

CHAPTER 5

ALTERNATIVES ANALYSIS

5.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines §15126.6 provides direction for the discussion of alternatives to the proposed project. This section requires the alternatives analysis to include:

- A range of reasonable alternatives to the project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.
- A setting forth of alternatives that “...shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the Environmental Impact Report (EIR) need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.” [§15126.6(f)]
- A discussion of the "No Project" alternative, and if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. [§15126.6(e)(2)]
- A discussion and analysis of alternative locations if they would substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR. [§15126.6(f)(2)(A)]

A range of reasonable alternatives to land uses for the project site was included in the City of Grover Beach Land Use Element (LUE) Update Master EIR. The Master EIR recommended a hotel/lodge facility at this location in order to meet the objectives of the Joint Powers Authority (JPA).

5.2 SUMMARY OF ALTERNATIVES CONSIDERED

5.2.1 Rationale for Selection

In defining feasibility of alternatives, the CEQA Guidelines state: “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site” [§15126.6(f)(1)]. Through the scoping process, if an alternative was found to be infeasible, as defined above, then it was dropped from further consideration. In addition, CEQA states that alternatives should “...attain most of the basic objectives of the project...” [§15126.6(a)]. If an alternative was found to not attain the basic objectives, then it was also eliminated.

A screening analysis was used in order to determine alternatives to the project design elements. During a public meeting on the proposed project, members of the public brought forward several alternatives with regard to equestrian parking, but no other alternatives were brought forward to reduce impacts to any other environmental topic. California Coastal Commission (CCC) staff suggested alternatives in their letter (refer to Appendix E for Scoping Meeting comments and letters received) that were considered if they reduced significant impacts resulting from the project. Table 5-1 summarizes the alternatives that were carried over for environmental review.

5.2.2 Alternatives Carried Forward for Further Review

In theory, there are an infinite number of development scenario alternatives that could be evaluated in an EIR. CEQA requires that an EIR evaluate a “reasonable range” of alternatives to the proposed project (in this case, the alternatives were alternatives to design elements that resulted in significant impacts that could be reduced or avoided through redesign). The alternatives chosen and described in Table 5-1 provide a representative range of land use concepts that could be evaluated in this analysis.

5.2.3 No Project Alternative / Current Use

The No Project Alternative is required under CEQA and assumes that the proposed project plan is not adopted by the City of Grover Beach (City). The property would remain in its current state as follows:

- Area A: Undefined public parking and disturbed open space, with putting green and golf course parking in the northernmost portion of the area.
- Area B: Existing State Park concessions (Fin’s Restaurant) would remain.
- Area C: This area would remain as disturbed native habitat and multiple equestrian/hiking trails.
- Area D: The existing RV sewer dump station configuration would remain the same and within Area A.

The impacts associated with the proposed project would not occur. The JPA established by the City and the State of California Department of Parks and Recreation (State Parks) would not be implemented; this is inconsistent with State Parks General Development Plan and Amendment, the Local Coastal Program (LCP), and the City’s LUE Update.

The No Project Alternative for Areas A, B, and D are not considered the environmentally superior project because the No Project Alternative does not implement the JPA and the various improvements listed in the JPA as envisioned in the various state and local land use plans.

The No Project Alternative for Area C is considered the environmentally superior project because it protects dune habitat and meets the requirements of the Coastal Act; although this habitat is degraded and requires rehabilitation. There is some question as to the status of this disturbed habitat as environmentally sensitive habitat area (ESHA). Alternatives are available to reduce some or all impacts to insignificance.

5.3 PROJECT ALTERNATIVES

Alternatives considered during environmental review are provided on Table 5-1. Those alternatives that have been carried forward for review are also indicated on the table. These alternatives relate to the various design elements of the project, and include the following:

5.3.1 Grover Beach Lodge Concession Area (Area A)

1. Alternative parking lot configuration to incorporate equestrian parking opportunities. Variations of this alternative have been carried forward for review.
2. Location of bioswale out of 50-foot buffer zone for Meadow Creek, including drainage alternatives. Two alternatives were reviewed; one was carried forward for review.
3. Alternative lodge design to provide lower cost visitor opportunities such as Recreational Vehicle (RV) camping and low cost motel uses with no conference center. This alternative was not carried forward for review because it does not meet one of the main project objectives.
4. Alternative incorporating mitigation measures. This was carried forward for review.

5.3.2 State Parks Concession Area (Area B)

1. Alternative phasing for concession improvements. This alternative includes developing concession improvements with the lodge facilities under one concessionaire. This alternative was not carried forward for review because it cannot be accomplished.
2. Alternative public facilities improvements including provision of additional picnic areas and fire rings. This alternative was not carried forward for review.
3. Alternative incorporating mitigation measures. This alternative was carried forward for review.

5.3.3 Proposed Equestrian Parking Area (Area C)

1. Relocate equestrian parking to north of Grand Avenue (Area A). This alternative was carried over for environmental review.
2. Highway 1 multi-use site. This alternative was not carried over for environmental review because of greater environmental impacts.
3. Pier Avenue site. This alternative was not carried over for environmental review because of greater environmental impacts.
4. Silver Spur area. This alternative was not carried over for environmental review because it is speculative.
5. Proposed location incorporating mitigation measures.

5.3.4 RV Sewer Dump Station Site (Area D)

1. Pier Avenue Site. This alternative was not carried over for environmental review because of greater environmental impacts.
2. Highway 1 multi-use site. This alternative was not carried over for environmental review because of greater environmental impacts.
3. Locating at existing gas station, private facility. This concept was not carried forward for environmental review because of traffic impacts
4. RV sewer dump station design incorporating mitigation measures.

5.4 ALTERNATIVES CARRIED FORWARD FOR CONSIDERATION

Alternatives to each designated project area have been carried forward for consideration. The following sections evaluate the impacts of these alternatives, although in less detail than the proposed project.

5.4.1 Proposed Grover Beach Lodge (Area A)

5.4.1.1 Alternative Parking Lot Configuration

Alternative A1a evaluates relocation of equestrian parking to the southeast corner of the project site, as shown on Figure 5-1. By deleting Area C from further consideration and moving the equestrian parking to Area A, the impacts to disturbed dune habitat and potential adjacent ESHA dune habitat are significantly reduced. The impacts associated with reconfiguring parking are minimal and include reduced space for vehicular parking, and possible increase in safety hazard associated with horses crossing West Grand Avenue to access the equestrian trails leading south to Oceano and west to the beach. Striping a crossing area and signage would reduce vehicle and horse encounters. The reduction in number of vehicle spaces would depend on the equestrian parking lot configuration, ingress/egress into the parking lot and other factors.

The applicant, in consultation with the City, has configured a variety of options to parking on the site, all of which would be feasible. Figure 5-1 shows one of the alternatives. It is not necessarily the best parking lot layout and other options can be considered during plan review. It is recommended that the City's traffic engineer evaluate final designs and incorporate the design that best meets overall user needs. If the equestrian parking remains in the southeast parking lot, and all or just the visitor parking were reconfigured on site and within the same footprints, impacts would be similar regardless of the striping or configuration of the lots.

Relocating the equestrian parking to the north side of West Grand Avenue would not eliminate the need for horses to cross West Grand Avenue to access the trails. Currently, equestrians park in this area and are already crossing West Grand Avenue. However, the parking entrance as shown on Figure 5-1 moves the crossing closer to Highway 1. Although there is adequate space for trailers to queue for access to the equestrian parking at this location, the horse crossing would be located further from the existing trailhead located south of West Grand Avenue. This would increase the potential for horses to cross the road and then travel within potential ~~areas designated as~~ ESHA to reach the trailhead, thus increasing the potential for damage to coastal dune habitat. The parking lot configuration could be designed to locate a horse crossing area further west and across from the trailhead to avoid impacting dune habitat.

Relocating the equestrian parking to the north side of West Grand Avenue would be covered by the proposed drainage plan; this alternative just reconfigures that portion of the parking area specifically for equestrian use. Affects to Meadow Creek would be the same as for the proposed project. It should be noted that the proposal includes fencing of the buffer area along the Meadow Creek corridor and horses would not be allowed to enter the buffer area. Drainage would be conveyed to the bioswales and, since equestrian parking currently occurs at this location, the parking area improvements would likely reduce the pollution impacts currently occurring to the Meadow Creek area.

5.4.1.2 Restoration Alternatives to Improve Meadow Creek Drainage

Alternative A2b removes the bioswales from the buffer area and maintains the buffer area in its present condition as disturbed low quality wetland habitat. This alternative would either use bioswales in the parking area adjacent to the 50 foot buffer, with concrete-lined ditches to convey the water through the riparian area to the creek (which may not be as effective), or would include sand/oil or oil/water separators in lined basins along the edge of the riparian buffer, again with concrete-lined ditches to convey the water to the creek. By avoiding the 50-foot buffer, no restoration of the creek corridor would be required to offset the encroachment of the bioswales. This alternative would increase the engineered solutions in order to filter runoff from the project site into the creek. This alternative appears to be more obtrusive than the placement of bioswales within the buffer area and adjacent to riparian habitat. This alternative would also reduce the amount of available public parking, and in order to meet the City and State Park parking requirements, it would reduce the size of the lodge and conference center or the amount of landscaping to provide space for the engineered drainage improvements. Since the intent of the LCP policies are to filter water and improve the creek habitat, the proposed project solution using bioswales in the 50-foot buffer area appears to be the superior solution. However, it is up to the decision makers to determine if this alternative or the proposed project alternative regarding filtration is more consistent with the LCP policy.

Alternative A5a incorporates the proposed mitigation measures into the project, and includes retaining the bioswales in the 50-foot buffer zone. This reduces significantly the environmental impacts of the proposed project while meeting most of the objectives of the project

5.4.2 State Parks Concession Area (Area B)

5.4.2.1 Alternatives Related to Existing Concession

The proposed improvements for Area B relate to a variety of existing State Park improvements that can be accomplished by the project applicant as part of the JPA. Improvements that relate to the existing concession are proposed as a separate phase of the project and include improvements to Fin's Restaurant to blend in with the lodge and conference center and addition of new concessions. Since there is a concession contract already in place with Fin's Restaurant that will soon expire, improvements to the concessions have been postponed until a new concession contract can be awarded. The new concession contract will include the improvements not part of the proposed project. Therefore, no other alternatives were considered to the proposed actions in this area because of existing legal obligations. Impacts associated with the second phase improvements to the concession buildings as planned would not result in significant impacts; if significant impacts are identified at the time of implementation of the concession improvements, additional environmental evaluation would be required if the impacts have not been addressed in this EIR.

5.4.2.2 Proposed Project Incorporating Mitigation Measures

Alternative B3a, including the current phasing of the concession improvements, can be mitigated to insignificance by incorporating the mitigation measures in this EIR, and is the preferred alternative.

5.4.3 Proposed Equestrian Parking Area (Area C)

5.4.3.1 No Project Alternative

The No Project Alternative is considered the environmentally superior alternative because it reduces impacts to existing dune habitat that is suitable for listed plant species and potential is habitat designated as ESHA. The plant surveys have not been performed during the correct time period to determine if these species exist; therefore, it is assumed they are present, and development would have an adverse impact on these species. If presence of these plant species is assumed, then mitigation measures can be implemented to reduce the impacts by replacing the habitat in kind at another location. However, the Coastal Act protects ESHA, including habitats that can support listed plant and animal species. This habitat is degraded and it will be up to the decision makers to determine if this habitat can be classified as ESHA. If so, then CEQA states that if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. [§15126.6(e)(2)]

5.4.3.2 Relocate Equestrian Parking

Several alternative equestrian parking sites were evaluated and these locations are shown on Figure 5-2. Table 5-1 describes the various alternatives.

Variations of C1a have been reviewed during the course of EIR preparation; please refer to the discussion under 5.4.1.1 above.

Alternative C5 incorporates the proposed equestrian parking area south of West Grand Avenue including mitigation measures recommended in this EIR. This alternative is a consideration if the proposed parking area south of West Grand Avenue is not designated as an ESHA and if it is assumed that listed plant species are present on the site and can be mitigated by replacing these plant species and restoring habitat nearby the parking area.

5.4.4 RV Sewer Dump Station Site (Area D)

Several alternative RV Sewer dump station sites were evaluated and these locations are shown on Figure 5-2. Table 5-1 describes the various alternatives. Only Alternative D4a was carried forward for review as the environmentally superior alternative. It includes mitigation measures to replace the affected acreage that contains mowed grasses that support wetland species. The expansion of the existing North Beach Campground RV sewer dump station is logical, and the effects to the adjacent area currently in use as open space adjacent to camp sites is considered insignificant. The mowed grasses do not appear to have existing connectivity to the adjacent Meadow Creek riparian area and are probably being supported by water from another source (possibly from leaking pipes).

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed project with the following mitigation and alternative components is the recommended Environmentally Superior Alternative. The mitigation measures outlined in Chapter 4 of this EIR shall be included in the project design.

- Area A: The proposed project with mitigation measures including incorporation of the equestrian parking in the southeast corner of the site.
- Area B: The proposed project with mitigation measures
- Area C: The No Project Alternative with Alternative D1a as the preferred alternative (moving the equestrian parking to Area A) if the area is classified by decision makers as ESHA. If the area is not classified as an ESHA, then impacts could be mitigated to insignificance and either alternative D1a or the proposed project with mitigation measures could be considered for this area.
- Area D: The proposed relocation of the existing RV sewer dump station to the North Beach Campground (the proposed project) with mitigation (Alternative D4).
- Changes to plans and ordinances: The proposed changes to plans and ordinances are necessary to bring various plans and ordinances into consistency with the recent update to the LUE. These are recommended to occur regardless of project approval.

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
Area A – Grover Beach Lodge Concession Area			
No Project Alternative	No Project Alternative no development of the property; property remains in current use	Does not meet the objective as defined by the JPA, the LUE Update, and the Grover Beach LCP.	
Alternative A1 Alternative Parking Lot Configuration to Incorporate Equestrian Trailer Parking (refer to Figure 5-1)	Alternative A1a Southeast corner of parking lot with south east entrance as shown on Figure 5-1. Dirt lot separated from lodge and conference center parking.		This eliminates all potential ESHA impacts resulting from Area C. There are various configurations for the area.
Alternative A2 Restoration Alternatives to Improve Meadow Creek Drainage	Alternative A2a Alternate location of bioswales outside 50 foot buffer	Bioswales would not function as proposed; alternative deletes parking.	
	Alternative A2b Alternate filtration technology to replace bioswales		Technologies include sand/oil separators, use of pervious concrete, use of oil/water separators and water quality inlets. The engineering needed for this alternative would cause greater man-made impacts to area as opposed to the more environmentally sensitive bioswale alternatives. But, if bioswales are not allowable in the 50 foot buffer, then this alternative would function to filter out pollutants.
Alternative A3 Lower Cost Visitor Opportunities	Alternative A3a Lower cost hotel with no conference center	Does not meet intent of JPA, LCP, or LUE Update. The City has sufficient lower cost lodging opportunities and needs full service conference facilities to meet regional demand.	
Alternative A4 Alternative Building Design to Reduce Size and Scale Issues	Alternative A4a Asilomar concept of small bungalows with conference facilities	Limited space on the site, increased costs to construct (unwilling concessionaire to construct because of additional cost).	

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
	Alternative A4b One large building similar to Holiday Inn in Ventura	Visual impacts from beach would be greater with this design	
Alternative A5 Alternative Incorporating Mitigation Measures	Alternative A5a Proposed project with mitigation measures; includes bioswales within the 50 foot buffer		This alternative mitigates significant impacts while closely meeting the objectives of the project. It appears to meet the intent of the LCP policies to filter runoff before it enters the Meadow Creek channel
	Alternative A5b Proposed project with mitigation measures; bioswales or other filtration devices just outside the 50-foot buffer.	Not recommended because any engineered system would require introducing manmade structures into a riparian habitat that is not needed with bioswale technology. It also would remove needed public parking.	
Area B – State Parks Concession Area			
Alternative B1 Alternative Phasing for Concession Improvements	Alternative B1a Improving concession area as part of the Grover Beach Lodge project – requiring the applicant to improve Fin’s Restaurant, seating area, adjacent concessions.	Legal issues related to existing concession contract. Existing Fin’s Restaurant Concession is due to expire in 2012. State Parks may not be able to move forward with Area B improvements until concession contract expires.	
Alternative B2 Alternative Access and Public Facilities Improvements	Alternative B2a Other alternatives required additional land in order to expand the improvements to meet LCP objectives (such as additional picnic areas, fire rings, additional boardwalk areas, etc).	Impacts to coastal dune habitat greater with these alternatives. The proposed project meets objectives of LCP policies while meeting State Parks safety requirements (fire rings are safety hazard on this beach).	
Alternative B3 Proposed Project Incorporating Mitigation Measures	Alternative B3a This alternative incorporates all of the applicable mitigation measures into		This is the environmentally preferable alternative because it reduces impacts to insignificance—and provides

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
	the proposed project design, including measures to reduce potential flooding of Area A due to wave run-up in the identified swale through Area B		measures to reduce wave run up through the life of the proposed Area A project (50 years).
Area C – Proposed Equestrian Parking Area			
No Project Alternative	Leave parking area in existing disturbed habitat.		Environmentally Superior Alternative. Alternatives are available that have less impacts; see C1 below.
Alternative C1 Relocate to North of West Grand Avenue onto the Proposed Lodge Site (Area A)	Alternative C1a Relocate to southeast corner of project site in public parking area and provide a suitable base for horses. There are many designs for this parking and all would be suitable.		Impacts would be minimal and mostly relate to maintenance (not an environmental issue) horse access to existing trails on the south side of West Grand Avenue (horses would be required to cross West Grand Avenue and traffic would be greater with the proposed project in Area A (may be considered unsafe or undesirable by this group of users). It would reduce vehicular parking but not significantly. Keeps equestrian use in existing location but within designated parking area. Meets access mandate for all Californians in Coastal Act policies. Reduces potentially significant and unavoidable impacts on <u>potential</u> ESHA, and may reduce significant impacts on listed plant species, if present.
Alternative C2 Highway 1 Multi-use Site (refer to Figure 5-2)	Alternative C2a This site (Figure 5-2) is adjacent to Highway 1 and is a small vacant area immediately adjacent to Meadow Creek riparian area. It could be used for either equestrian parking or RV	Project would remove riparian habitat and could affect adjacent riparian corridor. Equestrians do not have path in area and parking here would also require an equestrian/pedestrian path across <u>potential</u> ESHA in order to connect to existing trails in the dune	

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
	Sewer dump station.	habitat. Caltrans may have issues with ingress/egress on to Highway 1; would require left turn pockets of sufficient size to handle a horse trailer. Queuing would be an issue. There are other preferable alternatives to this location with less impacts.	
Alternative C3 Pier Avenue Site (refer to Figure 5-2)	Alternative C3a This site is located at the Pier Avenue Entrance in vicinity of the Oceano Campground. There are multiple options for parking in this area (refer to Figure 5-1).	The existing disturbed areas are too small to allow expansion of parking either at the end of Pier Avenue or adjacent to the campground without affecting sensitive habitat areas. Habitat appears to be of higher quality than proposed Area C. No nexus to move equestrian parking to this location; San Luis Obispo is property owner and it may be speculative to assume that the County would want this improvement. Preferable alternative is C1a.	
Alternative C4 Silver Spur Area (vicinity of the Arroyo Grande Creek levee)	Alternative C4a Existing equestrian uses are located in the Silver Spur Road area and an informal access to the beach exists along the Arroyo Grande Creek levee.	Private property would have to be acquired by an independent group as State Parks and the City are unwilling to acquire property; the access to the beach along the levee is not a designated equestrian access by the County although it is currently being used as such. This alternative is speculative. No nexus to move equestrian parking to this location. Preferable alternative is C1a.	
Alternative C5 Proposed Project Incorporating Mitigation Measures	Alternative C5a This would allow the proposed equestrian parking south of West Grand Avenue in disturbed habitat		This alternative is carried forward for review because it substantially reduces significant impacts; but because this alternative assumes

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
	with mitigation measures based on assumed presence of listed plant species and mitigation imposed to replace and rehabilitate lost habitat elsewhere in the same vicinity. It would also include fencing to protect <u>potential</u> ESHA, elimination of ancillary trails, fencing of entrances to one existing trail to the east and west of the parking area, linking in to the existing trail system. This alternative does not eliminate significant impacts to <u>potential</u> ESHA but reduces them considerably.		presence of listed plant species it is still considered a significant unavoidable adverse impact. It is not rejected altogether because it is unclear if the decision-makers would consider this disturbed habitat as ESHA under the Coastal Act. A determination by decision-makers would be required. However, the environmentally superior alternative is to move the equestrian parking to the north side of West Grand Avenue in the southeast corner of project site.
Area D-RV Sewer Dump Station Site			
No Project Alternative	No Project Alternative Either the RV sewer dump station would remain on the existing site off of Le Sage Drive or RV sewer dump station would be removed and not replaced.	Does not meet the objectives of the JPA.	
Alternative D1 Pier Avenue	Alternative D1a Relocate equestrian parking to this location (see Figure 5-2). There appears to be several alternative layouts that could be considered either at the existing end of Pier Avenue parking or adjacent to county RV campground.	The existing disturbed areas are too small to allow for RV sewer dump station without affecting sensitive habitat areas. Habitat appears to be of higher quality than proposed Area C. San Luis Obispo is property owner and it may be speculative to assume that the County would want this improvement. Preferable alternative is proposed project with mitigation.	
Alternative D2 Highway 1 Multi-use Site	Alternative D2a Site (see Figure 5-2) may be large enough to allow for ingress/egress for	Site may be large enough to allow for ingress/egress for one or two RVs at a time to utilize a dump station. Existing	

Table 5-1. Proposed Alternatives Evaluation

Area Description In LUE	Alternatives Considered	Reason For Rejecting Alternative	Alternative Carried Forward
	<p>one or two RVs at a time to utilize a dump station. Existing sewer connection possible at this location. Project would require queuing on Highway 1 which is unacceptable to Caltrans. Project has impacts to adjacent riparian habitat.</p>	<p>sewer connection possible at this location. Project would require queuing on Highway 1 which is unacceptable to Caltrans. Project has impacts to adjacent riparian habitat. This is not a preferred alternative because of location, and there are other</p>	
<p>Alternative D3 Private Facility</p>	<p>Alternative D3a The City has considered using a privately owned gas station on Grand Avenue as a possible location for a private RV sewer dump station. Location has not been identified.</p>	<p>It is likely that a private gas station owner would consider this option; however, at present it is too speculative for environmental review. Any option of this sort would have to consider queuing and would probably charge for the service. Since State Parks offers this service at no charge; replacing this option with a private concession is not part of the objectives of the project.</p>	
<p>Alternative D4 Proposed Project with Mitigation</p>	<p>Alternative D4a This alternative is the proposed project and implementation of the mitigation measures recommended in the EIR.</p>		<p>This option meets the objectives of the JPA, provides sewer dump station service within close proximity, is within State Parks jurisdiction, and mitigates for the impacts associated with the expansion of the existing facility. The major impact is encroachment into an area that will support wetland habitat. The recommended mitigation measures reduce the impacts to insignificance.</p>

Figure 5-1. Alternative Equestrian Parking

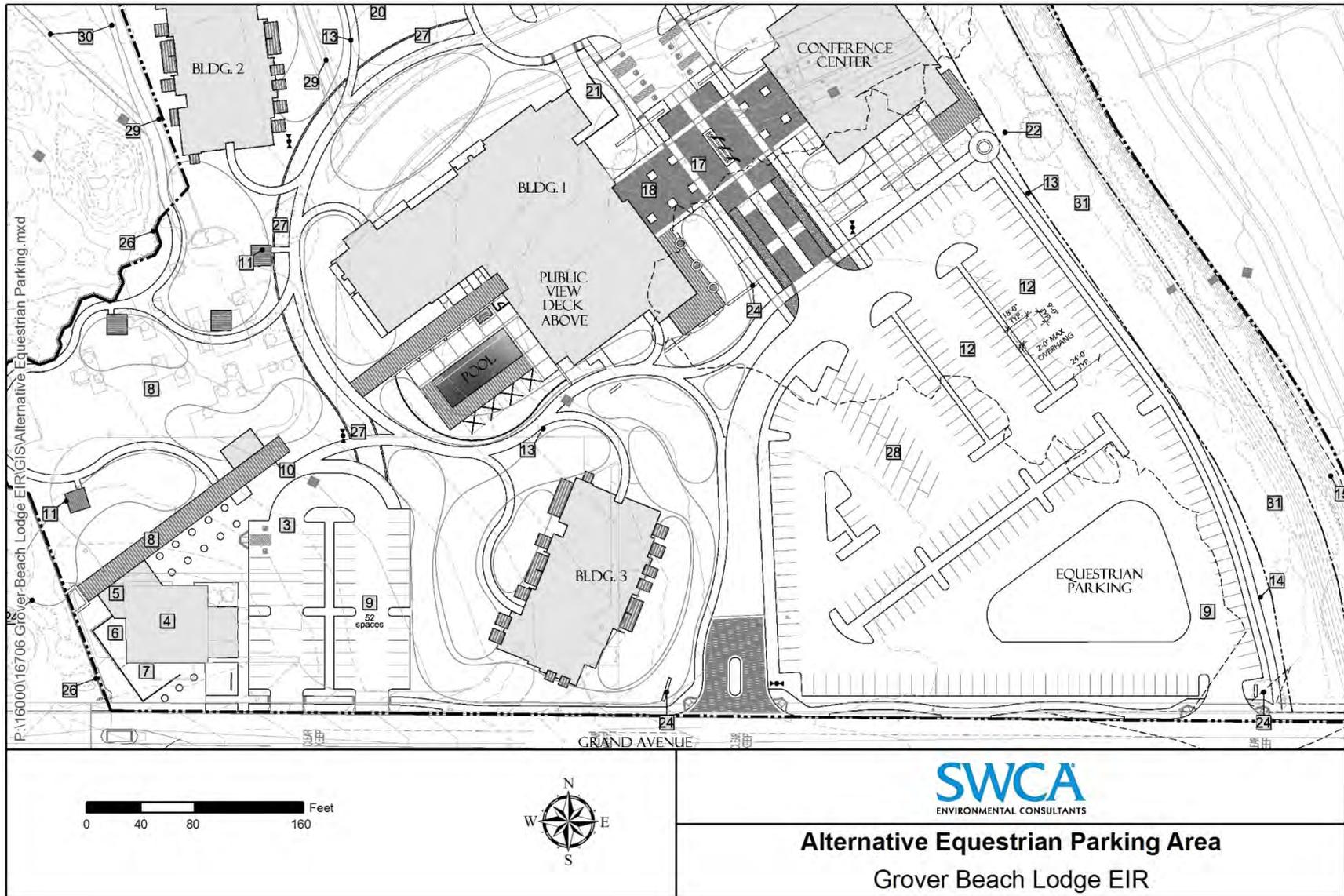


Figure 5-2. Alternative RV Sewer Dump Station and Equestrian Parking Sites



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