

# ERRATA

## ***DIAS RIDGE RESTORATION AND TRAIL IMPROVEMENT PROJECT***

This Errata has been prepared as an attachment to the Environmental Assessment/Initial Study (EA/IS) which was released for public review from July 5 through August 3, 2007. The corrections in the Errata do not change the project activities nor increase the degree of impact described in the EA/IS. Necessary changes to the text and explanations are provided below, followed by responses to comments received from individuals, groups, and regulatory agencies.

### **CHANGES TO TEXT**

Changes to the text to reflect modifications made in response to public and agency comment. Existing text to remain is in *italics*, additions to the text are underlined and deleted text is shown in ~~strikeout~~.

#### **Page 4, Figure 1**

Replace with new map, shown on page E15. The trail alignment on National Park Service land has changed slightly from the alignment shown in the EA/IS in order to reduce the grade. Lessening the grade will provide for improved accessibility and improve the retention of soils on the trail tread.

#### **Page 16, Non-designated Trail Decommission and Closure Actions, 3rd paragraph**

Some trail detours may be necessary during construction. Notification plans will be developed that identify trail detours/re-routes.

#### **Page 18, Heavy Regrading**

*Regrade with Fill (fill available from outside the project area) - Most decommissioned trail footprints would be restored using only native soil recaptured within the site and from adjacent new trail construction and restoration projects being implemented in the lower Redwood Creek watershed. However, in some limited areas of the project, outside fill may be required to stabilize the site and reestablish natural contours.*

The imported fill brought to the site will not exceed 7,000 cubic yards (CY). The fill would be obtained locally, and trucks moving the fill would use Highway 1 as their haul route, and possibly Frank Valley Road. Hauling would be done using 10-CY trucks, and would enter the project site using an old fire road that is across Hwy 1 from the Green Gulch Farm entrance road. Depending on the origin of the fill, haul distances would range from 1 to 5 miles.

#### **Page 19, Bridge**

*A ~~twenty-five~~-eight-foot (7.62 8.53 meters) long multi-use wooden bridge, 5 to 6 feet in width, would be constructed to span across the seasonal, non fish bearing, first order tributary named Frank Valley Creek southeast of the Golden Gate Dairy. The bridge will be a free-spanning structure, which eliminates the need to enter the channel, dewater the tributary, or capture or relocate salmonids.*

## **Page 20, General Construction, Sequencing, Timing, and Staging**

*Trail enhancement, re-alignment, decommissioning and erosion control work proposed under this alternative would begin in August of 2007 and be completed by the end of 2008. be phased according to funding. Trail decommissioning and reconstruction could occur within one year or could be phased so that trail decommissioning occurs in 2009 and reconstruction in 2010. Invasive non-native plant control, revegetation and restoration actions, would continue through 2012 for approximately four years. Vegetation removal will be planned outside of landbird nesting season (March 1- July 31). Any in water work would occur during the dry season (June 1 – October 15).*

## **Page 22, Mitigations**

Bio-6: Avoidance and minimization measures are proposed to minimize the potential for harm, harassment, injury, or mortality of California red-legged frog.

- Because dusk and dawn are often the times when red-legged frogs are most actively foraging and dispersing, all construction activities should cease one half hour before sunset and should not begin prior to one half hour before sunrise.
- Prior to and during construction activities, a biological monitor will search all work localities for the presence of red-legged frogs. The search area will encompass a 50-foot radius around the work sites. Vegetation that will be disturbed within the project area will be removed during these surveys to aid in observations of the species. To prevent direct injury to California red-legged frogs, removal of vegetation within suitable frog habitat will be accomplished by a progressive cutting of vegetation from the overstory level to ground level to allow frogs to move out of the work area.
- Should any frogs be observed, activities will cease until the animal is removed and relocated by a Service-approved biologist. Captured frogs shall be relocated to suitable habitat outside of the construction zone, either upstream or downstream of the construction zone by a qualified or permitted biologist. For the California red-legged frog, a qualified biologist means any person who has completed at least four years of university training in wildlife biology or a related science, has demonstrated experience with handling amphibians, and has demonstrated field experience in the identification and life history of this threatened species.
- Nets or bare hands may be used to capture red-legged frogs. Service-approved biologists will not use soaps, oils, creams, lotions, repellents, or solvents of any sort on their hands within two hours before and during periods when they are capturing and relocating red-legged frogs. To avoid transferring disease or pathogens between aquatic habitats during the course of surveys or handling of red-legged frogs, Service-approved biologists will follow the Declining Amphibian Populations Task Force's "Code of Practice." Service-approved biologists will limit the duration of handling and captivity of red-legged frogs. While in captivity, individuals of these species shall be kept in a cool, moist, aerated environment, such as a bucket containing a damp sponge. Containers used for holding or transporting adults of these species shall not contain any standing water.
- If erosion control materials are used, only tightly woven fiber netting or non-binded materials (e.g., rice straw) shall be used for erosion control or other purposes at the project site to ensure that the red-legged frog does not get trapped. No plastic mono-filament matting shall be used for erosion control.
- Training will be provided to construction staff in order to inform workers of the presence of federally listed anadromous fish species (i.e. coho salmon and steelhead), California red-

legged frogs, and northern spotted owl in suitable aquatic and upland habitats, and the necessity for implementing BMPs. This training will also identify boundaries of construction zones and identify proper disposal of construction debris and the proper response to fluid spills. The training for California red-legged frogs shall include the following: a description of the species and its ecology and habitat needs; an explanation of its legal status and protection under the Endangered Species Act, and an explanation of the measures being taken to avoid or reduce the effects to the species during the project. The education program may be conducted in an informal manner (e.g. ranger and field personnel in a rural setting).

- Any injured California red-legged frogs must be cared for by a licensed veterinarian or other qualified person such as the on-site biologist; dead individuals must be placed in a sealed plastic bag with the date, time, location of discovery, and name of the person who found the animal and the carcass should be kept in a secured freezer. Incidences must be reported to the U.S Fish and Wildlife Service and Department of Fish and Game as noted in the Biological Opinion for the project, 81402-2008-F-1066.

~~**Bio-6:** California Red-legged Frog – Immediately prior to the start of work each morning, a USFWS approved Biologist or DPR-qualified Biologist will conduct a visual inspection of the construction zone.~~

~~Construction activity within the project site will also be spot checked during the work day by a USFWS approved Biologist or a DPR-qualified Biologist.~~

~~If a California red-legged frog is found, start of work at that project site will be delayed until the species moves out of the site on its own accord.~~

~~All holes and trenches will be covered at the close of each work day or escape ramps (plywood or similar material) will be provided; all pipes, culverts or similar structures that are stored at the construction site for one or more overnight periods will be thoroughly inspected for CRLF before the pipe is subsequently buried, capped, or otherwise removed in any way to prevent animals from being trapped.~~

~~Prior to the start of construction, all construction-related personnel will be instructed by a qualified biologist in the life history of the California red-legged frog and its habitat, and instruction in the appropriate protocol to follow in the event that a California red-legged frog is found onsite.~~

Bio-8: The following avoidance and minimization measures are proposed to minimize the potential for harm, harassment, injury, or mortality of northern spotted owl:

- Project activities will be conducted outside of the spotted owl breeding season and between dawn and dusk, outside the daily foraging activity period.
- Removal of woodrat nests will be the minimum necessary to complete the project. Immediately prior to construction actions, the project area would be surveyed and any occupied woodrat nests would be avoided if feasible.
- Training will be provided to construction staff in order to inform workers of the presence of the federally listed northern spotted owl and the necessity for implementing BMPs. This training will also identify boundaries of construction zones and identify proper disposal of construction debris and the proper response to fluid spills.

**Hydro-1, page 27: Insert after 3<sup>rd</sup> sentence:**

Only tightly woven fiber netting or non-binded materials (e.g., rice straw) shall be used for erosion control or other purposes at the project site to ensure that the California red-legged frog or other small animals do not get trapped. No plastic mono-filament matting shall be used for erosion control.

**Add Hydro-2, on page 28:**

Prior to construction, the NPS will file a Notice of Intent with a map, fee, and SWPPP to the San Francisco Regional Water Quality Control Board prior to commencement of construction activities. The General Permit requires: development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters; elimination or reduction of non-storm water discharges to storm sewer systems and other waters of the nation; inspection of all BMPs; and development and implementation of a monitoring program.

**Page 41, second paragraph**

~~The Bay Area Ridge Trail (BART), an approximately 800 mile trail that encircles the Bay Area, runs through GGNR A and MTSP in the project area on the Miwok Trail from the south and continues north on the Deer Park fire road.~~ The Bay Area Ridge Trail (BART), an approximate 800 550+ mile multi-use trail that encircles the Bay Area, runs through GGNRA and MTSP in the project area on the Miwok Trail from the south and continues south on SR1.

**Page 44, Visitor Experience**

The project would have short-term, minor adverse impacts on the visitor experience during construction. Trail detours may be necessary; however, a notification plan that includes signage will be developed in advance of any closure.

**Page 55, Hydro-1, 3<sup>rd</sup> paragraph, insert after 2<sup>nd</sup> sentence**

Only tightly woven fiber netting or non-binded materials (e.g., rice straw) shall be used for erosion control or other purposes at the project site to ensure that the California red-legged frog or other small animals do not get trapped. No plastic mono-filament matting shall be used for erosion control.

**Page 55, Hydro-2, insert after Hydro-1**

The NPS will file a Notice of Intent with a map, fee, and SWPPP to the San Francisco Regional Water Quality Control Board prior to commencement of construction activities. The General Permit requires: development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters; elimination or reduction of non-storm water discharges to storm sewer systems and other waters of the nation; inspection of all BMPs; and development and implementation of a monitoring program.

## **Page 59, Conclusion, Hazards, Hazardous Materials, and Public Safety**

Under the No Action alternative, there would be a long term, adverse, negligible impact on visitor safety as there would be no major improvements made to the trail and surrounding area. Alternative B would result in long-term, major, beneficial effects to visitor safety and negligible adverse impacts as a result of use of fuels onsite and will result in a minor increase in fire hazards.

## **Page 66, Air Quality, second paragraph, second sentence.**

Air quality pollutants are measured in tons per year. The implementation of the preferred alternative would not generate new long-term air emissions and would not require permitting through the BAAQMD. It would not affect or increase traffic and would not change existing vehicle emissions. The imported fill brought to the site will not exceed 7,000 cubic yards (CY). It is anticipated that the transport of this material will require 700 truck trips. The estimated 700 truck trips would generate less than 50 tons per year of any one-type of pollutants. Based on thresholds described in the CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans (Bay Area Air Quality Management District 1999), this level of impact is considered to be negligible.

## **Add Traffic and Circulation as an Impact Topic**

### Alternative A. Traffic and Circulation.

Because no project actions would occur under the no action alternative, there are no impacts to traffic or circulation.

### Alternative B. Traffic and Circulation.

The imported fill brought to the site will not exceed 7,000 cubic yards (CY). It is expected that transport will require approximately 700 truck trips. This would be completed in one construction season (3 month season).

Two assumptions are used to estimate truck trip traffic. The first assumption is that there are 60 work days in a 3 month season and truck trips would be evenly distributed during this period. The second assumption is that hauling would be concentrated to 30 haul days during the 3-month work season.

<u>Haul Days during Construction Season</u>	<u>Average Truck Trips per Day</u>	<u>Average Truck Trips per Hour (8 hr. days)</u>
<u>60</u>	<u>12</u>	<u>≤ 2</u>
<u>30</u>	<u>24</u>	<u>3</u>

Traffic is measured using an index called Level of Service (LOS). This metric categorizes the flow, or efficiency of traffic movement of roads and through intersections. Hwy 1 is considered to have an LOS A rating meaning that the road has few delays. The increase in traffic from the estimated truck trips are not expected to change the LOS of the roadway or intersections. However, at 3 truck trips per hour, slight degradation of the LOS may occur sporadically during heavier traffic times of the day. Because there is not change in LOS, increasing the number of truck trips would be negligible impact (barely perceptible) for the 60 haul day season, and minor (perceptible, but does not change the LOS) for the 30 day haul season.

### Avoidance, Minimization, and/or Mitigation Measure

**Traffic-1:** Because the turn-off of Highway 1 into the project area is on a narrow and steep section of Hwy 1, a Construction Management and Traffic Control Plan will be required. This plan will require implementation of an appropriate construction signage program, and traffic control as required by Caltrans.

### Cumulative Impacts

Cumulative impacts could occur if other projects added truck traffic to Highway 1 at the same time as this project. This impact is expected to be local, short-term and minor. The Dias Ridge project would begin construction in 2009. In the same vicinity, another project (Wetland and Restoration at Big Lagoon, Muir Beach a.k.a Big Lagoon) is also scheduled to begin construction in 2009. Similar to the Dias Ridge project, the Big Lagoon project will be hauling excess fill material along Hwy 1. In the Final EIS for Big Lagoon, the total estimated fill removal from the Big Lagoon project would total 24,750 CY. The haul route for the Big Lagoon project is from Pacific Way, west for 1.8 miles to an unused reservoir pit. Assuming 1/3 of the hauling will take place in year 1 (2009), approximately 8,250 CY would be hauled. Using the same assumption for haul days (i.e. 30 or 60), the following table shows the daily and hourly truck trips for both projects.

<u>Project</u>	<u>Haul Days during Construction Season</u>	<u>Average Truck Trips per Day</u>	<u>Average Truck Trips per Hour (8 hr. days)</u>
<u>Dias Ridge</u>	<u>60</u>	<u>12</u>	<u>&lt; 2</u>
<u>Big Lagoon</u>	<u>60</u>	<u>14</u>	<u>2</u>
<u>Total</u>		<u>26</u>	<u>&lt;4</u>

<u>Project</u>	<u>Haul Days during Construction Season</u>	<u>Average Truck Trips per Day</u>	<u>Average Truck Trips per Hour (8 hr. days)</u>
<u>Dias Ridge</u>	<u>30</u>	<u>24</u>	<u>3</u>
<u>Big Lagoon</u>	<u>30</u>	<u>28</u>	<u>4</u>
<u>Total</u>		<u>52</u>	<u>7</u>

The total haul trips per hour would increase but would still remain relatively low. This would constitute a minor cumulative adverse impact to traffic in the Muir Beach area.

### Conclusion

The project would result in local, short term, negligible impacts to traffic and circulation and minor adverse cumulative impacts.

### **Page 71, Affected Environment**

An intermittent, non fish-bearing first order tributary to Redwood Creek, named ~~The seasonal Frank Valley Creek runs through the part of the project area, in the subwatershed above the Golden Gate Dairy. southeast edge of the Golden Gate Dairy.~~ Both Redwood Creek and Green

*Gulch Creek persist downslope of the project area, across SR1 (see Figure 9) as part of the Big Lagoon Wetland Complex.*

**Page 74, Figure 9**

See page E16 for a revised Figure 9. Wetlands and Seeps map with a map with corrected trail alignment and labels.

**Page 78, Figure 10**

See page E17 for a revised Figure 10, Mapped Vegetation Communities in the Project Area with corrected trail alignment and labels.

**Page 94, Central California coastal coho salmon**

*Central California coastal coho salmon are known to occur in Redwood Creek. ~~but the project area is not close to the stream and project implementation would not affect these species.~~*  
Although Redwood Creek is not close to project actions, an intermittent first order, non fish bearing tributary to Redwood Creek is located within the area of project implementation.

**Page 95, Central California coastal steelhead**

*Central California steelhead are known to occur in Redwood Creek. ~~but the project area is not close to the stream and project implementation would not affect these species.~~*  
Although Redwood Creek is not close to project actions, an intermittent first order, non fish bearing tributary to Redwood Creek is located within the area of project implementation.

**Page 97, Alternative B**

*Although the closest known NSO occurrences are more than a mile from the project area, the project has been designed to minimize the removal of trees. The project area is potential foraging habitat for NSO. Project actions throughout the work sites may temporarily disturb foraging habitat for the northern spotted owl through the presence and noise of equipment utilized for construction and restoration work and the disturbance to existing riparian, grassland, and woodland vegetation. ~~and Implementation of the following mitigation measures would reduce potential effects to a not likely to adversely affect NSO.~~*

Avoidance, Minimization, and/or Mitigation Measure

Bio-8: The following avoidance and minimization measures are proposed to minimize the potential for harm, harassment, injury, or mortality of northern spotted owl:

- Project activities will be conducted outside of the spotted owl breeding season and between dawn and dusk, outside the daily foraging activity period.
- Removal of woodrat nests will be the minimum necessary to complete the project. Immediately prior to construction actions, the project area would be surveyed and any occupied woodrat nests would be avoided if feasible.
- Training will be provided to construction staff in order to inform workers of the presence of the federally listed northern spotted owl and the necessity for implementing BMPs. This training will also identify boundaries of construction zones and identify proper disposal of construction debris and the proper response to fluid spills.

**Page 97, Alternative B, insert after paragraph that begins “Although the closest known NSO occurrence...”**

The project could result in short-term and indirect impacts to coho salmon and steelhead in Redwood Creek. The intermittent tributary that flows through the project area connects to Redwood Creek and the Big Lagoon wetland complex. No direct adverse impacts are anticipated. No riparian vegetation will be lost and no work will be completed in the Redwood Creek stream corridor.

The project could introduce sediments into Redwood Creek as a result of construction (excavation or trenching operations). These sediments have the capability of being mobilized during precipitation events and entering into the Redwood Creek stream system. Introduction of sediment and any construction material could affect water quality and consequently the biological health of the aquatic systems, including anadromous fish and the invertebrate species that they depend on for food. Potential deposition of sediment could impair or eliminate spawning gravel beds, which are critical to reproduction of anadromous fish. Cool, well aerated freshwater is essential for successful spawning efforts.

Construction of the new multi-use free spanning bridge could temporarily indirectly impact salmonids if construction is conducted in the wetted channel; however, to eliminate these potential impacts, the bridge will be a free-spanning structure, which negates the need to enter the channel, dewater the tributary, or capture or relocate salmonids. If any work becomes necessary in the channel, it will occur during the tributary is dry. Indirect effects to salmonids during bridge construction are expected to be minor. Minor, short-term impacts could occur to riparian vegetation during construction of the bridge.

Trail construction and decommissioning will occur outside the creek channel and no in-water work will be performed. In a letter regarding the Marin Headlands Fort Baker Infrastructure Management Plan and Coastal Corridor Project Transportation Plan dated August 7, 2007, a similar bridge was determined by NMFS to have no direct effects on steelhead at Rodeo Creek.

In addition to Best Management Practices and Mitigation Measures Bio-1, Geo-1, Hydro-1 and Haz-1, the additional mitigation measure will be implemented to reduce or eliminate effects to anadromous fish.

**Bio-9: Salmonids**

- If any work becomes necessary in the channel, it will occur during the tributary is dry. The work window for Dry Season is June 1 to October 15.

**Page 97, Alternative B, insert after paragraph that begins “Local, long-term, direct, moderate and beneficial impacts would occur...”**

California red-legged frogs have been found in the Muir Beach area associated with the artificial breeding habitat supported at the Green Gulch wetland. Since non-breeding habitat for the California red-legged frog includes nearly any area within 1-2 miles of a breeding site that stays moist through the summer, there is the potential for adverse impacts to the species as a result of construction.



Introduction of toxic materials such as oils and gasoline from equipment used for trail construction and road/trail rehabilitation could directly affect California red-legged frogs utilizing upland habitat on portion of the existing and proposed Dias Ridge Trail.

Amphibians are especially sensitive to both air and water-borne toxic materials, since they can be absorbed through their skin. Species that are a food source for red-legged frogs, such as insects and tree frogs, could be affected by introduced toxic materials. Red-legged frogs that could be present in or near the work site may be temporarily impacted from short-term disturbance to existing riparian, grassland, and woodland vegetation. In addition, the mitigation measure, noted below, to remove and relocate frogs from the work area to nearby adjacent habitats would constitute a direct adverse effect and behavioral disturbance.

Proposed actions should result in long-term beneficial effects to red-legged frog non-breeding habitat due to restoration of removed trail segments to natural habitats. The project would mitigate some of the past adverse impacts by removing and restoring non-designated trail segments with native vegetation, and avoiding sensitive habitats.

#### *Avoidance, Minimization and/or Mitigation Measure*

Bio-6: Avoidance and minimization measures are proposed to minimize the potential for harm, harassment, injury, or mortality of California red-legged frog.

- Because dusk and dawn are often the times when red-legged frogs are most actively foraging and dispersing, all construction activities should cease one half hour before sunset and should not begin prior to one half hour before sunrise.
- Prior to and during construction activities, a biological monitor will search all work localities for the presence of red-legged frogs. The search area will encompass a 50-foot radius around the work sites. Vegetation that will be disturbed within the project area will be removed during these surveys to aid in observations of the species. To prevent direct injury to California red-legged frogs, removal of vegetation within suitable frog habitat will be accomplished by a progressive cutting of vegetation from the overstory level to ground level to allow frogs to move out of the work area.
- Should any frogs be observed, activities will cease until the animal is removed and relocated by a Service-approved biologist. Captured frogs shall be relocated to suitable habitat outside of the construction zone, either upstream or downstream of the construction zone.
- Nets or bare hands may be used to capture red-legged frogs. Service-approved biologists will not use soaps, oils, creams, lotions, repellents, or solvents of any sort on their hands within two hours before and during periods when they are capturing and relocating red-legged frogs. To avoid transferring disease or pathogens between aquatic habitats during the course of surveys or handling of red-legged frogs, Service-approved biologists will follow the Declining Amphibian Populations Task Force's "Code of Practice." Service-approved biologists will limit the duration of handling and captivity of red-legged frogs. While in captivity, individuals of these species shall be kept in a cool, moist, aerated environment, such as a bucket containing a damp sponge. Containers used for holding or transporting adults of these species shall not contain any standing water.

- If erosion control materials are used, only tightly woven fiber netting or non-binded materials (e.g., rice straw) shall be used for erosion control or other purposes at the project site to ensure that the red-legged frog does not get trapped. No plastic mono-filament matting shall be used for erosion control.
- Training will be provided to construction staff in order to inform workers of the presence of federally listed anadromous fish species (i.e. coho salmon and steelhead), California red-legged frogs, and northern spotted owl in suitable aquatic and upland habitats, and the necessity for implementing BMPs. This training will also identify boundaries of construction zones and identify proper disposal of construction debris and the proper response to fluid spills.

### **Page 97-98**

Potential CRLF upland habitat occurs on portions of the existing and proposed Dias Ridge Trail. These areas are located at the terminus of the current Dias Ridge Trail and the terminus of the non-designated trail segment at Frank Valley Road. Implementation of the following measure would reduce potential effects to a not likely to adversely affect CRLF.

~~**Bio-6:** California Red-legged Frog—Immediately prior to the start of work each morning, a USFWS-approved Biologist or DPR-qualified Biologist will conduct a visual inspection of the construction zone.~~

~~Construction activity within the project site will also be spot checked during the work day by a USFWS-approved Biologist or a DPR-qualified Biologist.~~

~~If a California red-legged frog is found, start of work at that project site will be delayed until the species moves out of the site on its own accord.~~

~~All holes and trenches will be covered at the close of each work day or escape ramps (plywood or similar material) will be provided; all pipes, culverts or similar structures that are stored at the construction site for one or more overnight periods will be thoroughly inspected for CRLF before the pipe is subsequently buried, capped, or otherwise removed in any way to prevent animals from being trapped.~~

Prior to the start of construction, all construction-related personnel will be instructed by a qualified biologist in the life history of the California red-legged frog and its habitat, and instruction in the appropriate protocol to follow in the event that a California red-legged frog is found onsite.

### **Page 107, Maps, add reference**

Rushmore, Jean. "Bay Area Ridge Trail, Ridgetop Adventures Above San Francisco" Bay 2<sup>nd</sup> Edition 2002.

### **Appendix A – 142, California Coastal Trail**

~~The Bay Area Ridge Trail, a National Park Service program, comprises a portion of the California Coastal Trail.~~

### **Appendix C – 161, Potential Special Status Plant Species for Dias Ridge Project**

Typographic errors corrected as per California Native Plant Society letter.

SCIENTIFIC NAME	COMMON NAME	FAMILY	CNPS LISTING	STATE LISTING	FEDERAL LISTING
<i>Alopecurus aequalis</i> var. <i>sonomensis</i>	Sonoma alopecurus	Poaceae	List 1B	None	FE
<i>Amorpha californica</i> var. <i>napensis</i>	Napa false indigo	Fabaceae	List 1B	None	None
<i>Amsinckia lunaris</i>	bent-flowered fiddleneck	Boraginaceae	List 1B	None	None
<i>Arctostaphylos hookeri</i> ssp. <i>franciscana</i>	Franciscan manzanita	Ericaceae	List 1A	None	None
<i>Arctostaphylos hookeri</i> ssp. <i>montana</i>	Mt. Tamalpais manzanita	Ericaceae	List 1B	None	None
<i>Arctostaphylos hookeri</i> ssp. <i>ravenii</i>	Presidio manzanita	Ericaceae	List 1B	CE	FE
<i>Arctostaphylos imbricata</i>	San Bruno Mtn. manzanita	Ericaceae	List 1B	CE	None
<i>Arctostaphylos montaraensis</i>	Montara manzanita	Ericaceae	List 1B	None	None
<i>Arctostaphylos virgata</i>	Marin manzanita	Ericaceae	List 1B	None	None
<i>Arenaria paludicola</i>	marsh sandwort	Caryophyllaceae	List 1B	CE	FE
<i>Aster lentus</i>	Suisun Marsh aster	Asteraceae	List 1B	None	None
<i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i>	coastal marsh milk-vetch	Fabaceae	List 1B	None	None
<i>Boschniakia hookeri</i>	small groundcone	Orobanchaceae	List 2	None	None
<i>Calochortus tiburonensis</i>	tiburon mariposa lily	Liliaceae	List 1B	CT	FT
<i>Calochortus umbellatus</i>	Oakland star-tulip	Liliaceae	List 4	None	None
<i>Carex lyngbyei</i>	Lyngbye's sedge	Cyperaceae	List 2	None	None
<i>Castilleja affinis</i> ssp. <i>neglecta</i>	Tiburon indian paintbrush	Scrophulariaceae	List 1B	CT	FE
<i>Ceanothus masonii</i>	Mason's ceanothus	Rhamnaceae	List 1B	CR	None
<i>Centromadia parryi</i> ssp. <i>parryi</i>	pappose tarplant	Asteraceae	List 1B	None	None
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	San Francisco Bay spineflower	Polygonaceae	List 1B	None	None
<i>Chorizanthe robusta</i> var. <i>robusta</i>	robust spineflower	Polygonaceae	List 1B	None	FE
<i>Chorizanthe valida</i>	Sonoma spineflower	Polygonaceae	List 1B	CE	FE
<i>Cirsium andrewsii</i>	Franciscan thistle	Asteraceae	List 1B	None	None
<i>Cirsium hydrophilum</i> var. <i>vaseyi</i>	Mt. Tamalpais thistle	Asteraceae	List 1B	None	None
<i>Cirsium occidentale</i> var. <i>compactum</i>	compact cobwebby thistle	Asteraceae	List 1B	None	None
<i>Clarkia franciscana</i>	Presidio clarkia	Onagraceae	List 1B	CE	FE
<i>Collinsia corymbosa</i>	round-headed chinese houses	Scrophulariaceae	List 1B	None	None
<i>Collinsia multicolor</i>	San Francisco collinsia	Scrophulariaceae	List 1B	None	None

### **NPS RESPONSE TO PUBLIC COMMENTS**

The public comment and review period for the EA/IS extended from July 5 through August 3, 2007. Seventeen letters were received, and two separate groups of form letters (25 respondents). Of the 17 letters, 13 explicitly expressed support for the project; two letters were from regulatory agencies. Summarized comments and responses follow below.

Eleven form letters in one group all expressed support for the project. Another group of 14 form letters all expressed support for the project but requested that tread width and surfacing for the trail need not be “in accordance with the terms of a legal settlement between CDPH and the Tamalpais Conservation Club (DPR 2004)” and requested that it be removed.

*Response: Although the settlement was solely negotiated with State Parks, the Dias Ridge Trail crosses both National Park Service Land and the State Park land. In this instance, to design the trail to differing widths depending on the owner of the property would result in an uncoordinated trail. For safety and to be consistent throughout the project, the NPS has elected to adopt this standard. Therefore, the statement is applicable and will remain as the trail design standard.*

Bay Area Ridge Trail Council (BARTC) submitted a letter of support for the project and requested several corrections to the text and maps. BARTC also requested that ‘Ridge Trail’ signs be placed at trailheads and at junctions; maximize buffers near staging areas, bus stops, and staging areas; that signage include regulatory info and agency phone/email information to report problems; regular maintenance/annual ‘volunteer’ workday information, as well as width and surface prescriptions.

*Response: Text changes are reflected above, in Changes to Text. NPS and CDPH will implement a new sign system that will include those items mentioned in the BARTC comments. As stated in the EA/IS, buffers have been designed to maximize distances from existing structures and identified natural and cultural resources, and we will address during design to the extent feasible, maximizing buffers near staging areas, bus stops, and staging areas.*

Marin Horse Council supported the project and commented that the new trail should be of adequate width to reasonably support horse, hikers, and mountain bicyclists.

*Response: The trail would be constructed to a 5 foot (1.5 meters) minimum width, with adjustments made as needed to accommodate topography, line of sight, and the safe passage of trail users. Where a steep side slope exists, making it unsafe for users to step off the trail to allow passage between users problematic, the trail would be constructed to a width of 6 feet (1.8 meters).*

An individual commenter endorsed the project and also requested that the park receive additional funding for maintenance, that project proponents be vigilant in preventing any spread of invasives and include maintenance to prevent erosion; and that there be no increase in signage, and minimize impacts to natural systems.

*Response: Additional funding is not likely at this time. Mitigations will ensure control on invasive species to the greatest extent possible and control erosion at the project site. Also, GGNRA will use volunteer efforts for trail work and revegetation. The request for no additional signage is understood; however, NPS and CDPH have a responsibility to the park users to provide a safe, enjoyable experience. Some increase in signage will occur where none now exists. NPS/MTSP sign program standards will be carefully applied. Both agencies are committed to using the best methods that minimize impacts to the natural system.*

Several support letters expressed interest in addressing safety issues on Highway 1 as soon as possible.

*Response: A Highway 1 Connector Trail and a Lower Coastal Trail extension, which would provide a trail connection, were being planned as part of the actions proposed for this EA/IS;*

*however as these plans progressed it became clear that many more issues needed to be resolved prior to the release of this document. Rather than delay the Dias Ridge project, and because these projects can be considered independent under NEPA, it was decided the Connector Trail and extension project will be evaluated in a separate document. Implementation of this project is forecast for 2008/2009 or later.*

Ocean Riders of Marin requested that speed controls and signage be installed to ensure the safety of equestrians and other users.

*Response: As stated in the EA/IS, signs at the Dias Ridge trailhead at the Panoramic Highway will be upgraded and improved signage and other appropriate furnishings will be installed at the Golden Gate Dairy trailhead. The exact content of the signs is yet to be determined; however, recommendations in the comment letter will be considered. Both the National Park Service and California State Parks recognize the need for oversight on their trails and endeavor to provide safe, enjoyable recreational opportunities by all its visitors.*

The Native Plant Society requested every effort be made to protect native plants, that funding be available for monitoring restoration and non-native species invasion, and requested that four CNPS plants be included in Appendix C [*Calochortus umbellatus* (Oakland Star Tulip), *Lotus formosissimus* (Harlequin lotus), and *Erysimum franciscanum* (San Francisco Wallflower)].

*Response: NPS and CDPR biologists have worked closely with the design team to identify and avoid, where possible, sensitive areas, including those that have a potential to support special status plant species. As a result, the proposed new alignment of the Dias Ridge Trail has been designed to avoid or minimize impacts to native plant habitats, especially sensitive areas such as native grasslands and seeps. A 5-year monitoring period is standard for restoration projects, additional monitoring will occur during general maintenance of the trail. The list of special status plant species includes species listed as state or federally Threatened or Endangered, those considered as candidates for listing as Threatened or Endangered, species identified by the USFWS and/or CDFG as Species of Concern, and plants listed by CNPS to be rare, threatened or endangered (plants on CNPS lists 1 and 2). The class 4 CNPS species that you named, *Calochortus umbellatus*, *Lotus formosissimus*, and *Erysimum franciscanum*, were not found during surveys conducted within the project area on March 7-8, 21-22, April 25-27, May 30-31, June 1 and 6, and August 1-2, 2006.*

One individual stated that the documents/study does not provide enough information to justify the amount of damage to the environment, wildlife, and damage that occur to the NPS projects Banducci and Big Lagoon goals; expressed concern that the project would increase sediment and may affect other restoration efforts in the area; and noted that the community at Muir Beach is concerned at the speed of which these projects are moving.

*After completing a thorough examination of the project area and the associated project impacts, the lead agencies determined that the appropriate environmental documents would be an environmental assessment to comply with the National Environmental Policy Act (NEPA) and an Initial Study/Mitigated Negative Declaration to comply with the California Environmental Quality Act (CEQA). The preparation of these documents is based upon the principle that all impacts would be reduced to a less than significant level with mitigation or through the use of Best Management Practice. Cumulative impacts associated with the Wetland and Creek*

*Restoration at Big Lagoon, Muir Beach or the Lower redwood Creek Floodplain and Salmonid Habitat Restoration, Banducci Site projects are assessed in the EA/IS.*

*The proposed Dias Ridge Restoration and Trail Improvement Project has been designed to reduce sedimentation in the project area, correcting eroding conditions that now exist at the site. As stated on page 1 of the EA/IS, 'The proposed project would realign trail segments and restore degraded areas on Dias Ridge. The project would improve the overall quality of the parkland and reduce sedimentation into the Redwood Creek and Green Gulch watershed by removing non-designated trails, replacing or rehabilitating poorly aligned and eroding segments of the Dias Ridge Trail, and restoring areas of natural landscape.'*

*The project was widely noticed and planning has been ongoing since 2005. NPS and CDPR staff will continue to inform the Muir Beach community of the status of the project, including during design, pre-construction, and construction.*

A letter from the California Coastal Commission stated the project must comply with the federal consistency determination process. One letter from the U.S. Fish and Wildlife Service noted that consultation must occur with USFWS as well as NOAA Marine Fisheries for impacts to federally listed species.

*Response: Consultation was completed.*

## **REVISED MAPS**

New maps showing the revised trail alignment on NPS property and revised labels are provided on the following pages.



Figure 1.

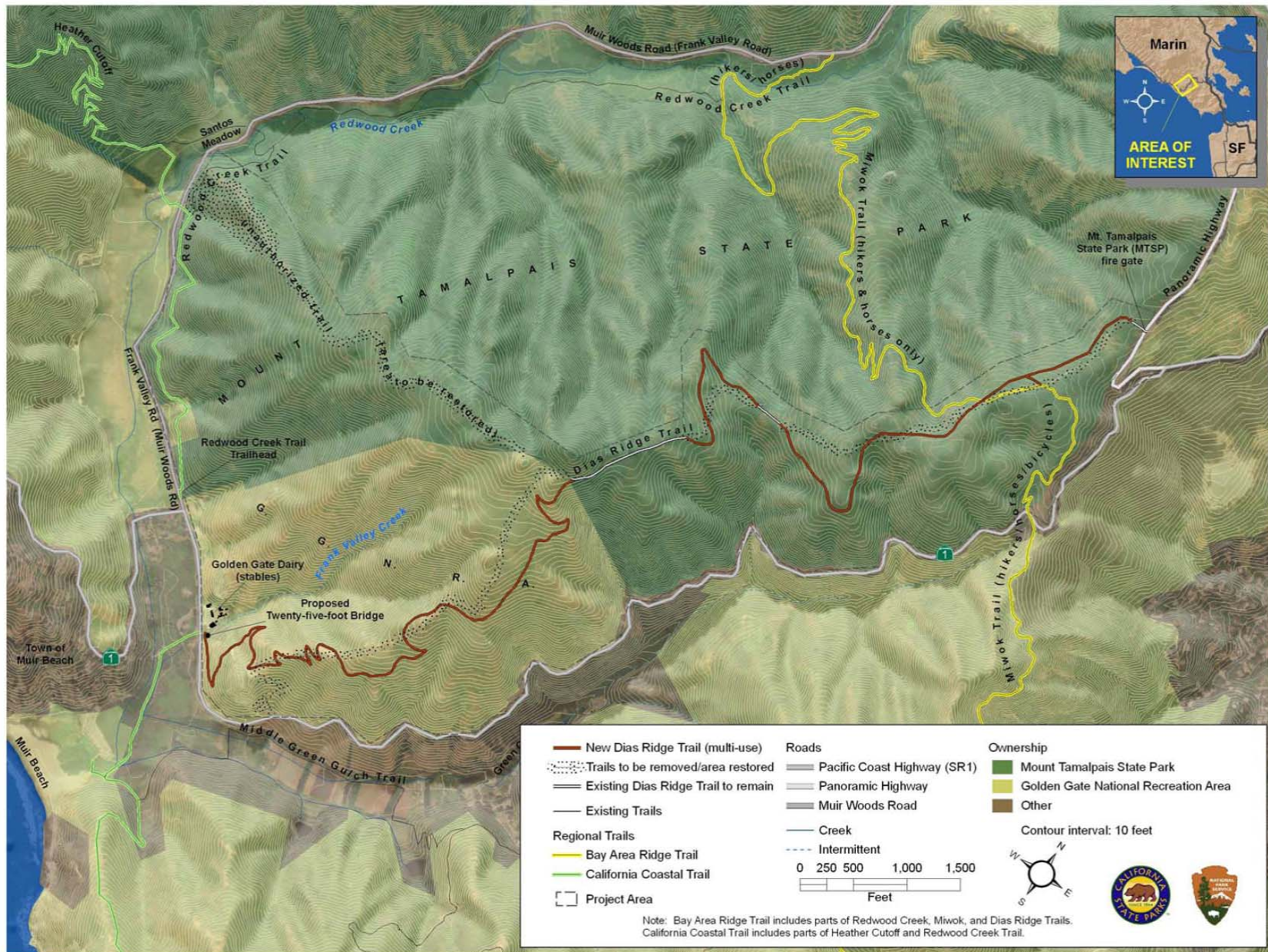




Figure 9.

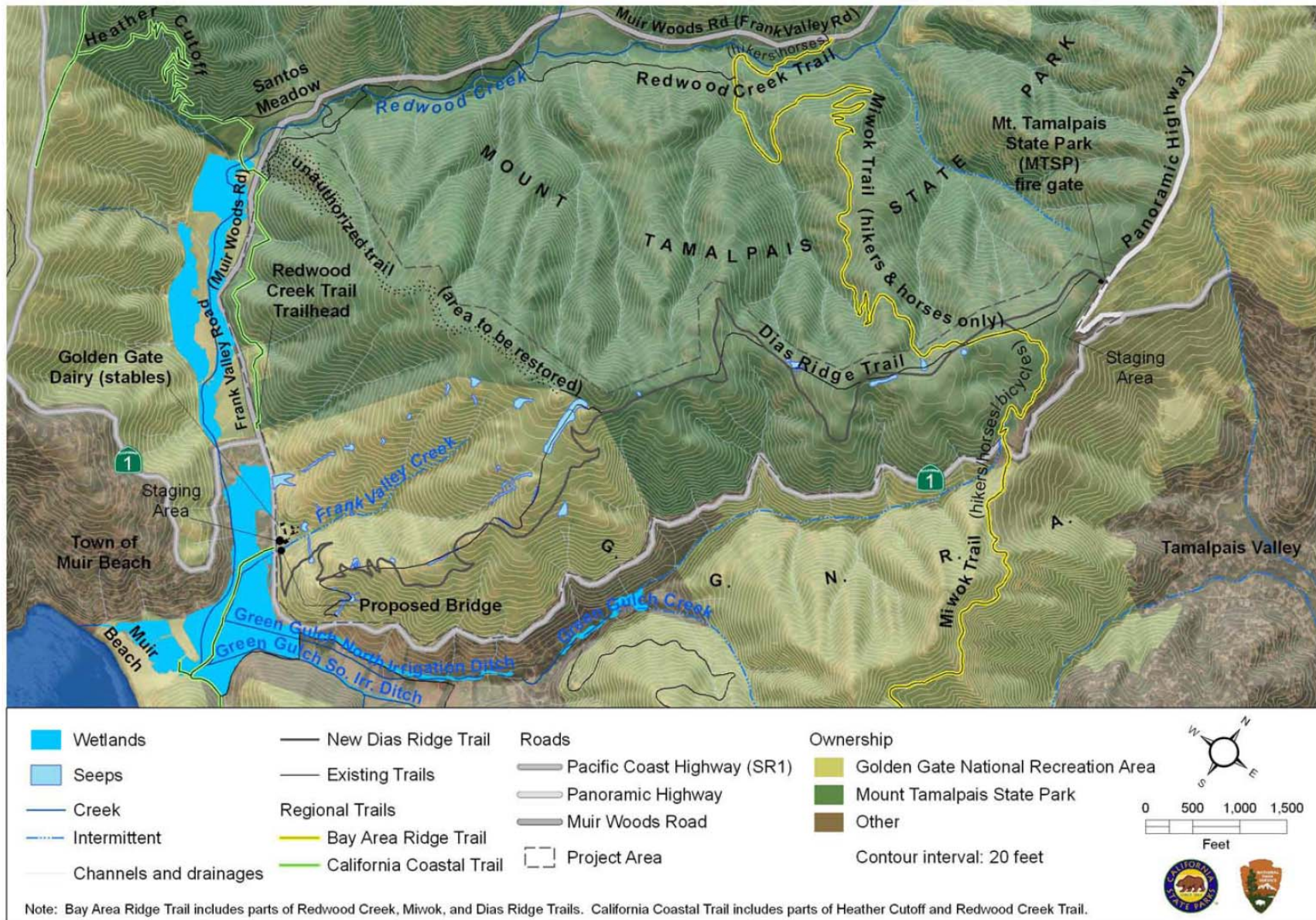




FIGURE 10.

