December 6, 2003

Mr. Roger Briggs
Executive Officer
California Regional Water Quality Control Board
Central Coast Region
895 Aerovista Place, Suite 101
San Luis Obispo, CA 93401-7906

Re: THP 1-03-042 SCR Redtree Properties, L.P.

Dear Mr. Briggs:

Enclosed please find our application for Waiver of Waste Discharge for the above approved THP thru the California Department of Forestry and Fire Protection. We are requesting that you allow this application to be processed for consideration on the agenda of the Boards meeting in March 2004. We were unaware of the deadline of November 20, 2003 until the day after when contacted by Board staff. We recently learned that notice of the deadline was given to local foresters via e-mail, we question the legality of a Board deadline being noticed in this medium and the fairness since none of the three foresters associated with the above referenced plan were addressed in the e-mail.

Delaying decision on this matter until the Boards May meeting may seriously affect our ability to complete portions of this plan in a timely manner.

Sincerely,

Matthew T Bissell, RPF #2615

Cc: Arthur G. Bagget Jr., Chair SWRCB

Item No. 3, Attachment No. 3
Meeting of May 14, 2004
Meyley Unit Timber Harvest

California Regional Water Quality Control Board

Central Coast Region

Winston H. Hickox
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov/rwqcb3
895 Aerovista Place, Suite 101, San Luis Obispo, California 93401
Phone (805) 549-3147 • FAX (805) 543-0397

Gray Davis
Governor

Timber Harvest Information Form with Fact Sheet

1. Plan or Notice Name:	And Number:
Meyley Unit THP	1-03-042 SCR

2. Landowner's Contact Information:

Name: Redtree Properties, L.P. c/o: Douglas P. Ley		
Address: P.O. Box 1041		
City: Santa Cruz	State: CA	Zip Code: 95061
Phone: (831) 427-1900	E-mail address (optional): dley@redtreeproperties.com	

3. Name and Phone Number of Contact Person(s):

Name: Matt Bissell	Phone: (408) 489-0099
Name: Dave Herman	Phone: (831) 438-0700

4. Registered Professional Forester :

RPF Name/Signature: James E. Greig - James E. Greig	RPF Number: RPF # 113	
Address: 100 Ponderosa Ct.		
City: Santa Cruz	State: CA	Zip Code: 95060
Phone: (831) 438-0700	E-mail address (optional):	

5. Certification:

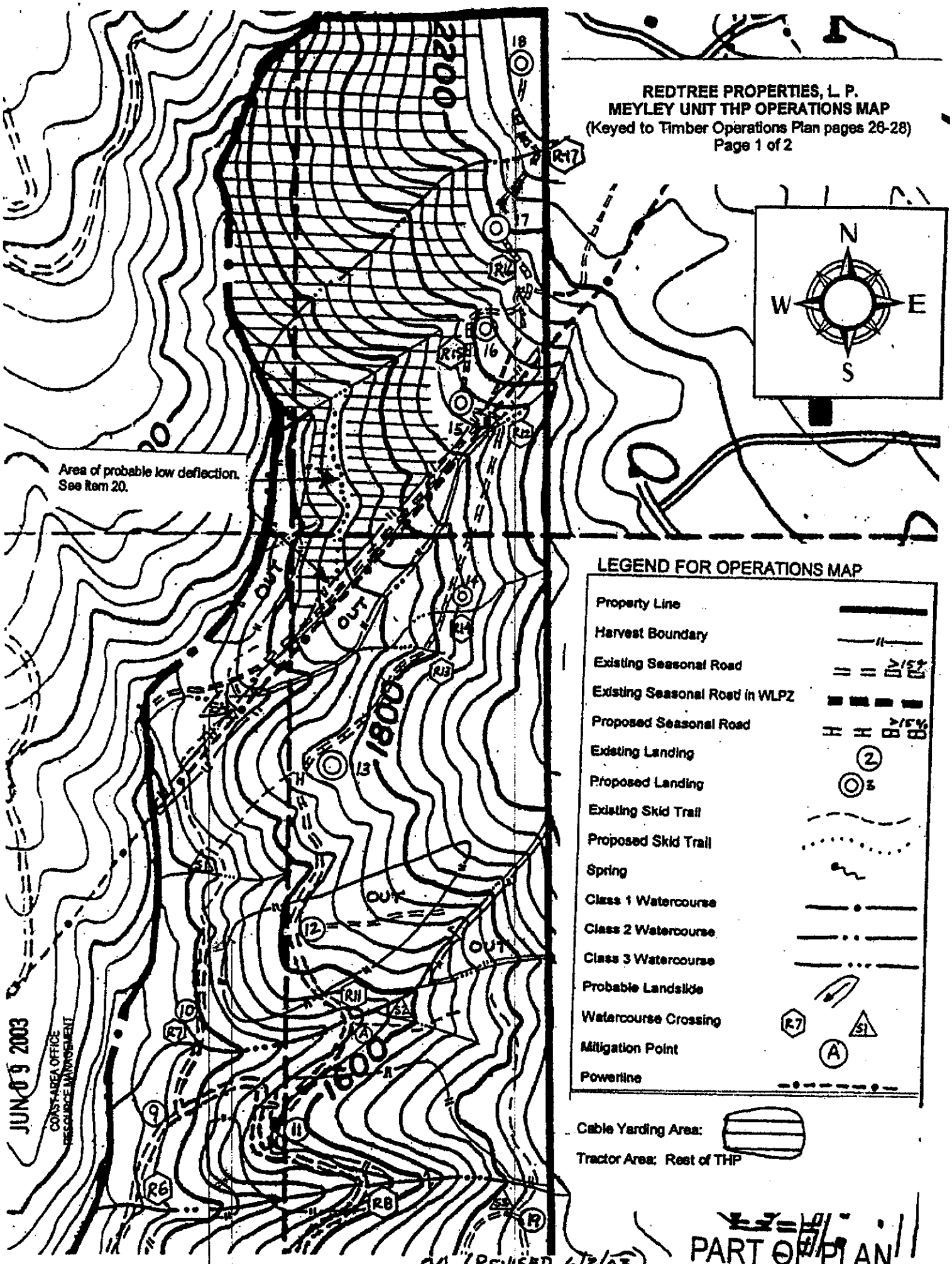
I, the Landowner, hereby certify under penalty of perjury that the CDF-approved plan or CDF-accepted notice and the accompanying fact sheet accurately represent site conditions and I understand that, as the Landowner, I am ultimately responsible for all activities that occur on my property. I also understand that I am ultimately responsible for compliance with all conditions of any Waste Discharge Requirements or Waiver of Waste Discharge Requirements issued for the above-referenced activity.

Signature: [signature] Date: 12-04-03

Timber Application Form

Attachments:
Site Map
Fact Sheet

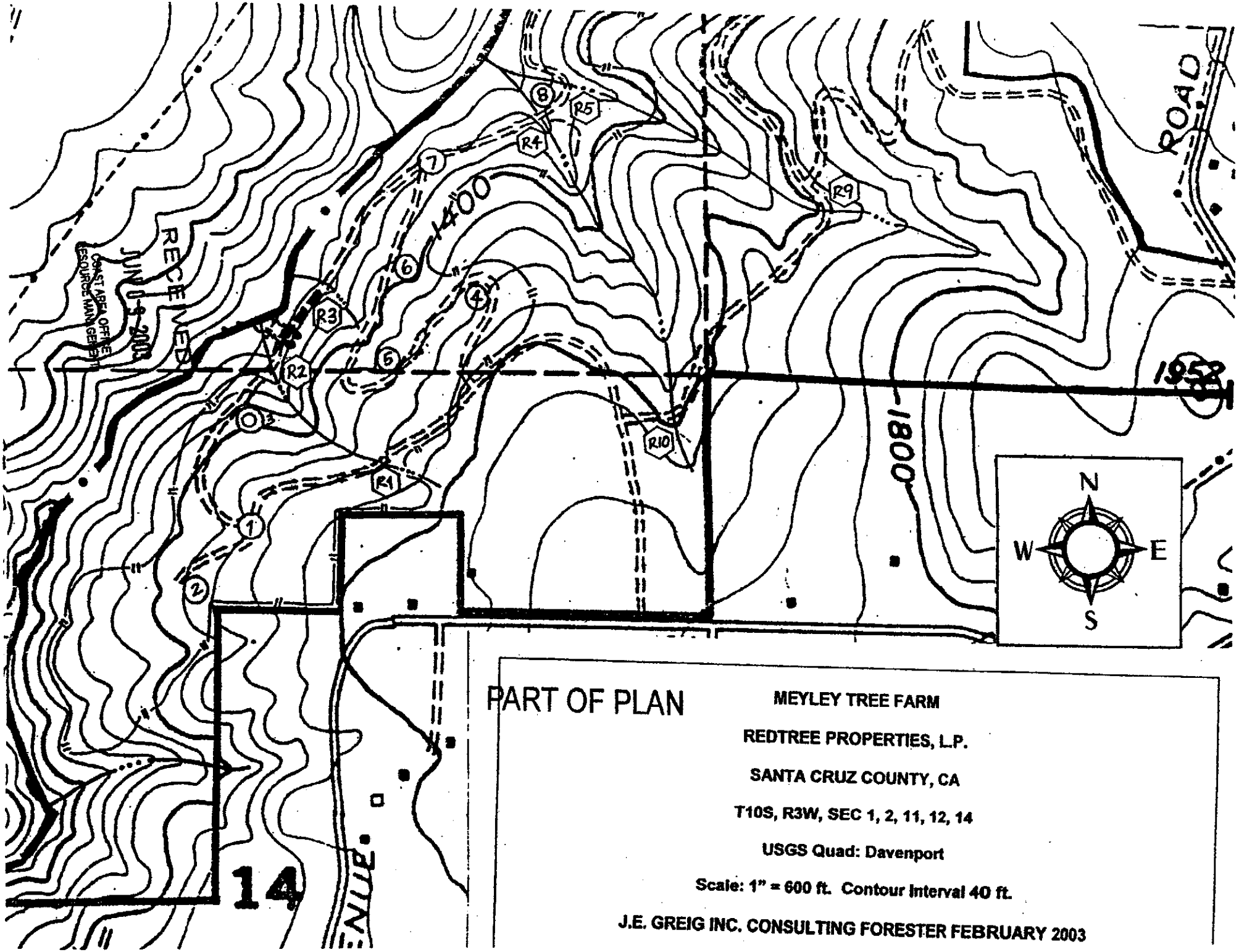
REDTREE PROPERTIES, L. P.
MEYLEY UNIT THP OPERATIONS MAP
(Keyed to Timber Operations Plan pages 26-28)
Page 1 of 2



JUN 09 2003
COAST AREA OFFICE
RESOURCE MANAGEMENT

24 (REVISED 6/2/03)

PART OF PLAN



PART OF PLAN

MEYLEY TREE FARM

REDTREE PROPERTIES, L.P.

SANTA CRUZ COUNTY, CA

T10S, R3W, SEC 1, 2, 11, 12, 14

USGS Quad: Davenport

Scale: 1" = 600 ft. Contour Interval 40 ft.

J.E. GREIG INC. CONSULTING FORESTER FEBRUARY 2003

Summarized Redtree Properties, L.P. Meyley Unit THP1-03-042 SCR

Location of the timber operation by legal description:

Mount Diablo Base and Meridian

Section	Township	Range	Acreage	County	Assessor's Parcel Number
1	10S	3W	70	Santa Cruz	80-121-02
2	10S	3W	10	Santa Cruz	80-121-01
11	10S	3W	82	Santa Cruz	80-121-08
12	10S	3W	73	Santa Cruz	80-121-03
14	10S	3W	43	Santa Cruz	80-121-05,07

Planning Watershed: Identification Number, and Name: **San Vicente Creek (3304.110203)**

TIMBER & TIMBERLAND OWNER(S) OF RECORD:
Redtree Properties, L. P.
A Delaware Limited Partnership
P. O. Box 1041
Santa Cruz, CA 95061
(831) 427-1900

FORESTER:
James E. Greig, RPF #113
100 Ponderosa Court
Santa Cruz, CA 95060
(831) 438-0700

THP ACREAGE 278

Yarding Systems

GROUND BASED*	CABLE	SPECIAL
a. [X] Tractor, including end/long lining	d. [ ] Cable, ground lead	g. [ ] Animal
b. [X] Rubber tired skidder, Forwarder	e. [ ] Cable, high lead	h. [ ]Helicopter
c. [ ] Feller buncher	f. [X] Cable, Skyline	i. [ ] Other

Erosion Hazard Rating: Indicate Erosion Hazard Ratings present on THP. (Must match EHR worksheets)

[ ] Low [X] Moderate [ ] High [ ] Extreme

Class I—San Vicente Creek is the only class I stream affected by this plan. It is adjacent to the plan, and it forms the ownership boundary between the lands of Redtree Properties and RMC Pacific Materials, Inc. There are no stream crossings of a class I stream used in this THP. (Note that PG&E has a crossing of San Vicente Creek along their right-of-way, and they are responsible for its maintenance.) Canopy retention will be at least 85% of the overstory and 75% of the understory. Canopy covering the ground and adjacent waters shall be left in a well distributed multi-storied stand composed of a diversity of species similar to that found before the start of operations within the first 75 feet of the watercourse, and at least 65% of the overstory canopy within the remainder of the WLPZ. At least 75% of the existing conifers will be retained post-harvest. No trees will be harvested within 25 feet of the stream channel unless there is another tree present and near enough to it to fill in the canopy cover. No hardwoods within the first 50 feet of the watercourse will be harvested, and only those hardwoods within 20 feet of a redwood stump that would potentially impede regeneration may be harvested in the remainder of the WLPZ.

Class II—There are five class II streams in the plan area. The width of the WLPZ on these streams varies based on slopes from 50 ft. to 100 ft. At least 50% of the total canopy covering the ground shall be left in a well distributed multi-storied stand configuration composed of a diversity of species similar to that found before the start of operations. The residual overstory canopy shall be composed of at least 25% of the existing overstory conifers.

Class III There are nine(9) class 3 watercourses within the plan area. The relative light selective harvest methods used on this property result in a residual overstory and understory for all of the plan area that exceeds the 50% understory retention requirement set forth in the rules for the protection of class III watercourses where a WLPZ is necessary. Also, all harvest trees are marked prior to logging

There are five(5) existing roads on the property combined to make up about 3.75 miles of existing seasonal haul road.

There are 4,500 feet of one seasonal road proposed for construction under this THP.

Roads in unstable areas? No

Roads in WLPZ? Yes, there is an existing stretch of road (approx. 500 ft.) at the upper edge of the 150 ft. WLPZ of San Vicente Creek.

There are 11 exisiting landings, and 7 new landings. No landings are to be reconstructed, none are located in unstable areas and none are located within the WLPZ.

There are many existing skid trails equaling several hundred feet of trail length.

There is one proposed skid trail approximately 1,000 ft. in length which may not need to be constructed if cable yarding is possible.

There is one existing skid trail within the WLPZ of a class 2 watercourse for 100 ft.

There are no skid trails located in unstable areas.

Watercourse crossings:

R1 The existing road crosses a moderately sized, steep gradient class 3 watercourse. Drainage is conveyed through a 18" diameter culvert 60ft. in length. Road dips and is outsloped thru the crossing and although rolling dips are placed closely to crossing sheet flow has concentrated in a point on fill face and caused minor rilling of fill slope at low point. Mitigation- Establish rolling dips at each approach to the crossing. Inslope the road between these dips and ditch to the head of the culvert. Maintain a slight critical dip for stream continuity. Rock road surface 25' each direction.

R2 The existing seasonal road crosses the same class 3 discussed above in R1 downstream approximately 600 ft. Runoff is conveyed under the road in a 24" CMP 40 ft. in length . Road dips slightly and is outsloped at crossing to prevent diversion of watercourse in the event the culvert becomes plugged. Inlet of pipe has 3 t-post trash rack. Outlet of pipe is shotgunned 6ft. above channel but due to rocky channel no accelerated erosion has resulted.
Mitigation-. Seed and straw the face of the fill and rock the road surface thru the crossing for a distance of 25 feet in each direction. Maintain critical dip for stream continuity.

R3 The existing seasonal road crosses a moderately sized class 3 watercourse. Runoff is conveyed under the road in a 18" CMP 40 ft. in length. Road dips thru the crossing and the inlet of pipe has 3 t-post trash rack. Outlet of pipe exits onto old fir debris which is preventing down-cutting.
Mitigation-. Seed and straw the face of the fill and the road surface thru the crossing for a distance of 25 feet in each direction. Maintain critical dip for stream continuity. Between R2 and R3 the road narrows at one point. A brow log will be placed at outer edge of road and a rolling dip constructed at each approach to the location. This section of road is in the class I WLPZ, therefore the surface will be rocked. Rocking will extend to break in slope north of R3.

R4 The existing seasonal road crosses a small class 2 watercourse. The original crossing, a 30" CMP, has become plugged with 4-6" granite rocks most likely in the 1998 storms. The crossing functioned relatively well in that the stream has remained in the channel and is currently flowing across the road in a ford.

Mitigation- During the PHI it was agreed that the culvert should be removed and the ford upgraded to a permanent feature. The present ford is outside the normal channel where the culvert is located. A backhoe will be used to dig out the culvert. The existing large granite rocks will be used to construct a ford at the original channel location. When completed the stream will be cleared to allow the flow to return to original channel crossing the road at the new ford.
Rock the road surface for 50 ft. in each direction with 1 to 1 ½ inch drain rock.

R5 The existing seasonal road crosses a moderate class 2 watercourse. Flow is conveyed under the road in a 36" CMP 40 ft. in length with a 3 t-post trash rack. Culvert is in good condition, rust line appears to be less than 1/3 of the circumference of pipe. Road rises slightly to the south.
Mitigation- Improve dip in the road to the south of crossing to prevent diversion of flow in case culvert becomes plugged. Rock the road surface in the WLPZ, 50 ft. to the south 75 ft. to the North. Add 2 additional "tee bars" to trash rack.

R6 The existing seasonal road crosses a moderately sized class 2 watercourse. The drainage is conveyed under the road in a 24" CMP 20 ft. long with a 3 t-post trash rack. Road dips thru crossing.
Mitigation-. Rock the road surface for 50 ft. in each direction.

R7 Existing seasonal road crosses a moderately sized class 2 watercourse. Drainage is conveyed under the road in a 30" CMP 20 ft. long. Road dips slightly thru crossing.
Mitigation- Rock the road surface for 50 ft. in each direction.

R8 The existing seasonal road crosses a small class 2 watercourse upstream of R6. Watercourse is steep gradient but has pools above the crossing. Drainage is conveyed under the road in a 24" CMP 40 ft. in length. Pipe also drains wet inside ditch for 60 ft. to the south. Outlet of pipe is shotgunned ~4 ft. Diversion down road to the north is possible if pipe were to become plugged.
Mitigation Install critical dip thru crossing. Rock the road and inside ditch for 60 ft. to the south and rock road surface 100 ft. to the north. Install energy dissipater at outlet of culvert and armor critical dip's outlet with gabion rock .

R9. The existing seasonal road crosses a moderately sized class 2 watercourse. Drainage is conveyed under the road in a 30" CMP 50 ft. in length. Pipe is in good condition, and has a 3 t-post trash rack. Road is rocked and dips thru crossing. No signs of accelerated erosion.
Mitigation- None necessary at this time.

R10 The existing seasonal road crosses a moderately sized class 2 watercourse. Drainage is conveyed under the road in a 24" CMP 50 ft. in length. Pipe is in good condition, and has a 3 t-post trash rack. Road is rocked and dips thru crossing.
Mitigation- None necessary at this time.

R11 The existing seasonal road crosses a moderately sized class 2 watercourse upstream of R7. Drainage is conveyed under the road in a 36" CMP 40 ft. in length. Road dips thru crossing
Mitigation-Install rolling dip in road to south at end of operations to prevent road drainage from flowing over fill face. Rock road for 50 ft. in each direction. Armor face of fill at the lower end of the critical dip with gabion rock.

R12 The proposed seasonal road crosses a moderate class 2 watercourse at a location where PG&E has an existing skid trail crossing. Present crossing is a rock ford.
Mitigation- Upgrade the skid trail to a seasonal road. Upgrade the rocked ford crossing using 8 to 12 inch granite rock to extend the ford beyond each side of the channel. Road shall dip thru crossing and the road surface shall be rocked with 3 to 5 inch rock. Road will be rocked with 1 ½" drain rock for 25 ft. in each direction of the ford prior to October 15th.

R13 The proposed seasonal road crosses a very small class 3 watercourse in a rather large swale.
Mitigation- Drainage shall be conveyed under the road in a 30" x 40' culvert. The road will be built on 8' of compacted fill over the culvert. Road shall dip thru crossing and the outlet of the dip and face of the fill will be armored with gabion sized rock. Construction will occur during summer months when stream is dry. No vegetation, aquatic species or riparian species will be affected. See report by Tim Best (CEG) for construction details of this crossing.

R14 The proposed seasonal road crosses a moderate class 3 watercourse.
Mitigation- Drainage shall be conveyed under the road in a 36" X 40' culvert. Road shall dip thru crossing and the outlet of the dip and face of the fill will be armored with gabion sized rock. Construction will occur during summer months when stream is dry. No vegetation, aquatic species or riparian species will be affected. See report by Tim Best (CEG) for construction details of this crossing.

R15 The proposed seasonal road will be constructed across >60% slopes for a distance of 300 feet.
Mitigation- See report by Tim Best (CEG), page 33. Portions of road constructed on >60% gradient slopes will utilize full bench construction. This section of road is flagged. Spoils will be end-hauled to and used in the construction of landings 15 and 16. In general, the road will be outsloped and utilize rolling dips where possible. Where road gradient exceeds 10% waterbars will be installed at distances no greater than 75 feet. In addition, all recommendations in Tim Best's report concerning this site are to be part of this plan.

R16 The proposed seasonal road will be constructed using a switch back turn and portions will have of the 500 feet between landings 15 and 16 will have pitches ranging between 10 and 22%.

Mitigation- See Tim Best's report, pages 33 and 35. All recommendations in his report concerning this site are to be part of this plan. In addition, the road will be outsloped and utilize rolling dips where possible. Where road gradient exceeds 10% waterbars will be installed at distances no greater than 75 feet.

R17 The proposed seasonal road crosses the upper end of a nick-point gully eroded from surface drainage off of a horse pasture located immediately up-slope.
Mitigation- A rocked ford using gabion sized rock will be constructed to cross the gully. The ford will provide a dip to insure stream flow continuity and will also prevent future down cutting.

S1 Existing skid trail crossing of a class 3 watercourse. Use as is, dip out at completion of operations and tractor pack both sides of crossing with slash for 25 ft. prior to October 15th.

S2 Proposed skid trail crossing of a class 3 watercourse. Cross watercourse at location flagged with blue and skid trail flagging, dip out at completion of operations and tractor pack skid trail on both sides of the crossing with slash for 25 ft. prior to October 15th.

S3 Existing skid trail crossing of a small class 3 watercourse near eastern property line. Use as is, dip out at completion of operations and mulch both approaches for 25 ft. prior to October 15th.

S4 Existing PG&E access road crosses a moderate class 2 watercourse near San Vicente Creek. The crossing consists of a 30" x 20' CMP that was not maintained by the utility which has resulted in pipe becoming plugged with debris and resulted in some of the fill washing out. The pipe is rusted out. The road will be used as a skid trail for this THP. In order to skid over this crossing several small logs will be placed over the pipe and fill placed over the logs. After skidding is completed or prior to October 15th, whichever comes first, the fill will be bladed off with a tractor and the logs and failed culvert removed. The banks will be shaped to original slope and large waterbars constructed on the skid trail on each side of the stream. Exposed soil at the crossing and in the WLPZ will be straw mulched and seeded. This stream is expected to be dry at the time of construction.

Additional Mitigation: At the end of operations and/or prior to winter period, the PG&E access road will have rolling dips, out-sloping and waterbars installed for its total length over this property. These structures will conform to Forest Practice standards.

In-lieu practices

A. An existing skid trail is within the WLPZ of the class 2 watercourse for 100 ft. east of crossing R11. Mitigation- Use trail as is, out-slope and tractor pack the trail with slash at the end of operations or prior to October 15thth. This will prevent the introduction of large quantities of sediment into the class 2 watercourse.

1) **The standard rule says:**

916.3(c) The timber operator shall not construct or reconstruct roads, construct or use tractor roads or landings in the Class I, II, III or IV watercourses, in the WLPZ, marshes or wet meadows, and other wet areas unless when explained and justified in the THP by the RPF, and approved by the Director, except as follows:

(1) At prepared tractor road crossings as described in 914.8(b) [934.8(b), 954.8(b)].

(2) Crossings of Class III watercourses which are dry at time of timber operations.

(3) At existing road crossings.

(4) At new tractor and road crossings approved as part of the Fish and Game Code process (F&GC 1600 et seq.).

2) **Explanation and Description of proposed practice:**

There is one existing skid trail within the WLPZ of a class 2 watercourse for 100 ft.

3) **This practice differs from the standard practice:**

Standard practice is to not allow the use of skid trails within the WLPZ of a Class 2 watercourse.

4) **The specific location of the proposed practice:**

Use of the trails at map point "A".

5) **Explanation and justification of how this practice is equal to the standard rule and provides for the protection of the beneficial uses of water per 14 CCR 916.1(a).**

In order to comply with keeping this trail out of the WLPZ another skid trail would need to be constructed out of the WLPZ on steeper ground. The existing trail has a gentle (20%) gradient and appears relatively stable. Use of the 100' in the WLPZ on this trail and treating it afterward using outsloping and waterbars affords greater watercourse protection than not using the portion of the trail in the WLPZ and constructing another trail creating greater ground disturbance on steeper slopes.

Water drafting: Water for road watering will be drafted from a class II stream as needed between June 1 and October 15 . It will occur upstream of the crossing location R 7. No other drafting is done on this stream for any purpose. This stream is contained within the boundaries of this ownership. A portable water tank of approximately 5000 gallons will be located at the southern edge of the crossing and will be filled by gravity feed. This plan is consistent with the goals of 916.9(a). The plan contains the following elements.

- This class II stream's flow rate is 75 gallons per minute or 108,000 gallons per day. It is anticipated that not more than one 4000-gallon load per day will be removed from the tank each week-day. This is 3.7% of the total daily stream flow and will have an insignificant effect on the stream.
- The storage tank will be filled continuously by gravity feed using a 3/4-inch diameter plastic pipe with its inlet located up stream at an appropriate location. This pipe will refill the tank at a rate of 5 gallons per minute and will take approximately 13 hours. Tank overflow will be piped back into the stream. The inlet of the pipe will be screened with 1/8th inch mesh with a surface area exceeding .67 square feet.
- The loading area for the water truck will be rocked with ¾ to 1 ½ inch drain rock (obtained from commercial source).
- The advantages of using this type of operation are that it can be performed without any disruption of
  physical features of the stream, no abrupt fluctuation of flow rates, no effect on any form of aquatic life of the stream, and no measurable effect on San Vicente Creek and its fish population.
- Should an alternative plan be needed, it would include reducing the size of the intake pipe to ½ inch diameter and/or developing a second similar site at R5 that could be used on alternate days.
- A log will be kept on the water truck containing the following information: date, time, number of gallons removed from storage tank, checking condition of screen at uptake, observations of bypass flow.
- The RPF and LTO will have a pre-operations field review of the conditions of this plan.

The winter period in a watershed with threatened or impaired values is October 15th to May 1st. The intent of winter operations is for pre-falling of timber, clean-up work, and to take advantage of extended dry periods with low antecedent soil wetness that extend into the winter period. The following measures will be followed during operations in the winter period:

1) Yarding shall be done only during dry, rainless periods where soils are not saturated. The use of tractors for constructing roads and/or skid trails shall not occur during the winter period. No tractor roads shall be used on slopes that are over 40% and within 200 feet of a class I, II or III watercourse. Use of

logging roads, tractor roads, or landings shall not take place at any location where saturated soil conditions exist, where a stable logging road or landing operating surface does not exist, or when visibly turbid water from the road, landing, or skid trail surface or inside ditch may reach a watercourse. Grading to obtain a drier running surface more than one time before reincorporation of any resulting berms back into the road surface is prohibited.

2) Erosion control structures shall be installed on all constructed skid trails and tractor roads prior to the end of the day if the US Weather Service forecasts a 30% or more chance of rain before the next day or prior to weekend or other shut down periods (as per 914.7).

3) During the winter period only one haul road, one skid trail and one landing will be open for use at a time.

4) The use of heavy equipment and the hauling of logs will end once roads become saturated to the level that log trucks rut the road. The LTO is responsible for determining this condition. After that time any use of the roads will be limited to use by light vehicles, such as ATV's or, during extended dry periods, pick ups. The saturated condition of the roads will also signal that soils in general are too saturated for the operation of heavy equipment. Logging operations will then be limited to pre-falling timber and lopping slash.

5) No operations, other than cable yarding, will be conducted within the WLPZ of Class I or II streams and any unstable areas after October 15th except for use of the roads crossing these areas which are subject to restrictions stated above. If damage is done to waterbars or other erosion control structures during such use, repairs shall be made immediately.

6) Additional information as required by 914.7(b):

a) The erosion hazard rating is moderate.

b) There will be no mechanical site preparation.

c) The tractor area has most of its roads, landings and skid trails in place as permanent structures. These are reused for each entry.

d) Winter operation period for this plan is from October 15th to May 1st. All tractor roads shall have drainage and/or drainage collection and storage facilities installed as soon as practical following yarding and prior to either (1) the start of any rain

which causes overland flow across or along the disturbed surface within a WLPZ or within any ELZ or EEZ designated for watercourse or lake protection, or (2) any day with a National Weather Service forecast of a chance of rain of 30 percent or more, a flash flood warning, or a flash flood watch.
e) Expected form of precipitation is rain and soil is usually not frozen.
f) The silvicultural system used is uneven age management with single tree selection of approximately 35% of the volume every 12 to 15 years. All skid trails will be treated with tractor packed slash where feasible, and any exposed areas where runoff is likely to deposit sediment into the stream system shall be seeded and/or strawed as per item #18. See item #18 for additional discussion of soil stabilization measures.
g) Operations within the WLPZ and known unstable areas—see #5 above.
h) Equipment limitations—See #1,4, and 5 above.

Cumulative Impacts Analysis

Within the ½ mile radius of the THP area two plans have been filed over the last 10 years. These include #1-96-103 SCR for 38 acres on the McCray/Osterberg parcel in the SW ¼ of section 14 and #1-96-144 for 70 acres on Redtree's lands adjacent to this one. The total acres logged in the last ten years within ½ mile of this plan is 108 acres, or about 7% of the area. The information is compiled from maps in the Felton office of CDF. Within 5 miles of this plan the following additional plans have been filed over the past 10 years:

THP	LANDOWNER	ACRES	LOCATION
1-93-031 SCR	Lonestar	335	Rancho San Vicente
1-94-055 SCR	Lonestar	105	Rancho San Vicente
1-94-071 SCR	Cal Poly	150	Little Creek Watershed
1-94-568 SCR	Locatelli	53	Laguna Creek Watershed
1-94-601 SCR	Lonestar	580	Big Creek Watershed
1-95-489 SCR	Levien	10	Love Creek Watershed
1-96-039 SCR	Lonestar	262	T10S,R3W, Sec 22,23

1-96-243 SCR	Engel	9	Love Creek Watershed
1-97-210 SCR	Beinecke	36	Laguna Creek Watershed
1-98-096 SCR	Lonestar	500	Rancho San Vicente
1-98-237 SCR	Duhamel/Zimet	5	T10S,R3W Sec 24
1-01-439 SCR	RMC	458	Rancho San Vicente

Less than 5% of the land within a 5-mile radius has been logged over the past 10 years

The Environmental Protection Agency does not list San Vicente Creek as a 303(d) impaired waterbody. The downstream portion of the stream contains anadromy; therefore, the watershed is one with threatened or impaired values as per the definition 14 CCR 895.1. Rich Sampson, CDF inspecting officer Felton office, and Jennifer Nelson, DFG wildlife biologist Monterey Office, were consulted to determine the watershed conditions limiting values for this stream. None were identified. Ms Nelson did discuss the need for large woody debris downstream, but stated that the nature of the steam at the site of the quarry/ tunnel prevented LWD from being transported downstream. She also voiced the opinion that the light selective cut, erosion control measures, and general logging practices of Redtree Properties will not cause any significant damage to the stream habitat.

Aquatic habitat conditions: The California Department of Fish and Game's Stream Inventory Report on San Vicente Creek conducted July 1996 is a study of stream conditions on the lower 3.4 miles of the channel. This is the limit of the anadromous salmonid run. A quarter mile long, man made tunnel associated with an old quarry site is a barrier to fish migration at this point. The main stream is 9.3 miles long and is classified as a B3 channel type. B3 channel types are moderately entrenched, moderate gradient, riffle dominated channels, with infrequently spaced pools, very stable plan and profile, stable banks and cobble channel. The mean percent canopy density for the stream reach surveyed was 87%, consisting largely of deciduous trees. Below the quarry the most pressing problem identified in DFG's report is the lack of large woody debris. Conditions above and below the quarry are similar with the exception that the canopy cover in the upper reaches is made up mainly of conifers and there are significantly larger quantities of large and small woody debris. The quarry, tunnel and a dam in addition to blocking the migration of fish prevents the transport of LWD downstream.

San Vicente Creek adjacent to the plan is a class I stream having a resident trout population. Its channel has a moderate gradient and is dominated by large and

small granite cobble creating frequently spaced pools and is rather fast running. Large woody debris is more prevalent in these upper reaches of the stream. A canopy of conifers and hardwoods fully covers the steam for its total length within the property. The understory is composed of various ferns, grasses and brush.

Siltation, increased water temperature, and recruitment of large woody debris are the only concerns that might be significantly affected by this THP. As stated elsewhere in this assessment, the light selective cut, the protection measures within the WLPZ and the ELZ, the strict adherence to the Forest Practice Rules for the Southern Subdistrict of the Coast Forest District, and continued implementation of the measures that were in the 2090 agreement will adequately protect the downstream water quality. This plan will have no adverse affect on its watershed.

Uses: RMC Pacific Materials owns more than 80% of the land in the San Vicente Watershed. At one time they had a number of quarries supplying limestone to their cement plant in Davenport. Now the active quarry is located in the Laguna Creek watershed. Altogether they own about 9000 acres. In addition to mining limestone, they use water from Mill Creek, a tributary of San Vicente Creek, in their plant. The town of Davenport also uses some of the water diverted by RMC. They lease some of the lower grasslands for cattle grazing. The majority of their land is utilized for timber production. For more than 30 years they have had a sustained yield management of their forestlands. Light selective harvests yield about one million board feet of timber annually. Redtree Properties owns 536 acres in the watershed. Approximately 500 acres of it has been used for timber production since the early 1900s. Other uses of the watershed include rural residential development, mainly along the eastern ridges, and the town of Davenport on the coast. There exist a number of small vineyards and pastures. The entire watershed is also important for its use as wildlife habitat.

Sedimentation: Sediment-induced cumulative watershed effects occur when earth materials transported by surface or mass wasting erosion enter a stream system at separate locations and are then combined at a downstream location to produce a change in water quality or channel condition. San Vicente Creek is <u>not</u> listed by RWQCB as 303(d) impaired water body even though the lower reaches of the stream support Steelhead. The identified stressor for most of the Steelhead streams in this area that are listed is sedimentation/siltation from nonpoint sources. It is likely that two factors are the major contributors to this condition in the streams listed. The first is most watersheds of the Santa Cruz Mountains are underlain by fine-grained sedimentary bedrock that is weathered and susceptible to erosion by natural causes. Soils in San Vicente Creek Watershed are more granitic in makeup and produce less sediment. The second is the unregulated logging and road building practices prior to 1970s. Unlike most other areas, this watershed had its original timber all removed by the 1920s. Then almost no logging or road building occurred until the second growth started being managed following 1970. The few logging roads that do exist were constructed using

modern techniques under the Forest Practice Rules. What is also noteworthy, is that more than 90% of the timberlands in the watershed have had the same two owners for the last one hundred years. Also, both have had very conservation minded timber management plans in place for many years.

PG&E has an easement, dating back to 1923, for a power lines crossing the property. This easement goes through the THP area. In addition to the power lines is an access road for maintaining the lines. Portions of this road are very steep and it crosses San Vicente Creek at the Redtree/RMC property line. The road was constructed without using any of the erosion control facilities required by current Forest Practice Rules. The present condition of the road contributes significant amount of sediment to the stream system. Also, the culvert crossing of the creek has failed. During the PHI, it was agreed that the maintenance of the road and the crossing was the responsibility of PG&E. Redtree Properties will contact PG&E and support the efforts of CDF and other agencies to get PG&E to maintain these facilities. In the interim, Redtree agrees to water bar the road for its total length across the property. We will also, if PG&E does not have a maintenance program in place, maintain the road during the active life of the THP. In this way the THP will contribute to the overall improvement of conditions and reduce the amount of sediment entering the stream system.

This plan's logging activities should have no significant adverse effect on sediment levels in the stream system for thefollowing reasons. First, it is a light thinning cut. About 35% of the volume or approximately 25% of the merchantable trees having a dbh of 18 inches or greater will be cut. Second, the steepest areas of the ownership will be cable yarded in an effort to lessen impact. Third, in the tractor yarding areas the existing road, landing and skid trail system will be used where possible. New road construction will be minimized as much as possible, but is necessary to access the northern areas of the property. Tim Best, CEG has evaluated the proposed new road locations and stream crossings, and his recommendations have been incorporated into the plan. All our roads will be part of a maintained system. The Resources Agency of California Department of Fish and Game has reported that Redtree Properties' roads are maintained according to the provisions within the former 2090 agreement. Fourth, the WLPZ and ELZ protection measures described in the plan should provide a level of protection that exceeds that which is required and should keep sedimentation within natural levels. And fifth, mitigation measures proposed in the Operations Plan for this THP act to reduce the existing potential sediment causing problems. Together these measures effectively avoid or mitigate potential negative impacts to a degree of insignificance.

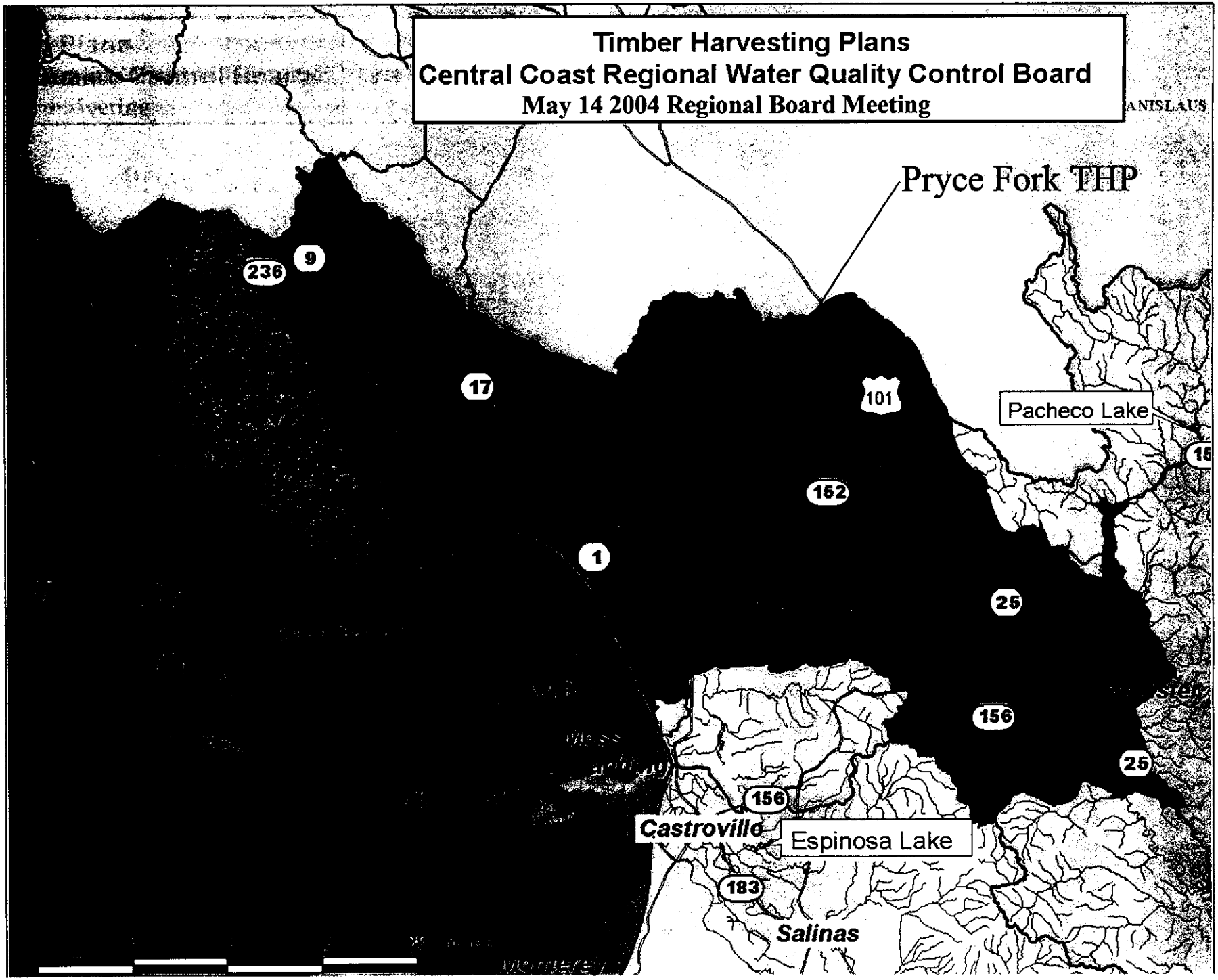
Monitoring Plan

We believe that monitoring of temperature should occur above and below the THP boundaries along San Vicente Creek.

Temperature should be monitored using data loggers(i.e. hobo temps) placed at locations along San Vicente Creek. The upstream location should be at the northern property line and the downstream location should be due west of crossing R2. Both areas encompass the area to be harvested within the WLPZ and are readily accessible. Data loggers should be set to record data between June 1 and October 1 as recommended by the Forest Science Project, Technical Notes, March 1998, Humboldt State University, California. Background data was collected during the summer of 2003 at these locations.

The upstream monitoring location will become more accessible following construction of the proposed road and skid trails but will still be very difficult to reach without traversing steep terrain especially in the winter months. For the above reasons we would propose turbidity measurements be taken the winter following harvesting at the downstream location only. In lieu of the fact that the no baseline data has been established by the Board per 14CCR 916.12 we propose taking turbidity measurements during the winter prior to logging to determine a background nTU value. If there is a significant increase from the baseline value following the harvest, steps will be taken to determine the source of turbidity whether man caused or natural. If the source is man caused and from the THP area remedial action shall be taken as soon as feasibly possible. Measurements will be taken following storms that deliver in excess of 3 inches of rainfall in a 24 hour period and not to exceed 6 site visits per winter. The southern location (due west of R2) is very accessible and is located downstream of the southernmost harvest area in the WLPZ. It is also downstream of the confluence of the southernmost watercourse in the plan area and San Vicente Creek. While there is harvesting to be done further south of this point it is located well away from any watercourses. Using a point farther downstream of R2 would require hiking across steep terrain and into a deep gorge during winter months.

A log of all data collected shall be kept by the RPF for review by the Executive Officer of the Board as necessary.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