

**BUREAU OF LAND MANAGEMENT
CENTRAL COAST FIELD OFFICE**

**COASTAL CONSISTENCY DETERMINATION
Cotoni-Coast Dairies Resource Management Plan Amendment**

I. AUTHORITY

The Bureau of Land Management (BLM), Central Coast Field Office is submitting this Coastal Consistency Determination in compliance with Section 930.34 *et seq* of the National Oceanic and Atmospheric Administration Federal Consistency Regulations (Title 15, Code of Federal Regulations, Part 930).

II. DETERMINATION

In accordance with the Federal Coastal Zone Management Act of 1972, as amended, the BLM has determined that the Cotoni-Coast Dairies Resource Management Plan Amendment is consistent to the maximum extent practicable with the California Coastal Management Program (CCMP), pursuant to the requirements of the Coastal Zone Management Act (CZMA) of 1972, as amended, and the California Coastal Act (CCA) of 1976, as amended. This statement is based upon an extensive evaluation of the relevant enforceable policies of the CCMP.

III. BACKGROUND

This consistency determination evaluates the Preferred Alternative (i.e. Proposed Action) for the Cotoni-Coast Dairies Resource Management Plan Amendment (RMPA) and Environmental Assessment (EA). The Proposed RMPA/EA, and associated figures, can be found on the BLM eplanning site: <https://go.usa.gov/xEJAw>.

The RMPA will amend the 2005 California Coastal National Monument Resource Management Plan (RMP) to establish the BLM's land use decisions for the Cotoni-Coast Dairies unit of the California Coastal National Monument (CCNM) in Santa Cruz County (Figure 1). The CCNM RMP (BLM 2005) was completed before the addition of onshore units. It provides management direction for approximately 20,000 offshore rocks and islands along the coast of California

The Trust for Public Lands (TPL) purchased the Coast Dairies property in 1998 with contributions provided by the California Coastal Conservancy, the David and Lucille Packard Foundation, the Save-the-Redwoods League, and other non-government entities. In August 1998, the BLM signed a memorandum of understanding with TPL to be a permanent steward of the upland portions of the property. In April 2014, TPL transferred those portions of Coast Dairies identified as "upland parcels", totaling 5,843 acres, into public ownership under the BLM's administration. The mineral estate underlying the property was retained by the Coast Dairies Land Company.

On January 12, 2017, the property was added to the CCNM by Presidential Proclamation No. 9563 and re-named Cotoni-Coast Dairies (C-CD). The proclamation specifically calls for a management plan to make the area available for public access, consistent with the care and management of the objects identified. The CCNM is managed as a component of the BLM's National Conservation Lands, which have been designated by Congress and/or the President, supporting conservation as a part of the BLM's mission.

The California Coastal Commission (CCC) has been involved in the effort to preserve and protect this property for decades. In 2012, the CCC issued Coastal Development Permit (CDP) 3-11-035, which allowed the property to be transferred to the BLM for use for “open space and public recreation in a manner consistent with the protection and preservation of natural habitats, adjacent sustainable agricultural uses, and the rights and interests of the property’s current lessees or their successors in interest.” The BLM accepted the property in 2014 with deed restrictions that mirror the language of CDP 3-11-035. Since accepting donation of the property in 2014, the BLM has coordinated closely with the CCC on planning for the property.

The BLM has also partnered and collaborated with a wide range of agencies, organizations, and individuals throughout this planning process. The BLM has formal cooperating agency relationships with Santa Cruz County and California State Parks for the purposes of this RMPA. The BLM has also coordinated extensively with the Amah Mutsun Land Trust and Amah Mutsun Tribal Band in developing this RMPA.

The BLM formally initiated the RMPA process in June 24, 2019 with the publication of a Notice of Intent in the Federal Register. This notice triggered a 40-day public scoping period. During this time, the BLM hosted two public meetings and received over 600 public comment submissions, which are summarized in a public scoping report (<https://eplanning.blm.gov/eplanning-ui/project/120855/510>). On February 14, 2020, the BLM released a Draft RMPA/EA for public review and a 45-day comment period. This Draft included three alternatives (Alternatives A, B, and C), which represented three alternative approaches to management of C-CD. The BLM hosted two additional public meetings during this comment period and received nearly 900 public comment submissions, which are summarized in Appendix J of the Proposed RMPA/Final EA (<https://eplanning.blm.gov/eplanning-ui/project/120855/510>).

The Draft RMPA/EA presented a range of reasonable management actions that were analyzed to assist decision-makers and the public in understanding the potential environmental consequences of each alternative. The three alternatives considered in the Draft RMPA/EA were distinguished by the type and degree of constraints described as allowable uses undertaken to achieve the desired outcomes.

Based on public comment received on the Draft RMPA/EA, the BLM developed a fourth alternative (Alternative D) and incorporated this alternative into the Proposed RMPA/EA and identified it as the “Preferred Alternative” (i.e. Proposed Action). Both of these documents are available on-line to review and/or download from the BLM’s website: <https://go.usa.gov/xEJAw>.

On August 16, 2020, a lightning storm ignited multiple fires across Santa Cruz and San Mateo Counties. Eventually these fires burned together and were collectively renamed the CZU Lightning Complex. The CZU Lightning Complex burned 86,509 acres, by far the largest wildfire in recent history in the Santa Cruz/San Mateo County region. Approximately 1,052 acres of C-CD burned in this fire in the Molino, Agua Puerca, and San Vicente watersheds.

A summary of the CZU Lightning Complex relevant to the range of alternatives considered in the Proposed RMPA is included in Chapter 3 (ref. Fire and Fuels) and Chapter 4 (ref. Cumulative Effects). The BLM will monitor impacts of the fire and retains the flexibility to delay or adjust implementation of components of the RMPA, as necessary, in response to the CZU Lightning Complex or future wildland fires.

IV. Proposed Action

The Federal Land Policy and Management Act (FPLMA) requires the BLM to identify **land use decisions** in RMP's to establish the goals and objectives, management actions, and allowable uses for BLM-administered lands like the Cotoni-Coast Dairies unit of the California Coastal National Monument. The preferred alternative (i.e. proposed action) analyzed in the Proposed RMPA/EA also includes **implementation actions** that would be approved upon issuance of the BLM's Decision Record for the C-CD RMPA. For example, the BLM's implementation decisions for recreation identify the site-specific designs and location for the BLM to construct parking areas, develop recreational trails, and manage associated visitor use facilities during phase 1 and phase 2 under the proposed action (Alternative D). In addition to recreation, the proposed action also includes decisions for other BLM programs like (terrestrial and aquatic) vegetation management, fish and wildlife habitat (restoration), transportation and travel management, livestock grazing, and lands and realty.

Since the C-CD RMPA *may affect* coastal resources, the BLM is seeking a consistency determination for the **land use decisions** and the **implementation actions** identified under Alternative D. The RMPA's overarching goals and objectives are designed to provide opportunities for public access and recreation at Cotoni-Coast Dairies, while ensuring care for the objects and values identified in Presidential Proclamation 9563. These objects include traditional use areas of the indigenous people and archaeological resources, as well as a wide array of habitats and the diversity of wildlife that they support, including forests, shrublands, grasslands, riparian/wetlands, and aquatic systems.

The BLM's "Preferred Alternative" consists of elements [i.e. allowable uses, management activities] from across the range of alternatives analyzed in the Draft RMPA/EA, including elements of Alternatives A, B, and C. After careful consideration of public comments, the BLM crafted Alternative D to address issues and concerns raised by the community and satisfy the purpose and need for this Proposed RMPA/EA. A full description of the **land use decisions** and **implementation actions** under the proposed action (Alternative D) can be found in **Attachment 1** to this consistency determination. A summary is provided below.

Public Access and Recreation

Under Alternative D, the BLM would manage four recreation management zones (RMZ) on C-CD. The BLM would establish three day-use facilities/parking areas on the property: Warrenella Road Gate, Warrenella Road Top, and Marina Ranch Gate (Attachment 2). Warrenella Road Top would be available for seasonal weekend use only to minimize conflicts with adjacent landowners and rights holders. The BLM would establish pedestrian/bicycle connections to regional transportation systems via the North Coast Rail Trail and the adjacent San Vicente Redwoods property.

Trail-based recreation opportunities would consist of 26 miles of trails (Figure 5D). Mechanized use (e.g. mountain bikes) would be concentrated in RMZ1 on the northern portion of the property and equestrian use would be concentrated in RMZ3 on the southern portion of the property (Figure 6D). Hikers would be allowed on all trails on the property. Dogs on leashes would be allowed on specifically designated trails to protect sensitive habitat areas. RMZs 2 and 4 would be managed as core habitat areas for fish and wildlife, with recreation access limited to guided tours and permitted access only. Archery hunting would be allowed in RMZ2 through a permitted special hunt program managed in partnership with the California Department of Fish and Wildlife.

The BLM would only authorize camping on the property for traditional cultural practices (tribal groups and organizations), work groups (e.g. California Conservation Corps), research, or educational purposes. Non-

competitive special recreation permits (SRP) would be allowed if they promote understanding and appreciation of CCNM values and do not conflict with public access for the general public.

Pursuant to the Federal Land Recreation Enhancement Act (REA), the BLM may collect fees for use of parking facilities on the property to help pay for upkeep of facilities. This authorization provides the certainty needed to make long-term investments in an integrated system, sustain partnerships, and improve the recreation experience for visitor to the C-CD. Recreation fees collected under REA are reinvested at the collecting site to benefit the visitor through enhanced facilities and services. The BLM may only charge market-rate fees at sites and for activities that meet certain specified criteria. The REA also requires that the Departments establish Resource Advisory Councils (RACs) so the local community, the recreation community, and the general public can provide input into fees established by BLM at C-CD.

The BLM proposes to use a two-phased approach to the implementation of public recreation facilities, with implementation of Phase 2 dependent on effective recreation management under Phase 1. Emphasis will be placed on the adequacy of infrastructure to accommodate visitor use, the effectiveness with which the BLM and partners are able to maintain the trail system, and the BLM and partners' ability to address unauthorized trails and trail use, and unauthorized entry into core wildlife areas (RMZs 2 and 4).

Livestock Grazing and Vegetation Management

Under the proposed action, the BLM would pursue opportunities for restoration of biological resources on the property, including use of herbicides and prescribed fire to control non-native plant species, but aerial herbicide application would be prohibited. Priorities for weed management actions will emphasize: 1) mitigation of wildfire risk by reducing fine fuel loads near potential ignition sources (e.g. tall weeds around Day Use Areas), 2) control of highly undesirable weeds that adversely impact rangelands (e.g. thistles in grasslands), and 3) control of weeds that adversely impact native vegetation and habitat of native species, particularly special status species (e.g. cape ivy in riparian zones).

Tools and methods for treating and managing invasive weeds will include: 1) manual (i.e. hand-pulling), 2) mechanical (i.e. mowing), 3) targeted livestock grazing, 4) prescribed fire; and 5) herbicide treatment. Integrated Pest Management (IPM) is an effective and environmentally sensitive approach that optimizes control of weeds, while minimizing risks to human health, beneficial and non-target organisms, and the environment. IPM focuses on managing either the ecosystem that supports the weed or the weed species directly to reduce establishment, reproduction, dispersal, and survival.

The BLM would authorize livestock grazing for up to 149 head of cattle and 2,229 acres (Figure 8D). Objectives would be established to use grazing as a tool to treat non-native, invasive plant species, restore and maintain native perennial coastal grasslands, reduce fine fuel loads, and improve habitat for special status species. The BLM would seek opportunities to better distribute livestock across the property through installation and replacement of fencing, water troughs, tanks, and waterlines. The BLM would fence spring developments and riparian areas to prevent trampling of these sensitive areas by livestock.

Detailed information about the application of herbicides under the proposed action is provided in Appendix F of the Proposed RMPA/EA. The total area subject to treatment with herbicide is estimated to be 50 acres of non-native, tall, broadleaf annuals and non-native grasslands. Prescribed fire may be used to reduce fine fuel loads and the abundance on non-native grasses and forbs in order to restore native grasslands. The total area subject to prescribed fire treatment is estimated to be 10 acres of non-native, tall, broadleaf annuals and non-native grasslands. The BLM's weed management priorities and strategies will be modified over time, based on inventory and monitoring results.

Protections for Sensitive Resources

The BLM would restrict authorized uses (primarily recreation and livestock grazing) on C-CD for protection of fish and wildlife, special status species, sensitive habitat types (particularly riparian areas), and cultural resources. RMZs 2 and 4 (which constitute 3,187 acres, 55% of C-CD) would be managed as core resource protection zones. These two zones encompass the three largest waterways on C-CD (Laguna, Liddell and San Vicente Creeks), all of which are known to support Federally listed (under the Endangered Species Act) coho and steelhead. In addition, these two zones encompass areas of concentration of prehistoric cultural resources of critical importance to the Amah Mutsun Tribal Band. RMZ2 is also contiguous with protected lands on the adjacent San Vicente Redwoods property, which provides a contiguous wildlife protection zone across the public-private property boundary. Authorized uses in RMZs 2 and 4 would consist of guided tours and permitted access, including infrequent (up to 5 weekends per year) archery hunting opportunities under the California Department of Fish and Wildlife (CDFW) special hunt program.

To avoid impacts to wildlife, the BLM proposes to limit public access to day-use only. Dogs would be required to be on-leash at all times and limited to front-country trails. The BLM would require visitors to stay on designated trails to avoid impacts to sensitive habitat areas.

Within riparian areas, which are Environmentally Sensitive Habitat Areas (ESHA) under the CCMP, the BLM would avoid surface disturbing activities to the maximum extent feasible while still providing trail-based recreation opportunities (Figure 7D). The BLM would work with operators to prevent livestock from entering these (and other) sensitive areas through the construction of new fences and the development of alternative water supplies.

V. CONSISTENCY WITH THE COASTAL ZONE MANAGEMENT ACT

Article 2: Public Access

The Coastal Zone Management Act of 1972 specifies that public recreational access be maximized for all people, while ensuring appropriate management and avoiding overuse. The proposed action includes mitigations that would avoid trail construction in ESHA to the maximum extent feasible, minimize impacts from the limited segments of trails that will be located in ESHA, and employ best management practices for trail design and trail construction.

In terms of monitoring and reporting, the BLM would be monitoring visitor use to address issues arising from trail use that may impact ESHA. The BLM analyzed the project's potential cumulative impacts and concluded that no significant cumulative impacts would occur as a result of project approval. The BLM has conducted extensive coordination with adjacent landowners to date and is committing to ongoing coordination going forward. Specifically, the BLM has actively engaged with the Land Trust of Santa Cruz County, the Santa Cruz County Regional Trail Commission, and California State Parks to ensure collaborative planning and management of the adjoining public properties. The proposed action would be implemented in a phased approach to better ensure that environmental resources can be protected on a smaller scale before opening up more trails on different areas of the property.

Under the proposed action (Alternative D), the BLM would develop three day-use/parking areas on C-CD and establish two regional trail connections with San Vicente Redwoods and the North Coast Rail Trail (Figure 5D). Each day-use/parking area would include vault toilets, picnicking sites and interpretive kiosks. The RMPA would greatly expand public access on C-CD, which has been limited to guided tours since it was transferred into public ownership. The BLM's proposed action would also allow visitors to connect to a regional trail network that would extend from Empire Grade in Bonny Doon to the City of Santa Cruz upon completion.

Under the proposed action, the BLM estimates up to 150,000 annual visitors during phase 1 and 250,000 annual visitors at full buildout. Based on information gathered from other comparable public lands in the region, the BLM assumes approximately 75% of these visitors are likely to be residents of Santa Cruz County, and they would be visiting C-CD in lieu of or in combination with another recreation destination on the North Coast. For example, the nearby destination of Wilder Ranch State Park estimates over 480,000 visitors annually. Implementation of trails and recreation facilities would proceed in a phased approach to ensure that the BLM has adequate funding and capacity to manage public access on the property, while protecting sensitive resources and limiting offsite impacts to neighboring residents.

To avoid overuse and to ensure adequate protections for sensitive resources on the property, the BLM proposes to manage the property for day-use only. Specific exemptions may be granted by the BLM for overnight use (i.e. camping) for search and rescue operations, work groups, traditional cultural practices, or research and educational purposes.

Pursuant to the Federal Land Recreation Enhancement Act (REA), the BLM proposes to collect fees for use of parking facilities on the property to help pay for upkeep of these facilities under the preferred alternative. This fee system will provide the funding certainty needed to make long-term investments in recreation facilities, sustain partnerships, and improve/maintain the recreation experience for visitor to the C-CD. Recreation fees collected under REA are reinvested at the collecting site to benefit the visitor through enhanced facilities and services. The BLM may only charge market-rate fees at sites and for activities that meet certain specified criteria. The REA also requires that the Departments establish Resource Advisory Councils (RACs) so the local community, the

recreation community, and the public can provide input into fees established by BLM at C-CD.

The BLM proposes restricted access to RMZs 2 and 4 for the protection of sensitive resources within those zones, including areas with high densities of cultural resources, sensitive riparian areas in Laguna, Liddell, and San Vicente Creeks, and critical habitat for steelhead and coho salmon. Protection of RMZ2 will also be consistent and contiguous with protected lands on the adjacent San Vicente Redwoods property, providing a large block of undisturbed habitat for wildlife. For these reasons, public access would be limited in these areas to guided tours and permitted access, including infrequent archery hunting opportunities. By precluding trail development and restricting public access in these zones, the BLM is minimizing potential adverse impacts to wildlife from habitat fragmentation and human presence.

Article 3: Recreation

Santa Cruz County offers a variety of outdoor recreation opportunities, and there is significant interest in the community for hiking, mountain biking, and equestrian use. The C-CD is also a working landscape with numerous existing routes and trails available to support sustainable recreation opportunities. The region is renowned for its' natural scenic qualities and the California coastal lifestyle that pioneered several outdoor recreation and leisure activities. The same values and traditions contributed to the donation of the C-CD into public ownership. The conservation legacy and location of the C-CD offer an outstanding opportunity for recreationists to enjoy and access a world class regional trail network that will ultimately include C-CD, the North Coast Rail Trail and San Vicente Redwoods.

Recreation opportunities proposed under Alternative D include 26.6 miles of trail for hiking, 18.6 miles of trail for mechanized use (i.e. mountain bikes and e-bikes), and 12.5 miles of trail for equestrian use. The BLM would incorporate construction standards, trail maintenance guidelines, adequate signage, and rules and regulations to reduce impacts to the environment as a result of construction and operation of the proposed parking area and trails.

Recreation opportunities on the property will provide opportunities for exercise, challenging trail features, world-class vistas, nature viewing, bird watching, and photography. Connectivity to proposed trail systems on San Vicente Redwoods and the North Coast Rail Trail will provide long-distance hiking and riding opportunities that will span from Empire Grade to the Pacific Ocean.

In order to minimize impacts to sensitive cultural, riparian, and fish and wildlife habitats, the BLM is proposing to limit visitors to designated trails only. Dogs on leashes would be allowed on specifically designated trails. The BLM would allow special recreation permits (SRP) for non-competitive special events as long as they promote understanding and appreciation of CCNM values and do not interfere with recreational access for the general public.

Limited archery hunting opportunities on the property would provide a unique recreational opportunity on the property, as the only public land hunting opportunity in Santa Cruz County. Archery hunting will be managed under a permitted special hunt program in partnership with California Department of Fish and Wildlife (CDFW). Based on a similar program in place at the Cañada de los Osos property in Santa Clara County, the BLM and CDFW anticipate offering permitted archery hunts for up to 5 weekends per year with 2-4 hunters per weekend. On the Cañada de los Osos property, four of the hunts are focused on non-native species (pig and turkey) and one is focused on deer. Annual surveys will be completed for deer populations to ensure the sustainability of the hunting program.

Options for allowable uses were considered by eliminating uses that were already prohibited under the C-CD deed restrictions, the CCNM RMP (BLM 2005), or California State regulations for hunting and fishing. Recreational

activities that are prohibited under the proposed action include paragliding, camping and campfires, motorized off-highway vehicle use, target shooting, and fishing.

Commonly, visitors seek destinations like C-CD for the purpose of use and/or enjoyment. Conflicts between user groups on multi-use trails are inevitable with a growing population and increased pressure for places to recreate. New recreational opportunities would help relieve the pressures in crowded areas for the near to long-term, and the BLM's proposed action would further reduce these conflicts by designating separate trail systems for biking and equestrian visitors in RMZ1 and RMZ 3, respectively.

Ultimately, expanding the opportunities and places for recreation on the North Coast of Santa Cruz would likely reduce the number of recreationists in any given area, allow for a wider variety of recreation experiences, and improve the experience for those users. As a result, the RMPA is expected to increase recreation opportunities; protect open space and cultural resources; and conserve natural resources.

Article 4: Marine Environment

The C-CD lands contain significant biological, cultural, geologic, and hydrological resources that are shaped and driven by the same marine dominated processes and near-shore ecology that sustains the values of the California Coastal National Monument. Accordingly, the BLM will continue to manage C-CD under relevant goals and objectives that were identified in the 2005 CCNM RMP. The general goals and objectives identified are, as follows:

- Goal 1: Protect the geological formations and the habitat that they provide for biological resources of the CCNM.
- Goal 2: Protect the scenic and cultural values associated with the CCNM.
- Goal 3: Provide and promote research opportunities to understand the resources and values of the CCNM.
- Goal 4: Provide the public with interpretive information and educational initiatives regarding the values and significance of the CCNM and the fragile ecosystems of the California coastline.
- Goal 5: Coordinate planning and management activities with the numerous jurisdictions on and adjacent to the CCNM and use the CCNM to help enhance cooperative and collaborative initiatives and partnerships with a variety of communities, agencies, organizations, academic institutions, the public, and other stakeholders.

Streams from the C-CD enter the Pacific Ocean from tunnels beneath the highway, representing an important hydrological connection with the marine environment for anadromous fisheries. However, there are no BLM-administered surface lands connected to the coastal cliffs and beaches to the West. Project design features and coordination with permitting agencies would ensure implementation of the Plan would not result in the discharge of wastewater, increase runoff, interfere with surface water flow, or deplete ground water resources. Therefore, the BLM does not anticipate adverse impacts on the marine environment.

Article 5: Land Resources

Under the proposed action (Alternative D), the BLM considers a wide range of restoration activities, including the **land use decisions** and **implementation action** described below. Once the RMPA is approved, the BLM will develop site-specific project proposals to implement these restoration activities, which should result in beneficial impacts on coastal resources.

- MA-VEG-1: Develop a non-native, invasive plant species management and control program, consistent with the long-term protection of native plant communities. This program will be designed to reduce competition from non-native plants and encourage the long-term survival of native plant communities.

- MA-VEG-2: Develop educational and interpretive materials that identify the nature and value of vegetation resources of the monument.
- MA-VEG-3: Use livestock grazing to reduce fine fuel loads and wildfire risk and to control non-native, invasive plant species in grasslands.
- MA-VEG-4: Use restoration and revegetation to reduce soil erosion and to promote desired native vegetation composition and structure. Restoration tools may include targeted livestock grazing, prescribed fire, and mechanical treatments. Focus on grasslands, oak woodlands, and conifer forests, including redwoods.
- MA-VEG-5: Use prescribed fire as natural land management tool to reduce fuel loads and to promote desired composition and structure. Focus on grasslands, coastal scrub, and chaparral.
- MA-VEG-7 Use BLM approved pesticides to control invasive plant species (all areas of C-CD) and to reduce wildfire risk around infrastructure with use of small scale ground-based pesticide application methods - backpack sprayer (spot spraying); spray boom on motorized vehicle (UTV; Full-sized Vehicle [truck]; broadcast spraying).
- **Implementation Action:** MA-VEG-8 Adopt the C-CD Weed Management Plan and Pesticide Use Proposal (PUP) detailed in Appendix F.
- MA-RIP-1: Restore naturally functioning riparian systems on the property where feasible. Restoration activities may include restoration of natural floodplains, as well as removal of aquatic organism migration barriers and unused infrastructure (e.g. dams, roads).
- MA-WLD-3: BLM, in cooperation with its core-managing partners, will develop and implement measures to restore or improve habitat.
- MA-SSS-3: Implement restoration actions with a goal of protecting and improving habitat for special status species. Actions would include habitat enhancement for red-legged frogs and salmonids.

Under the proposed action, the BLM would maintain cooperative grazing operations on 2,229 acres for 149 head of cattle. The objective for this program would be BLM would establish the following objective for livestock grazing: Use livestock grazing as a tool to remove and prevent the spread of non-native, invasive plant species, restore and maintain native perennial grasslands, reduce fine fuel loads, and improve habitat for special status species. The BLM would also allow for project-specific proposals for targeted grazing, particularly to reduce fuel loads and control non-native plant species. The BLM also proposes fencing of spring developments and riparian areas to prevent livestock trampling, as well as measures to better distribute livestock and forage utilization. Implementation of this program for livestock grazing is anticipated to have a beneficial impact on coastal resources, while maintaining the property as a working landscape.

The BLM is also committed to working closely with the California Coastal Commission and other agencies including the U.S. Fish and Wildlife Service, NOAA, California State Parks, California Department of Fish and Wildlife, and other partners on protection and conservation measures including restoration of a viable fishery and protection of resources on the C-CD. Other coordination efforts include maintenance and improvements to strategic fuelbreaks with CalFire and local fire safe councils, and support for reclamation activities and/or redevelopment plans associated with the adjacent properties.

Article 6: Development

The C-CD surrounds the town of Davenport, California, and heavily influenced the past development of the surrounding area. Historic use of the C-CD land includes centuries of occupation by native peoples harvesting and collecting foods from the coast and marine terraces; until the conversion of the land for agricultural practices (e.g., livestock and dairy productions, farming, timber) and numerous limestone quarry extraction sites for cement production which continued into the 21st century. Currently, many of the parcels situated between the C-CD and the coastal cliffs and beaches are used for agriculture. Numerous coastal parcels allow public access for

recreational opportunities related to the coastal scenic observation, ocean sports, mountain and road cycling, and hiking along the numerous and extensive road and trail systems in the area.

Once the RMPA is approved, the BLM would pursue the site-specific project proposals identified as **implementation actions** below for recreation, which should result in beneficial impacts on public access and visitor use and enjoyment at C-CD.

Implementation Action: MA-REC-17	<p>Construct and designate the following trails as open to non-motorized, mechanized, and non-equestrian use in RMZ 1 (hiking, bicycling):</p> <p>PHASE ONE</p> <ul style="list-style-type: none"> ● Molino Bank Loop: 3.04 miles ● Agua Puerca Trail: 4.69 miles <p>PHASE TWO</p> <ul style="list-style-type: none"> ● Agua Puerca Loops: 3.24 miles ● Warrenella Loops: 3.05 miles <p>Refer to Appendix A, Figure 6D.</p>
Implementation Action: MA-REC-18	<p>Construct and designate the following trails as open to non-mechanized use in RMZ 3 (hiking, equestrian):</p> <p>PHASE ONE</p> <ul style="list-style-type: none"> ● Cotoni Trail: 1.83 miles ● Yellow Bank North Loop: 3.33 miles <p>PHASE TWO</p> <ul style="list-style-type: none"> ● Cotoni Trail Extension: 2.79 miles <p>Construct and designate the following trails as open to non-motorized use (hiking, bicycling, equestrian).</p> <p>PHASE ONE</p> <ul style="list-style-type: none"> ● Yellow Bank South Loop: 4.61 miles <p>Refer to Appendix A, Figure 6D</p>
Implementation Action: MA-REC-19	<p>Allow leashed-dogs in parking areas and on the following trails:</p> <ul style="list-style-type: none"> • Agua Puerca Trail • Warrenella Loops. • Yellow Bank North Loop (second terrace) • Yellow Bank South Loop (second terrace) <p>Leashes are to be 6' max.</p>
Implementation Action: MA-REC-20	<p>Allow for use of low-speed electric bicycles (Class I and Class II, operated in the pedal assist mode) on trails designated as open to bicycling in line with secretarial order 3376 <i>Increasing Recreational Opportunities through the use of Electric Bikes</i>.</p>
Implementation Action: MA-REC-23	<p>Establish a Day Use Site (parking) at Warrenella Road Gate. No overnight (sunset to sunrise) parking will be allowed. Provide for at least one public restroom and trash collection at this site. Refer to Appendix B, Access Point Concept A.2, Warrenella Road Gate.</p> <p>Establish a second Day Use Site (parking) at Warrenella Road Top for seasonal weekend use. No overnight (sunset to sunrise) parking will be allowed. Provide for at least one public restroom and trash collection at this site. Refer to Appendix B, Access Point</p>

Implementation Action: MA- REC-24	Concept B. Establish a Day Use Site (parking) at Marina Ranch Road, incorporating parking opportunities for equestrian use. Work with CalTrans and other relevant partners to ensure adequate ingress and egress to this site. No overnight (sunset to sunrise) parking will be allowed. Provide for at least one public restroom and trash collection at this site. Refer to Appendix B, Access Point Concepts C and D.
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The locations of the 3 proposed day-use/parking areas were chosen to concentrate these new developments near existing disturbance, minimize impacts to neighboring residents, and to minimize impacts on native vegetation. All three day use/parking areas would be sited on vegetation dominated by non-native annual grasses. These areas have also been chosen to minimize impacts to scenic views from key observation points, specifically State Highway One and county-designated scenic byways at Swanton and Bonny Doon Roads.

The proposed Warrenella Road Gate day-use site would be located adjacent to a county road (Cement Plant Road), a paved access road (Warrenella Road), existing powerlines, and a wastewater treatment facility. The proposed Warrenella Road Top day-use site would be located adjacent to an existing power substation. The proposed Marina Ranch Gate day-use site would be accessed along an existing road and was specifically chosen to avoid impairing views from State Highway One. While the BLM does propose establishing a pedestrian overpass to connect the North Coast Rail Trail to proposed trails on C-CD, this proposal will require further site-specific planning.

Visitor use of the proposed trails and parking areas would offer spectacular views of the Pacific Ocean and several of the most iconic Monument rocks and islands on the North Coast of Santa Cruz County. The C-CD scenery elicits sense of connection to the land expressed by six distinct coastal watersheds, distinguished by rugged, steep river canyons and sharp ridgelines that transition dramatically into wide open marine terraces. Therefore, the BLM has incorporated the following measures related to visual resources into Alternative D:

- MA-VRM-1: Complete visual contrast ratings for existing facilities and identify opportunities to reduce existing visual impacts through modifications. Complete visual contrast ratings for proposed surface-disturbing projects to ensure that they meet VRM class objectives.
- MA-VRM-2: VRM Classification. Manage the C-CD property with VRM classes reflecting VRI inventory results (i.e. VRI Class II would be managed as VRM Class II; Appendix A, Figure 10). Manage the areas immediately surrounding proposed access points as VRM Class III.
- MA-VRM-3: Minimize visual impacts from county-designated scenic roadways (State Highway One, Swanton Road, and Bonny Doon Road). Site and design parking areas to minimize visibility from these roadways. Where these sites could be visible from scenic roadways or neighborhoods, utilize vegetation and/or grading to minimize visual impacts.

Management of areas as Visual Resource Management Class II includes the following objectives: Retain the character of the landscape: The level of change to the characteristic landscape should be low. Management activities should be seen but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.

Besides the three proposed day-use/parking areas, the other new developments proposed under Alternative D, primarily trails and livestock grazing infrastructure, will be constructed to adhere to requirements for VRM Class II. This will minimize alterations to the character of the landscape of C-CD.

Table 1 below identifies the total development area for parking areas that are proposed for construction under the proposed action (Alternative D) for the C-CD. The layout and design for each parking area is depicted in Attachment 2. These three parking areas are all located entirely in non-native grassland vegetation communities at least 100' away from riparian area or wetlands.

Table 1. Estimated Disturbance Area for Parking Areas included in the Proposed Action (Alt. D).

Draft Concept	TOTAL	TOTAL	TOTAL	TOTAL
Day Use Site(s)	Graded area (acres)	Graded area (sq ft)	Fenced area (acres)	Fenced area (sq ft)
A - WARRENELLA ROAD GATE	1.62	70,628	2.00	86,948
B - WARRENELLA ROAD-TOP	1.66	72,360	4.21	183,343
C & D - MARINA RANCH GATE	4.75	199,204	4.21	183,343

Table 2 below identifies the existing baseline calculation for Transportation and Travel Management (i.e. roads) on the C-CD (**Figure 4**). The BLM would continue to authorize vehicle use on these routes for official government business and other valid existing uses such as livestock grazing, public works, and other utilities.

Table 2. Existing (baseline) road length and area per RMZ

Alternative	RMZ	Road length (linear feet)			Road length (miles)		
		Unimproved	Graveled	Asphalt	Unimproved	Graveled	Asphalt
D	#1	17257	3421	17572	3.27	0.65	3.33
	#2	59552	18148	28692	11.28	3.44	5.43
	#3	35786	0	0	6.78	0.00	0.00
	#4	25422	0	0	4.81	0.00	0.00
	TOTAL C-CD →	93959	18148	33339	17.80	3.44	6.31
		GRAND TOTAL	145446		GRAND TOTAL	27.55	
NOTE: Some proposed trails partially overlap with existing roads. If a length of trail overlaps with existing road, then it is calculated as Existing (baseline) road, rather than New proposed trail							

Alternative	RMZ	Road area (square feet*)			Road area (acres)		
		Unimproved	Graveled	Asphalt	Unimproved	Graveled	Asphalt
D	#1	172570	34210	175720	3.96	0.79	4.03
	#2	595520	181480	286920	13.67	4.17	6.59
	#3	357860	0	0	8.22	0.00	0.00
	#4	254220	0	0	5.84	0.00	0.00
	TOTAL C-CD →	939590	181480	333390	21.57	4.17	7.65
		GRAND TOTAL	1454460		GRAND TOTAL	33.39	
*uniform road width of 10 feet assumed							

Table 3a below identifies the total length (and area) of new trail proposed for construction per RMZ under the proposed action. Some proposed trails partially or fully overlap with existing roads. If a length of trail overlaps with existing road, then it is calculated as existing (baseline) road in **Table 3b**, rather than new proposed trail.

Table 3a. New proposed constructed trail length and area per RMZ

Alternatives	RMZ	New trail length (linear feet)	New trail length (miles)	New trail area (square feet*)	New trail area (acres)
D, Phase 1	#1***	40404	7.65	161616	3.71
D, Phase 1	#3***	46869	8.88	187476	4.30
D, Phase 2	#1	33183	6.28	132732	3.05
D, Phase 2	#3***	10695	2.03	42780	0.98
	TOTAL ALT D, Phase 1 →	87273	16.53	349092	8.01
	TOTAL ALT D, Phase 2 →	43878	8.31	175512	4.03
	TOTAL ALT D - ALL→	131151	24.84	524604	12.04
				*uniform trail	
				width of 4 ft	
				assumed	

Table 3b. Length of Trail that Overlaps with Roads

Length of trail that overlaps with existing roads				
(linear feet)	(miles)	(square feet*)		(acres)
417	0.08	4170		0.10
4763	0.90	47630		1.09
0	0.00	0		0.00
4020	0.76	40200		0.92
5180	0.98	51800		1.19
4020	0.76	40200		0.92
9200	1.74	92000		2.11
		*uniform road		
		width of 10 ft		
		assumed		

Table 4 below identifies the total length and area of new trails proposed for construction by vegetation type based on the legend associated with **Figure 7D**.

Table 4. New Trail Length by Vegetation Type

New proposed constructed trail **length (miles)** per vegetation type, per RMZ

Alternatives	RMZ	Riparian zones	Perennial wetlands	Weedy/ruderal patch	Non-native grassland	Native grassland	Coyote brush encroachment	Coastal scrub	Coast live oak woodland	Chaparral	Broadleaf forest	Conifer forest	Quarries (abandoned)
D, Phase 1	#1***	0.42	0.02	0.34	2.83	0.17	0.25	1.75	0.11	0.37	0.00	1.17	0.00
D, Phase 1	#3***	0.05	0.00	0.96	6.11	0.05	0.19	0.59	0.17	0.00	0.00	0.20	0.00
D, Phase 2	#1	0.00	0.00	0.00	1.38	0.26	1.26	1.39	0.22	0.15	0.00	1.62	0.00
D, Phase 2	#3***	0.02	0.00	0.01	0.00	0.23	0.00	0.56	0.00	0.03	0.00	1.06	0.00
	TOTAL ALT D, Phase 1 →	0.48	0.02	1.29	8.94	0.22	0.44	2.35	0.29	0.37	0.00	1.37	0.00
	TOTAL ALT D, Phase 2 →	0.02	0.00	0.01	1.38	0.49	1.26	1.96	0.22	0.17	0.00	2.68	0.00
	TOTAL ALT D - ALL →	0.50	0.02	1.30	10.32	0.71	1.70	4.30	0.51	0.54	0.00	4.05	0.00

***NOTE: Some proposed trails partially or fully overlap with existing roads. If a length of trail overlaps with existing road, then it is calculated as Existing (baseline) road, rather than New proposed trail

New proposed constructed trail **area (acres)** per vegetation type, per RMZ

Alternatives	RMZ	Riparian zones	Perennial wetlands	Weedy/ruderal patch	Non-native grassland	Native grassland	Coyote brush encroachment	Coastal scrub	Coast live oak woodland	Chaparral	Broadleaf forest	Conifer forest	Quarries (abandoned)
D, Phase 1	#1***	0.20	0.01	0.16	1.37	0.08	0.12	0.85	0.06	0.18	0.00	0.57	0.00
D, Phase 1	#3***	0.03	0.00	0.46	2.96	0.02	0.09	0.29	0.08	0.00	0.00	0.10	0.00
D, Phase 2	#1	0.00	0.00	0.00	0.67	0.13	0.61	0.68	0.11	0.07	0.00	0.79	0.00
D, Phase 2	#3***	0.01	0.00	0.00	0.00	0.11	0.00	0.27	0.00	0.01	0.00	0.52	0.00
	TOTAL ALT D, Phase 1 →	0.23	0.01	0.63	4.33	0.10	0.21	1.14	0.14	0.18	0.00	0.66	0.00
	TOTAL ALT D, Phase 2 →	0.01	0.00	0.00	0.67	0.24	0.61	0.95	0.11	0.08	0.00	1.30	0.00
	TOTAL ALT D - ALL →	0.24	0.01	0.63	5.00	0.34	0.82	2.09	0.25	0.26	0.00	1.97	0.00