled with concrete to cast the column footings. Forms would be placed around the structural steel extending out of the footings and filled with concrete to construct the abutments and columns. The roadway section would be pre-cast or cast in place onto the base sections and barrier rail mounted. With the construction of the new SR 1 bridge, the existing culverts would be removed.

GRADING AND FILL

The roadway would be graded and filled to varying degrees depending on the location. Engineered fill and/or native material would be installed using dump loaders and compactors. Where space allows, the final 18 inches of fill would be stockpiled native topsoil or imported topsoil, to which erosion control and hydro-seeding with an appropriate seed mix would be applied. Slopes have been designed to be 2:1 or flatter.

BOX CULVERT/BRIDGE REMOVAL

The existing box culverts and grade control structure on the old alignment at Scotty Creek would be removed using saws and jackhammers. The box culverts are a pair of double reinforced-concrete boxes; a grade-control structure is an earthen, wooden or concrete structure used to prevent gully development and bed erosion. They are typically built on minor streams or part of a dam spillway to pass water to a lower elevation while controlling the energy and velocity of the water as it passes over. Before removal, a temporary water diversion structure, which may include a cofferdam and bypass pipe, would be installed. In addition to the box culverts, portions of the existing roadway would be removed to the maximum extent possible while maintaining the stability of the roadway, which would remain open to traffic.

In addition, an existing slipout along existing SR 1 from the Scotty Creek culverts to 145 feet south undermines the toe of the embankment slope and creates a vertical

drop of about 8 to 12 feet deep on the western (southbound) side of the roadway. Some of the existing rock slope protection (RSP) around the headwall outlet of Scotty Creek has been buried in sand or washed away. The compromised RSP would be repaired or replaced with other feasible shoreline protection. If addressed by repairing the RSP, this would be done by excavating the loose slide material at the bottom of the slide, excavating a 5-foot-deep shear key, and backfilling with 2- and 0.5-ton RSP over RSP fabric, with a side slope of 1.5:1. The existing shoulder area would be repaved to direct the surface runoff away from the slipout area. The proposed project would also place RSP, or other feasible shoreline protection, south along existing SR 1 to stabilize the roadway against erosive forces as well as to protect access to a private driveway and public beach access.

DRAINAGE

Drainage systems (e.g., cross culverts) would be constructed where needed at cut slopes, fill slopes, and retaining walls. Three 36-inch pipe culverts would be constructed and would cross under the proposed roadway. The lengths of the culverts would vary, and temporary impacts would result from installation. The diameter of existing culverts to be replaced are 8 inches at approximately PMs 15.52 and 15.68 and 10 inches at PM 15.59. The new culverts would be 36 inches or smaller in diameter and constructed of metal, plastic, or concrete. These culverts would convey surface runoff and groundwater from coastal drainages to the bluff face; down drain pipes would be constructed to convey water into the ocean. These down drain pipes would also be 36 inches or smaller, made of either plastic or metal, with joints constructed to minimize or eliminate leakage and separation. If slope conditions allow, the down drain pipes would be buried approximately one foot below ground. Otherwise, the down drain would be anchored to the slope with metal stakes and cables, depending on existing geological conditions. If changes in direction are necessary and cannot be accomplished with standard pipe elbows, drainage inlets would be constructed within the shoulder of the existing southbound roadway until a down drain can be constructed. Once reaching the bottom of the bluff, the down drains would discharge over native rock if possible. If no native rock exists in the area, a rock pad approximately 20 by 20 feet would be constructed.

Construction of pipe culverts would be accomplished by excavating and backfilling as necessary using an excavator to provide a firm and uniform ground for placement of the culvert, to place the culvert, and to backfill to the required elevation for the roadway.

For the areas where the new alignment would be constructed on embankment fill, stormwater would sheet-flow to the edge of roadway where it would flow along an asphalt concrete dike until it is captured by one or a series of drainage inlets attached to a downdrain that would convey it to a drainage ditch at the toe of the slope. A drainage ditch is an unlined trapezoidal channel, typically with a 4-foot bottom and 2:1 side slopes for a total width of approximately 8 feet. At cut slopes, stormwater coming from offsite would be intercepted by top of cut ditches. Inlets constructed in this ditch would intercept flow and convey it down the cut face in a pipe to a longitudinal drainage system in the roadway shoulder. Drainage structures include drainage inlets, pipes, pipe culverts, and the rock energy dissipater that would be constructed at the outfall end of the downdrain.

BARRIERS

In addition to the barriers described previously for the bridge and retaining wall, the Midwest Guardrail System would be placed along both sides of the roadway edge at the beginning and end of the new bridge over Scotty Creek and along the access road to the ranch.

UTILITIES

Approximately six utility poles would be relocated to an alignment outside the embankment fill or cut slopes. Underground utilities (electric, gas, telephone, television, cable, sewer, and water) serving the homes at Gleason Beach would require relocation. Affected areas would include the northern and southern conforms, the existing box culverts at Scotty Creek, and the access roads where they conform to the existing roadway. Trenches for the relocated underground utilities would be about 5 to 15 feet deep and up to 4-feet wide.

STAGING AND ENVIRONMENTALLY SENSITIVE AREAS

The project area analyzed in this Final EIR/EA with FONSI encompasses areas needed for construction such as area for staging, stockpiling of construction materials, and vehicle parking. The contractor can use all areas of the new alignment where the new pavement structural section, new embankment fill, and/or new drainage ditches would be constructed, as well as (when no longer in use) areas of the old alignment not needed by local traffic, subject to Caltrans standard specifications, permit conditions, and the terms of the project Stormwater Pollution Prevention Plan. Some areas within the project area would be designated and flagged as Environmentally Sensitive Areas, into which the contractor may not enter.

2.3.2 Unique Features of Build Alternatives

BUILD ALTERNATIVE 19A

Alternative 19A would construct a 3,700-foot roadway and have its southern terminus 1,000 feet to the south of the existing bridge over Scotty Creek. The new bridge section would be approximately 900 feet long and is planned as 49 feet wide with a 12-foot-wide lane and a 6- to 8-foot-wide shoulder in each direction and a 6-foot-wide sidewalk in the southbound direction, with see-through barriers making up the remainder of the width.

BUILD ALTERNATIVE 19B

Alternative 19B would construct a 3,800-foot roadway and have its southern terminus 1,200 feet to the south of the existing bridge over Scotty Creek. The new bridge section would be approximately 900 feet long.

BUILD ALTERNATIVE 20

Alternative 20 would construct a 3,000-foot roadway and have its southern terminus 500 feet to the south of the existing bridge over Scotty Creek. The new bridge section would be 750 feet long, and at the Ballard-Mann-Gleason Ranch, extends the farthest east of the three.

For Build Alternative 20 only, along the southernmost access road, one retaining wall would be constructed to retain embankment fill.

2.3.3 Identification of the Preferred Build Alternative

The Build Alternative that was identified as the Preferred Build Alternative to be analyzed in this Section 4(f) *De Minimis* Determination and the Final EIR/EA with FONSI is Alternative 19A. Section 1.3 of the Final EIR/EA with FONSI provides a complete description of the identified Preferred Build Alternative, including refinements in design that were made because of additional information obtained since the circulation of and public comment on the Draft EIR/EA. The Section 4(f) *de minimis* determination is applicable to all Build Alternatives.

Chapter 3 Resources Evaluated Relative to the Requirements of Section 4(f)

3.1 Introduction

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or next to the project area that do not trigger Section 4(f) protection because either: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

All cultural and historic sites within the Section 106 area of potential effects (APE) and all public and private parks, recreational facilities, and wildlife refuges within approximately 0.5 mile of the project Build Alternatives were identified to determine whether they are protected Section 4(f) resources and whether the project would “use” the properties. These resources include two Sonoma Coast State Park public beaches (Gleason Beach and Portuguese Beach), as well as a portion of Sonoma Coast State Park south of Portuguese Beach, the public beach located near Scotty Creek, and two historic sites (Sea Ranch-style residences), as described below in Sections 3.3 and 3.4. No wildlife refuges are located within the 0.5-mile radius of the proposed project (see Table 3-1 and Figure 3-1).

Table 3-1 Section 4(f) Resources Located within 0.5 Mile of the Build Alternative

Section 4(f) Resource	Type of Resource	Section 4(f) Impact
Sonoma Coast State Park – Gleason Beach	State Park and public beach	<i>De Minimis</i>
Sonoma Coast State Park – Portuguese Beach and a portion of beach south of Portuguese Beach	State Park and public beach	No Impact
Public beach owned by the California Coastal Conservancy on state land (at Gleason Beach subdivision access)	Public beach	<i>De Minimis</i>
5899 and 5991 SR 1	Two Sea Ranch-style residences, eligible for listing in the NRHP under Criterion C	No impact

3.2 Park/Recreation Resources

3.2.1 Sonoma Coast State Park – Gleason Beach

Sonoma Coast State Park is a California State Park that contains a series of beaches and inland areas extending 17 miles from Bodega Head to a point 4 miles north of Jenner along SR 1 (see Figure 3-2). The park contains stretches of long sandy beaches below rugged headlands, a craggy coastline with natural arches, and secluded coves (California Department of Parks and Recreation [State Parks] 2014). The park consists of a number of named beaches, including Gleason Beach (which is the part of the park located north of the proposed project), as well as Portuguese Beach, Arched Rock Beach, and Goat Rock Beach.

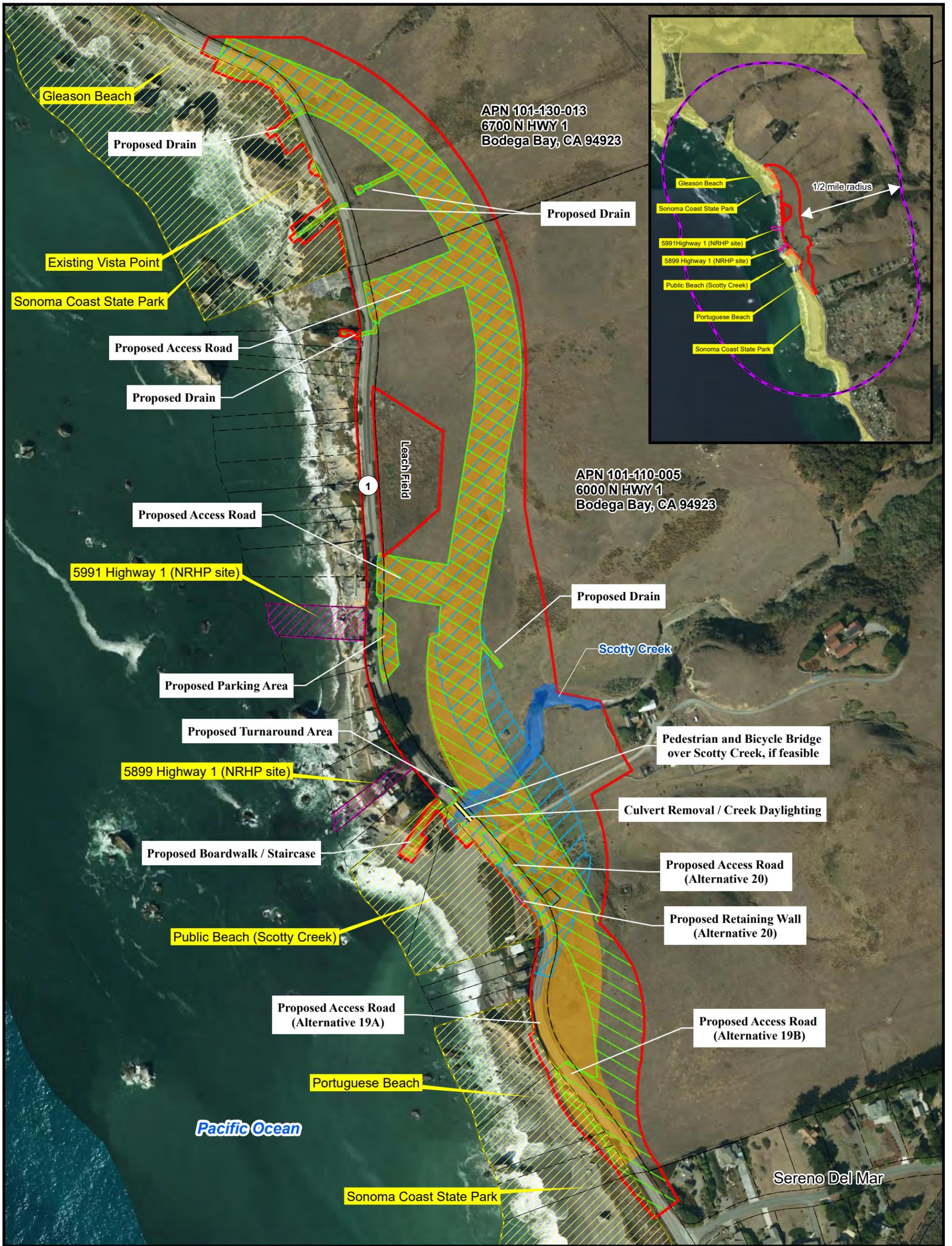
Recreational activities at Sonoma Coast State Park include swimming, picnicking, hiking, wildlife viewing, and where permitted, fishing, camping, and equestrian riding. Recreational activities at the Gleason Beach area of the park include picnicking and wildlife viewing. In the Gleason Beach area of the park (in the vicinity north of the project) amenities are limited to picnic tables.

Sonoma Coast State Park, including Gleason Beach, is a significant state recreational resource and is therefore protected under Section 4(f).

3.2.2 Public Beach on State Land (at Gleason Beach Subdivision Access)

This resource is the section of beach located off SR 1 at the point where Scotty Creek flows into the Pacific Ocean; this parcel of land (Assessor's Parcel Number [APN] #101-120-054) is owned by the State of California and has privately owned parcels on both sides of it (see Figure 3-3). Per the official Sonoma County State Park map, this section of public beach is not a named beach that is part of the state park (State Parks 2014). However, given that the beach (which is commonly referred to as "Gleason Beach") is on private and publicly owned land, is open and accessible to the public, and is regularly used by the public, it is presumed that this beach is a significant recreational resource that is eligible for protection under Section 4(f).

This beach is accessible via the "Gleason Beach Subdivision Access," which is an access across private land. The public often parks on the shoulder of SR 1 at Scotty Creek to access the beach.



LEGEND

- Environmental Impact Report / Environmental Assessment Study Area
 - Project Area Alternative 19A
 - Project Area Alternative 19B
 - Project Area Alternative 20
 - Parcels
 - Section 4(f) Resources
 - National Register of Historic Places (NRHP)
 - 1/2 Mile Radius From EIR / EA Study Area
- Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

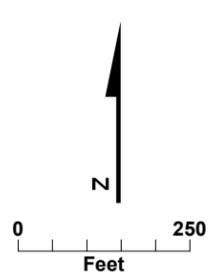
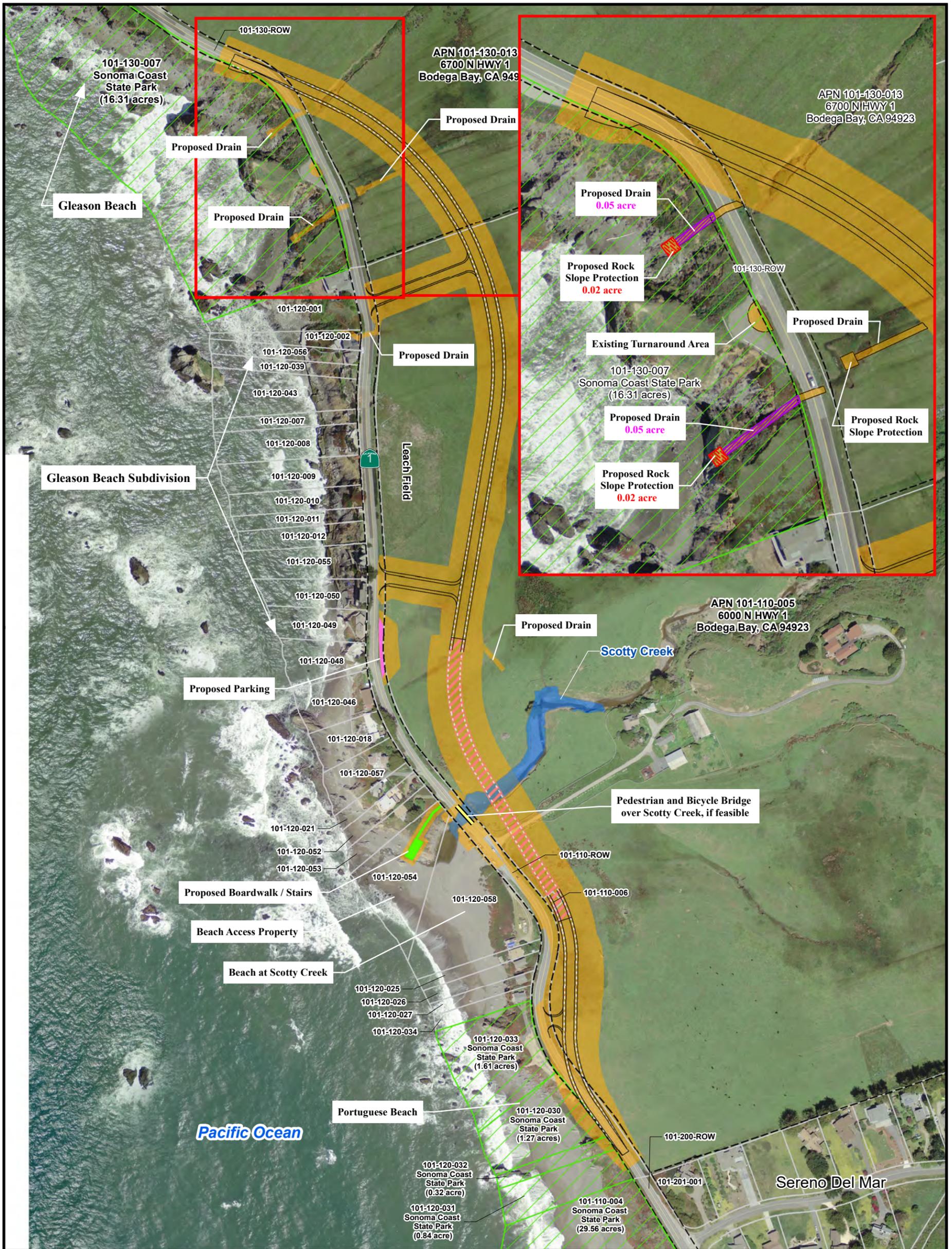


FIGURE 3-1
SECTION 4(F) RESOURCES
 Gleason Beach Roadway Realignment Project
 Final Section 4(f) Evaluation
 State Route 1
 Post Mile 15.1-15.7, EA 0A0200
 Sonoma County, California

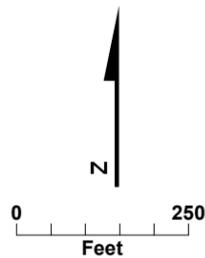


LEGEND

- Build Alternative Footprint
- Proposed Parking
- Proposed Boardwalk / Staircase
- Sonoma Coast State Park
- Proposed Bridge
- Sonoma County Parcels
- Existing Caltrans Right of Way
- Roadway Realignment (New Caltrans Right of Way)
- Proposed Coastal Trail

Impacts to State Park Parcels

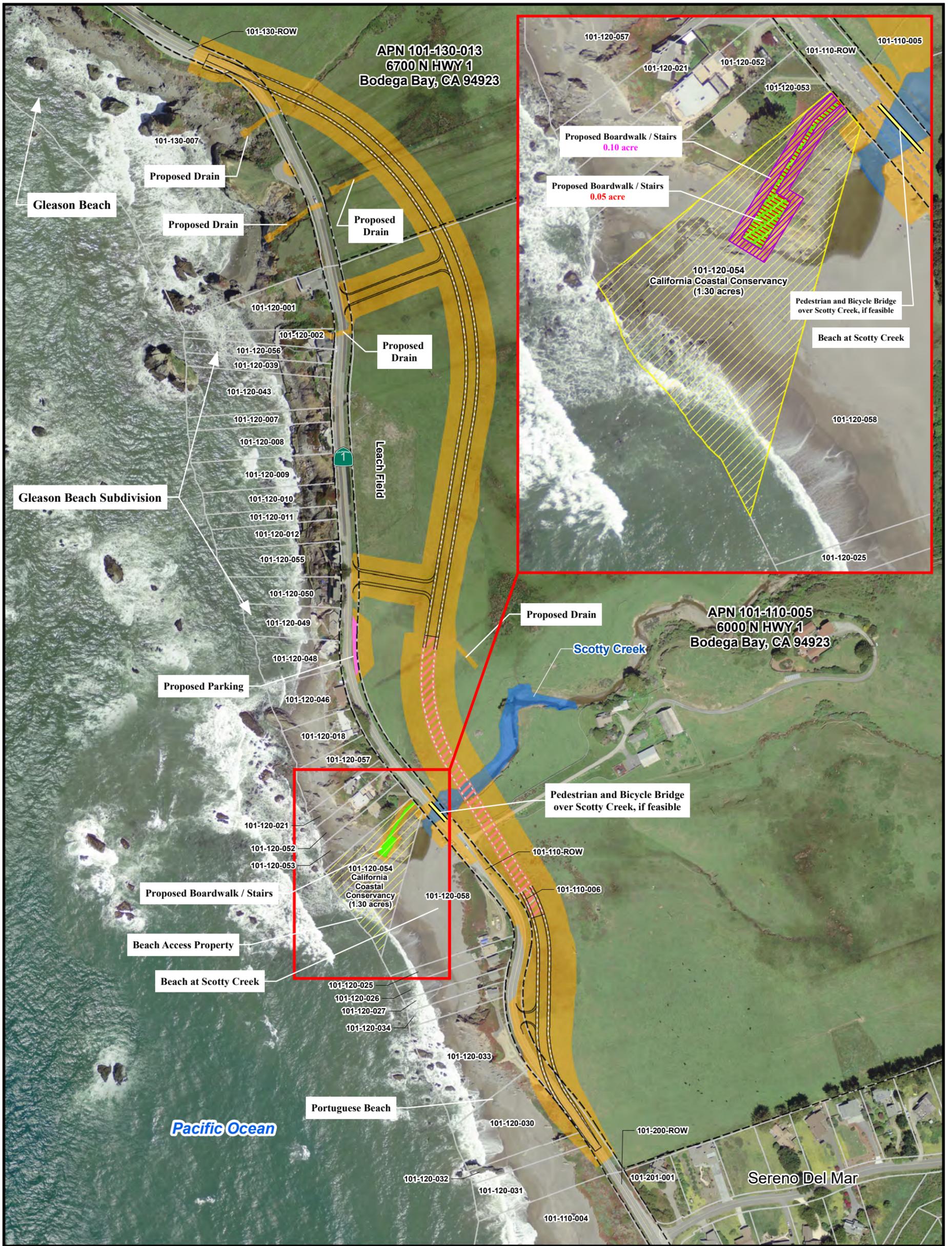
- Permanent Impact (0.04 acre)
- Temporary Impact (0.10 acre)



**FIGURE 3-2
SECTION 4(F) IMPACTS TO SONOMA
COAST STATE PARK PROPERTY**

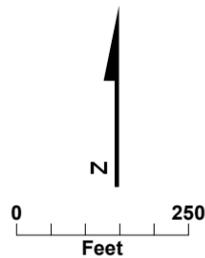
Gleason Beach Roadway Realignment Project
Final Section 4(f) Evaluation
State Route 1
Post Mile 15.1-15.7, EA 0A0200
Sonoma County, California





LEGEND

- | | | | |
|--|---|---|---|
| | California State Coastal Conservancy Property | | Existing Caltrans Right of Way |
| | Build Alternative Footprint | | Roadway Realignment (New Caltrans Right of Way) |
| | Proposed Parking | | Proposed Coastal Trail |
| | Proposed Boardwalk / Staircase | Impacts to Coastal Conservancy Parcels | |
| | Proposed Bridge | | Permanent Impact (0.05 acre) |
| | Sonoma County Parcels | | Temporary Impact (0.10 acre) |
| | Scotty Creek | | |



**FIGURE 3-3
SECTION 4(F) IMPACTS TO
CALIFORNIA COASTAL
CONSERVANCY PROPERTY**

Gleason Beach Roadway Realignment Project
Final Section 4(f) Evaluation
State Route 1
Post Mile 15.1-15.7, EA 0A0200
Sonoma County, California



No formal recreational amenities are located at this public beach and there is no formal signage indicating it as a public park/recreation site. Activities at this soft sand beach include picnicking, swimming and marine wildlife viewing. There is signage along SR 1 at the beach indicating that camping is prohibited.

3.3 Cultural Resources

3.3.1 5899 and 5991 State Route 1

DESCRIPTION

Two out of the four Sea Ranch-style residences that were determined eligible for the NRHP in the proposed project area currently remain. The four properties, at the addresses 5899, 5991, 6015, and 6033 SR 1, were all built in 1965. Located on a cliff overlooking the Pacific Ocean, bordered to the east by the highway and to the west by Gleason Beach, these residences are early examples of the Sea Ranch style, which became popular in the mid-1960s to late 1970s. Each of these four properties was found eligible for listing in the NRHP under Criterion C as significant examples of the Sea Ranch style. The SHPO concurred with this finding on September 12, 2012. However, two of these residences (6015 and 6033 SR 1) were subsequently demolished in the December 2014 storm events and wave surges, and thus they are no longer considered eligible for the NRHP and are not considered Section 4(f) properties. See Figure 3-2 for the locations of 5899 SR 1 (APN 101-120-021, three parcels north of the proposed boardwalk/staircase) and 5991 SR 1 (APN 101-120-049, just across SR 1 from the proposed parking area near the center of the figure).

Chapter 4 Impacts on Section 4(f) Properties

4.1 Park/Recreation Resources

4.1.1 Sonoma Coast State Park – Gleason Beach

PROJECT IMPACT

As shown on Figure 3-2, the Build Alternatives would necessitate a permanent easement related to the installation of drainage downdrains that would incorporate 0.04 acre of land from the Gleason Beach part of Sonoma Coast State Park.

The Build Alternatives would also require a temporary easement during the construction of the drainage downdrains that would occupy approximately 0.09 acre of the resource. These areas are either within existing Caltrans right of way or are located on steep rocky cliffs where no public use exists. Therefore, no recreational amenities are located in the impacted area and there would be no reduction in recreational beach area.

There would be no impact to Portuguese Beach or the portion of public beach south of Portuguese Beach.

MEASURES TO MINIMIZE HARM

An alternatives evaluation was conducted in order to minimize harm to Gleason Beach; the realignment of SR 1 in this area was designed to avoid an adverse impact to the recreational sandy beach area at Gleason Beach. As a result of this design, the Build Alternatives will not physically affect or adversely affect Gleason Beach.

The proposed project has been designed to comply with public access requirements of the California Coastal Act of 1976 and the Sonoma County Local Coastal Plan (LCP) (Sonoma County 2001) by providing equal or greater public access to the coast once the project is complete. Project implementation would enhance the CCT, given that the shoulders of the new SR 1 (and the sidewalk provided on the new bridge) would be available to bicyclists and pedestrians traveling through the proposed project area.

The existing vista point within Caltrans right of way along the coastal bluff (and within Sonoma Coast State Park) would be maintained through construction of a turnaround area. The turnaround would be the minimum diameter necessary for a passenger car. This would provide safe view access of the Pacific Ocean to SR 1 motorists, which follows Sonoma County LCP (Sonoma County 2001) direction

provided on page 59 that “View access should be made available as frequently as possible.” This vista point will be maintained and not impacted by the proposed project.

Additionally, upon completion of the new SR 1 alignment, the abandoned former segment of SR 1 would continue to provide access to Gleason Beach and could be used as an alternate bicycle and pedestrian route through the project area.

PRELIMINARY USE DETERMINATION

Based on the above discussion, although property would be incorporated from this resource, which is a “use” under Section 4(f), a preliminary determination of *de minimis* impacts for the Preferred Build Alternative is the conclusion reached in this assessment. The attributes and features of Gleason Beach (such as scenic vistas and beach recreational functions) that qualify it for Section 4(f) protection would not be adversely impacted. Neither the permanent nor the temporary easements associated with the Preferred Build Alternative would have an impact on the recreational functions of the park (picnicking and wildlife viewing).

4.1.2 Public Beach on State Land (at Gleason Beach Subdivision Access)

PROJECT IMPACT

As shown on Figure 3-3, and according to the right of way analysis conducted for the project, a permanent easement would be needed under the Build Alternatives for a new formal beach access (walkway and stairs) from the turnaround on the former SR 1 alignment; this permanent easement would incorporate 0.05 acre of the resource. A separate temporary easement that would occupy an additional 0.10 acre on this resource’s property would also be required during the construction of the beach walkway. These areas, located on steep rocky slopes, have no public or recreation activities. Therefore, no recreational amenities are located in the impacted area and there would be no reduction in the amount of recreational beach area.

The Build Alternatives would replace the existing box culverts and roadway at Scotty Creek with a bridge, which would reduce existing roadway shoulder available for parking at this location. However, Scotty Creek is not a 4(f) resource and the existing parking along SR 1 is within Caltrans right of way.

MEASURES TO MINIMIZE HARM

The proposed project has been designed to comply with public access requirements of the Coastal Act of 1976 and the Sonoma County LCP. The removal of parking (by

replacing the box culverts at Scotty Creek with a new bridge further inland) would be offset by project construction of a public parking pad north of Scotty Creek. As recommended by the LCP, safe ingress and egress to and from the parking pad would be provided by an access road connecting to the realigned SR 1. A turnaround area would be constructed at Scotty Creek, which would facilitate visitors observing the Pacific Ocean, as well as to safely reverse direction and return to the parking pad. The turnaround would be the minimum diameter necessary for a passenger car.

The project would construct a boardwalk to provide safe access to the beach just north of Scotty Creek. The boardwalk will be constructed on a steep rocky slope not currently used for public beach access or use. The boardwalk would not be wheelchair accessible due to the steep slope and the necessity for a constrained footprint due to water levels, sensitive habitat, and private property impact concerns. This access point is being developed for passive recreational uses associated with beaches (e.g., walking, sunbathing, picnicking, and nature study). Caltrans would consider the installation of trash receptacles and signage, given the recommendation provided in the LCP.

The proposed project would provide safe pedestrian movement from the parking lot to the boardwalk and subsequently to the beach. Private residences are located on the west side of the existing SR 1 and wetlands are located on the east side of the proposed public access path location. The establishment of these public access improvements would encourage pedestrian use of a beach access path that is not in an environmentally sensitive habitat area nor on private property. This path will have no impact on any Section 4(f) resources (see Figure 3-3). As recommended on page 29 of the LCP, the locations of the parking pad and public access were placed outside of wetland habitat.

PRELIMINARY USE DETERMINATION

Based on the above discussion, although property would be incorporated from this resource, which is a “use” under Section 4(f), a preliminary determination of *de minimis* impacts for the Build Alternatives is the conclusion reached in this evaluation. The attributes and features of the beach (such as scenic vistas and beach recreational functions) that qualify it for Section 4(f) protection would not be adversely impacted. Neither the permanent nor the temporary easements associated with the Build Alternative would have an impact on the recreational functions of the park (picnicking and wildlife viewing).

4.2 Cultural Resources

4.2.1 5899 and 5991 State Route 1

The Build Alternatives would not result in a permanent incorporation of any land from the two historic properties noted previously (see Figure 3-2). No part of the historic properties is being incorporated into a transportation facility and as the primary facades of the historic properties face the ocean there are no indirect visual impacts and therefore no use. As discussed under Section 3.4.1, two residences (6015 and 6033 SR 1) were demolished in the recent December 2014 storm events and wave surges, and thus are no longer considered eligible for the NRHP and are not considered Section 4(f) properties.

Historic analysis conducted to date has resulted in a preliminary finding of no adverse effects to any of the two surviving historic sites noted above.

PRELIMINARY USE DETERMINATION

Based on the above assessment, there would be no Section 4(f) use of the historic properties at 5899 and 5991 SR 1. Therefore, the provisions of Section 4(f) are not triggered.

Chapter 5 Section 4(f) *De Minimis* Determination Statement

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 U.S.C. 138 and 49 U.S.C. 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the USDOT determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA’s final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S.C. 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

5.1 Park/Recreation Resources

5.1.1 Sonoma Coast State Park – Gleason Beach

Although property would be incorporated from this resource, which is a “use” under Section 4(f), a preliminary determination of *de minimis* impacts for the Build Alternative is the conclusion reached in this assessment. The attributes and features of Gleason Beach that qualify it for Section 4(f) protection would not be adversely impacted. Neither the permanent nor temporary easements associated with the Build Alternatives would have an impact on the recreational functions of the park (picnicking and wildlife viewing). The proposed project has been designed to comply with public access requirements of the California Coastal Act of 1976 and Sonoma County LCP by providing equal or greater public access to the coast once the project is complete.

5.1.2 Public Beach on State Land (at Gleason Beach Subdivision Access)

Although property would be incorporated from this resource, which is a “use” under Section 4(f), a preliminary determination of *de minimis* impacts for the Preferred Build Alternative is the conclusion reached in this evaluation. The attributes and features of the beach that qualify it for Section 4(f) protection would not be adversely

impacted. Neither the permanent nor temporary easements associated with the Build Alternative would have an impact on the recreational functions of the park (picnicking and wildlife viewing).

The proposed project has been designed to comply with public access requirements of the Coastal Act of 1976 and the Sonoma County LCP. The reduction in parking would be mitigated by project construction of a public parking pad north of Scotty Creek. As recommended by the LCP, safe ingress and egress to and from the parking pad would be provided by an access road connecting to the realigned SR 1. A turnaround area would be constructed at Scotty Creek, which would facilitate visitors observing the Pacific Ocean, as well as to safely reverse direction and return to the parking pad. The turnaround would be the minimum diameter necessary for a passenger car.

The project would construct a boardwalk to provide safe access to the beach just north of Scotty Creek. The boardwalk would not be wheelchair accessible due to the steep slope and the necessity for a constrained footprint due to water levels, sensitive habitat, and private property impact concerns. This access point is being developed for passive recreational uses associated with beaches (e.g., walking, sunbathing, picnicking, and nature study). Caltrans would consider the installation of trash receptacles and signage, given the recommendation provided in the LCP.

The public notice process, including coordination with officials with jurisdiction over the relevant Section 4(f) properties, is discussed in Chapter 6, Coordination, below, as well as Chapter 4 of the Final EIR/EA with FONSI.

Chapter 6 Coordination

Caltrans will continue to coordinate with State Parks and the California Coastal Conservancy regarding the preliminary *de minimis* determinations made in this document as well as all advanced project design with respect to Sonoma Coast State Park. Caltrans District 4 sent letters to State Parks and the California Coastal Conservancy on March 9, 2016 requesting concurrence on the *de minimis* determination made in this document. These letters are presented in Attachment A of this Section 4(f) *De Minimis* Determination as well as in Appendix G of the Final EIR/EA with FONSI.

A Public Notice published in the *Press Democrat* on July 10, 2015 provided the public with a Notice of Availability of the Draft EIR/EA (by website and at four public locations). Also, the Public Notice was mailed to all post office boxes in the Bodega Bay, Occidental, Monte Rio, Jenner, Duncans Mills, and Bodega communities.

Caltrans District 4, Office of Cultural Resources technical studies were conducted by Caltrans Professionally Qualified Staff and carried out in a manner consistent with Caltrans' responsibilities under the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal Aid Highway Program in California*.

Chapter 7 References

California Department of Parks and Recreation (State Parks). 2014. Sonoma Coast State Park brochure. California Department of Parks and Recreation Webpage. Online:
<http://www.parks.ca.gov/pages/451/files/SonomaCoastSPFinalWebLayout081114.pdf>.

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California Department of Transportation (Caltrans) Office of Cultural Resource Studies. 2014. *Summary of the Results of Cultural Resource Technical Studies Completed in Support of the Gleason Beach Roadway Realignment Project Along Highway 1 in Sonoma County*. November 5.

Federal Highway Administration (FHWA). 1987. *FHWA Technical Advisory T6640.8A*. October 30.

_____. 2012. *Revised FHWA Section 4(f) Policy Paper*. July 20.

Sonoma County. 2001. *Local Coastal Plan*. December 12.

Attachment A Section 4(f) Concurrence
Letters from California
Coastal Conservancy and
Sonoma Coast State Park

DEPARTMENT OF TRANSPORTATION

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March 9, 2016

California State Coastal Conservancy
Karyn Gear
CA Coastal Conservancy North Coast Regional Manager
1330 Broadway, 13th Floor
Oakland, CA 94612-2530

**Re: Section 4(f) *de minimis* Impact Determination for Gleason Beach Access Property –
California State Coastal Conservancy Concurrence
Gleason Beach Roadway Realignment Project, Sonoma County, California**

Dear Ms. Gear:

The California Department of Transportation (Caltrans) notifies you of our intent to make a *de minimis* finding pursuant to Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 United States Code [U.S.C.] 303[c]) for a highway-improvement project anticipated to occur on land owned by the California State Coastal Conservancy. Section 4(f) of the USDOT Act of 1966 is a federal law that protects publicly-owned parks, recreation areas, and wildlife and/or waterfowl refuges, as well as significant historic sites, whether publicly or privately owned.

Caltrans requests your concurrence on this *de minimis* finding. Caltrans has determined that a Section 4(f) *de minimis* finding is appropriate for the temporary and permanent easements on a portion of California State Coastal Conservancy property associated with the Gleason Beach Roadway Realignment Project impacts at the Gleason Beach Access Property that was evaluated in the June 2015 Draft Environmental Impact Report/Environmental Assessment (EIR/EA) (See Figure 1).

Description of Proposed Project

Caltrans proposes to realign State Route (SR) 1 to bypass a rapidly eroding coastal bluff. The Gleason Beach Roadway Realignment project would realign a 3,800-foot section of SR 1 approximately 400 feet inland of the current SR 1 alignment near Gleason Beach. The new

alignment would consist of one lane in each direction and includes the construction of a bridge where the proposed realignment crosses the Scotty Creek floodplain. The project proposes to construct three access roads to connect to sections of the pre-existing SR 1 alignment.

The purpose of this project is to maintain the connectivity of SR 1. Along the Gleason Beach section of SR 1 in Sonoma County, coastal bluff erosion is threatening the stability of the highway. Previous efforts at preserving the roadway in place using piles are expected to be only temporarily effective, due to the continuous erosion of the coastline.

As shown in Figure 1, Attachment 1, the Preferred Alternative (which was presented as “Alternative 19A” in the Draft Environmental Impact Report/Environmental Assessment [EIR/EA; Caltrans 2015]) would construct a 3,700-foot roadway and have its southern terminus 1,000 feet to the south of the existing Scotty Creek Bridge. The new bridge section would be 900 feet long.

Project implementation would maintain connectivity of the California Coastal Trail (CCT), compared to the No Build Alternative, which would result in coastal erosion of the existing SR 1 alignment. The CCT is a network of public trails for walkers, bicyclists, and other along the 1,200-mile California coastline. The new SR 1 alignment would be available to bicyclists and pedestrians traveling through the project area. Upon completion of the new SR 1 alignment, the replaced segment of the existing SR 1 would be relinquished as a highway and would continue to provide access to Gleason Beach residences and the beach for local residents and visitors.

The relinquished alignment of SR 1 could be used as an alternate bicycle and pedestrian route through the project area. The relinquished alignment could be reached over the new access roads. To maintain coastal access to Gleason Beach for vehicle users, a parking pad would be constructed north of Scotty Creek and adjacent to the existing roadway. In addition, a boardwalk and stairway structure would be constructed on the Gleason Beach Access Property to provide improved beach access from the relinquished SR 1 alignment.

Project construction is currently scheduled to begin as early as June 2018 and could be completed in 2019. Construction of the Project would require approximately 240 working days.

Description of Section 4(f) Property – Gleason Beach Access Property

The Gleason Beach Access Property Section 4(f) resource is the section of beach and beach access located off SR 1 at the point where Scotty Creek flows into the Pacific Ocean; this parcel of land (APN #101-120-054) is owned by the California State Coastal Conservancy and is bounded by privately owned parcels on the north and south (see Figure 2, Attachment 1). Per the official Sonoma County State Park map this public beachfront property at Scotty Creek is not an officially

designated public beach that is part of the Sonoma Coast State Park system (California Department of Parks and Recreation [State Parks] 2014). However, given that this California State Coastal Conservancy public beachfront property at Scotty Creek is on publicly owned land, is open and accessible to the public, and is regularly used by the public for recreational purposes, this property is considered a significant recreational resource that is eligible for protection under Section 4(f). This beach is currently accessible via the “Gleason Beach Subdivision Access,” which is an access across private land. Members of the public often park on the shoulder of SR 1 at Scotty Creek to access the beach.

No formal recreational amenities are located at the Gleason Beach Access Property and there is no formal signage indicating it as a public park/recreation site. The activities, attributes and features of the Gleason Beach Access Property that qualify it for Section 4(f) protection include picnicking on the sand beach, passive recreation, and marine wildlife viewing. There is signage along SR 1 at the beach indicating that camping is prohibited.

De Minimis Impact

De minimis impacts to parks as per 23 CFR 774.17 are defined as those that do not “adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).”

The proposed project has been designed to avoid Section 4(f) resources to the greatest extent possible and to comply with the public access requirements of the Coastal Act of 1976 and the Sonoma County Local Coastal Plan (LCP; Sonoma County 2001).

The project would construct a boardwalk and stairway to the beach just north of Scotty Creek that would improve access and safety at a location where public access is already occurring. This permanent easement would involve 0.05 acre of the resource. No recreational amenities are located in the impacted area and there would be no reduction in the amount of recreational beach area.

The boardwalk would not be wheelchair accessible due to the steep slope and the necessity for a constrained footprint due to water levels, sensitive habitat, and private property impact concerns. This improvement is being undertaken to accommodate the passive recreational uses associated with beaches (e.g., walking, sunbathing, picnicking, and nature study). This improvement would facilitate the fulfillment of the LCP to provide shoreline access.

A separate temporary construction easement that would occupy an additional 0.10 acre on this resource’s property would also be required during the installation of the beach walkway; the public beach would still be accessible during construction.

For the permanent acquisition of property, the California State Coastal Conservancy would be compensated at fair market value in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

With respect to the temporary occupancy of property during construction, project actions at the Gleason Beach Access Property would be conducted under dry weather conditions only and would be limited from June 15 to October 15 to minimize impacts to biological resources nearby. Work would be limited to daylight hours each day, and SR 1 would remain open during the entire period of construction activities.

Coordination

Caltrans has held coordination meetings with the California Coastal Conservancy, the California Coastal Commission (CCC), and State Parks to discuss plans for the proposed project, the alternatives analysis process, permitting issues, and to receive updates on project alternatives and considerations. California Conservancy staff attended a project meeting on January 16, 2014 and on December 8, 2015; the purpose of the meetings was to provide an update on Project alternatives, coastal development permit coordination and related considerations.

A preliminary *de minimis* impact finding for the Gleason Beach Access Property was stated in the Draft Section 4(f) Evaluation, which was provided as Appendix B of the Draft EIR/EA. The Draft EIR/EA was made available for a 45-day general public and public agency review period via circulation through the State Clearinghouse in July 2015. Two comments were received relative to the preliminary *de minimis* impact finding and these comments are being addressed in the Final EIR/EA.

Section 4(f) *de minimis* Impact Determination

Although property would be permanently incorporated from the Gleason Beach Access Property by the project (for an easement), the features, attributes and activities of the Gleason Beach Access Property that qualify it for Section 4(f) protection such as beach walking, picnicking, marine life viewing and passive recreation would not be adversely impacted by the project. Neither the permanent nor temporary easements associated with the Preferred Alternative would have an adverse impact on any recreational features or activities.

Caltrans has determined that the proposed permanent incorporation of land by the project will not adversely affect the features, attributes or activities that qualify the Gleason Beach Access Property for Section 4(f) protection. Based on the analysis, design, and avoidance, minimization, and

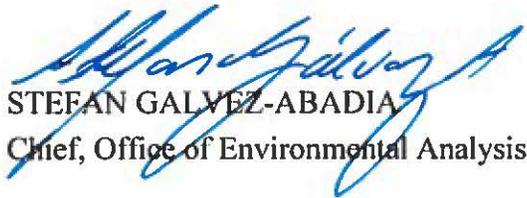
Ms. Gear
March 9, 2016
Page 5

mitigation measures identified to date, Caltrans has reached a *de minimis* impact determination for the Gleason Beach Roadway Realignment Project at the Gleason Beach Access Property.

Caltrans requests that you provide your concurrence in writing by Monday, April 11 to this request for concurrence with the *de minimis* use determination for the Gleason Beach Access Property. In doing so, please use the signature block provided below and return the original to my attention at the address provided above.

Thank you for your consideration of this request. If you have any questions, please call me at (510) 867-6785 or Wahida Rashid, Senior Environmental Planner, at (510) 286-5935.

Sincerely,



STEFAN GALVEZ-ABADIA
Chief, Office of Environmental Analysis

The California State Coastal Conservancy, as owner and manager of the Gleason Beach Access Property, concurs with Caltrans determination that the Gleason Beach Roadway Realignment Project will result in a Section 4(f) *de minimis* impact at the Gleason Beach Access Property, as defined in 23 CFR 774.17 and as demonstrated in this findings document presented with this letter. *And as clarified by the May 6, 2016 letter from Walinda Rashid to Lisa Ames, Project Analyst, State Coastal Conservancy.*

Signature:  Date: 5/16/16

Name: Karyn Gear Title: North Coast Program Manager

California State Coastal Conservancy

Attachments:

1. Attachment 1 Figure 1 Preferred Alternative 19A and Figure 2 Preferred Alternative 19A Section 4(f) Impacts: California State Coastal Conservancy)

cc: Ms. Lisa Ames, CA Coastal Conservancy Project Manager

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March 9, 2016

California Department of Parks and Recreation
Mr. Brendan O'Neil
California State Parks, Sonoma-Mendocino Coast District
P.O. Box 123
Duncan Mills, CA 95430-0123

**Re: Section 4(f) *de minimis* Impact Determination for Sonoma Coast State Park –
California State Parks Concurrence
Gleason Beach Roadway Realignment Project, Sonoma County, California**

Dear Mr. O'Neil:

The California Department of Transportation (Caltrans) notifies you of our intent to make a *de minimis* finding pursuant to Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 United States Code [U.S.C.] 303[c]) for a highway-improvement project anticipated to occur on land owned by the California Department of Parks and Recreation. Section 4(f) of the USDOT Act of 1966 is a federal law that protects publicly-owned parks, recreation areas, and wildlife and/or waterfowl refuges, as well as significant historic sites, whether publicly or privately owned.

Caltrans requests your concurrence on this *de minimis* finding. Caltrans has determined that a Section 4(f) *de minimis* finding is appropriate for the temporary and permanent easements on a portion of Sonoma Coast State Park associated with the Gleason Beach Roadway Realignment Project that was evaluated in the June 2015 Draft Environmental Impact Report/Environmental Assessment (EIR/EA).

Description of Proposed Project

Caltrans proposes to realign State Route (SR) 1 to bypass a rapidly eroding coastal bluff. The Gleason Beach Roadway Realignment project would realign a 3,800-foot section of SR 1 approximately 400 feet inland of the current SR 1 alignment near Gleason Beach. The new alignment would consist of one lane in each direction and includes the construction of a bridge where the proposed realignment crosses the Scotty Creek floodplain. The project proposes to construct three access roads to connect to sections of the pre-existing SR 1 alignment.

The purpose of this project is to maintain the connectivity of SR 1. Along the Gleason Beach section of SR 1 in Sonoma County, coastal bluff erosion is threatening the stability of the highway. Previous efforts at preserving the roadway in place using piles are expected to be only temporarily effective, due to the continuous erosion of the coastline.

As shown in Figure 1, Attachment 1, the Preferred Alternative (which was presented as "Alternative 19A" in the DEIR/EA [EIR/EA; Caltrans 2015]) would construct a 3,700-foot roadway and have its southern terminus 1,000 feet to the south of the existing Scotty Creek Bridge. The new bridge section would be 900 feet long.

Project implementation would maintain connectivity of the California Coastal Trail (CCT), compared to the No Build Alternative, which would result in coastal erosion of the existing SR 1 alignment. The CCT is a network of public trails for walkers, bicyclists, and other along the 1,200-mile California coastline. The new SR 1 alignment would be available to bicyclists and pedestrians traveling through the project area. Upon completion of the new SR 1 alignment, the replaced segment of the existing SR 1 would be relinquished as a highway, but would continue to provide access to Gleason Beach residences and the beach for local residents and visitors.

The relinquished alignment of SR 1 could be used as an alternate bicycle and pedestrian route through the project area. The relinquished alignment could be reached over the new access roads. To maintain coastal access to Gleason Beach for vehicle users, a parking pad would be constructed north of Scotty Creek and adjacent to the existing roadway. In addition, a boardwalk

and stairway structure and drainage downdrains would be constructed on the Gleason Beach Access Property to provide improved beach access from the relinquished SR 1 alignment.

Project construction is currently scheduled to begin as early as June 2018 and could be completed in 2019. Construction of the project would require approximately 240 working days.

Description of Section 4(f) Property – Sonoma Coast State Park

Sonoma Coast State Park is a California State Park that contains a series of beaches and inland areas extending 17 miles from Bodega Head to a point 4 miles north of Jenner along SR 1. The park contains stretches of long sandy beaches below rugged headlands, a craggy coastline with natural arches, and secluded coves (California Department of Parks and Recreation [State Parks] 2014). Sonoma Coast State Park consists of a number of named beaches, including Gleason Beach, as well as Portuguese Beach, Arched Rock Beach, and Goat Rock Beach.

Recreational activities at Sonoma Coast State Park include picnicking; hiking; wildlife viewing; and, where permitted, fishing, camping, and equestrian riding. Recreational activities at this part of Sonoma Coast State Park in the study area include picnicking and wildlife viewing. Swimming at this location is dangerous and is discouraged.

Sonoma Coast State Park is a significant state recreational resource and is therefore protected under Section 4(f).

De Minimis Impact

De minimis impacts to parks per 23 CFR 774.17 are defined as those that do not “adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).”

The proposed project has been designed to avoid Section 4(f) resources to the greatest extent possible and to comply with the public access requirements of the Coastal Act of 1976 and the Sonoma County Local Coastal Plan (LCP; Sonoma County 2001). Appropriate planning has been conducted and appropriate measures have been followed to minimize harm to Gleason Beach; the realignment of SR 1 in this area was designed to avoid an adverse impact to the sandy beach area at Gleason Beach.

The project would necessitate a permanent easement related to the installation of drainage downdrains that would permanently incorporate 0.04 acre of land from Sonoma Coast State

Park. No recreational amenities are located in the impacted areas and there would be no reduction in recreational beach area.

A separate temporary easement that would occupy an additional 0.10 acre on this resource's property would also be required during the construction of drainage downdrains; because there are no recreational features or amenities located in the area to be temporarily occupied, and no visual or physical access to this site, there would be no substantial interference with any Sonoma Coast State Park recreational activities.

For the permanent acquisition of property (for the previously noted permanent right-of-way easement), the California Department of Parks and Recreation, as owner of Sonoma Coast State Park, would be compensated at fair market value for the previously noted permanent right-of-way easement in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

With respect to the temporary occupancy of property during construction, project actions at Sonoma Coast State Park would be conducted under dry weather conditions only and would be limited from June 15 to October 15 to minimize impacts to biological resources in the nearby area. Work would be limited to daylight hours each day, and SR 1 would remain open during the entire period of construction activities.

Coordination

Caltrans has held coordination meetings with State Parks, the California Coastal Commission (CCC), and the California Coastal Conservancy to discuss plans for the proposed project, the alternatives analysis process, permitting issues, and to receive updates on project alternatives and considerations. State Parks staff attended a project meeting on December 6, 2011 to discuss final project alternatives and coastal erosion. Additionally, Caltrans held a coordination meeting with State Parks staff in February 2015.

A preliminary *de minimis* impact finding for Sonoma Coast State Park was stated in the Draft Section 4(f) Evaluation, which was provided as Appendix B of the Draft EIR/EA. The Draft EIR/EA was made available for a 45-day general public and public agency review period via circulation through the State Clearinghouse in July 2015. Two comments were received relative to the preliminary *de minimis* impact finding and these comments are being addressed in the Final EIR/EA.

Mr. O'Neil
March 9, 2016
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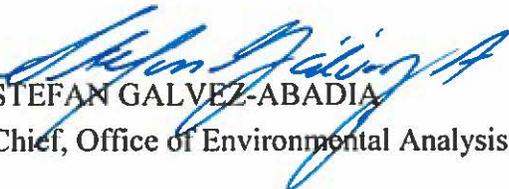
Section 4(f) *de minimis* Impact Determination

Although property would be permanently incorporated from Sonoma Coast State Park by the Project (for an easement), based on the analysis, design, and avoidance, minimization, and mitigation measures identified to date and consistent with the requirements of 23 CFR 774.5(b), Caltrans has made a *de minimis* Section 4(f) finding for the proposed project. The attributes and features of Sonoma Coast State Park that qualify it for Section 4(f) protection would not be adversely impacted by the project. Neither the permanent nor temporary easements associated with the Preferred Alternative would have an adverse impact on the recreational functions of the park (picnicking and wildlife viewing).

Caltrans requests that you provide your concurrence in writing by Monday, April 11 to this request for concurrence with the *de minimis* use determination for Sonoma Coast State Park. In doing so, please use the signature block provided below and return the original to my attention at the address provided above.

Thank you for your consideration of this request. If you have any questions, please call me at (510) 867-6785 or Wahida Rashid, Senior Environmental Planner, at (510) 286-5935.

Sincerely,



STEFAN GALVEZ-ABADIA
Chief, Office of Environmental Analysis

The California Department of Parks and Recreation, as owner and manager of Sonoma Coast State Park, concurs with the Caltrans determination that the Gleason Beach Roadway Realignment Project will result in a Section 4(f) *de minimis* impact at Sonoma Coast State Park, as defined in 23 CFR 774.17 and as demonstrated in this findings document presented with this letter.

Signature:  Date: 4-24-16

Name: MIKE LAEK Title: DIST Supt.

California Department of Parks and Recreation

Attachments:

1. Attachment 1: Figure 1 Preferred Alternative 19A and Figure 2 Preferred Alternative 19A Section 4(f) Impacts: Sonoma Coast State Park)