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Resolution No. 22-\_\_\_\_\_

County of Sonoma  
Santa Rosa, CA 95403

Date: August 30, 2022

**Resolution of the Board of Supervisors of the County of Sonoma, State of California, Making and Adopting a Statement of Overriding Considerations, Adopting a Mitigation Monitoring and Reporting Program, and Approving the Bohemian Highway Bridge Replacement Project Consisting of (1) the Removal of the Existing 1934 Bridge on Bohemian Highway Where It Crosses the Russian River, and (2) Replacing it With a 390 foot New Steel-Tied Arch Bridge that Free Spans the Low-Flow Channel with Pre-Stressed Concrete-Voided Girder Structure to the South (180-195 feet) and North (240-255 feet) of the Steel-Tied Arch Bridge; Supervisorial District No. 5.**

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**Resolved**, that the Board of Supervisors ("the Board") of the County of Sonoma ("the County") hereby finds and determines as follows:

**Section 1.  
Application and Proposed Project**

1.0 The Sonoma County Department of Transportation and Public Works ("TPW") proposes to replace the existing 1934 Bohemian Highway Bridge where it crosses the lower Russian River in the unincorporated community of Monte Rio. The existing bridge has reached the end of its service life, and has been identified as being at seismic risk. Extensive discussions between Caltrans and the County, as well as consultation with the public have been undertaken to determine the best approach for resolving the seismic safety concerns and whether to replace or retrofit the existing bridge. After multiple studies, it was determined that replacement is the only prudent option. The Proposed Project to construct a replacement bridge just to the west of the existing bridge and then remove the existing bridge, along with involving other associated work in and around the adjacent river bed and river banks. The proposed replacement bridge would be approximately 846 feet long and composed of 1) a south approach of a precast pre-stressed concrete voided slab girder structure with three spans (60 to 65 feet long each) supporting a concrete bridge deck, 2) a main bridge structure which would clear span the low-flow Russian River channel with a 390-foot long steel tied arch structure, and 3) a north approach of precast pre-stressed concrete voided slab

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girder structure with three spans ranging (80 to 85 feet long each), supporting a concrete bridge deck. The foregoing project components are collectively referred to hereinafter as the "Proposed Project."

1.1 The proposed new bridge would be designed to meet the current AASHTO design standards, and provide a multimodal route for vehicles, bicycles, and pedestrians. The proposed alignment for the new bridge would connect to Main Street west of the existing bridge and east of Moscow Road, and terminate at Bohemian Highway at the south of "the triangle" intersection south of SR 116. The proposed roadway cross section would accommodate two 12-foot vehicular lanes (one lane in each direction), concrete barriers, steel arch members, 8-foot shoulders/Class II bike lanes adjacent to the travel lanes, and 6-foot wide Class 1 multi-use sidewalks on both sides of the bridge. Signing and striping would be installed in accordance with the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) Standards.

1.2 The proposed new bridge would be above the 100-year flood level of 47.7 feet, with an ADA-compliant longitudinal grade to accommodate the pedestrians crossing the bridge, although portions of the bridge's approaches would not entirely clear the estimated 100-year flood water levels due to relatively low elevations of the approach roadways and design limitations on how high the approach roadways can be raised. The proposed new bridge would be a substantial improvement from the existing structure, since the existing structure is completely overtopped by flood water during 100-year flood events; in comparison, less than 100 feet of the proposed new bridge superstructure is estimated to be overtopped, and only at the bridge's approaches.

1.3 The southern approach roadway improvements would extend to the east and west along Main Street and would conform to existing grade within approximately 150-feet of the replacement bridge, maintaining existing roadway accesses

1.4 Reinforced concrete retaining walls on either side of the northern approach roadway would support the bridge approach embankment. The northern approach roadway improvements would extend along both sides of Bohemian Highway and connect to the existing road at the south end of "the triangle" intersection, just south of SR 116. The proposed project would not impact the existing Monte Rio Theater and Extravaganza on the east side of Bohemian Highway or the Monte Rio Recreation and Park District (MRRPD) Community Center/Monte Rio Fishing Access parking lot entrance. Approach work on the north approach roadway would conform to grade before reaching the south end of "the triangle" intersection and would not encroach into Caltrans right-of-way (ROW) on SR 116.

1.5 A remnant pier footing from the bridge that was in place prior to the existing bridge, located near the mouth of Dutch Bill Creek, will be removed to improve hydrology and fish habitat. The remnants of this pier footing are visible in the summer months during lower river flows. In addition, as part of the required consultation with the

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National Marine Fisheries Service (NMFS), a restoration project within Dutch Bill Creek will be implemented by a local, experienced restoration practitioner in the amount of \$250,000. Funds for this restoration project will be provided on or before the start of construction. Approval of the proposed restoration project will be subject to review and approval by NMFS to ensure that the project results in long-term benefits to the listed salmonid species. Eligible restoration projects are categorized as follows: instream habitat improvements, instream barrier modification for fish passage improvement, streambank and riparian habitat restoration, upslope watershed restoration, removal of small dams (permanent, flashboard and other seasonal), creation of off-channel/side-channel habitat features and water conservation projects (developing alternative off-stream water supply, water storage tanks, and water measuring devices).

1.6 All utilities currently on the existing bridge would require relocation to the proposed new bridge. These utilities include electrical lines, telecommunication conduits, water, and gas lines. Improvements of existing utilities would be coordinated with utility owners to identify the rights and relocation needs. While relocation is not the legal responsibility of the County, to the extent that any relocation would not be allowed and covered by existing franchise and other utility rights, the County has committed to allowing the affected utilities to relocate into other existing and to-be-acquired County rights of way, including on and across the proposed new bridge structure, subject to standard terms and conditions for such utility installations. Existing overhead power pole and guy wires located on Bohemian Highway at the entrance to the MRRPD Community Center/Monte Rio Fishing Access parking lot would be relocated behind the proposed sidewalk. This relocation would include all overhead electrical and telecommunication lines joining at that power pole.

1.7 The Project would be subject to the requirements of the 2015 Phase I Municipal Storm Sewer Systems (MS4) Permit issued by the North Coast Regional Water Quality Control Board or subsequently issued MS4 permit. Existing storm drain inlets would be relocated in accordance with the new horizontal geometry and stormwater treatment elements would be included in compliance with regulatory requirements. This permit requires Low Impact Development (LID), which, for this Project, entails stormwater capture (to not increase runoff rates), and treatment of stormwater runoff from paved areas. The replacement bridge deck would drain via deck drains that outlet to the storm drain and/or storm water treatment system at the ends of the bridge. Post-construction Storm Water Best Management Practices (BMPs) would be implemented to achieve any required permanent water quality treatment and volume capture of the Project area.

1.8 A portion of the Monte Rio Fishing Access parking lot would be utilized for temporary construction staging. However, access to and use of Big Rocky Beach and its concession and boat rental areas, and the Monte Rio Fishing Access boat ramp would remain open during construction. In addition, the County will provide alternative parking on a 1:1 ratio for parking spots that become unavailable at the Monte Rio fishing Access

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parking lot due to construction activities, for the duration of construction activities.

1.9 Construction of the proposed new bridge would require ROW acquisitions and maintenance and construction easements from a number of parcels. On the north side of the river, ROW needs include a small (approximately 0.06 acre) ROW acquisition of the CDFW Monte Rio Fishing Access parking lot (Assessor's Parcel Number 094-100-035) for the replacement bridge northern roadway approach and a partial ROW acquisition of the Sandy Beach (APN095-160-001) for the bridge structure. Following construction, the Monte Rio Fishing Access parking area would be improved as part of the Project such that post-construction, the parking area would have the same parking capacity that it does currently.

1.10 On the south side of the river, partial acquisition of the parcel (APN 095-160-006) located adjacent to Main Street, northeast of the proposed southern conform, would be required. Said parcel contains riparian trees adjacent to Dutch Bill Creek and is also partially used as parking lot for vehicles of the automotive repair shop. Full acquisition of the adjacent parcel located along Main Street (APN 095-160-005) (also used for automotive repair shop vehicle parking) would be required. Depending on final bridge geometry and final grading in this area, some parking beneath the replacement bridge structure may be retained. Additional partial ROW acquisitions would be required along the south side of the river, including along Dutch Bill Beach (APN 094-110-001) and three other parcels (APNs 095-160-002, 095-160-003, and 095-160-006).

1.11 Potential uses of the abandoned ROW associated with the existing 1934 bridge may include open space or recreational area. Currently the County is in discussions with MRRPD about revegetation for the abandoned ROW and the plan is to revegetate this area in coordination with input from MRRPD.

1.12 In addition to permanent acquisitions, temporary construction easements on the adjacent properties near the intersections of Main Street/Bohemian Highway and Bohemian Highway north and west of the Monte Rio Theater would be required during Project construction. Construction access to and along the river would be necessary to construct the abutments for the replacement bridge in the northerly and southerly riverbanks, as well as the bridge piers and bridge deck, as well as for the demolition of the existing bridge.

1.13 The Project site is located in an urban service area within Sonoma County. The existing land uses of the surrounding parcels include Rural Residential (RR), Rural Development (RRD), Limited Commercial (LC), Neighborhood Commercial (C1), Recreation and Visitor-Serving Commercial (K), and Public Facilities (PF). The Project Site is located in Supervisorial District No. 5.

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## Section 2

## **Procedural History**

2.0 Prior to starting the CEQA process, early coordination and public involvement took place. Community engagement was conducted through in-person workshops at the MRRPD Community Center, web-based surveys and, during the pandemic, virtual Zoom meetings. These meetings allowed TPW to educate the community about the project history, existing bridge condition, available funding, feasibility of replacement versus retrofit, etc. Community input on bridge alignment, type, design features, aesthetics, etc. was obtained and incorporated into the new bridge design.

2.1 On December 1, 2020, the Sonoma County Landmarks Commission formally considered the Proposed Project, including the removal of the existing bridge, and recommended that the project proceed forward as designed. On August 18, 2021, the Sonoma County Bicycle and Pedestrian Advisory Committee formally considered the Proposed Project and found it to be in conformance with the Sonoma County Bicycle and Pedestrian Plan.

2.2 The County of Sonoma distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period commencing March 22, 2021 and closing April 21, 2021. In addition, the County held a virtual Scoping Meeting on April 14, 2021. The meeting, held from 6:00 p.m. to 7:00 p.m., provided information about the proposed project to members of public agencies, interested stakeholders and community members. Due to the COVID-19 pandemic, the virtual meeting was held through an online meeting platform and a call-in number. The County received letters from five agencies, two organizations, and eight individuals in response to the NOP during the public review period, as well as comments from 10 people during the scoping meeting.

2.3 On December 14, 2021, the Board, in accordance with the provisions of Section 23A-23 to the Sonoma County Code, adopted Resolution No. 12-0448 taking jurisdiction over the EIR for the Proposed Project to expedite the review of the EIR to ensure that the County did not lose the federal funding for the Proposed Project.

2.4 The Draft EIR was made available for public review for a 45-day comment period that began on April 4, 2022 and ended on May 18, 2022. The Notice of Availability of a Draft EIR was posted with the County Clerk, sent to the State Clearinghouse, forwarded to local and state agencies, published in The Press Democrat newspaper, mailed to property owners and emailed to interested parties.

2.5 The Board conducted a duly noticed public hearing on the Draft EIR on May 17, 2022 in order to receive oral and/or written testimony regarding the Draft EIR. At the conclusion of public testimony at the hearing, the Board closed the hearing, gave preliminary comments on the Draft EIR, and directed Permit Sonoma

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staff to prepare responses to all comments received.

2.6 The County received seven letters that included multiple individual comments on the Draft EIR. Written responses to all comments received on the Draft EIR were prepared and revisions to the Draft EIR were made, as appropriate, in response to those comments. The written responses are set forth in a Final EIR consisting of the Draft EIR, a Response to Comments Document dated June 2022, and an Errata Document dated August 2022 (collectively "the Final EIR").

2.7 The Board conducted a duly noticed hearing on the Final EIR on August 9, 2022 in order to receive any further oral and written testimony and evidence regarding the Final EIR and the Proposed Project. No new substantive issues or concerns that were not previously addressed in the Final EIR were raised and the Board closed the hearing, considered and discussed the adequacy of the Final EIR and the merits of the Proposed Project. County Counsel and PRMD staff were directed to return to the Board on August 30, 2022, with all necessary documents to take final action on the Proposed Projects.

2.8 The Board has had an opportunity to review this resolution and the attached exhibits and hereby finds that it accurately sets forth the intentions of the Board regarding the Final EIR.

2.9 The Board's decisions herein are based upon the testimony and evidence presented to the County orally or in writing prior to the close of the multiple Board hearings on this matter, including on May 17, 2022, and on August 9, 2022 ("the record of these proceedings"). Any information submitted after the close of the Board hearings was deemed late and not considered by the Board.

### **Section 3 CEQA Compliance**

3.0 The Board makes the following specific findings with respect to the Final EIR:

(a) During the preparation of the Draft EIR, it was determined that certain environmental impacts would not occur as a result of the Proposed Project or clearly would not rise to a level of significance. These determinations are briefly stated in the EIR. The Board finds that these determinations are supported by substantial evidence and that there is no substantial evidence in the record that these determinations were erroneous. The Board further finds that there is no substantial evidence in the record that any environmental impact that might arguably be anticipated to occur as a result of the Proposed Project has not been adequately examined in the Final EIR.

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(b) The Final EIR discloses that the Proposed Project poses the following environmental impacts which are less-than-significant and do not require mitigation: AG-1 (Farmland Impact); AG-2 (Timberland Impact); AG-3 (Farmland or Timberland Conversion); AQ-1 (Air Quality Impact); AQ-2 (Cumulative Air Quality Impact); AQ-4 (Odor); BIO-6 (Conflict with Conservation Plans); CUL-3 (Adhere Existing Regulations if Human Remains Discovered); E-1 (Energy Resource Impact); E-2 (Renewable Energy); GEO-1 (Alquist-Priolo); GEO-2 (Seismic); GEO-3 (Erosion); GEO-4 (Soils); GEO-5 (Wastewater Disposal); GHG-1 (GHG Emissions); GHG-2 (GHG Policy Conflict); HAZ-1 (Hazards); HAZ-3 (Noise); HAZ-4 (Emergency Response); HAZ-5 (Risk); HWQ-2 (Groundwater Impact); HWQ-3 (Stormwater); HWQ-4 (Drainage Patterns); HWQ-5 (Flood Hazard); LU-1 (Divide Community); LU-2 (Planning); MIN-1 (Mineral Resources); NOI-2 (Vibration); NOI-3 (Airports); PH-1 (Housing); PH-2 (Population Displacement); PS-1 (Fire Facilities); PS-2 (Police Facilities); PS-3 (Schools); (PS-4 (New/Altered Parks); PS-6 (Park Usage); TRA-2 (Increase Hazards); UTIL-1 (Utility Impacts); UTIL-2 (Wastewater); UTIL-3 (Solid Waste); UTIL-4 (Exceed Standards); UTIL-5 (Exceed Facilities); WFR-1 (Evacuation and Emergency Response). These determinations are discussed in detail in the Draft EIR and summarized in Table ES-1 of the Draft EIR. The Board concurs with the Final EIR's "less than significant" findings for the preceding environmental impacts of the Proposed Project and determines that the preceding environmental impacts of the Proposed Project would clearly have no significant effect on the environment.

(c) The Final EIR discloses that the Proposed Project poses certain significant or potentially significant adverse environmental impacts that can be mitigated to less than significant levels. These impacts are fully and accurately summarized in Exhibit "A" to this resolution, attached hereto and incorporated herein by this reference. The Board finds that changes or alterations have been required in, or incorporated into, the Proposed Project through the conditions of approval imposed herein which will, in fact, mitigate these impacts to less than significant levels as set forth in Exhibit "A" to this resolution. The Board therefore determines that the significant adverse environmental impacts of the Proposed Project summarized in Exhibit "A" to this resolution have been eliminated or reduced to a point where they would clearly have no significant effect on the environment.

(d) The Final EIR discloses that the Proposed Project poses certain significant or potentially significant adverse environmental impacts that, even after the inclusion of feasible mitigation measures, may not, or cannot, be avoided if the Proposed Project is approved. These impacts, which relate to impact on cultural resources due to the removal and replacement of the existing bridge that is designated as historically significant by the County (CUL-1), are fully and accurately summarized in Exhibit "B" to this resolution, attached hereto and incorporated

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herein by reference.

(e) As to the significant adverse environmental impacts of the Proposed Project identified in the Final EIR and this resolution which are not avoided or substantially lessened to a point less than significant, the Board finds that specific economic, social, technological, or other considerations make additional mitigation of these impacts infeasible, in that all feasible mitigation measures have been incorporated into the Proposed Project, and that the project alternatives are either infeasible or do not avoid these significant adverse impacts. The Board further finds that it has balanced the benefits of the Proposed Project against its unavoidable environmental risks and determines that the benefits of the Proposed Project outweigh the unavoidable adverse environmental effects. The Board further determines that the unavoidable adverse environmental effects of the Proposed Project are acceptable, that there are overriding considerations which support the Board's approval of the Proposed Project, and that these considerations are identified in Exhibit "C" to this resolution, attached hereto and incorporated by reference herein ("the Statement of Overriding Considerations").

(f) The Final EIR evaluates a range of reasonable alternatives. These alternatives are fully and accurately summarized in Exhibit "D" to this resolution, attached hereto and incorporated by reference herein. These alternatives, however, are infeasible for reasons set forth in Exhibit "D" to this resolution.

3.1 The Board has considered the comments and arguments received in writing and at the Board hearings regarding the Proposed Project's potential environmental impacts and the feasibility of imposed mitigation measures, and makes the following specific findings with respect thereto:

(a) The Final EIR evaluates a reasonable range of alternatives sufficient in both number and detail to provide for informed decision-making. The EIR considered four (4) alternatives, including "Alternative 1: No Project", "Alternative 2: Rehabilitation/Retrofit", "Alternative 3: Replace and Retain", and "Alternative 4: Replace and Remove". Each of these alternatives was studied because of their ability to reduce or eliminate some or all of the significant effects associated with the proposed project. None of these alternatives (Nos. 1, 2, or 3) were found to be feasible or environmentally superior to the Proposed Project alternative (No. 4). As more fully discussed in the EIR, these determinations are based on substantial evidence in the record. The No Project Alternative (No. 1), although environmentally superior to the proposed project, would meet none of the project objectives and would do nothing to address the structural safety issues with the existing bridge, thereby exposing people and property to risk of injury. The seismic rehabilitation-retrofit alternative (No. 2) was rejected because it would not meet the majority of the project objectives to address structural and safety deficiencies other than seismic safety, did not produce a bridge of sufficient service lifetime, would likely alter the

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historic character of the bridge due to the extensive modifications required to retrofit the bridge seismically, and would cost more than replacement. The replace and retain alternative (No. 3), although avoiding the significant and unavoidable impact to a historical resource, would require the same retrofit modifications as in Alternative No. 2, since the seismic standards for pedestrian and bicycle are the same as for vehicular use. For the reasons set forth above and discussed more fully in the Final EIR, the Board finds that the EIR adequately considered a reasonable range of alternatives.

(b) The Final EIR includes a complete and thorough analysis of the Proposed Project's impact on historical resources in Section 4.5, Cultural Resources. The analysis openly acknowledges the adverse impact the project would cause due to the removal of a local historical landmark. The EIR found that the impact to the historic Bohemian Highway Bridge would remain significant and unavoidable, a fact the Final EIR openly discloses. For a more complete analysis of the impacts to this historic resource, please see the discussion set forth in Section 4.5 of the EIR.

(c) The procedure the County followed in the preparation and review of the EIR fully complied with CEQA and all applicable provisions of state and local law. The comments received on the Draft EIR, both written and oral, raise no substantive deficiencies with the process followed by the County. On March 22, 2021, the County prepared and sent a Notice of Preparation (NOP) of the EIR to responsible, trustee, and other interested agencies and persons in accordance with Guidelines Section 15082(a). The NOP provided 30 days for persons to submit comments on the scope of the EIR. The County received comment letters in response to the NOP which are included in the Draft EIR. The County completed the Draft EIR and circulated the Draft EIR to the public and other interested persons on April 4, 2022 for a 45-day public comment period as required by Guidelines Sections 15087(c) and 15105. The Board of Supervisors held a duly noticed public hearing on May 17, 2022, at which time it received oral and documentary evidence from the public regarding the Draft EIR. The County responded to all comments via the June 2022 Final EIR. The Board of Supervisors conducted a duly noticed hearing on the Final EIR on August 9, 2022 in order to receive any further oral and written testimony and evidence regarding the Final EIR and the Proposed Project. No new substantive issues or concerns that were not previously addressed in the Final EIR were raised.

(d) The Proposed Project's potential impacts to site aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, noise, public services and recreation, transportation, tribal cultural resources and wildfire were fully assessed and discussed in the EIR. The assessments set forth determined that with the implementation of routine Best Management Practices (BMPs), standard conditions, and mutually agreed terms with tribal entities consulted with, certain impacts to aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards/hazardous materials,

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hydrology/water quality, noise, public services, transportation/traffic, tribal resources, and wildfire will be less than significant. These determinations are based on biological assessments, technical studies, expert opinions, consultation with the state and federal agencies, and staff's experience with similar projects.

3.2 To ensure that the mitigation measures and project revisions identified in the Final EIR are implemented, CEQA and the State CEQA Guidelines require the Board to adopt a program for monitoring or reporting on the revisions which it has required in the Proposed Project and the measures it has imposed to mitigate or avoid significant environmental effects. A mitigation monitoring and reporting program for the Proposed Project ("the Mitigation Monitoring and Reporting Program") is set forth in Exhibit "E" to this resolution, attached hereto and incorporated herein by this reference. The Mitigation Monitoring and Reporting Program will be implemented in accordance with all applicable requirements of CEQA and the State CEQA Guidelines.

#### **Section 4 Evidence in the Record**

4.0 The findings and determinations set forth in this resolution are based upon the record of these proceedings. References to specific statutes, ordinances, regulations, reports, or documents in a finding or determination are not intended to identify those sources as the exclusive bases for the finding or determination.

**Now, Therefore, Be it Further Resolved,** that, based on the foregoing findings and determinations and the record of these proceedings, the Board hereby declares and orders as follows:

1. The foregoing findings and determinations are true and correct, are supported by substantial evidence in the record, and are adopted as hereinabove set forth.
  2. The Final EIR is certified in Resolution No. 22-\_\_\_\_. In accordance with Sonoma County Code section 23 A - 27, Permit Sonoma is directed to file a Notice of Determination in accordance with CEQA and the State CEQA Guidelines.
  3. The Statement of Overriding Considerations is adopted as made in Section 3.0(e) of this resolution and Exhibit "C" to this resolution.
  4. The Mitigation Monitoring and Reporting Program, as set forth in Exhibit "E" to this resolution, is adopted. Permit Sonoma and the Transportation and Public Works Department ("TPW") are directed to undertake monitoring in accordance with the Mitigation Monitoring and Reporting Program to ensure that required mitigation measures and project revisions are complied with during project implementation.
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5. The Proposed Project as submitted is approved and TPW is directed to proceed with the removal and replacement of the Bohemian Highway Bridge.

6. The Director of TPW is authorized to proceed to develop final design and engineering specifications for the new bridge and to prepare a formal materials to enable the County to procure the required contracts for the construction of the new Bohemian Highway Bridge, and to take all other actions reasonably necessary to implement the Bohemian Highway Bridge Project.

7. The Clerk of the Board is designated as the custodian of the documents and other materials that constitute the record of the proceedings upon which the Board's decisions herein are based. These documents may be found at the office of the Clerk of the Board of Supervisors, 575 Administration Drive, Room 100A, Santa Rosa, CA 95403.

**Supervisors:**

**Gore:            Rabbitt:            Hopkins:            Gorin:            Coursey:**

**Ayes:        Noes:        Absent:        Abstain:**

**So Ordered.**

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Attachments include:

Exhibit A - Potentially Significant Impacts That Can Be Mitigated To A Less-Than-Significant Level

Exhibit B - Significant Impacts That Cannot Be Fully Mitigated

Exhibit C - Statement of Overriding Considerations

Exhibit D - Alternatives

Exhibit E - Mitigation Monitoring and Reporting Program

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## **EXHIBIT "A"**

### **POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE MITIGATED TO A LESS-THAN-SIGNIFICANT IMPACT**

The Final EIR identifies the following significant or potentially significant adverse environmental impacts of the Proposed Project that can be mitigated to a less-than-significant level:

#### **AESTHETICS**

##### **Impact AES 1: Have a Substantial Adverse Effect on a Scenic Vista**

The proposed bridge replacement would require the removal of existing Bohemian Highway Bridge. Using Sonoma County's Visual Assessment guidelines, permanent impacts is determined less than significant. Temporary construction impacts to motorists and nearby residences could potentially be a significant impact.

##### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the implementation of Aesthetics Mitigation Measure No. 1 of the Final EIR would reduce impact to a less-than-significant level. Aesthetics Mitigation Measure AES-1 (Construction Requirements for Visual Impact) has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into the Proposed Project, which mitigate or avoid the significant effects of construction activities.

##### **Rationale**

The construction and demolition activities removal would temporally introduce new elements of construction equipment and construction activities potential significantly impacting motorists and nearby residences. Aesthetics Mitigation Measure AES-1 requires the County to shield staging locations to reduce visibility, protect existing plants and minimize removal, and replant and maintain native trees and shrubs as part of project implementation, which will reduce the scenic vista impacts to less than significant.

##### **Impact AES 2: Have a Substantial Adverse Effect on Visual Quality of Surrounding Community**

The Proposed Project is located within the boundaries of the State Highway 116 scenic corridor. The project will remove the historic Bohemian Highway Bridge and replace it with a new bridge. The replacement of the existing bridge with modern materials could adversely affect the feel and overall visual quality of the surrounding area.

##### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the implementation of Aesthetics Mitigation Measure AES-1 of the Final EIR would reduce this impact to a less-than-significant level.

Aesthetics Mitigation Measure AES-1 has been incorporated into the design and conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects of the use of modern material in the replacement bridge on motorists and residents near the Bohemian Highway Bridge.

### **Rationale**

From the intersection of Main Street and Highway 116 in Monte Rio, the bridge is minimally visible, and screened from view along Highway 116 through Monte Rio. To minimize any visual impacts from the new bridge, Public input through several local community meetings have address design themes and paint colors to be used for the replacement bridge. Community input together with the implementation of Aesthetics Mitigation Measure AES-1 will reduce the impacts from the use of new materials to less than significant.

### **Impact AES 3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings.**

The Proposed Project is located within the boundaries of the State Highway 116 scenic corridor. The project will remove the historic Bohemian Highway Bridge and replace it with a new bridge. The project is located in the urban, developed footprint of Monte Rio, which is surrounded by forested land. Construction impacts may degrade the existing visual character or quality of public views of the site and its surroundings. The replacement of the existing bridge with modern materials could adversely impact the feel and overall visual quality of the surrounding area.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the implementation of Aesthetics Mitigation Measure AES-1 of the Final EIR would reduce this impact to a less-than-significant level. Construction impacts will be temporary. Aesthetics Mitigation Measure AES-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects of the use of modern material in the replacement bridge on motorists and residents near the Bohemian Highway Bridge.

### **Rationale**

To reduce any impacts from the new bridge, Aesthetics Mitigation Measure AES-1 requires the County to shield staging locations to reduce visibility, protect existing plants and minimize removal, and replant and maintain native trees and shrubs as part of project implementation, which will reduce the scenic vista impacts to less than significant. Implementation of Aesthetics Mitigation Measure A-2 will reduce the impacts from the use of new materials to less than significant.

### **Impact AES 4: Create new source of glare or light that would adversely affect daytime and nighttime views.**

The Proposed Project could create new sources of light of glare that could adversely affect the visual environment surrounding the Bohemian Highway bridge. Construction equipment may temporarily increase glare through the use of heavy equipment on the bridge and beach area. Once completed the replacement bridge is expected to be similar to the existing conditions of the current bridge.

## **Finding**

Based upon the Final EIR and the entire record, the Board finds that there would be no permanent new sources of glare as a result of the project. Implementation of Aesthetics Mitigation Measure AES-1 of the Final EIR would reduce temporary construction impact to a less than significant level. Aesthetics Mitigation Measure AES-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects of the use of modern material in the replacement bridge on motorists and residents near the Bohemian Highway Bridge.

## **Rationale**

To reduce any impacts from the new bridge, Aesthetics Mitigation Measure A-2 requires that the Proposed Project design incorporate new period correct lattice rails and other visually prominent elements of the existing bridge to the degree feasible without compromising the structural integrity of project. Implementation of Aesthetics Mitigation Measure A-2 will reduce the impacts from the use of new materials to less than significant.

## **AIR QUALITY**

### **Impact AQ-3: Expose sensitive receptors to substantial pollutant conditions.**

Construction of the Proposed Project could result in short-term and temporary emissions due to the use of construction equipment that could be significant at the project level.

## **Finding**

Based upon the Final EIR and the entire record, the Board finds that that the implementation of Air Quality Mitigation Measure AQ-1 (Basic Construction Mitigation Measures) and the Best Management Practices (BMPs) identified in the EIR would reduce this impact to a less-than-significant level. AQ-1 has been incorporated into the Conditions of Approval, and the County's existing development standards require implementation of the BMPs. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects of air pollution emissions due to construction activity.

## **Rationale**

The Bay Area is a non-attainment area for ozone and PM10 (fine particulate matter). The Proposed Project would not have a cumulative effect on ozone because it would not generate traffic, which would result in new emissions of ozone precursors (hydrocarbons and NOx). The project would have no long-term effect on PM10- because all surfaces would be paved or landscaped, and dust generation would be insignificant. However, there could be a significant short-term emission of dust (which would include PM10) during construction. These emissions could be potentially significant at the project level. This impact could be reduced to less than significant by including standard dust control measures as described in AQ-1 in the EIR.

## **BIOLOGICAL RESOURCES**

**Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations of the CDFG or USFWS.**

Within the vicinity of the proposed project, The Lower Russian River and adjacent Dutch Bill Creek are known to provide habitat for several special status plant and wildlife species. Replacement of the Bohemian Highway Bridge could potentially cause significant adverse impacts to these species and their habitats.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that Implementation of Biological Resources Mitigation Measures BIO-1 through BIO-12 [BIO-1 (General Mitigation Measures); BIO-2 (Erosion and Sediment Control); BIO-3 (Accidental Spill and Pollution Prevention); BIO-4 (Riparian Habitat Replacement); BIO-5 (Special-status Plant Mitigation) and BIO-6 (Prevention of Invasive Species Spread); BIO-7 (Salmonids and Special Status Fish Mitigation); BIO-8 Amphibians and Reptiles Mitigation; BIO-9 (Bats); BIO-10 (Birds); BIO-11 (Waters of the U.S./Waters of the State and CDFW Jurisdictional Areas Mitigation Measures) and BIO-12 (Sensitive Natural Communities)] as identified in the EIR would reduce impact to a less-than-significant level. BIO-1 through BIO-12 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects of loss or disturbance of a special-status plant and wildlife populations.

### **Rationale**

Within the vicinity of the proposed project, the Lower Russian River and adjacent Dutch Bill Creek are known to provide habitat for both State and Federally listed species. Direct impacts could occur as a result of removal or disturbance of suitable habitat during construction, which, in turn, could result in disturbance, injury, or mortality of individual animals or plants. Indirect impacts, which generally include those that occur later in time as a result of maintenance and operation activities but that are reasonably foreseeable, can include disturbance to on-site habitats and wildlife within and in the vicinity of the Project site.

BIO-1 through BIO-12 identifies measures to reduce potential impacts to special-status species to less than significant levels by requiring general mitigations, including worker training; erosion and sediment control; accidental spill and pollution prevention; riparian habitat replacement; pre-construction surveys for special- status species and nesting birds, and additional special-status species avoidance and minimization measures. Based on the EIR, the biological assessments prepared, expert opinions, consultation with the California Department of Fish and Game (DFG), NOAA Fisheries and County staffs experience with similar projects, the Board finds that with incorporation of BIO-1 through BIO-12, the potential impacts on listed plant and wildlife species and their habitats will be reduced to less than significant levels.

**Impact BIO-2: Adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.**



Construction, operation and maintenance of the Project could affect riparian habitat or sensitive natural communities.

### **Finding**

Based upon the Final EIR and the entire BIO-3, and BIO- 4 identified in the EIR would reduce the potential impact to riparian habitat to a less-than-significant level. These mitigation measures have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to riparian habitat.

### **Rationale**

The natural communities of concern within the Biological Study Area (BSA) include riparian habitat on the banks of the Russian River and Dutch Bill Creek, waters of the U.S/State, and wildlife movement corridors. In addition, the Russian River is designated critical habitat for the Central California Coast (CCC) coho salmon, CCC steelhead, and CCC Chinook salmon. Dutch Bill Creek is designated critical habitat for CCC coho salmon and CCC steelhead.

Implementation of Mitigation Measures BIO-1 through BIO-4, BIO-7, together with BIO-11, BIO-12 and BIO-13 (BIO-13-Critical Habitat and Essential Fish Habitat) would reduce potential impacts to riparian habitats, sensitive natural communities, and jurisdictional waters to less than significant levels by requiring avoidance where possible and by requiring restoration and monitoring of jurisdictional areas, sensitive natural communities, designated critical habitat and EFH. The Board finds that with incorporation of BIO-1 through BIO-4, and BIO-11 through BIO-13, the potential impacts on sensitive natural resources will be reduced to less than significant levels.

### **Impact BIO 3: Adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means**

Construction, operation and maintenance of the Project would not impact jurisdictional state or federally protected wetlands during construction, operation and maintenance.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that implementation of Biological Resources Mitigation Measure BIO-1 through BIO-3, together with Bio-14 and Bio-15 identified in the EIR would minimize the potential impact to wetlands or other sensitive habitats and ensure a less-than-significant level of impact. BIO-1 through BIO-3, BIO-14 (Jurisdictional Delineation Verification) and BIO-15 (Surplus Soil Disposal) have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to wetlands habitats.

### **Rationale**

Waters and Wetland delineations for the project included determining the OHWM for the Russian River and Dutch Bill Creek and evaluation potential federal and state wetland areas. No areas met all three wetland parameters (vegetation, soils and hydrology) to meet wetland definition criteria. Therefore, no temporary or permanent impacts to wetlands are anticipated. The County will coordinate with the USACE and RWQCB to verify results of the waters and wetland delineation during the regulatory permitting process. Should any wetlands form during the interim, measures to avoid and minimize wetland impacts and mitigate to ensure no net loss would be implemented according to ratios required by regulatory agencies during the permitting process.

Implementation of Mitigation Measures BIO-1 (General Mitigation Measures); BIO-2 (Erosion and Sediment Control); BIO-3 (Accidental Spill and Pollution Prevention); BIO-14 (Jurisdictional Delineation Verification) and BIO-15 (Surplus Soil Disposal) would reduce potential impacts to federally or state-protected wetlands to less than significant levels, if any wetlands developed at within the BSA prior to construction.

**Impact BIO 4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites**

The Project would not interfere substantially with wildlife movements in the Project area.

**Finding**

Based upon the Final EIR and the entire record, the Board finds that implementation of Biological Resources Mitigation Measure BIO-1- BIO-4 and BIO-7 identified in the EIR would reduce the potential impact to a less-than-significant level. BIO-1 through BIO-4 and BIO-7 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project which mitigate or avoid the significant effects to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

**Rationale**

The Project site is within an essential connectivity area connecting two natural land blocks, that in addition to the river and creek corridors, allows terrestrial wildlife to move within and through the area in and around the BSA. The creek likely attracts terrestrial wildlife, amphibians and turtles in the area due to the presence of water. Replacement of the bridge could result in a temporary water bypass in the Russian River and potentially Dutch Bill Creek also, if water is present at the time of construction. To ensure that hydraulic conditions are suitable and that the in-channel temporary work pad would not impede the movement of aquatic organisms, the bypass with culverts has been designed within the proposed construction work pad and would be installed according to NMFS ' Guidelines for Salmonid Passage at Stream Crossings.

Implementation of Mitigation Measure BIO-1 (General Mitigation) Bio-2 (Erosion and Sediment Control Mitigation); BIO-3 (Accidental Spill and Pollution Prevention); BIO-4 (Riparian Habitat) and BIO-7 (Salmonids and Special-status Fish) would reduce potentially significant impacts to wildlife and migratory fish to less than significant level.

**Impact BIO 5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance**

The Proposed Project will require the removal of some trees in the project area. These impacts could be considered significant.

**Finding**

Based upon the Final EIR and the entire record, the Board finds that the project is in line with existing zoning and ordinances aimed at protecting biological resources. Implementation of Biological Resources Mitigation Measures BIO-1 through 12, BIO-14 and BIO-15 identified in the EIR would further reduce the potential impact to any local policies or ordinance, such as tree preservation policies. BIO-1 through BIO-12, BIO-14 and BIO-15 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to local policies or ordinances.

**Rationale**

The Project BSA falls under the jurisdiction of Sonoma County, which provides protection for biological resources through the implementation of its General Plan and Zoning Code. The project as proposed will not conflict with Sonoma County policies and ordinances. The bridge has been designed so that vegetation removal will be avoided and minimized to the maximum extent feasible. Trees removed having greater than 6 inches diameter breast height and riparian vegetation areas will be replaced at a minimum 3:1 ratio for permanent impacts, and 1:1 for temporary impacts, or as required by regulatory agencies during permitting.

Further Implementation of BIO-1 (General Mitigation Measures); BIO-2 (Erosion and Sediment Control); BIO-3 (Accidental Spill and Pollution Prevention); BIO-4 (Riparian Habitat Replacement); BIO-5 (Special-status Plant Mitigation) and BIO-6 (Prevention of Invasive Species Spread); BIO-7 (Salmonids and Special Status Fish Mitigation); BIO-8 Amphibians and Reptiles Mitigation; BIO-9 (Bats); BIO-10 (Birds); BIO-11 (Waters of the U.S./Waters of the State and CDFW Jurisdictional Areas Mitigation Measures) and BIO-12 (Sensitive Natural Communities) BIO-14 (Jurisdictional Delineation Verification); and BIO-15 (Surplus Soil Disposal) would ensure potentially significant impacts to wildlife and migratory fish to less than significant level.

**CULTURAL RESOURCES**

**Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines.**

The proposed project would remove and replace an existing bridge designated. The construction activities necessary to construct the new bridge could disturb archaeological resources in the project area.

**Finding**

Based upon the Final EIR and the entire record, the Board finds that implementation of Cultural Resource Mitigation CUL-2 through CUL-7 (CUL-2, Extended Phase I Testing, CUL-3, Archaeological Site Avoidance, CUL-4, Phase II Site Evaluation, CUL-5, Phase III Data Recovery, CUL-6, Cultural Resources Monitoring, CUL-7, Unanticipated Discovery of Archaeological Resources) identified in the EIR would reduce the potential impact to archaeological resources to a less-than-significant level. CUL-2 through CUL-7 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the potential significant effects to archaeological resources.

### **Rationale**

There are no known archaeological resources on the project site, but the project could uncover such materials during construction. CUL-2 through CUL-7 requires that if archaeological materials are discovered during project planning and/or construction, all construction activities in the immediate vicinity of the discovery must cease and a qualified archaeologist must be consulted to determine the significance of the find and recommend appropriate measures to protect the resource. The Board finds that, based on the discussion set forth in the Project EIR, implementation of CUL-2 through CUL-7 will reduce potential impacts to archaeological resources from project construction to a less-than significant level.

### **CUL- 3: Project construction could potentially disturb human remains.**

The discovery of human remains is always a possibility during ground disturbing activities. Although there are not known burial sites in the vicinity of the project, construction activities could disturb unknown Native American burial sites along the Lower Russian River and/ or Dutch Bill Creek. This impact would be considered significant.

### **Finding**

Based upon the Project EIR and the entire record, the Board finds that the project will comply with existing regulations, including California Health and Safety Code Section 7050, stating that if human remains are discovered that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Further, implementation of TCR-3 identified in the Final EIR would reduce potential impacts to human remains to a less-than-significant level. TCR-3 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to unknown archaeological cultural resources and human remains associated with construction of short-term project elements.

### **Rationale**

Ground-disturbing activities associated with the project have the potential to damage or destroy historic-age or prehistoric archaeological resources that may be present on or below the ground surface, when excavation depths exceed those attained previously for past development.

There are no known burial sites in the vicinity of the project site, and much of the project site has previously been disturbed by past construction. Notwithstanding this fact, Native American burial sites may exist along the lower Russian River and/or Dutch Bill Creek and could be disturbed by construction activities associated with the project. Existing California regulations, in addition to TRC-3, require that if

human remains are discovered during project construction, all construction activities in the immediate vicinity of the discovery must cease and the County Coroner must be notified to investigate the nature and circumstances of the discovery. If the discovery is determined to be prehistoric, appropriate measures to preserve the archaeological resource will be implemented. The Board finds that, based on the discussion set forth in the EIR, implementation of TCR-3 will reduce potential impacts to archaeological resources from project construction to a less-than significant level.

## **GEOLOGY AND SOILS**

### **Impact GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

The Project may directly or indirectly destroy a unique paleontological resource or unique geologic feature during ground-disturbing activities. Impacts would be potentially significant.

#### **Finding**

Based upon the Final EIR and the entire record, the Board finds that implementation of Geology Mitigation Measures GEO-1 through GEO-6 [(GEO-1, Paleontological Review of Project Plans, GEO-2, Paleontological Resources Mitigation and Monitoring Program, GEO-3, Paleontological Worker Environmental Awareness Program (WEAP), GEO-4, Paleontological Monitoring)] identified in the EIR would reduce the potential impact for unanticipated paleontological or unique geologic features at the project site. GEO-1 through GEO-6 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to local policies or ordinances.

#### **Rationale**

Unique paleontological resources may be encountered during ground-disturbing activities associated with development in areas assigned a high paleontological resource potential and have intact native sediments. Based on a paleontological literature review and existing fossil locality information available on the Paleobiology Database and University of California Museum of Paleontology database, paleontological resources have the potential to be present at the Project site. Ground-disturbing activities (i.e., grading, trenching, foundation work) may occur in previously undisturbed (i.e., intact) sediments. Impacts to paleontological resources, if fossils are damaged or destroyed, would be significant.

With implementation of Mitigation Measures GEO-1 through GEO-6, impacts to paleontological resources or unique geological features by the project would be reduced or avoided and impacts would be less than significant after mitigation.

## **HAZARDS AND HAZARDOUS MATERIALS**

### **Impact HAZ-2: Project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment.**

The Project could result in development on sites contaminated with hazardous materials. If encountered, Impacts would be potentially significant.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that Implementation of Hazardous Mitigation Measure HAZ-1 (Conduct Phase II Site Assessment Prior to Construction) and HAZ-2 (Develop and Implement Plans to Address Worker Health and Safety) would reduce impacts associated with the accidental release of hazardous materials to a less-than-significant level. HAZ-1 and HAZ-2 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects from the potential accidental release of hazardous materials.

### **Rationale**

Sites that potentially contain hazardous materials in the Project area include generators of hazardous waste, such as historic gas stations and industrial uses. A Project Initial Site Assessment was completed for the Project area that revealed several locations that may contain recognized environmental conditions (REC) and historical RECs. Additional testing would precede construction, and if necessary remediation and cleanup would occur under the supervision of the North Coast Regional Water Quality Control Board, the Sonoma County Local Oversight Program, or DTSC, before construction activities could begin. Implementation of HAZ-1 and HAZ-2 will reduce potential impacts from accidental release of hazardous materials to a less-than significant level.

## **HYDROLOGY AND WATER QUALITY**

### **Impact HWQ-1: Violate any water Quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**

Both construction activities related to the project and the operation of the proposed project could potentially violate water quality standards or waste discharge requirements. This impact would be considered significant.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that compliance with permits issued by the Regional Water Quality Control Board, Army Corps of Engineers, California Department of Fish and Game, and Sonoma County Permit and Resource Management Department, and implementation of the mitigation measures set forth in Sections 4.4 (Biological Resources) of the EIR would reduce project-related impacts to water quality standards and/or waste discharge requirements to a less-than-significant level. Compliance with the aforementioned permits requirements is mandatory, and the mitigation measures BIO-1 (General Conditions), BIO-2 (Erosion and Sediment Control), BIO-4 (Accidental Spill and Pollution Prevention), BIO-4 (Riparian Habitat Replacement), BIO-11 (Waters of the US/ Waters of the State) of the EIR have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to water quality standards.

## **Rationale**

Construction activities could result in soil erosion due to earth-moving activities such as excavation, grading, placement of gravel works pad in the flowing water, soil compaction and moving, and soil stockpiling. Additionally, construction activities will utilize hazardous materials such as diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment. The Project will be required to comply with Federal, State and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with the requirements of the State Water Resources Control Board's Construction General Permit and a Clean Water Certification from the North Coast Regional Water Quality Control Board, Section 404 permit from the US Army Corps of Engineers, a Lake and Streambed Alteration Agreement from California Department of Fish and Game, and the Sonoma County Phase I Municipal Storm Sewer Systems (MS4) Permit. Compliance with the requirements set forth by these permits, along with Mitigation Measures contained in Sections 4.4, BIO-1 (General Conditions), BIO-2 (Erosion and Sediment Control), BIO-3 (Accidental Spill and Pollution Prevention), BIO-4 (Riparian Habitat Replacement), BIO-11 (Waters of the US/ Waters of the State), will ensure that water quality standards are not violated. Therefore, potentially significant impacts resulting from the proposed project would be reduced to less than significant levels with the incorporation of these mitigation measures.

## **Impact HWQ-6: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.**

The Project would comply with adopted water quality control plans and sustainable groundwater management plans applicable to the site. In the unexpected case of an accident where a water quality violation occurs, the impact could be significant.

## **Finding**

Based upon the Final EIR and the entire record, the Board finds that the mitigation measures set forth in Sections 4.4 (Biological Resources) of the EIR would reduce project-related impacts related to a violation of existing water quality control plan or sustainable groundwater management plan to a less-than-significant level. The mitigation measures BIO-1 (General Conditions), BIO-2 (Erosion and Sediment Control), BIO-4 (Accidental Spill and Pollution Prevention), BIO-4 (Riparian Habitat Replacement), BIO-11 (Waters of the US/ Waters of the State) of the EIR have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to water quality standards.

## **Rationale**

Construction of the Project requires in-channel work, which has the potential for temporary adverse impacts to water quality. Compliance with relevant water quality regulations, BMPs, and policies would reduce the risk of conflicting with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan during the Project construction and operation of the bridge. These requirements would ensure that the Project does not contribute or exacerbate identified water quality contamination in the applicable Water Quality Control Plan/ Storm Water Pollution Prevention Plan.

The Project will be required to comply with State and Local regulations that will ensure compliance with waste discharge requirements. Further, compliance with the requirements set forth by required project permits, along with Mitigation Measures contained in Sections 4.4, BIO-1 (General Conditions), BIO-2 (Erosion and Sediment Control), BIO-3 (Accidental Spill and Pollution Prevention), BIO-4 (Riparian Habitat Replacement), BIO-11 (Waters of the US/ Waters of the State), will ensure that the Project does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, potentially significant impacts resulting from the proposed project would be reduced to less than significant levels with the incorporation of these mitigation measures.

## **NOISE**

### **Impact NOI-1: Generation of noise levels in excess of standards established in the County General Plan or Noise Ordinance.**

Temporary construction activities associated with the Project could result in noise level increases that would exceed applicable construction noise standards at nearby noise sensitive receivers. This would be a potentially significant impact.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the impacts to adjacent land uses will be reduced to a less-than-significant level by implementing Noise Mitigation Measure NOI-1 (General Construction Activities Noise Reduction Measures) identified in the EIR. NOI-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects from construction noise associated with the project.

### **Rationale**

The highest predicted average-hourly noise levels are projected to occur at land uses located nearest proposed construction, demolition, and road paving areas, including Bartlett's Market, Noel's Automotive, Rio Theater, Lovett's Nursery, and West Coast Financial. Noise levels associated with construction and demolition activities would be short-term (i.e., typically occurring over a period of days or weeks). Construction activities between 7 a.m. to 10 p.m. would be required to comply with County standards, and therefore if construction took place during these hours, general construction activity noise levels would be less than significant.

Night work will be considered on an as needed basis, and only occur with prior County approvals. Impacts from general construction activities performed between 10 p.m. to 7 a.m. would require implementation of NOI-1. Nighttime construction, if granted to proceed by the County Project Manager, would be required to comply with the nighttime noise standards and require a project specific noise analysis with detailed measures for reducing noise levels at noise sensitive receivers within 0.5 mile of the Project site.

Therefore, potentially significant noise impacts resulting from the proposed project will be reduced to less than significant levels with the incorporation of NOI-1.



## **Public Services and Recreation**

**Impact PS-5: Physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.**

The proposed Project would result in permanent and temporary impacts to public parking facilities. This would be a potentially significant impact.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the impacts to public facilities uses will be reduced to a less-than-significant level by implementing Public Service and Recreation Mitigation Measure PS-1 (Permanent Improvements to Monte Rio Recreation and Park District (MRRPD) River, Beach, Parking, and Future Facilities) identified in the EIR. PS-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects to public facilities associated with the project.

### **Rationale**

The majority of the Monte Rio Fishing Access paved parking area to the south of the MRRPD Community Center would be used as a construction staging area year round during the three-year construction period. However, portions of the Big Rocky Beach Parking area would remain open throughout construction and the County would provide for at least 100% replacement of parking throughout the construction period.

The replacement bridge would be built on a new alignment. Mitigation measures in PS-1 includes a number of features that will permanently improve MRRPD facilities. These improvements to MRRPD River, Beach, Parking, and Future Facilities have been agreed upon with MRRPD and CDFW. Therefore, potentially significant impacts resulting from the proposed project would be reduced to less-than-significant levels with the incorporation of PS-1.

**Impact PS-7: Recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

The proposed Project will temporarily and permanently impact existing recreational facilities. Existing parking facilities will be altered as a result of the Project. This would be a potentially significant impact.

### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the impacts to adjacent land uses will be reduced to a less-than-significant level by implementing Public Service and Recreation Mitigation Measure PS-1 (Permanent Improvements to MRRPD River, Beach, Parking, and Future Facilities) identified in the EIR. PS-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed, which mitigate or avoid the

significant effects to recreational facilities associated with the project.

#### **Rationale**

There will be temporary and permanent impacts to recreational and public facilities adjacent to the project area. Mitigation measures in PS-1 includes a number of features that will permanently improve MRRPD facilities. These improvements to MRRPD River, Beach, Parking, and Future Facilities have been agreed upon with MRRPD and CDFW. Therefore, potentially significant impacts resulting from the proposed project would be reduced to less than significant levels with the incorporation of PS-1.

#### **Transportation**

##### **Impact TRA-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

Construction will require staging of traffic to maintain access to the existing bridge. It is anticipated that traffic may need to be temporarily restricted to a single lane during some phases of construction. This could be a potentially significant impact.

#### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the implementation of Traffic Mitigation Measure TRA-1 (Notification of Closure) identified in the EIR, will reduce potential impact to a less-than-significant level. TRA-1 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects from construction traffic associated with the project.

#### **Rationale**

Project-related demolition, excavation, grading, and construction of the Project site would occur over a three-year timeline to construct the new bridge and demolish the existing bridge. Some elements of the construction will require staging of traffic to maintain access to the existing bridge. It is anticipated that traffic may need to be temporarily restricted to a single lane during some phases of construction. TRA-1 details advance notification to the public and emergency service providers on planned roadway closure. Any bridge or approach roadway closures must be re-opened within 10 minutes for emergency vehicles, or within 30 minutes for non-emergency vehicles. TRA-1 is consistent with programs, plans, ordinances, or policies addressing the circulation system, and would not conflict or be inconsistent with CEQA Guidelines section 15064.3. Therefore, potentially significant impacts resulting from the proposed project would be reduced to less than significant levels with the incorporation of TRA-1.

##### **Impact TRA-3: Inadequate emergency access**

The proposed project could potentially result in inadequate emergency access during construction due to road closures and detours. This impact would be considered significant.

#### **Finding**

Based upon the Final EIR and the entire record, the Board finds that the implementation of Traffic Mitigation Measure TRA-2 (Emergency Access) identified in the EIR will reduce this potential impact to a less-than-significant level. TRA-2 has been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into, the Proposed Project, which mitigate or avoid the significant effects due to construction-related delays to emergency access.

### **Rationale**

The existing bridge would remain open while construction of the new bridge is occurring. Some traffic delays may occur due to construction related impacts, but traffic will always be maintained through and near the Project site. Local emergency services will be notified prior to construction beginning to inform them that delays may occur and provide the proposed construction schedule. TRA-2 requires the contractor to provide passage of emergency vehicles through the Project site at all times. Therefore, there would be adequate emergency service and access to and through the Project and the Project would not cause a significant impact on emergency access.

### **Tribal Cultural Resources**

**Impact TCR-1: Substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.**

Tribal Cultural Resources (TRC) are known to exist near the Project Area of Potential Effects (APE). Impacts to any TRC due to the proposed Project would be significant.

### **Finding**

Based upon the Project EIR and the entire record, the Board finds that the project will not cause a substantial change in the significance of a tribal cultural resource and that the implementation of mitigation measures TCR-1 through TCR-4 identified in the EIR would reduce potential impacts to Tribal resources to a less-than-significant level. TCR-1 through TCR-4 have been incorporated into the Conditions of Approval. Accordingly, changes or alterations have been required in, or incorporated into the Proposed Project, which mitigate or avoid the significant effects to unknown archaeological cultural resources and human remains associated with construction.

### **Rationale**

While there are no known Tribal Cultural Resources at the Project site, TCRs are known to exist near the Project APE. The Project site has been determined to have high sensitivity near the North abutment and moderate sensitivity near the south abutment for Tribal Cultural Resources. Implementation of Mitigation Measures TCR-1 through TCR-4 would reduce the potential for disturbing and thus changing the significance of tribal resources, therefore impacts to TCRs from the Project is less than significant.

**EXHIBIT "B"**  
**SIGNIFICANT IMPACTS THAT CANNOT BE FULLY MITIGATED**

The Final EIR identifies the following significant or potentially significant adverse environmental impacts of the Proposed Project that cannot be fully mitigated to an insignificant level and are, therefore, significant unavoidable impacts:

**CULTURAL RESOURCE IMPACTS**

**Cultural Resource Impact No. 1:  
Removal and Replacement of Existing Local Historic Landmark Bridge**

**Facts**

The proposed project would remove and replace the existing Bohemian Highway Bridge that is designated as historically significant by the County, and is eligible for inclusion on the California Register. The removal of the existing bridge would cause a substantial adverse change to the bridge such that it would no longer exist and therefore no longer be a significant historical resource, even with the proposed incorporation of elements of the existing bridge into the new bridge.

**Finding**

Based upon the Final EIR and the entire record, the Board finds that no viable mitigation measures are available and this would be considered a significant and unavoidable impact.

**Rationale**

The County of Sonoma (County), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the Bohemian Highway Bridge (bridge) on a new alignment over the Russian River in the unincorporated community of Monte Rio, Sonoma County, California (Figure 2-1). The existing bridge was constructed in 1934 and was designated locally as a County Landmark in 2003. The bridge provides a critical connection across the lower Russian River in terms of community safety and access, emergency evacuation routes, recreational access, and the local economy. The existing bridge is deficient in terms of current standards for safety and structural integrity during an earthquake event.

The bridge (Bridge No. 20C0018) is located on Bohemian Highway, a two-lane roadway that runs 10-miles through western Sonoma County from Highway 116 in Monte Rio to Bodega Highway (Highway 12) in the community of Freestone. The bridge crosses the Russian River and connects the northern and southern portions of the community of Monte Rio, a popular tourist and recreational area. Public beaches operated by the Monte Rio Recreation and Parks District (MRRPD) are on the north and south sides of the river and include Big Rocky Beach and Sandy Beach on the north side and Dutch Bill Beach on the south side. The Project Area includes the existing and proposed bridge alignments, staging and access areas, MRRPD beaches and park areas, MRRPD Monte Rio

Community Center, the California Department of Fish and Wildlife (CDFW) Monte Rio Fishing Access, and businesses along Bohemian Highway and Main Street on the north and south sides of the bridge.

The bridge was constructed in 1934, and was determined not to be eligible for the National Register of Historic Places (NRHP) in the 2004 Caltrans Statewide Historic Bridge Inventory Update, which received concurrence from the State Historic Preservation Office (SHPO).

The existing bridge is close to the end of its service life, and has been identified as being at seismic risk. Beginning in 1997, extensive discussions between Caltrans and the County, as well as consultation with the public have been undertaken to determine the best approach for resolving the seismic safety concerns: replacement or retrofit. After multiple studies, it was determined that replacement is the only prudent option, as discussed further in the alternatives section of this EIR. The most recent bridge study was completed in 2020 (California Department of Transportation, 2020) and included a discussion of how to resolve the bridge's seismic deficiencies, the cost, and how retrofit compares to a replacement. The report concluded that resolution of the structural risks would require substantial alterations to the bridge at a cost greater than the cost of replacement. Beginning in 2015, the replacement option, with various replacement alignments and bridge types were taken to the public in a series of well-attended public meetings and surveys to solicit public input (see Section 6, Alternatives, for additional details).

The purpose of the Project is to provide a safe, functional, and reliable crossing on the Bohemian Highway over the Russian River between the north and south portions of the Monte Rio community. The Project area is in a region of relatively high seismicity. The most recent (2020) Caltrans Bridge Inspection Report for the existing multi span slabbridge notes a number of structural deficiencies and identifies the bridge as fracture critical. The following deficiencies have been observed:

1. The bridge has been identified as being at seismic risk. In 2013, a detailed rehabilitation versus replacement study was performed. The Caltrans Seismic Design Criteria sets parameters for designing a bridge in order to meet an identified earthquake level, which is referred to as a "design level earthquake." During the study, the bridge was analyzed to see how it would likely perform in a design level earthquake. The study results showed that the bridge is not capable of withstanding a design level earthquake. The study showed that all of the piers had an unacceptable demand to capacity ratio for shear forces in the footings.
2. Hydraulic analysis shows that the bridge does not meet the current requirements for freeboard for either 100-year or the 50-year flood events.
3. Geotechnical analysis indicates that the south side in particular is prone to liquefaction of multiple layers within the upper 100 feet of the ground surface. On the north side, several potentially liquefiable layers were encountered within the upper 35 feet of the ground surface.

The existing bridge has also been identified as functionally obsolete. The two travel lanes have substandard width, and there are no shoulders. Due to insufficient width, large vehicles such as busses or semi-trailer trucks must cross the bridge alone while other traffic waits. Additionally, the narrow sidewalk width and lack of bike lanes do not provide adequate pedestrian and bicycle safety. The existing bridge does not meet the current American Association of State Highway and

Transportation Officials (AASHTO) design requirements nor the design requirements of the California Department of Transportation (Caltrans) Highway Design Manual.

The primary need of the Project is to provide a crossing that meets current seismic design standards. Failure or collapse of the bridge from an earthquake would cause long-term disruption to community, affecting travel, emergency response, evacuation, and the local economy. In addition to seismic safety, the existing bridge is considered substandard in terms of current roadway design standards for lane widths and shoulders. Replacement also allows the opportunity to provide improvements for vehicle, pedestrian and bicycle travel as well as provide a bridge that does not overtop during high river flows.

Therefore, the Cultural Resource Impact No. 1 (CUL-1) will remain significant and unavoidable.

## **CONCLUSION**

With respect to the unmitigable impacts discussed herein and those impacts discussed in Exhibit “A”, the Board finds that all feasible mitigation measures and alternatives have been adopted to avoid or substantially lessen the environmental impacts of the Proposed Project. These adopted measures are incorporated into the Conditions of Approval for the Proposed Project.

**EXHIBIT "C"**  
**STATEMENT OF OVERRIDING CONSIDERATIONS**

**I. Introduction**

1.0 In approving the Proposed Project, which is evaluated in the Final EIR, the Board makes the following Statement of Overriding Considerations pursuant to Public Resources Code section 21081 and State CEQA Guidelines section 15093 in support of its findings on the Final EIR. The Board has considered the information contained in the Final EIR and has fully reviewed and considered all of the public testimony, documentation, exhibits, reports, and presentations included in the record of these proceedings. The Board specifically finds and determines that this Statement of Overriding Considerations is based upon and supported by substantial evidence in the record.

1.1 The Board has carefully weighed the benefits of the Proposed Project against any adverse impacts identified in the Final EIR that could not be feasibly mitigated to a level of insignificance. As more fully set forth in the Final EIR, the significant impacts of the Proposed Project that arguably cannot be mitigated to levels of insignificance include the impact on cultural resources due to the removal and replacement of the existing bridge that is designated as historically significant by the County (CUL-1). These impacts are specifically identified in Exhibit "B" to this resolution. While the Board has required all feasible mitigation measures, such impacts remain significant for purposes of adopting this Statement of Overriding Considerations.

1.2 Notwithstanding the identification and analysis of the impacts that are identified in the Final EIR as being significant and potentially significant which arguably may not be avoided, lessened, or mitigated to a level of insignificance, the Board, acting pursuant to Public Resources Code Section 21081 and Section 15093 of the State CEQA Guidelines, hereby determines that specific economic, legal, social, technological and other benefits of the Proposed Project outweigh any unavoidable, adverse impacts of the Proposed Project and that the Proposed Project should be approved.

1.3 This Statement of Overriding Considerations applies specifically to those impacts found to be significant and unavoidable as set forth in the Final EIR and the record of these proceedings. In addition, this Statement of Overriding Considerations applies to those impacts which have been substantially lessened but not necessarily lessened to a level of insignificance.

1.4 Based upon the objectives identified in the Proposed Project and the Final EIR and the detailed conditions of approval imposed upon the Proposed Project and following public participation and testimony, the Board has determined that the Proposed Project, as recommended for approval by County staff, should be approved as conditioned and that any remaining unmitigated environmental impacts attributable to the Proposed Project are outweighed by the following specific economic, fiscal, social, environmental, land use and other overriding considerations, any one of which is sufficient, in the Board's view, to approve the Proposed Project.

## **II. Benefits of the Proposed Project**

2.1 Structural Safety: The existing bridge is structurally deficient and at the end of its service life, exposing people and property to risk of injury or death. The Proposed Project will remove a structurally unsound bridge with significant seismic safety concerns. Rehabilitating the current bridge to address seismic concerns will result in a bridge with a service life of 20 years before another major rehabilitation would be necessary and would not address the risk of overtopping during high river flows. The Proposed Project will replace the bridge with a structurally superior new bridge that meets all modern standards, provides an anticipated life expectancy of 100 years, and protects the public health, safety, and welfare.

2.2 Enhance Pedestrian and Bicyclist Safety: The Proposed Project will improve pedestrian and bicyclist safety by providing five-foot (5') shoulders/Class II bike lanes and six-foot (6') pedestrian sidewalks on both sides of the bridge to ensure these non-motorists have a safe path of travel across the Bohemian Highway Bridge.

2.3 Other Benefits: The Proposed Project will also provide other important benefits including the following: 1) Provide a bridge that meets current design standards for vehicular loading; 2) Provide a bridge that is hydraulically superior by clear-spanning the Russian River low flow channel and that does not overtop during high river flows; 3) Provide a bridge that meets current standards for two-way vehicle traffic, including for large vehicles such as for emergency response; 4) Provide a bridge with sidewalks that meet current ADA standards; and 5) Provide a bridge that exceeds pedestrian and bicycle way requirements.

## **III. Conclusion**

3.1 The Board finds that the Proposed Project has been carefully reviewed and that the Conditions of Approval have been imposed to implement the mitigation measures identified in the Final EIR, and to address numerous other issues. Nonetheless, the Proposed Project may have certain environmental effects that cannot be avoided or substantially lessened. The Board has carefully considered all of the environmental impacts that have not been mitigated to an insignificant level. The Board has carefully considered the fiscal, economic, social, environmental, and land use benefits of the Proposed Project. The Board has balanced the fiscal, economic, social, environmental, and land use benefits of the Proposed Project against its unavoidable and unmitigated adverse environmental impacts and, based upon substantial evidence in the record, has determined that the benefits of the Proposed Project outweigh the adverse environmental effects.

3.2 Based on the foregoing and pursuant to Public Resources Code section 21081 and State CEQA Guidelines section 15093, the Board finds that the remaining significant unavoidable impacts of the Proposed Project are acceptable in light of the economic, fiscal, social, environmental and land use benefits of the Proposed Project. Such benefits outweigh such significant and unavoidable impacts of the Proposed Project and provide the substantive and legal basis for this Statement of Overriding Considerations.

3.3 Last, the Board finds that, to the extent that any impacts identified in Exhibit "B"



remain unmitigated, mitigation measures have been required to the extent feasible, although the impacts could not be reduced to a less-than-significant level.

3.4 Accordingly, when deciding to approve the Proposed Project, the Board is faced with presumed unmitigated impacts that are limited in nature. When considering the significant benefits outlined in this Statement of Overriding Consideration against limited impacts, the balance of weight clearly falls in favor of the merits of the Proposed Project and its benefits.

## **EXHIBIT "D" ALTERNATIVES**

### **1.0 INTRODUCTION**

As required under Section 15126(d) of the *CEQA Guidelines*, the purpose for an Environmental Impact Report (EIR) is to discuss a range of reasonable alternatives to a proposed project that feasibly attains most of the basic objectives of the project while avoiding or lessening significant environmental effects. An evaluation of the comparative merits of the project alternatives also is required. A feasible alternative is an alternative capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

### **2.0 STATEMENT OF PROJECT OBJECTIVES**

In compliance with Section 15124(b) of the *CEQA (California Environmental Quality Act) Guidelines*, the County is required to identify its objectives associated with the proposed Bohemian Highway Bridge Replacement Project. As the project proponent, the County has identified six objectives for the implementation of the Proposed Project. These six objectives are all associated with constructing a bridge that meets modern standards and provides a safe passage for the traveling public over the Russian River. These are the objectives for the Proposed Project, as set forth in the Final EIR:

1. To provide a bridge that meets current seismic design standards, as failure or collapse of the existing bridge from an earthquake would cause long-term disruption to travel, emergency response, evacuation, and the local economy.
2. To provide a bridge that meets current design standards for vehicular loading.
3. To provide a bridge that does not overtop during a 100-year flood event.
4. To provide a bridge that meets current standards for two-way vehicle traffic.
5. To provide a bridge with sidewalks that meet current ADA standards.
6. To provide a bridge that meets current design standards for bicycle lanes.

### **3.0 SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT**

As more fully set forth in the Final EIR and in Exhibit B to this resolution, the Proposed Project poses certain significant or potentially significant adverse environmental impacts that arguably cannot be mitigated to a level of insignificance. The one significant impact of the Proposed Project, which may not be mitigated to a level of insignificance, is the loss of a County landmark historic bridge. These impacts are discussed in detail in the Final EIR, and more succinctly in Exhibit "B" of this Resolution.

### **4.0 FINDINGS REGARDING ALTERNATIVES**

An EIR is required to identify the environmentally superior alternative: that is, the

alternative having the potential for the fewest significant environmental impacts from among the range of reasonable alternatives that are evaluated. Here, the environmentally superior alternative appears to be the No Project Alternative. It would have the fewest environmental impacts but would not meet any of the project objectives, making this alternative infeasible.

Four alternatives are evaluated in the Final EIR including the CEQA-required “no-project” alternative that involve changes to the project that may reduce the project-related environmental impacts identified in this Project EIR.

The following alternatives are evaluated in this EIR:

Alternative 1: No Project

Alternative 2: Retrofit of the Existing Bridge

Alternative 3: Replace and Retain

Alternative 4: Replace and Remove (Five preliminary alignment options were analyzed under the replace and remove alternative).

The CEQA Guidelines require that if the No Project Alternative is the environmentally superior alternative, another alternative must also be identified as the environmentally superior alternative. Of the remaining alternatives, none offer any substantial environmental benefit over the Proposed Project. Therefore, the Proposed Project is the environmentally superior alternative because it meets the project objectives and will cause the least amount of environmental impact.

The Final EIR satisfies the requirements of CEQA by providing a reasonable range of alternatives, each of which is intended to address means by which the unavoidable adverse impacts of the Proposed Project can be lessened. For the reasons set forth herein, the Board finds that specific economic, legal, social, technological or other benefits make it infeasible to approve the No Project Alternative evaluated in the Final EIR.

#### **4.1 Alternative 1: No-Project**

*Description.* The *CEQA Guidelines* (Section 15126.6[e][2]) require that the alternatives discussion include an analysis of a No Project alternative. Pursuant to CEQA, the No Project alternative refers to the analysis of existing conditions and what would reasonably be expected to occur in the foreseeable future if the project was not approved, based on current plans and consistent with available infrastructure and community services. In this case, under the No Project alternative the existing bridge would not be replaced and would continue to be used as it exists currently. Though the bridge would receive routine maintenance to allow for its continued use, the existing bridge would continue to be seismically inadequate and subject to damage or collapse under strong seismic and/or flood conditions. This alternative could expose people and property to risk of injury and may be considered a significant impact. In addition, since the current bridge is rated by Caltrans as Functionally Obsolete and designated as Scour Critical, at some point in the future, as the bridge continues to degrade or becomes a

safety concern for motorists, the costs to maintain the bridge may become too great and require closure of the bridge permanently.

#### *Impact Analysis*

Aesthetics. Under the No-Project alternative, the existing bridge would remain in place and no changes would occur related to site aesthetics. There would be no construction-related removal of the existing bridge structure or vegetation or change in views from the roadway, residential uses, or from the Russian River. No new roadway or bridge structure would be introduced to the existing visual setting. The bridge is located within the Scenic Corridor boundaries of State Route 116. The No-Project alternative would not result in impacts on scenic vistas or resources because no new bridge or other improvements would be made. Impacts would be less than the proposed Project. However, the Proposed Project is designed to not introduce contrasting elements to the existing landscape, and would improve the existing viewshed as the bridge would introduce more natural lines, as opposed to the more angular structure of the existing bridge. The architectural improvements associated with the proposed Project may be viewed as an improvement over the baseline condition, and impacts to aesthetics would be less than the impacts the proposed Project will have.

Agriculture and Forestry Resources. The No-Project alternative would not impact agricultural resources in the Project area. No designated important farmland, timberland, or forest land currently exist at the project site. Impacts would be similar to those under the proposed project.

Air Quality. The No-Project Alternative would result in no new impacts on air quality. Short-term construction emissions would not be generated and there would be no potential to exceed project-level thresholds for construction emissions. Sensitive receptors would not be exposed to construction related emissions. Since the existing bridge would not be demolished, there would be no potential for exposure to structural asbestos, lead-based paint, or nuisance odors. Impacts would be less than the proposed Project.

Biological Resources. Under the No-Project Alternative, maintenance activities would potentially result in temporary disturbances to nesting migratory birds. However, no ground disturbance or loss of habitat would occur. Impacts would be less than the proposed Project.

Cultural Resources. The Bohemian Highway Bridge over the Russian River is designated as a local, Sonoma County Historic Landmark and has received Historical District (HD) zoning as part of the County's Historic Bridge Thematic District. Under the No-Project, the existing landmark structure would remain in place. The potential for impacts on cultural resources would remain unchanged from existing conditions under the No-Project alternative. Ground disturbing construction activities would not occur and the location of the existing Bohemian Highway Bridge would remain the same. The potential to disturb or destroy buried archaeological resources or previously unknown human remains would remain unchanged. Further, operation and maintenance of the existing bridge and roads would not affect previously identified historical resources. Impacts would be less than the proposed Project.

Energy. The No-Project alternative would result in no new impacts to energy use. There would be no construction-related increase in fuel consumption. As with the proposed Project, there would be no change in demand for electric power or other energy sources and no inefficient or wasteful use of energy resources would occur. Impacts would be less than the proposed project.

Geology and Soils. Under the No-Project alternative, there would be no immediate impacts related to geologic hazards, such as those associated with fault rupture, strong ground shaking, and soil erosion, because the project would not be built. There would also be no potential for ground disturbance that could impact paleontological resources. Impacts would be less than the proposed Project. However, the project site is subject to risks associated with potentially destructive earthquake activity. The existing structure is not built to current seismic standards and has been determined to be structurally deficient. Notwithstanding the ground-disturbing activities of the Project, an earthquake could impact the existing bridge, thereby exposing people and structures, including the risk of loss, injury, or death. The impact would be significant compared to the proposed Project.

Greenhouse Gas Emissions. The No-Project alternative would not result in increased GHG emissions compared to baseline conditions. Short-term construction emissions would not be generated and there would be no potential to exceed regional significance thresholds of CO<sub>2</sub>e. Unlike the proposed Project, the No-Project alternative would not have the likely benefit to local air quality because the two-lane bridge eliminates the idling time that currently happens with the narrow lane bridge as vehicles wait to allow on-coming traffic to cross the bridge. There would be no change in traffic conditions and as a result, no potential benefit on operational GHG emissions. Impacts would be slightly greater than the proposed Project.

Hazards and Hazardous Materials. There would be no construction activity under the No-Project Alternative, which would preclude construction related use and potential accidental release of hazardous materials. As with the proposed Project, The No-Project alternative would not introduce new fire hazards or risk to people and structures in the Project area. Impacts would be less than the proposed Project.

Hydrology and Water Quality. The No-Project alternative would result in no impacts to hydrology and water quality beyond the existing conditions. Construction impacts related to land disturbing activities would not occur and there would be no potential for temporary increases in sediment loads and pollutants to the Russian River, or degradation of water quality. There would be no increase in the use of chemicals or pollutants associated with construction activities and as a result, no increase in potential hazardous materials in stormwater and no change in flow rates and drainage patterns of stormwater runoff. Unlike the proposed Project, the no project alternative would not have the likely benefit of incorporation of Low Impact Development features such as storm water capture and treatment through the use of permanent BMPs and retainage basins at each bridge abutment. Additionally, unlike the proposed project, the existing bridge is completely overtopped during 50 and 100 year storm events. Impacts would be greater than the proposed project.

Land Use and Planning. The No-Project alternative would result in no changes to land use in

the Project area. Because a replacement bridge would not be constructed there would be no need for temporary or permanent right-of-way acquisition of private lands for transportation uses. Impacts would be less than the proposed Project.

Mineral Resources. The No-Project Alternative would not result in changes to the availability of a known mineral resource. Impacts would be similar to the proposed Project.

Noise. The No-Project alternative would result in no new noise or vibration related impacts. Short-term construction noise would not be generated and there would be no potential to exceed the County construction noise thresholds. There would likewise be no change in traffic conditions, relative to existing conditions, and as a result, no impact on operational noise levels. Impacts would be less than the proposed Project.

Population and Housing. Similar to the proposed project, the No-Project alternative would have no impacts on population and housing and would not divide an established community. As with the proposed Project, the No-Project alternative would not induce population growth or displace people or housing. Impacts would be similar to the proposed Project.

Public Services and Recreation. The No-Project alternative would result in no immediate impacts on public services. The No-Project alternative would result in no impacts on beach recreation. Under the No-Project alternative recreational boating access would remain unchanged. Impacts would be less than the proposed Project. Similar to the proposed project, there would be no associated change in demand for electricity or other energy sources and there would be no inefficient or wasteful use of energy resources. However, the current substandard roadway approach and bridge conditions would remain and access for larger vehicles, including emergency responders and delivery trucks, would remain restricted. Over time the current structure would continue to deteriorate, and there is a higher potential for bridge failure during the 100 year flood event. Impacts would be greater than the proposed project.

Transportation. The No-Project Alternative would result in no construction-related impacts on traffic or circulation conditions in the study area. Because no improvements would be made to the bridge or roadway approaches, the route would remain substandard and structurally deficient. Access for larger vehicles, including emergency response vehicles and delivery trucks would remain restricted. Impacts would be greater than the proposed project.

Tribal Cultural Resources. The potential for impacts on tribal cultural resources would remain unchanged from existing conditions under the No-Project Alternative. Ground disturbing construction activities would not occur and the location of the existing Bohemian Highway Bridge would remain the same. The potential to disturb or destroy buried archaeological resources or previously unknown human remains would remain unchanged. Further, operation and maintenance of the existing bridge and roads would not affect previously identified historical resources. Impacts would be less than the proposed Project.

Utilities and Service Systems. Public services would not be affected under the No-Project alternative. Utilities would not be affected under the No-Project Alternative. No utility or

communications infrastructure relocations would occur. However, under the No Project alternative the bridge would continue to deteriorate and would be a higher potential of failure in the event of a sizable earth quake or flood. Impacts would be greater than the proposed project.

Wildfire. Similar to the proposed Project, The No-Project alternative would not change the risk of wildfire at the site or its vicinity. The No-Project alternative would retain the current functional and operational deficiencies and the existing bridge would retain its posted reduced load capacity. As the existing bridge ages, increased maintenance may be needed and the potential need for closures would increase. Overtime these issues may affect the use of the structure by fire suppression equipment and services. Impacts would be greater than the proposed project.

*Growth Inducement.* The No Project Alternative has no growth-inducing impacts.

*Cumulative Impacts.* Based on the analysis herein, the No Project alternative would have less impacts to, air quality, biological resources, cultural resources, energy, hazards and hazardous materials, land use and planning, noise, public services and recreation, tribal cultural resources, and utilities and service systems than the proposed project. Impacts to agriculture and forestry resources, mineral resources, population and housing, and wildfire would be similar to the proposed project. Impacts to geology and soils, greenhouse gas, hydrology and water quality, and transportation would have greater impacts compared to the project. The No Project alternative would also not result in cumulative impacts.

*Ability to Meet Project Objectives.* The No Project Alternative would fail to meet all of the key objectives of the Proposed Project. The existing bridge would remain open and continue to represent a safety concern for the traveling public, until structural considerations reach a point where the bridge would be closed to traffic. In the event of strong seismic conditions, the existing bridge would pose a safety concern, including for the public engaging in recreational uses in the beach directly below the bridge.

*Conclusion.* Although the No Project Alternative would have less environmental impacts, it would not meet any of the project objectives and continue to represent a safety concern for the public.

## **4.2 Alternative 2: Rehabilitation/Retrofit**

*Description.* This option would include the rehabilitation of the existing bridge to meet current seismic and minimum vehicular loading standards. The following items may be included in rehabilitation: Repaint all structural steel; Replace bridge bearings; Complete replacement of bridge substructure; Replacement of rivets with high strength bolts; Reinforcement of structural steel members; Replacement of bridge deck with lightweight concrete or steel deck; and, Replacement of exterior barrier rail with MASH compliant rail

The rehabilitation would upgrade the bridge, but only partially meet current design standards.

Project objectives No. 3-6 listed above would not be met. A primary goal of a rehabilitation project would be to preserve the character of the existing bridge, a designated County landmark, thereby reducing the impacts to cultural resources. However, it is believed the extensive modifications required to successfully reinforce the bridge would severely alter the look, historical integrity, and character of the existing bridge, thereby failing to meet the goal of preserving the character of the existing bridge. A rehabilitation project is anticipated to have a service life of 20 years before another major undertaking is required.

In two separate studies (conducted in 1997 and 2013) it was found that retrofit/rehabilitation would cost more than replacement. Considerable review with the funding partners at Caltrans determined that rehabilitation was not the financially prudent option because a rehabilitated bridge would have a service life of only 20 years but would not meet vehicular loading requirements, ADA requirements for sidewalks, and would not add dedicated bike lanes. Therefore, a rehabilitation project would not qualify for federal funding. Without federal funding, the County would not have a funding source for the retrofit/rehabilitation, making this alternative infeasible. Considering that rehabilitation would be more expensive, have a short service life, alter the character of the bridge, meet few project objectives, and that the County does not have funding for rehabilitation, Option 2 was rejected.

*Growth Inducement.* Alternative 2, as with the Proposed Project, would not add a new traffic lane or new capacity to Bohemian Highway. Therefore, no growth-inducing impacts are expected if Alternative 2 is selected.

*Cumulative Impacts.* Alternative 2, as with the Proposed Project, would not result in any cumulative impacts.

*Ability to Meet Project Objectives.* Alternative 2 would fail to meet objectives 3-6 and would have similar impacts as the Proposed Project.

*Conclusion.* Similar to the Proposed Project, Alternative 2 would result in a significant unavoidable impact to the County historic landmark. Thus, Alternative 2 offers no environmental benefits over the Proposed Project. Alternative 2 would also require identification of a new funding source.

### **4.3 Alternative 3: Replace and Retain**

*Description.* This option would include the construction of a separate vehicular bridge and retention of the existing bridge for pedestrian and bicycle use. To retain the existing bridge, retrofit/rehabilitation discussed in alternative 2 would have to be considered. Retention of the existing bridge for pedestrian and bicycle use would require retrofitting to ensure public safety. The seismic safety standards for vehicular and pedestrian bridges are the same, and therefore the rehabilitation of the existing bridge required in Alternative 3 would be substantially similar to Alternative 2. The character of the bridge would likely be impacted, reducing the benefit of retention. The permanent impact to the waterway would be greater than other options, as hydraulic issues in the area would likely worsen with two bridges impeding the waterway. Impacts associated with aesthetics, air quality, biology, cultural



resources, GHG, noise, tribal cultural resources would all be similar or greater when compared to the Proposed Project. Additionally, the cost of maintaining two bridges is greater. Caltrans/Federal Highway Administration does not provide funding for repair of pedestrian bridges and will not fund the rehabilitation of the existing bridge for pedestrian and bicycle use or any future repairs, making Alternative 3 financially infeasible.

While retaining the existing bridge for pedestrian and bicycle use would slightly reduce the cost of the new bridge because it would be modified to eliminate the sidewalks and bicycle lanes, the cost of a pedestrian bridge rehabilitation alone would be similar to the cost of a stand-alone rehabilitation. The overall cost of this alternative would be significantly more than other options, with a greater portion of the costs borne by the County. Considering the costs, impacts to the character of the existing bridge, and impacts to the waterway, alternative 3 was rejected.

*Growth Inducement.* Alternative 3, as with the Proposed Project, would not add a new traffic lane or new capacity to Bohemian Highway. Therefore, no growth-inducing impacts are expected if Alternative 3 is selected.

*Cumulative Impacts.* Alternative 3, as with the Proposed Project, would not result in any cumulative impacts.

*Ability to Meet Project Objectives.* Alternative 3, as with the Proposed Project, would meet the project objectives.

*Conclusion.* Similar to the Proposed Project, Alternative 3 would result in a significant unavoidable impact to the County historic landmark bridge. Thus, Alternative 3 offers no environmental benefits over the Proposed Project. In addition, Alternative 3 and may cause more environmental impacts due to additional impacts to hydrology. Alternative 3 would also require identification of a new funding source.

#### 4.4

##### **Bridge Replacement with Different Alignments than Proposed Project**

Four alternative alignments were considered for the proposed Replace and Remove alternative. The engineering team and County staff analyzed the alignment alternatives in terms of engineering and environmental constraints. When asked to choose between these two alignments, 87% of community workshop participants preferred the alignment which was selected as the Proposed Project alignment.

All of the alignment alternatives considered would traverse Monte Rio Recreation and Park District (MRRPD) lands. The two alternative alignments located upstream from the Proposed Project could potentially have fewer impacts on MRRPD's beach areas because they are further downstream from the existing bridge and connect to Moscow Road, rather than Main Street or Bohemian Highway. However, they both would have greater impacts to the Monte Rio fishing access area and/or specifically impact the boat ramp, which was funded with Land

and Water Conservation Fund Act (LWCF) funds and would require approval from the Department of the Interior before removal.

The two alternative alignments located downstream from the Proposed Project were rejected due to engineering challenges, environmental constraints, higher costs, or because they do not meet the purpose and need of the project to service the needs of the community. Specifically, the downstream alignments by-pass main street stores, affect community cohesion, require additional intersections, have increased costs to widen Moscow Road, would require difficult turning radius onto Moscow Road, and are too far for Monte Rio's traditional 4th of July activities and other annual events, which are celebrated from the MRRPD beaches and properties. Community input received during the various workshops and outreach described above also influenced the decision to reject these four alternative alignments and move forward with the alignment in the Proposed Project.

*Growth Inducement.* Alternative 4, as with the Proposed Project, would not add a new traffic lane or new capacity to Bohemian Highway. Therefore, no growth-inducing impacts are expected if Alternative 4 is selected.

*Cumulative Impacts.* Alternative 4, as with the Proposed Project, would not result in any cumulative impacts.

*Ability to Meet Project Objectives.* Alternative 4, as with the Proposed Project, would meet the project objectives.

*Conclusion.* Similar to the Proposed Project, Alternative 4 would result in a significant unavoidable impact to the County historic landmark bridge. Thus, Alternative 4 offers no environmental benefits over the Proposed Project. Alternative 4 would meet the project objectives but would fail to meet the needs of the community and would increase costs.

## **5.0 Environmentally Superior Alternative**

CEQA requires identification of the environmentally superior alternative among the alternatives to the proposed Project. The environmentally superior alternative must be an alternative that reduces some of the project's environmental impacts, regardless of the financial costs associated.

Identification of the environmentally superior alternative is an informational procedure and the alternative identified as the environmentally superior alternative may not be that which best meets the objectives or needs of the proposed project. Table 6-1 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied.

Based on the analysis of alternatives in this section, the No Project alternative is the environmentally superior alternative as it would either avoid or lessen the severity of the majority of impacts identified for the proposed Project. The No Project alternative would still result in greater impacts for geology and soils, greenhouse gas, hydrology and water quality,

and transportation, due to the threat of collapsing and imminent closure. The existing bridge would be left in its current condition, and no structural or functional deficiencies would be corrected. Basic maintenance and repairs would continue. This option would have minimal impact on the community and natural resources, until such time that the bridge began to fail, or a seismic event occurred. At some point, the bridge would be determined to pose a public health and safety risk and the County would have to close it. This would have significant impacts on the community related to transportation, emergency access, and local economy. This alternative would not include any of the improvements required to meet seismic, vehicular loading, hydraulic, or geometric and ADA objectives. Due to the potential for collapse during an earthquake, this option carries an unacceptable risk to life and safety. This option would not improve vehicle, cyclist, or pedestrian access.

This alternative could expose people and property to risk of injury and may be considered a significant impact. In addition, since the current bridge is rated by Caltrans as Functionally Obsolete and designated as Scour Critical, at some point in the future, as the bridge continues to degrade and/or becomes a safety concern for motorists and beach users, the costs to maintain the bridge may become too great and, as referenced above, at some point maintenance would be insufficient to protect the public from the risks associated with a potential collapse, requiring permanent closure of the bridge and restricting beach access to areas determined unsafe in the event of the bridge collapses.

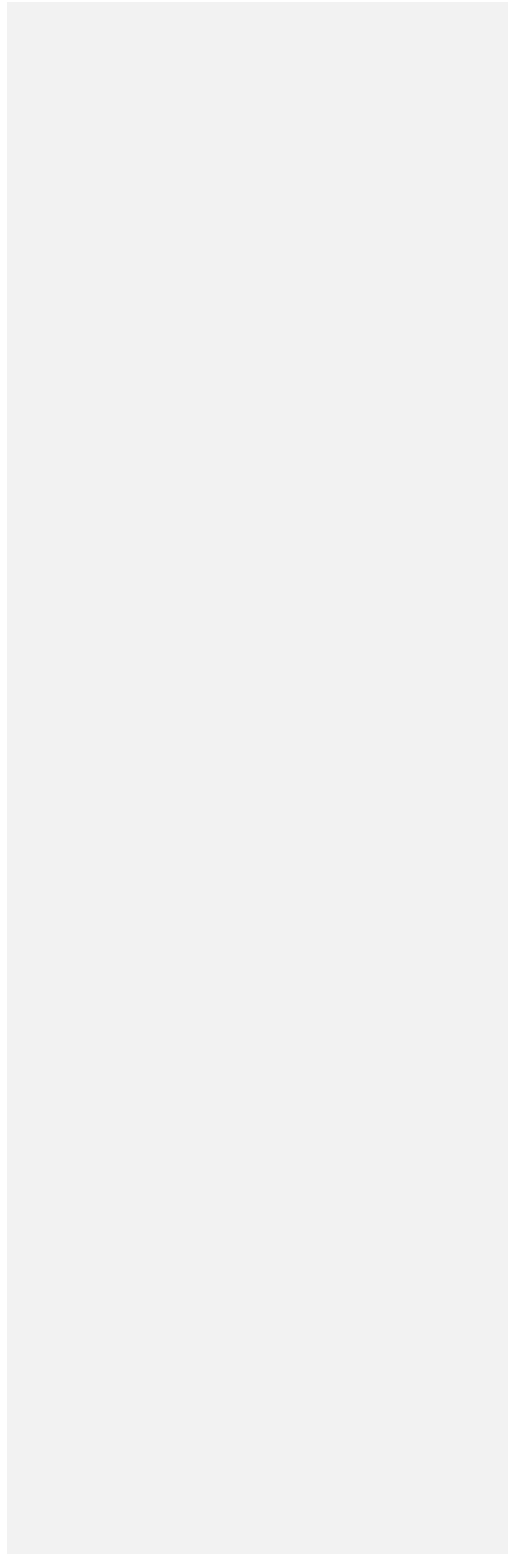
Where the No Project alternative is determined to avoid or reduce more impacts than any other alternative, CEQA requires that the EIR identify an environmentally superior alternative among the other alternatives (*CEQA Guidelines* Section 15126.6[e]). Of the remaining alternatives, none offer any substantial environmental benefit over the Proposed Project. The alternative to rehabilitate the current bridge is not feasible due to funding and because it would have a relatively short, expected service-life of 20 years. It is expected the temporary impacts to the community and environment associated with construction of a replacement bridge would be comparable to the temporary impacts of a rehabilitation option, with negligible differences in permanent impacts. The alternative to replace and retain would essentially require a future rehabilitation of the old bridge to address public safety concerns. While leaving the existing bridge in place may not have immediate impacts, based on the discussion above, adverse impacts would likely emerge over time as its condition continues to deteriorate.

Removal of the existing bridge is expected to provide a number of environmental benefits. As part of the proposed replacement bridge project, the existing bridge piers will be removed from the river channel and beach areas, and the new bridge will not require piers in the waterway, having an overall net-benefit to the river hydrology and flood flow water surface elevations. The replacement structure is a multimodal bridge to encourage safe pedestrian and bicycle use. Considering the cost, service life, project benefits and what would reasonably be expected to occur in the foreseeable future if the project was not approved, the Proposed Project (to Replace and Remove the existing structure) is the preferred approach, and the environmentally superior Project alternative.

Therefore, the Proposed Project is considered to be the environmentally superior alternative

because it meets all of the project objectives with the least amount of environmental impact.

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**Exhibit E**

**Mitigation Monitoring and Reporting Program**

**Commented [IJ1]:** Sending as a separate document due to size of file