

Appendix F

**Comments and Responses to Comments Received on the Draft
Environmental Assessment/ Initial Study and Mitigated Negative
Declaration for the Reading Island Boat Ramp Improvement Project**

Comment 1:

November 26, 2024

Western Shasta RCD
6270 Paralell Rd
Anderson, CA 96007

RE: Reading Island Boat Ramp Improvement

Dear: Ross Perry

Thank you for your project notification letter dated November 22, 2024, regarding the BLM – Reading Island Boat Ramp Improvement project in Shasta County, California. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded that it is within the Aboriginal territories of the Paskenta Band of Nomlaki Indians. Therefore, we have a cultural interest and authority in the proposed project area. The Tribe requires the following conditions are provide fo4 the project: Tribal monitors to be present for all ground disturbing activity and the Tribes burial treatment protocol is used for all inadvertent discoveries. The Tribe requires to be involved in all discoveries, identification, and curation on all Tribal Cultural Resource discussions. We also require that Cultural Sensitivity Training is provided to the team and is conducted by a Tribal Monitor onsite prior to any work starting on the project site.

Please contact the following individual if you have any questions:

Laverne Bill, Tribal Historic Preservation Officer
Paskenta Band of Nomlaki Indians
Office: 530-670-1750
Email: thpo@paskenta.org

Please refer to the following number **P-12212023-02** in any correspondence concerning this project.

Thank you for providing us with the opportunity to comment.

Sincerely,

Laverne Bill
Tribal Historic Preservation Officer

Response to Comments from Laverne Bill's Letter Dated November 26, 2024

Response 1:

The commenter's confirmation that the project area is within the Aboriginal territories of the Paskenta Band of Nomlaki Indians is noted and appreciated.

In response to the requirements included in the letter, revisions were made to the Draft Environmental Assessment/Initial Study (EA/IS), Mitigated Negative Declaration (MND), and Appendix E, "Mitigation Monitoring and Reporting Program under the California Environmental Quality Act" (MMRP).

The changes made are listed by section and page number below. Added text is underlined.

Proposed MND - Cultural Resources Section (page 10); Initial Study Section 2.1.1.12, "Project Design Features – Cultural Resources" (page 26); Draft MMRP Section 3.0, "MMRP Summary Table" (page 13)

- Text was added to Project Design Feature CR-1 to clarify that cultural resources sensitivity training will be conducted on-site by BLM archaeology staff and a Tribal cultural monitor representing the Paskenta Band of Nomlaki Indians (Tribe), as follows:

CR-1: All field personnel working on the project shall receive on-site cultural resources sensitivity training prior to the start of operations to ensure project design features intended to protect cultural resources are understood. The training shall be provided by BLM archaeology staff and a Tribal cultural monitor representing the Paskenta Band of Nomlaki Indians, if available.

- Text was added to Project Design Feature CR-2 to clarify that at the request of consulting Tribes, Tribal cultural monitors will be present for all ground disturbing activity, as follows:

CR-2: At the request of consulting Tribes, a designated Tribal cultural monitor(s) shall be present for all ground-disturbing activities. At the request of the BLM archaeologist, project actions will also be monitored by authorized cultural resources monitor(s).

- Text was added to Project Design Feature CR-3 to ensure that consulting Tribes are notified if previously unidentified cultural or tribal cultural resources are encountered, as follows:

CR-3: Post-Review Discoveries - If previously unidentified archaeological, cultural, or tribal cultural resources are encountered during operations all work must cease within 150 feet of the discovery and the BLM Field Manager and archaeologist, as well as the on-site Tribal cultural monitor(s), must be notified immediately. Examples of archaeological resources include but are not limited to: Native American flaked stone projectile points and tools, ground, battered or pecked stone implements; bottles, cans, ceramic, metal, and other materials that could date to 50 years or older; distinct or sudden occurrence of dark soils containing artifacts, bone, and/or shell remains; stacked or intentionally-placed rock features and excavated pits, trenches, and ditches; human remains, funerary objects, sacred objects, or objects of cultural patrimony (as defined at 43 CFR 10.2). A field examination by a professional archaeologist and Tribal cultural monitor(s) may be required and further steps for resource protection will be implemented, including mitigation and consultation with the Native American Indian community, consistent with the Native American Graves Protection and Repatriation Act procedures, the Archaeological Resources Protection Act, and other applicable laws and regulations. Work may proceed on other parts of the project site while compliance mitigation for archaeological or Tribal resources is being carried out.

- Text was added to Project Design Feature CR-4 to ensure consulting Tribes are notified of any changes in treatment or project design, as follows:

CR-4: The BLM archaeologist and consulting Tribes must be notified prior to any change in treatment or project design and all follow-up, maintenance, or re-entry actions to ensure protection measures remain sufficient and are properly implemented.

Comment 2:

From: <jerryccoughlin@gmail.com>

Date: Wed, Nov 27, 2024 at 2:02 PM

Subject: Reading island project

To: <rperry@westernshastarcad.org>

Hey Ross- Jerry Chris Coughlin- at 22767 Adobe rd just wanted to say this project could be good if it is monitored in the past it seems like the area was abandoned and there was a lot of drug deals and squatting going on- right now we have good neighbors who trade off opening and closing the gate at daylight and dusk- which has helped tremendously – the other issue is the impact on traffic- from my adress to reading island is a straight shot and some people drive really fast to get there before dark- with the improvements I'm sure it will attract a lot of fishing guides early and late- my thoughts were to possibly install 2-3 good sized speed bumps on straight section of adobe rd it's a 40 mile n hour road which is already fast for the road but it's nothing to see some doing 60 mph- please consider these issues- thanks for your time-

Response to Comments from Jerry Chris Coughlin's Email Correspondence Dated November 27, 2024

Response 2:

The Bureau of Land Management (BLM) appreciates the assistance the neighborhood has provided with opening and closing the gate. Under the proposed project, an automated barrier arm gate would be installed and programmed to open and close at predetermined times. A magnetic loop detector would also be installed to allow vehicles to exit Reading Island after the gate closes. The automated gate is intended to maintain security while eliminating the need for assistance from neighbors.

Your comment about traffic on Adobe Road was forwarded to the County of Shasta Public Works Department for future consideration. The speed limit along Adobe Road was established on the basis of a traffic engineering survey. No changes to the speed limit or installation of speed bumps along Adobe Road are being proposed as part of the project. The County of Shasta Public Works website offers information on how speed limits are determined and provides suggestions to slow down drivers:

<https://www.shastacounty.gov/public-works/page/speed-limits>.

Comment 3:

From: **Private Citizen** <privatecitizen66@yahoo.com>

Date: Sat, Nov 30, 2024 at 2:31 PM

Subject: Reading Island Boat Ramp Improvement Project

To: info@westernshastarcd.org <info@westernshastarcd.org>

Its common knowledge the old boat ramp was stolen and used by Rosters Landing Fishing Resort, Bar and grill. I've seen it there.

If the authorities are not going to do anything about that. What's to stop them or someone else from taking the next one.

Also I understand the owner of the property at the entrance of Anderson Creek took it upon himself to either close it off or do something that restricts the flow.

If that's not return to it's original state and the water is going to remain stagnant, won't it overgrow again and or just remain clogged?

Comment 4:

From: **Private Citizen** <privatecitizen66@yahoo.com>

Date: Thu, Dec 5, 2024 at 8:41 AM

Subject: Reading Island Boat Ramp Improvement Project

To: info@westernshastarcd.org <info@westernshastarcd.org>

I double checked yesterday and the stolen Reading Island boat ramp dock is still at Rosters Landing.

Please let me know if that one will be recovered and reinstalled or just free to take.

Response to Comments from Private Citizen's Email

Correspondence Dated November 30, 2024, and December 5, 2024

Response 3:

Comment noted. The original Reading Island floating dock was damaged by vandals. There are no plans to install used or damaged equipment during project implementation. The new floating dock and associated gangplank (walkway) was selected to meet modern design criteria and specifications provided by the National Oceanic and Atmospheric Administration (NOAA) Fisheries to minimize adverse effects to fish species in Anderson Creek.

Response 4:

Under the proposed project, an automated barrier arm gate would be installed and programmed to open and close at predetermined times. The automated gate is intended to maintain security that has been established by the neighbors who have opened and closed the gate manually for years.

Comment 5:

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11/24/24

Ross Perry,

Reading Island had access for boats in years past. The dock was vandalized, and vehicles left unattended were often targeted by thieves. The rest rooms and picnic tables near the south end of the island have been abused and are in disrepair.

"If you build it, they will come."
They meaning the vandals and thieves!
With the national debt at over 35.85 trillion dollars it would be absurd to use tax dollars on this project.

Let's put Reading Island up for public auction and use the proceeds to ever so slowly chip away at the national debt.

Fiscally yours,
Ed Bailey

PS: Look at the waste of tax dollars on the closed viewing area at Battle Creek on Dover Road.

Response to Comments from Ed Bailey's Written Correspondence Dated November 24, 2024

Response 5:

Comment noted. Under the proposed project, an automated barrier arm gate would be installed and programmed to open and close at predetermined times. The automated gate is intended to maintain security that has been established by the neighbors who have opened and closed the gate manually for years.

Comment 6:

Procurement Envelope ID: ED72E85A-1DEC-4CC8-AF0A-DD0328FC428E



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Northern Region
601 Locust Street
Redding, CA 96001
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



December 12, 2024

Ross Perry
Project Manager
Western Shasta Resource Conservation District
6270 Parallel Road
Anderson, CA 96007
rperry@westernshastarc.org

**SUBJECT: REVIEW OF READING ISLAND BOAT RAMP IMPROVEMENT PROJECT,
STATE CLEARINGHOUSE NUMBER 2024110747, SHASTA COUNTY**

Dear Ross Perry:

The California Department of Fish and Wildlife (CDFW) has reviewed the draft Initial Study and Mitigated Negative Declaration (IS/MND), dated November 2024, for the Reading Island Boat Ramp Improvement Project which proposes to replace the original floating boat dock and improve access to an existing motorized boat ramp on Anderson Creek near its confluence with the Sacramento River (Project). CDFW's review of this Project is pursuant to our role as the state's trustee agency for fish and wildlife resources under the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. Additionally, as a state responsible agency, CDFW administers the California Endangered Species Act and other provisions of the Fish and Game Code that conserves the state's fish and wildlife public trust resources.

In October 2024, CDFW responded to an early consultation solicitation from the California Department of Water Resources on behalf of the U.S. Bureau of Land Management and the Western Shasta Resource Conservation District (Lead Agency). CDFW's early consultation comments appear to have been considered when designing the Project, and the avoidance and minimization measures included in the IS/MND appear adequate in avoiding and minimizing potentially significant impacts to biological resources; therefore, CDFW has no comments pertaining to the Project as it is described in the IS/MND.

Conserving California's Wildlife Since 1870

Appendix F: Reading Island Boat Ramp Improvement Project

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Ross Perry, Project Manager
Western Shasta Resource Conservation District
December 12, 2024
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CDFW staff appreciate the opportunity to comment on the IS/MND and assist the Lead Agency in adequately avoiding and minimizing impacts to biological resources. To obtain information about the 1602 Notification process, please consult the [Lake and Streambed Alteration Program](#)¹. If you have any questions, please contact Erika Iacona, Senior Environmental Scientist, Specialist by email at R1CEQARedding@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Adam McKannay
BE356DC69AB14AE

Adam McKannay, Interior Habitat Conservation Program Manager
Northern Region

ec: State Clearinghouse
State.Clearinghouse@opr.ca.gov

Erika Iacona
California Department of Fish and Wildlife
R1CEQARedding@wildlife.ca.gov

¹ <https://wildlife.ca.gov/Conservation/Environmental-Review/LSA>

Response to Comments from California Department of Fish and Wildlife's Email Correspondence Dated December 12, 2024

Response 6

As noted in the comment letter, CDFW's consultation comments were considered and addressed by making revisions to the Draft Environmental Assessment/Initial Study (EA/IS) prior to releasing it for public review. CDFW's early consultation during the requested administrative review of the EA/IS for this project was truly appreciated.

Comment 7:

From: Cody Dog <codydog601@gmail.com>

Date: December 18, 2024 at 10:42:55 PM PST

To: Laura E Brodhead <lbrodhead@blm.gov>

Cc: Ross Perry <rperry@westernshastarc.org>, Jane Dolan <jane@riverforum.org>, Melissa D Lindaman <mlindaman@csuchico.edu>

Subject: Reading Island Boat Ramp

Laura,

In response to the documents and comments from the public meeting related to the Reading Island Boat Ramp Improvements I am offering the following comments.

I am in full support of the proposed improvements and believe it will be a benefit to the neighborhood and the community. As you probably know I am often the person closing the gate in the evenings and interact with a variety of the users in the area. Most people I talk to appreciate having the public land to hike, bird watch, exercise their pets (cats to horses), fish, boat, or just relax in nature. Improving this area will also improve the image of BLM and agencies in general. It is true that in the past the area experienced vandalism, illegal camping, and dumping of garbage. A group of us neighbors have volunteered to open and close the gate the last few years and as I'm sure your aware, the amount of vandalism and time and effort BLM has had to expend to clean up the area has greatly decreased. I believe improvements to the area will encourage more appreciative users that will help keep the area clean.

In regards to comments received during the public meeting, many of them discussed the build up of sediment and the need to dredge. The upper section of the side channel was opened a couple of years ago and since that time flows from the Sacramento River of up to 1,000 cfs have run down the side channel and continue to remove vegetation and deepen and widen the channel. The channel should continue to maintain itself if not improve over time. Before the channel was open the sediment was so deep that a person or horse could walk across the channel, now a large boat can navigate the channel opening because the channel has gotten deeper and wider.

I would dispute the claim that people often swim at the confluence of

Anderson Creek and the river. I have never observed anyone swimming in either the creek or river in this area.

Regarding the automatic gate, I strongly encourage having an automated gate but I recognize the potential problems. I believe it would be beneficial to at least have the gate automatically open in the morning. We have several volunteers that are able to close the gate in the evening and make sure nobody is trying to camp or dump, but the morning shift is harder to cover and if anglers start launching early during salmon season it would be nice to have the gate open as early as 5 am. My recommendation would be to install a gate that automatically opened an hour before sunrise and closed a half hour after sunset, but would mostly be closed by volunteers.

Thanks for the opportunity to comment. If you have any questions regarding these comments please let me know.

Mike Berry
Sent from my iPad

Response to Comments from Mike Berry Email Correspondence Dated December 18, 2024

Response 7:

The commenter's support for the Project and thoughts about comments received during a meeting with Adobe Road landowners are noted and appreciated.

BLM appreciates the assistance you and others in the neighborhood have provided with opening and closing the gate. As detailed in the project description, an automated barrier arm gate would be installed and programmed to open and close at predetermined times. The automated gate is intended to maintain security that has been established by the neighbors who have opened and closed the gate manually for years while eliminating the need for continued assistance from neighbors.

In regard to boating access in Anderson Creek, the California Department of Water Resources conducted bathymetric surveys in April 2023 to assess boat access feasibility on Anderson Creek. The purpose of the survey was to assess whether boats could reliably access the boat ramp from the Sacramento River via Anderson Creek under varying flow conditions. Cross-sectional profiles near the downstream end of Anderson Creek showed a minimum depth of 3.2 feet at the confluence of Anderson Creek and the Sacramento River under the estimated Sacramento River flow conditions for that day (6,300 cubic feet per second). These measurements suggest that under similar flow conditions there is adequate water depth for smaller boats to navigate into Anderson Creek. However, observations and aerial imagery reveal potential challenges for boat navigation at lower flows. Features such as in-channel gravel bars, vegetation, and large rocks could obstruct access, particularly for larger boats. These obstacles may become more prominent as river flows decrease. The Reading Island boat ramp's accessibility is thus seasonal and highly dependent on river flow conditions. Larger boats may not be able to use the ramp year-round, and operators should assess the risks and rely on their experience when navigating Anderson Creek. It is important to note that both Anderson Creek and the Sacramento River are dynamic systems that undergo continuous fluvial geomorphic changes. Conditions at the Anderson Creek confluence will evolve over time, potentially altering navigability. Recreational boaters are advised to evaluate the suitability of the Reading Island boat ramp based on their expertise and

the capabilities of their vessels. Assurances and guarantees cannot be made about the boating accessibility of Anderson Creek's confluence with the Sacramento River under varying flows and conditions.