COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

MITIGATED NEGATIVE DECLARATION

FINDINGS

The County of El Dorado (County), Community Development Agency, Transportation Division (Transportation), Tahoe Engineering has prepared an Initial Study to assess the project's potential effects on the environment and the significance of those effects. On the basis of that study the County hereby finds:

☐ The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.

☒ Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the County will adopt the Mitigation Monitoring and Reporting Program (Appendix B) that contains the mitigation measures necessary for the project to have a less than significant impact. A **Mitigated Negative Declaration** has thus been prepared.

Per Section 21082.1 of the CEQA Guidelines, Transportation has independently reviewed and analyzed the Initial Study and Proposed Mitigated Negative Declaration for the proposed project and finds that they reflect the independent judgment of Transportation. The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

Per Section 15072 (f) (5) of the CEQA Guidelines, the project site is not on any list compiled pursuant to Government Code section 65962.5 as a hazardous waste facilities, land designated as a hazardous waste property, or a hazardous waste disposal site.

PROJECT INFORMATION

Title: Country Club Heights Erosion Control Project (JN 95191)	
Description: Construction of erosion control and water quality improvement facilities.	
Location: The Project area is located in eastern El Dorado County, within the Lake Tahoe Basin, south of South Lake Tahoe. The Project is located in the south section of the Lake Tahoe Basin within portions of Sections 20, 21, 28, and 29, Township 12 North, Range 18 East, Mount Diablo Meridian. The Project is bounded by Highway 50 to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north.	
Owner/Applicant: County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering	
Lead Agency: County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering	
County Contact: Daniel Kikkert, Senior Civil Engineer	**Phone:** 530-573-7900
Address: 924 B Emerald Bay Road, South Lake Tahoe, CA 96150	

AVAILABILITY OF DOCUMENTS

The Initial Study for this Mitigated Negative Declaration is available for review at the County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering office (Office), 924B Emerald Bay Road, South Lake Tahoe, CA. The Office's hours of operation are from 8:00 am – 5:00 pm, Monday through Friday, closed for lunch from 12:00 pm to 1:00 pm. The Office is also closed on Saturday and Sunday. The document is also available for review at the County of El Dorado South Lake Tahoe Branch Library (Library) at 1000 Rufus Allen Blvd., South Lake Tahoe, CA. The

Library's hours of operation are from 10:00 am – 8:00 pm on Tuesday and Wednesday; 10:00 am – 5:00 pm on Thursday, Friday, and Saturday. The Library is closed on Sunday and Monday. In addition to the South Lake Tahoe locations, the document is available at the California State Clearinghouse located at 1400 Tenth St., Sacramento, CA.

PROJECT DESCRIPTION

The County proposes to implement the Country Club Heights Erosion Control Project (Project) during the 2017 construction season to assist with meeting the goals of the Tahoe Regional Planning Agency's (TRPA) Environmental Improvement Program (EIP). In 1997, the TRPA developed a Basin-wide EIP that defined various projects which, once implemented, would assist in attaining and maintaining TRPA Environmental Threshold Carrying Capacities (ETCC) as well as meet other federal and state enviromental goals. TRPA has established thresholds for air quality, water quality, soil conservation, vegetation, noise, scenic resources, recreation, fisheries, and wildlife to address public health and safety of residents and visitors as well as the scenic, recreation, education, scientific, and natural values of the Lake Tahoe Basin. The Project is defined in the TRPA EIP as Project #01.01.01.0021 (TRPA 2012; formerly #189, TRPA 2001). This Project is being designed and constructed with financial assistance from the State of California, the United States Forest Service - Lake Tahoe Basin Management Unit (USFS-LTBMU) and TRPA mitigation funds.

The Project site is an existing residential development south of South Lake Tahoe and is bounded by Highway 50 to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north. (Figure 1). The overall goal of the Project is to design and implement erosion control and water quality improvement measures that will reduce the discharge of sediment and pollutants to Lake Tahoe from County administered rights-of-way (ROW). This includes the spreading of storm water runoff in adjacent meadow areas for enhancement of Stream Environment Zone (SEZ) capability lands as well as pollutant load reduction. The Project will not change the use of the site or surrounding area. The Project will benefit the natural environment with the implementation of the proposed improvements. After Project completion, less sediment will enter Lake Tahoe from the Project area, thereby improving water quality in Lake Tahoe.

PROJECT BACKGROUND

Transportation utilized the Lake Tahoe Basin Storm Water Quality Improvement Committee's (SWQIC) *Formulating and Evaluating Alternatives for Water Quality Improvement Projects* document for guidance in selecting a preferred Project alternative. The Project Development Team (PDT) investigated a range of possibilities for the water quality improvements in the Project area. The process of evaluating and selecting a preferred alternative for this Project included the production and analysis of the following documents in 2016:

- Draft Project Feasibility Report
- Final Project Feasibility Report
- Preferred Alternative Memorandum

In October of 2016, Transportation completed a Draft Project Feasibility Report that investigated existing conditions and identified problem areas within the Project boundary as well as proposed alternative solutions within the Project boundary. The alternatives evaluated different water quality improvements and erosion control mitigation measures for the problem areas. After receiving feedback from the PDT and the public, Transportation completed a Final Project Feasibility Report in December 2016. Finally, based upon further feedback, Transportation completed a Preferred Alternative Memorandum in December 2016.

PROPOSED PROJECT

The proposed Project was selected by Transportation with input from the PDT and the public and is described in further detail below (outlined on Figure 2). The proposed Project measures are a compilation of the most comprehensive design ideas for each street within the Project area which meets the goals and objectives of the EIP and the Project. All proposed measures will be in compliance with applicable laws and TRPA and the Lahontan Regional Water Quality Control Board (RWCQB) regulations.

The Project area contains existing storm drain systems which collects and conveys storm water through a series of corrugated metal pipe (CMP) risers, pipes, drainage inlets, roadside channels to existing outfalls which ultimately drain to the Upper Truckee River. The outfalls occur near existing meadow areas which are located on land owned by the California Tahoe Conservancy. This Project will be focused on reducing the peak flows and volumes as well as increasing the water quality of the runoff prior to reaching these outfalls.

The proposed Project will implement source control, hydrologic control, and treatment options to meet the Project goals and objectives. The source control will be to provide erosion control measures on targeted eroding roadside slopes and shoulders as well as stabilizing roadside drainages. Hydrologic controls will be met through construction of roadside conveyance systems, replacement of ineffective culverts, drainage inlets, replacement of inefficient CMP risers, and construction of offline/inline infiltration systems which will work towards reductions in peak flows and volumes. Treatment measures will consist of infiltrating channels, SEZ enhancement through flow spreading in adjacent meadow areas, and subsurface infiltration systems which will be designed to capture and infiltrate the first flush of storm water runoff.

In order to meet the goals and objectives of the Project, the Feasibility Report outlined three alternatives for consideration by the public and the PDT. Based on the comments received, the professional judgment of Transportation personnel, and the analyses outlined in the Feasibility Report, Alternative 2, with modifications, was chosen as the preferred alternative and is presented in Figure 2.

The locations requiring source control improvements include isolated areas of bare eroding slopes and shoulders on Meadowvale Drive, Thunderbird Drive (& Court), Crystal Air Drive, Skyline Drive, Glen Eagles Road, Elks Club, and Cherry Hills Circle. The primary BMPs proposed for stabilization in these areas is rock slope protection with revegetation. For areas with failing rock slope protection, replacement of the existing rock with heavier, angular rock is proposed. All locations to receive this treatment are within County ROW. On Meadowvale Drive there is a section of the existing gunite wall that has begun to break showing signs of slippage. Though in-kind replacement is proposed, Transportation is evaluating additional alternatives including the use of a Redi-Rock wall product or construction of a modified rock slope protection. In each case, the work area will be in the County ROW and existing slope easements within areas that have been previously disturbed.

In addition to the eroding slopes, the two other identified source control issues are eroding shoulders and eroding or incised channels. Stabilization of the eroding shoulders will consist of using compacted aggregate base while stabilization of the incised channels will be addressed with the addition of rock or seed with blanket and rock bowls or dissipators at the pipe inlets/outlets. Depending on availability, salvaged sod could be used to replace the seed and blanket material.

Multiple hydrologic conveyance issues will be addressed by the preferred alternative, including problematic road side conveyance systems on Elks Club and Boca Raton as well as undersized / inefficient culverts throughout the project area. Elks Club Drive, identified as a major collector, provides a connection between Highway 50 and Pioneer Trail. The road is relatively flat at Highway 50, steepening from Bel Air Drive to the ridge between Skyline and Crystal Air, before heading down to Pioneer Trail. The roadside conveyance systems consist of asphalt concrete swales with no facilities to capture sediment. With the steepness of the road, current County maintenance practices include the application of abrasives to the road during the winter. Due to the depth of the existing AC swales it is difficult and expensive for maintenance crews to clean out the swales. Alternative 2 will include the construction of curb and gutter near the high point ending at the intersection of Elks Club Drive. Structures installed at the corners will enable increased capture of sediment and material. Additional structures installed down Elks Club will allow for the capture of sediment as well as for easier maintenance practices. In the flatter reach of Elks Club Drive, between Bel Aire Circle and the Boca Raton Drive, impaired AC swales will be replaced with shallower AC swales that direct runoff onto the adjacent CTC parcels (APN 033-201-32 and APN 033-201-04). A new culvert will be installed at the corner of Bel Air and Elks Club which will direct stormwater flows to a CTC owned parcel (APN 033-211-09) with a 1B Land Capability. Flows will cross this meadow area to the existing manmade Boca Raton channel where excess flows would be conveyed through the existing outlet pipe crossing Elks Club into the channel at the corner of Boca Raton and Elks Club. This point of confluence is where these flows would have gone prior to this project. Both the replacement of the impaired AC swales and the new pipe will enable the treatment of stormwater runoff as well as the rewatering of the meadow areas through flow spreading. Alternative 1 looked at replacement of the existing AC swales between Bel Air and Glen Eagles on Elks Club using either the construction of shallower swales or curb and gutter. However, due to funding restrictions, the work on the swales at these locations was not included in the preferred alternative. The work will be included in the preferred alternative if additional funds are secured.

The conveyance issues at the intersection of Boca Raton and Meadowvale include existing shallow roadside swales that fill with material causing stormwater flows onto both roads. Alternative 2 will include replacement of the pipes crossing Meadowvale and Boca Raton for increased conveyance efficiency, as well as the construction of roadside swales and an infiltration basin on the CTC parcel at the corner of Boca Raton and Meadowvale (APN 033-221-03) for both the treatment of stormwater through flow spreading and capture of sediment. The inlets and outlets of the new culverts will be stabilized with either CSP inlets or flared end sections with rock energy disipators. The outlet channel from the culvert crossing Boca Raton will be re-configured to direct storm water runoff to the meadow area adjacent to Boca Raton on a CTC owned parcel (APN 033-223-05). The reconfiguration will allow for additional treatment of runoff as well as re-watering the existing meadow area, classified as a 1B Land Capability. Excess flows will re-enter the existing man made Boca Raton channel between Boca Raton and Elks Club Drive.

The Project will include the removal of a small number of trees for construction, fuels management, and habitat restoration. The trees to be removed are located within the County right of way or on CTC owned parcels. Tree removal will be

completed by California Conservation Corps contracted hand crews with oversight by CTC personnel. Trees tagged for removal will include those that are dead, diseased, or within a dense stand.

In order to construct the proposed erosion control and water quality aspects of the proposed Projects, license agreements must be obtained from the following public properties, listed by its Assessor Parcel Number (APN):

California Tahoe Conservancy APNs:

033-100-23	033-223-05	033-211-09	033-213-05	034-753-02
033-221-03	033-201-32	033-212-03	033-301-01	
033-222-17	033-201-04	033-212-09	033-291-07	

SUMMARY OF ENVIRONMENTAL ANALYSIS

The Transportation prepared an Initial Study to assess the proposed Project's potential effects on the environment and the significance of those effects. Based on the Initial Study, Transportation determined that the proposed Project will not have any significant environmental impacts with the implementation of mitigation measures. Transportation will adopt the mitigation measures located in the Mitigation Monitoring and Reporting Program. This conclusion is supported by the following findings:

- The proposed Project will have no adverse impacts in the areas of agriculture and forest resources, land use and planning, mineral resources, tribal cultural resources, population and housing, public services and recreation.
- The proposed Project will have a less than significant impact in the areas of aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and utilities and service systems. Discussion on each of these findings is provided below.

Aesthetics: A limited part of the Project area is visible from US Highway 50 / State Route 89, which is a designated Scenic Highway. The intent of the Project is to improve the quality of the area by stabilizing bare soil areas with native vegetation, by improving hydrology and vegetation in meadow areas including conifers encroaching into the meadow, by enhancing drainage features and by installing infiltration systems that will benefit the environment. While there will be temporary aesthetic impacts due to construction, there will be no long term degradation of aesthetic quality in the Project area and therefore the Project has a less than significant impact.

Air Quality: The proposed Project will have no long term impacts to air quality. Construction equipment may impact air quality for the short term during construction, but impacts are only temporary and will not result in a cumulative increase of criteria pollutants for which the Project region is in non-attainment nor will it expose sensitive receptors to substantial pollutant concentrations. The Project will not create objectionable odors affecting a substantial number of people. Proper Best Management Practices (BMPs), per TRPA's Handbook of Best Management Practices, and construction controls shall be implemented to prevent the Project activities from violating air quality standards and therefore the Project has a less than significant impact.

Biological Resources: Field surveys and assessments were conducted within the Project survey area for special status botanical and wildlife species on August 22, 2016. No special status plant species were found during the field surveys. In addition, no historical observations or detections of special status species were found with 0.5 miles of the project boundary during background information research. Field surveys and assessments were conducted within the Project survey area for special status botanical and wildlife species on August 10, 2016. The biological assessment surveys observed no federal or state-listed candidate or proposed botanical or wildlife species in the Project study area. However, there are recorded occurrences of one special status species immediately adjacent to the Project areas (northern goshawk). Suitable habitat conditions do exist within 0.5 miles of the Project area for bald eagle, bank swallow, willow flycatcher, northern goshawk, osprey, California spotted owl, waterfowl, Sierra Nevada mountain beaver, American badger, Sierra Nevada snowshoe hare, fisher (West Coast distinct population segment), Sierra Nevada red fox, America marten, and mule deer. Prior to construction, if new activity or occurrences are identified, appropriate limited operating periods will be observed and consultation with the appropriate agencies will be initiated.

A noxious weed survey was also conducted within the Project survey area on August 22, 2016. The survey identified four noxious weed species within the Project area: cheat grass (*Bromus* tectorum), bull thistle (*Cirsium* vulgare), poison hemlock (*Conium* maculatum), and yellow toadflax (*Linaria vulgaris*). USFS 2008 invasive plant data supplied by the USFS documents an additional species in the project area: oxeye daisy (*Leucanthemum vulgare*). A Noxious Weed Mitigation/Eradication Protocol (Protocol) will be implemented by Transportation as part of the Project which will help

decrease habitat vulnerability to at or below pre-construction levels. The Protocol includes pre-construction elements, such as treating existing noxious weed populations identified in the Project area, as well as during- and post-construction elements. Additionally, Transportation will specify weed-free seed mix and require all construction equipment working within a mapped SEZ to be certified steam cleaned prior to accessing the site.

Cultural Resources:
A cultural resources study, which included a literature search and an archaeological survey/inventory of the Project Area of Potential Effect (APE), was completed. Previous cultural resources studies have been conducted in the vicinity of the Project area, which included portions of the APE. Review of those inventories revealed resources that have been recorded previously within the immediate Project area. The current inventory resulted in the following observations:

- A segment of the Lake Valley Utility Line, site 05190000481 was relocated. The site has not been revaluated as a whole, and as result, for the segment within the project area, the potential eligibility of the segment to the National Register of Historic Places (NRHP) is deferred.
- Segment 5 of site 05190001042, part of Old Highway 89 was relocated. The site has not been revaluated as a whole, and as result the potential eligibility of segment 5 to the NRHP is deferred.
- Site 05199901275, a previously recorded road segment, was relocated and found to be mapped, photographed, and described adequately.
- Site 05199901276, an historic fence line, was relocated.
- Site 05199901278, a previously recorded historic trash scatter, was relocated.
- Site 05199901280, a previously recorded historic trash scatter, was relocated and found to be mapped, photographed, and described adequately.
- Individual examples of Comstock or later era high-cut stumps were observed but not recorded.
- Recent (less than 50 years in age) roadside debris was observed but not recorded.

Although significant heritage resources were not identified within the APE, two were not evaluated for their potential significance. Both resources are away from any planned improvements such that no historic properties will be affected by the Project. As part of the study a Native American Consultation was initiated for this project on August 11, 2016 with inquiry letters sent to Tribal representatives on September 12, 2016. As of October 27, 2016, none of the tribal representatives contacted had inquired about the project or requested consultation within the 30-day response timeframe. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired. Thus, the Project will not impact properties listed on or eligible to the NRHP, nor will it impact historic resources that meet the criteria outline in Section 5024.1 of the California Public Resource Code or Section 29 of the TRPA Code of Ordinances. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 CFR part 800).

Although improbable, it is possible that prehistoric burials might be found in the study area (none were apparent based on an examination of the ground surface). Should human remains be encountered while engaged in construction activities, work must cease in the immediate area and the contractor must immediately report the finding to the State Historic Preservation Office (and USFS representatives, if the find is located on USFS administered lands) and other designated officials. That office will contact the appropriate tribal representatives and consult on disposition of the remains and any associated artifacts.

Geology/Soils: The proposed Project involves earth-moving activities estimated at approximately 1,200 cubic yards (35,000 square feet), which will cause temporary soil erosion in the Project area. The County will prepare and require as part of the Contract Documents a Storm Water Pollution Prevention Plan (SWPPP) and a Revegetation Plan that the contractor must adhere to. The contractor will also implement temporary and permanent BMPs per the TRPA Handbook of Best Management Practices prior to and during construction to prevent erosion within the Project area. The Transportation Division will also perform two years of irrigation/vegetation establishment after the Project is complete to ensure that the site is restored to pre-project conditions, at a minimum. The SWPPP will also include and require appropriate measures to help sequence construction and minimize soil erosion through the use of approved sound construction practices to a less than significant level.

Hazards/Hazardous Materials: The proposed Project will have no long term impacts from hazards or hazardous materials in the Project area. During construction there is a risk of accidental fuel spills from construction equipment. The contractor will be required to prepare and adhere to a Spill Contingency Plan as part of the SWPPP and shall have spill prevention kits and other approved BMPs and construction controls available to prevent and/or contain any accidental spills.

Hydrology/Water Quality: The primary goal of the proposed Project is to benefit water quality by improving the existing storm water conveyance systems and associated facilities in the Project area; thereby reducing the amount of pollutants entering Lake Tahoe. The Project will have no long term negative impacts on hydrology/water quality. Though the project

will include improvements to re-water existing meadow areas, any flows in excess leaving these areas will reach existing manmade County conveyance facilities. Project construction related activities can pose short term water quality impacts during storm events or accidental fuel spills from construction equipment, however Transportation will prepare a SWPPP, Temporary Erosion Control Plan and a Revegetation Plan that the contractor must adhere to in order to address short term impacts associated with soil disturbance. At a minimum, this will include containing the site with proper BMPs, protecting existing storm water facilities, staging and storing materials properly, and sweeping daily. To ensure all mitigation measures are addressed and monitored, the contractor will prepare and adhere to the SWPPP in accordance with TRPA and Lahontan RWCQB requirements for storm water pollution prevention.

Noise: Project construction will result in a temporary increase in ambient noise levels due to equipment noise and construction activities. Per TRPA Standard Permit Conditions, operation shall be restricted to the hours of 8:00 a.m. to 6:30 p.m. All equipment and vehicles used for Project construction shall have proper muffler devices and be tuned to the manufacturer's specification. Transportation will advise potentially affected residents of the proposed construction activities, including duration, schedule, and contacts for filing noise complaints. Transportation and/or contractor will respond to all noise complaints received within one working day and will work to resolve the issue within two working days.

Recreation: The proposed Project will have no impact on recreation within the Project area.

Transportation/Traffic: There will be short term construction impacts on traffic from truck and daily work trips to the Project area. Traffic controls will only be implemented during work hours and when it is necessary to perform work, which will be outlined in a Traffic Control Plan prepared by and adhered to by the contractor. At no time will access for local residents, emergency vehicles, school buses, pedestrians, or bicyclists be prohibited, therefore the Project will have a less than significant impact on transportation and traffic.

Utilities and Service Systems: During Project construction, portions of the site may have exposed soil areas that, during a rain or high wind event or utility line breach, could cause minor erosion. Once construction is complete and the erosion control and water quality improvement measures are in place, surface runoff and erosion will be reduced and water quality will be improved. The contractor will adhere to the Transportation prepared SWPPP and a Temporary Erosion Control Plan which will include TRPA approved BMPs to minimize soil erosion during construction to a less than significant level.

Greenhouse Gas Emissions: Climate change refers to long-term fluctuations in temperature, precipitation, wind, and other elements of Earth's climate system. Natural processes such as solar-irradiance variations, variations in Earth's orbital parameters, and volcanic activity can produce variations in climate. The climate system can also be influenced by changes in the concentration of various gases in the atmosphere, which affect Earth's absorption of radiation.

During construction, the Project would temporarily cause direct greenhouse gas (GHG) emissions from the combustion of fossil fuels used to run construction equipment and vehicles, both onsite and offsite. These GHG emissions would be temporary and one-time emissions during the construction of the Project. Over its lifetime, the Project would directly and indirectly cause negligible GHG emissions from occasional maintenance and personal vehicle use. Therefore, Transportation's analysis focused on construction impacts estimated using Transportation's past project implementation database and the U.S. Environmental Protection Agency (USEPA) GHG emission factors for diesel fuel and gasoline combustion in construction equipment. Transportation has reviewed past construction logs for projects equivalent in size and scope to the Project to determine the typical number and type of vehicles that are actively working to construct the Project each day. Based on this analysis, the County has formulated the following assumptions:

- Fifteen workers per day, driving five vehicles to work an average of 40 miles round-trip per day
- Vehicles average 20 miles per gallon
- Twelve pieces of construction machinery per day
- Crews work eight hours per day with machinery running half that time (4 hours)
- Machinery burns an average of two gallons of diesel fuel per hour
- Diesel fuel contributes approximately 22.5 lbs CO_2/gallon
- Gasoline contributes approximately 20 lbs CO_2/gallon
- The Project will be completed in 35 working days

Based on these assumptions, the Project would emit approximately 50 metric tons of CO_2 equivalents.

This estimated amount is negligible in comparison to the statewide inventory of 372,400,000 metric tons discussed below in the Initial Study (0.00000013 percent). The estimated amount is also significantly less than the San Luis Obispo Air Pollution Control District's (SLOAPCD) significance threshold of 1,150 metric tons of CO_2 equivalents. Because of this and the fact

that direct onsite and offsite GHG emissions would terminate following completion construction work, the Project will have a less than significant impact on GHG emissions.

PUBLIC NOTICE

The comment period for this document closes on March 7, 2017. A copy of the Initial Study/Proposed Mitigated Negative Declaration is available for public review at the County of El Dorado, Transportation Division, Tahoe Engineering Group (Office) at 924 B Emerald Bay Road, South Lake Tahoe, CA 96150 between the hours of 8:00 am and 5:00 pm Monday through Friday. The Office is closed Saturday and Sunday. The document is also available for review at the County of El Dorado Library – South Lake Tahoe Branch at 1000 Rufus Allen Blvd., South Lake Tahoe, CA 96150 between the hours of 10:00 am and 8:00 pm Tuesday and Wednesday and 10:00 am and 5:00 pm Thursday through Saturday. The Library is closed on Sunday and Monday.

All parties providing written comments during this timeframe will be notified of the upcoming hearing before the Board of Supervisors. Additional information may be obtained by contacting the County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering at (530) 573-7900 or 924 B Emerald Bay Road, South Lake Tahoe, CA 96150.

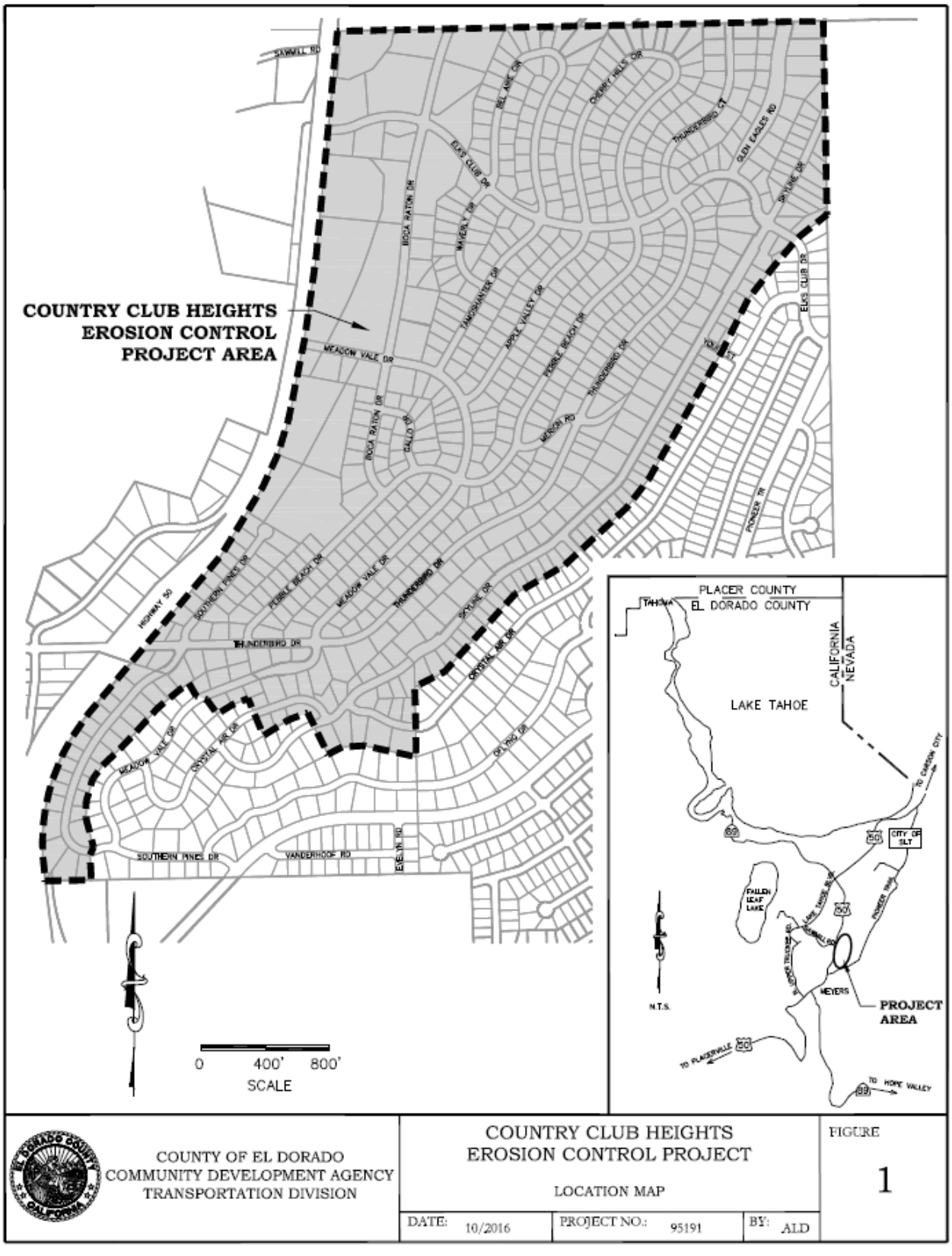
If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the Project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

Daniel Kikkert, Senior Civil Engineer

County of El Dorado—Lead Agency

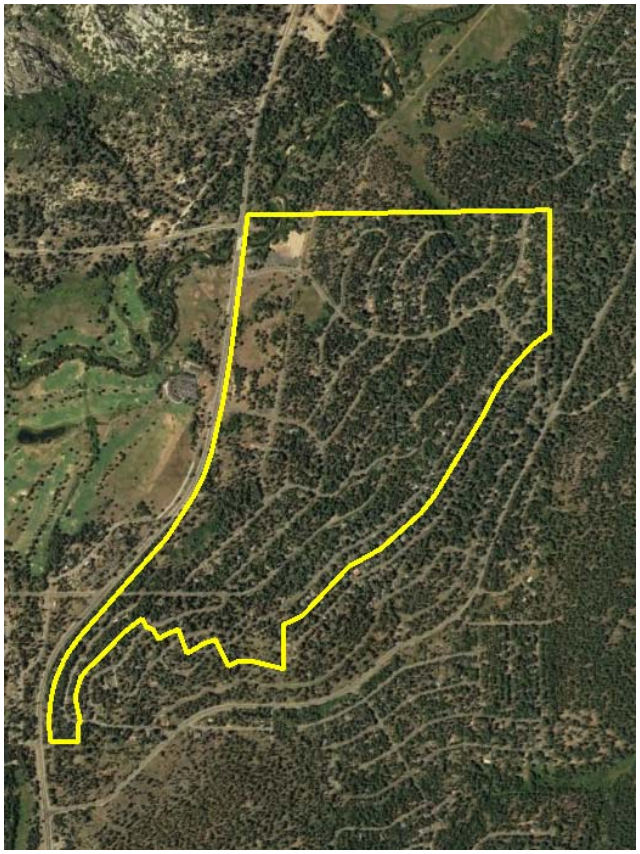
Recorder's Certification

FIGURE 1


COUNTRY CLUB HEIGHTS
EROSION CONTROL
PROJECT AREA
SAWMILL RD
BEL AIRE CIR
CHERRY HILLS DR
THUNDERBIRD CT
GLEN EAGLES RD
SKYLINE DR
ELKS CLUB DR
ELKS CLUB DR
BOCA RATON DR
WAVERLY DR
LANCASHIRE DR
APPLE VALLEY DR
PEBBLE BEACH DR
THUNDERBIRD DR
MEADOW VALE DR
BOCA RATON DR
GALLO DR
MERION RD
PIONEER TR
HIGHWAY 50
SOUTHERN PINES DR
PEBBLE BEACH DR
MEADOW VALE DR
THUNDERBIRD DR
SKYLINE DR
CRYSTAL AIR DR
DRYING DR
MEADOW VALE DR
CRYSTAL AIR DR
SOUTHERN PINES DR
VANDERHOOF RD
EDEN PL RD
0
400'
800'
SCALE
PLACER COUNTY
TAHOE
EL DORADO COUNTY
CALIFORNIA
NEVADA
LAKE TAHOE
TO CARSON CITY
CITY OF SLT
FALLEN LEAF LAKE
MEYERS
PROJECT AREA
N.T.S.
TO PLACERVILLE
TO HOPE VALLEY
COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION
COUNTRY CLUB HEIGHTS
EROSION CONTROL PROJECT
LOCATION MAP
FIGURE
1
DATE: 10/2016
PROJECT NO.: 95191
BY: ALD

CEQA
INITIAL STUDY/
PROPOSED MITIGATED NEGATIVE DECLARATION

COUNTRY CLUB HEIGHTS
EROSION CONTROL PROJECT
EIP PROJECT # 01.01.01.0021
JN 95191



STATE CLEARINGHOUSE # 2017022004

Prepared by:

County of El Dorado
Transportation Division
Tahoe Engineering Group
924 B Emerald Bay Road
South Lake Tahoe, CA 96150

FINAL
January 2016

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Figures

APPENDICES

1.0 INTRODUCTION

The County of El Dorado (County), Community Development Agency, Transportation Division (Transportation), Tahoe Engineering prepared this Draft Initial Study to identify and assess the anticipated environmental impacts of the proposed Country Club Heights Erosion Control Project (Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.), including the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. This document may rely on previous environmental documents and site-specific studies prepared for the Project.

The Draft Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR). The lead agency may also use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Transportation has reviewed the Project and determined that the Project, with mitigation measures as identified in this document, will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration will meet the requirements of CEQA.

A CEQA Checklist (Appendix A) has been completed based on the Project's Final Project Feasibility Report and Preferred Alternative Memorandum; however, should significant impacts or new mitigation measures result from the CEQA review process, Transportation will recirculate the document for public review. The public review period for the Draft Initial Study/Proposed Mitigated Negative Declaration shall begin on February 6, 2017 and end on March 7, 2017. Comments received after 5:00 pm on March 7, 2017 will not be considered. Written responses should be sent to Daniel Kikkert, Senior Civil Engineer, at the following address:

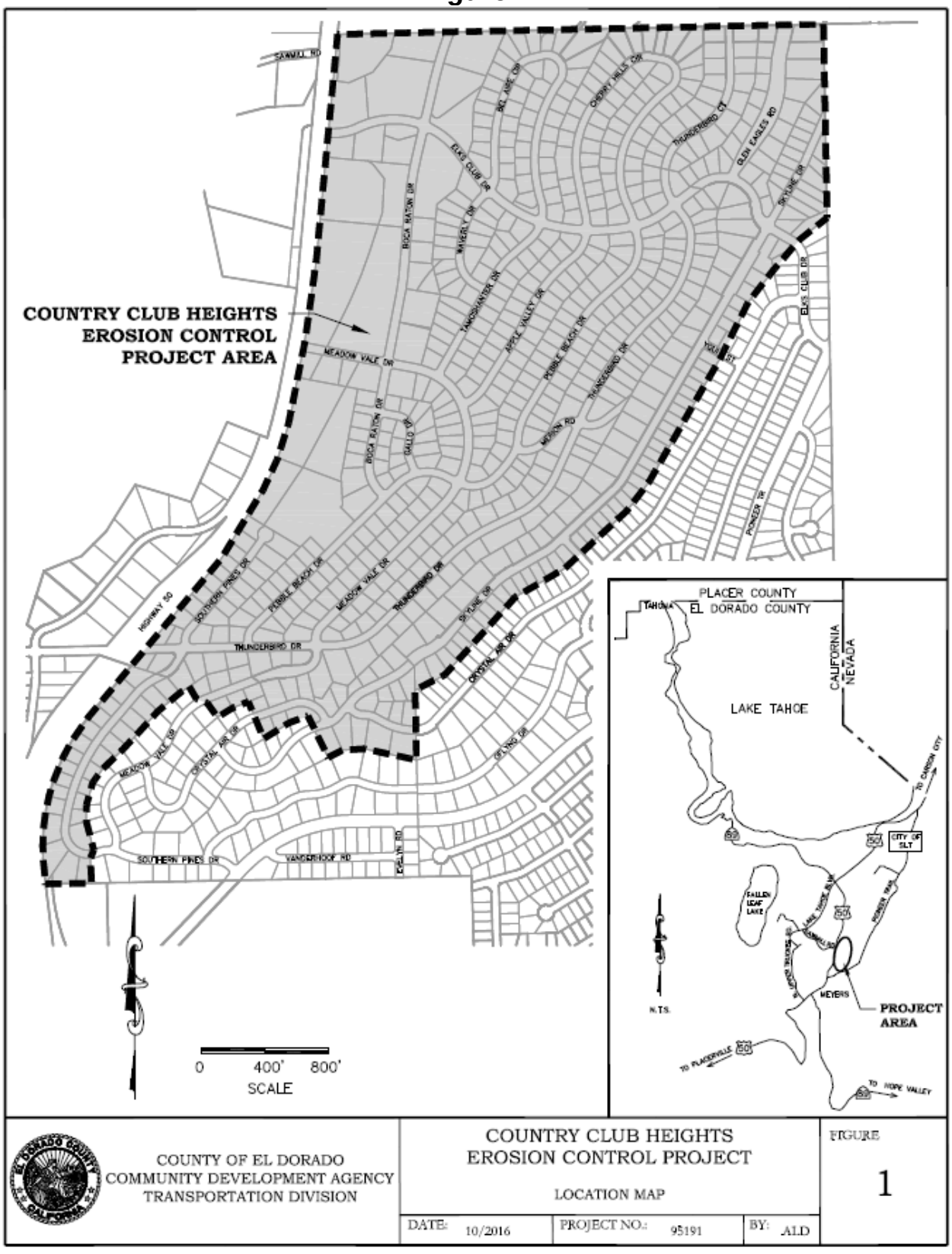
County of El Dorado Transportation Division
CEQA Compliance
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
(530) 573-7900
dan.kikkert@edcgov.us

2.0 PROJECT DESCRIPTION AND LOCATION

Transportation proposes to implement the proposed Project during the 2017 construction season to assist with meeting the goals of the Tahoe Regional Planning Agency's (TRPA) Environmental Improvement Program (EIP). In 1997, the TRPA developed a Basin-wide EIP that defined various projects which, once implemented, would assist in attaining and maintaining TRPA Environmental Threshold Carrying Capacities (ETCC) as well as meet other federal and state enviromental goals. TRPA has established thresholds for air quality, water quality, soil conservation, vegetation, noise, scenic resources, recreation, fisheries, and wildlife to address public health and safety of residents and visitors as well as the scenic, recreation, education, scientific, and natural values of the Lake Tahoe Basin. The Project is defined in the TRPA EIP as Project #01.01.01.0021. This proposed Project is being designed and constructed with financial assistance from the State of California, United States Forest Service - Lake Tahoe Basin Management Unit (USFS-LTBMU), and TRPA mitigation funds.

The Project site is an existing residential development south of the City of South Lake Tahoe and is bounded by Highway 50 to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north (Figure 1).

Figure 1


COUNTRY CLUB HEIGHTS
EROSION CONTROL
PROJECT AREA
SAWMILL RD
BOCA RATON DR
ELKS CLUB DR
CHERRY HILLS DR
THUNDERBIRD CT
GLEN EAGLES RD
ST LUKE DR
MAGERLY DR
LANCASHIRE DR
APPLE VALLEY DR
PEBBLE BEACH DR
THUNDERBIRD DR
YUKON CT
PIONEER DR
MEADOW VALE DR
GALLO DR
MEDEIROS RD
HIGHWAY 50
SOUTHERN PINES DR
CRYSTAL AIR DR
SPRING DR
VANDERHOOF RD
EGLIN RD
0
400'
800'
SCALE
PLACER COUNTY
TAHOMA
EL DORADO COUNTY
CALIFORNIA
NEVADA
LAKE TAHOE
TO CARSON CITY
CITY OF SLT
FALLEN LEAF LAKE
MEYERS
PROJECT AREA
TO PLACERVILLE
TO HOPE VALLEY
N.T.S.
COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION
COUNTRY CLUB HEIGHTS
EROSION CONTROL PROJECT
LOCATION MAP
FIGURE
1
DATE: 10/2016
PROJECT NO.: 95191
BY: ALD

The overall goal of the Project is to design and implement erosion control and water quality improvement measures that will reduce the discharge of sediment and pollutants to Lake Tahoe from County administered rights-of-way (ROW). The Project will not change the use of the site or surrounding area. The proposed Project will benefit the natural environment with the implementation of the proposed improvements. After Project completion, less sediment will enter Lake Tahoe from the Project area, thereby improving water quality in Lake Tahoe. The Project will enable the enhancement of Stream Environment Zone (SEZ) capability lands through the spreading of flows in the adjacent meadow areas. The proposed Project is intended to improve water quality by reducing erosion and treating storm water runoff from the existing roadway infrastructure within the Project corridor by installing appropriate Best Management Practices (BMPs). Figure 2 outlines the proposed Project, and can be found at the end of this Initial Study.

2.1 Project Need and Existing Conditions

Pursuant to the requirements of Section 208 of the Clean Water Act, the TRPA prepared a Water Quality Management Plan for the Lake Tahoe Basin (208 Plan). The 208 Plan identified erosion, runoff, and disturbance resulting from developments, such as subdivision roads, in the Lake Tahoe Basin as major causes of the decline of Lake Tahoe's water quality and clarity. The 208 Plan also mandates that capital improvement projects such as the Project be implemented to bring all County roads into compliance with BMPs requirements. Additionally, the TRPA developed the EIP to assist in attaining and maintaining TRPA's Environmental Thresholds. The EIP identified the need to improve the quality of water entering Lake Tahoe by controlling upstream pollutant sources. Pollutant sources primarily include fine sediment and nutrients like nitrogen and phosphorus.

The Project Development Team (PDT) identified erosion, water quality, and drainage/infrastructure problems within the Project area. The problems within the Project area are typical of those found within older residential subdivisions and commercially developed areas in the Tahoe Basin. The problems were evaluated during site inspections by Transportation, California Tahoe Conservancy (CTC), TRPA, and USFS-LTBMU staff. The problem areas the Project intends to address are listed below.

Source Erosion

- Eroding Slopes
- Eroding Roadside Shoulders

Water Quality

- Road Sand and Cinder Accumulation
- Sediment Deposition and Tracking
- Concentration of Storm Water Flows
- Discharge of Untreated Storm Water

Drainage and Infrastructure

- Eroding Drainage Ditches and Channels
- Undersized and Damaged Culverts
- Deep Roadside Ditches

The Project area contains existing storm drain systems which collect and convey storm water through a series of corrugated metal pipe (CMP) risers, pipes, drainage inlets, and roadside channels to existing outfalls which ultimately drain to the Upper Truckee River. The outfalls occur near existing meadow areas which are dry and cutoff from existing storm water flows. These areas are located on land owned by the California Tahoe Conservancy. This Project will be focused on reducing the peak flows and volumes, increasing the water quality of the runoff prior to reaching these outfalls, and enhancing existing SEZ capability lands through flow spreading.

2.2 Project Approach

Transportation utilized the Lake Tahoe Basin Storm Water Quality Improvement Committee's (SWQIC) *Formulating and Evaluating Alternatives for Water Quality Improvement Projects* document for guidance in selecting a preferred Project alternative. The PDT investigated a range of possibilities for the water quality improvements in the Project area. The process of evaluating and selecting a preferred alternative for this Project included the production and analysis of the following documents:

- Draft Project Feasibility Report (County, 2016)
- Final Project Feasibility Report with Errata (County, 2016)
- Preferred Alternative Memorandum (County, 2016)

In October of 2016, Transportation completed a Draft Project Feasibility Report that investigated existing conditions and identified problem areas within the Project boundary as well as proposed alternative solutions with the Project boundary. The alternatives evaluated different water quality improvements and erosion control mitigation measures for the problem areas. After receiving feedback from the PDT and the public, Transportation completed a Final Project Feasibility Report (with Errata) in December 2016. Finally, based upon further feedback, Transportation completed a Preferred Alternative Memorandum in December 2016.

The above documents are available through the County. A synopsis of alternatives that were evaluated as part of the planning process is presented below.

2.3 Concept Alternatives

In order to develop the Project alternatives, Transportation presented three feasible alternatives for the erosion control and water quality aspects of the Project. Each had pros and cons that were outlined and analyzed in the Final Project Feasibility Report. Each alternative was evaluated using a matrix consisting of several factors that affected the feasibility and effectiveness of each alternative. These were factors such as cost, affects to sensitive species and cultural sites, safety, scenic issues, permittability, fundability, etc. Once each alternative was evaluated, the PDT and public had a chance to weigh in and decide, with Transportation, on the preferred Project alternative.

Transportation utilized a comprehensive watershed-based approach to develop BMP alternatives for each watershed within the Project area. This strategy helped to identify the existing storm water flow paths, sources of sediment and hydrologic and hydraulic characteristics in a very practical fashion and identified how to properly address the erosion and water quality issues. The Project focuses mainly on capturing and treating storm water and fine sediment. The BMP alternatives were developed for each problem area and were analyzed for effectiveness at solving the water quality issue at each location in a cost effective, easily maintainable manner. The BMP alternatives were developed using proven erosion source control, hydrologic design, and runoff treatment strategies.

The three Project alternatives that were considered are presented below, along with erosion control measures that were considered but not presented. Figure 17 outlines the existing conditions and known problem areas within the Project area. Figure 2 identifies the proposed improvements for the preferred Project alternative, which is described in further detail below in Section 2.4.

The three alternatives formulated to address the erosion, hydrologic, and treatment deficiencies within the Project area are described below.

Alternative 1

Figure 18 depicts the facilities and treatments proposed for Alternative 1. Conditions requiring source control include bare and eroding shoulders, eroding slopes, areas of sediment deposition, failing rock and gunite slope protection, and eroding or incised channels. For the eroding shoulders, stabilization will consist of compacted aggregate base, rock, or seed with blanket roadside channels and rock bowls or dissipators at pipes. For the slopes, rock slope protection and revegetation are proposed. For the failing rock slope protection, replacement of the existing rock with heavier, angular rock is proposed. Where the gunite slope protection is failing, in-kind replacement is proposed, however, Transportation will use available resources to perform an in-depth evaluation which may result in more extensive stabilization techniques than in-kind replacement. The two eroding or incised channels will be stabilized with seed with blanket or rock, if velocities are too great for blanket. Depending on availability, salvaged sod could be used to replace the seed and blanket material.

To improve hydrologic conveyance, seven new pipes are proposed to replace existing pipes that are either damaged or undersized and one new pipe is proposed at a new conveyance location across Pebble Beach Drive. The inlets and outlets of these pipes will be connected to CSP inlets or stabilized with rock bowls or flared-end sections with rock dissipators. The deep AC swales along the north side of Elks Club Drive will be replaced with shallower AC swales, or curb and gutter, providing safer roadway conditions and allow County

Maintenance staff to clean the swales with a sweeper. In the flatter reach of Elks Club Drive, between Bel Aire Circle and the Boca Raton Drive ROW, impaired AC swale will be replaced with new AC swale, or curb and gutter, that directs runoff onto the adjacent CTC parcels. Ponding within the road shoulder of Apple Valley Drive will be minimized with the interception of runoff from Pebble Beach Drive, above. These flows will be conveyed via channel across publicly owned parcels to Apple Valley Drive south of the ponding location. Runoff would then be conveyed south in a roadside channel to the pipe at the Apple Valley Drive and Meadow Vale Drive intersection.

To intercept and treat a portion of the runoff currently reaching the channels and basins in the Southern Pines Drive and Boca Raton Drive ROWs, surface flow from upper area watersheds will be conveyed into 22 infiltrating CSP inlets that also have the capacity to store sediment. Most CSP inlets will replace older inlets that currently do not provide infiltration or storage. An additional CSP inlet will be installed at the pipe inlet on the north end of Cherry Hills Circle in order to capture sediment and treat runoff before flows cross the subdivision boundary towards the Upper Truckee River. Treatment and sediment capture will also be provided through an infiltrating sediment basin proposed on a CTC parcel at the Boca Raton Drive and Meadow Vale Drive intersection and infiltrating channels directing runoff to re-water areas on CTC parcels from Boca Raton Drive and Elks Club Drive.

No conveyance or treatment is proposed for watershed A as storm runoff from this watershed will be treated by the Meyers SEZ and Erosion Control Project to be constructed in 2017.

A total of 14 public parcels are proposed for use with Alternate 1.

Alternative 2

Figure 19 depicts the facilities and treatments proposed for Alternative 2. Alternative 2 is a reduction in scope from that shown in Alternative 1.

The work proposed along Elks Club Drive in Alternative 1 is much more comprehensive than that shown in Alternative 2. The County's Tahoe Maintenance and Operations is proposing to grind and resurface Elks Club Drive within the next 5 years. Funding to include this work as part of this Project was applied for but not granted. The proposed grades and elevations of the roadway are not known at this time. Installing the south CSP inlets, shoulder stabilization measures, and the upper road AC swale R&R as part of this Project could result in these improvements not functioning integrally with the future roadway. Therefore, most of these items have been omitted from Alternative 2. The elements retained are those that we believe could be installed or constructed without impacting the future work. The resurfacing of Elks Club Drive will be completed at such time when funding is available.

The conditions requiring source control remain the same as that outlined in Alternative 1, but the proposed source control areas have been reduced from 31 locations depicted in Alternative 1 to 24 locations. For the remaining eroding shoulders, stabilization will consist of compacted aggregate base, rock, or seed with blanket roadside channels and rock bowls or dissipators at pipes. Eroding slope locations were reduced because they were found to be beyond the County ROW on private property or conditions were found to be not as compromised as other locations. For the remaining eroding slopes, rock slope protection and revegetation are proposed. For the failing rock slope protection, replacement of the existing rock with heavier, angular rock is proposed. Where the gunite slope protection is failing, in-kind replacement is proposed, however, Transportation will use available resources to perform an in-depth evaluation which may result in more extensive stabilization techniques than in-kind replacement. The two eroding or incised channels will be stabilized with seed and blanket or rock, if velocities are too great for blanket. Depending on availability, salvaged sod could be used to replace the seed and blanket material.

To improve hydrologic conveyance, four new pipes are proposed to replace existing pipes that are either damaged or undersized. This is a reduction from the eight pipes proposed in Alternative 1. The inlets and outlets of the pipes will be connected to CSP inlets or stabilized with rock bowls and flared-end sections with rock dissipators. In the flatter reach of Elks Club Drive, between Bel Aire Circle and the Boca Raton Drive ROW, impaired AC swale will be replaced with new AC swale that directs runoff onto the adjacent CTC parcels.

To intercept and treat a portion of the runoff currently reaching the channels and basins in the Southern Pines Drive and Boca Raton Drive ROWs, surface flow from the upper area watershed will be conveyed into six infiltrating CSP inlets that also have the capacity to store sediment. This is a reduction from the 22 inlets proposed in Alternative 1.

Treatment and sediment capture will also be provided through an infiltrating sediment basin proposed on a CTC parcel at the Boca Raton Drive and Meadow Vale Drive intersection and infiltrating channels directing runoff to re-water areas on CTC parcels from Boca Raton Drive and Elks Club Drive.

No conveyance or treatment is proposed for watershed A as storm runoff from this watershed will be treated by the Meyers SEZ and Erosion Control Project to be constructed in 2017.

A total of 12 public parcels are proposed for use with Alternate 2.

Alternative 3 – No Build Alternative

Under the No Build Alternative, the existing conditions and infrastructure would remain and would not comply with current design standards and satisfy the goals and objectives of the Project.

2.4 Detailed Site Conditions and Proposed Project

The proposed Project was selected by Transportation, the PDT, and the public and is described in further detail below and is a compilation of the most comprehensive design ideas for each street within the Project area which meets the goals and objectives of the EIP and the Project. All proposed measures will be in compliance with applicable laws and TRPA and Lahontan Regional Water Quality Control Board (RWQCB) regulations.

In order to meet the goals and objectives of the Project, the Feasibility Report outlined three alternatives for consideration by the public and the PDT. Based on the comments received, the professional judgment of Transportation personnel, and the analyses outlined in the Feasibility Report, Alternative 2, with modifications, was chosen as the preferred alternative and is presented in Figure 2.

The locations requiring source control improvements include isolated areas of bare eroding slopes and shoulders on Meadowvale Drive, Thunderbird Drive (& Court), Crystal Air Drive, Skyline Drive, Glen Eagles Road, Elks Club, and Cherry Hills Circle. The primary BMPs proposed for stabilization in these areas is rock slope protection with revegetation. For areas with failing rock slope protection, replacement of the existing rock with heavier, angular rock is proposed. All locations to receive this treatment are within County ROW. On Meadowvale Drive there is a section of the existing gunite wall that has begun to break showing signs of slippage. Though in-kind replacement is proposed, Transportation is evaluating additional alternatives including the use of a Redi-Rock wall product or construction of a modified rock slope protection. In each case, the work area will be in the County ROW and existing slope easements within areas that have been previously disturbed.

In addition to the eroding slopes, the two other identified source control issues are with eroding shoulders and eroding or incised channels. Stabilization of the eroding shoulders will consist of compacted aggregate base while stabilization of the incised channels will be addressed with the addition of rock or seed with blanket and rock bowls or dissipators at the pipe inlets/outlets. Depending on availability, salvaged sod could be used to replace the seed and blanket material.

Multiple hydrologic conveyance issues will be addressed by the preferred alternative, including problematic road side conveyance systems on Elks Club and Boca Raton as well as undersized / inefficient culverts throughout the project area. Elks Club Drive, identified as a major collector, provides a connection between Highway 50 and Pioneer Trail. The road is relatively flat at Highway 50, steepening from Bel Air Drive to the ridge between Skyline and Crystal Air, before heading down to Pioneer Trail. The roadside conveyance systems consist of asphalt concrete swales with no facilities to capture sediment. With the steepness of the road, current County maintenance practices include the application of abrasives to the road during the winter. Due to the depth of the existing AC swales it is difficult and expensive for maintenance crews to clean out the swales. Alternative 2 will include the construction of curb and gutter near the high point ending at the intersection of Elks Club Drive. Structures installed at the corners will enable increased capture of sediment and material. Additional structures installed down Elks Club will allow for the capture of sediment as well as for easier maintenance practices. In the flatter reach of Elks Club Drive, between Bel Aire Circle and the Boca Raton Drive, impaired AC swales will be replaced with shallower AC swales that direct runoff onto the adjacent CTC parcels (APN 033-201-32 and APN 033-201-04). A modification to Alternative 2 is the installation of a new culvert installed at the corner of Bel Air and Elks Club which will direct stormwater flows to a CTC owned parcel (APN 033-211-09) with a 1B Land Capability. Flows will cross this meadow area to the existing Boca Raton channel where excess flows would be conveyed through the existing outlet pipe crossing Elks Club into the channel at the corner of Boca Raton and Elks Club. This point of confluence is where these flows would have gone prior to this project. Both the

replacement of the impaired AC swales and the new pipe will enable the treatment of stormwater runoff as well as the rewatering of the meadow areas. Alternative 2 included the replacement of the existing AC swales between Bel Air and Glen Eagles on Elks Club using either the construction of shallower swales or curb and gutter. However, due to funding restrictions, the work on the swales at these locations was not included in the preferred alternative. The work will be included in the preferred alternative if additional funds are secured.

The conveyance issues at the intersection of Boca Raton and Meadowvale include existing shallow roadside swales that fill with material causing stormwater flows onto both roads. Alternative 2 will include replacement of the pipes crossing Meadowvale and Boca Raton for increased conveyance efficiency, as well as the construction of roadside swales and an infiltration basin on the CTC parcel at the corner of Boca Raton and Meadowvale (APN 033-221-03) for both the treatment of stormwater and capture of sediment. The inlets and outlets of the new culverts will be stabilized with either CSP inlets or flared end sections with rock energy disipators. The outlet channel from the culvert crossing Boca Raton will be re-configured to direct storm water runoff to the meadow area adjacent to Boca Raton on a CTC owned parcel (APN 033-223-05). The reconfiguration will allow for additional treatment of runoff was well as re-watering the existing meadow area, classified as a 1B Land Capability. Excess flows will re-enter the existing manmade Boca Raton channel between Boca Raton and Elks Club Drive.

The Project will also include the removal of a small number of trees for construction, fuels management, and habitat restoration. The trees to be removed are located within the County right of way or on CTC owned parcels. Tree removal will be completed by California Conservation Corps contracted hand crews with oversight by CTC personnel. Trees tagged for removal will include those that are dead, diseased, or within a dense stand.

A total of 13 public parcels are proposed for use with this modified Alternative 2.

2.5 Project Benefits

The following Project goals were recommended by the PDT to guide the Project through the planning, design, and formulating alternatives phases:

1. Reduce the amount of very fine inorganic sediment by 12%, fine inorganic sediment by 25%, and coarse inorganic sediment by 33% from the urbanized watershed bounded by the Project boundary or to the maximum extent practicable prior to discharging into Lake Tahoe. Very fine sediment is defined as particles with a diameter of 20 microns or less (<20 µm), fine sediment is defined as particles which pass a #200 sieve (<74 µm), and coarse sediment is defined as particles retained on or greater than the #200 sieve (>74 µm).
2. Reduce the 25-year, 1-hour storm surface water volume and surface water peak flow from the urbanized watershed bounded by the Project boundary by 33% or to the maximum extent practicable prior to discharging into Lake Tahoe.
3. Complete a BMP Retrofit Watershed Master Plan which will include the private BMP development as part of the Project Delivery Process (PDP). Achieve 25% participation with the private homeowners within the limits of the Project.

The Project objectives represent physical conditions that can be measured to assess the success of the Project in achieving the Project goals. The Project will conform to the Preferred Design Approach as detailed in the SWQIC process.

Goal # 1 Objectives

1. Stabilize eroding slopes and channels/ditches with County-approved stabilization (Source Control) BMPs.
2. Utilize various County-approved sediment trapping BMPs (Sediment Traps, Infiltration, Sedimentation/Infiltration Basins, etc.) to capture sediment and de-icing abrasives from impervious surfaces and eroding areas.
3. Define and maximize the sweeping frequency within the ROW as funding and resources are available. Current County sweeping frequency is approximately once per year.
4. Utilize publicly owned parcels to capture more sediment prior to discharging into Lake Tahoe.

Goal # 2 Objectives

1. Utilize County ROW and publicly owned parcels to capture, store, and infiltrate a portion of the 25-year, 1-hour storm water volume, which are at main discharge points within the watersheds.
2. Utilize various County-approved infiltration and storage BMPs prior to discharging into Lake Tahoe.
3. Utilize various storm water drainage systems to increase the time of concentration and reduce the peak discharge to the main discharge points.

Goal # 3 Objectives

1. Utilize the TRPA Home Landscaping Guide for evaluating and developing BMP solutions for driveways within the limits of the Project area.
2. Coordinate the private BMPs design within the ROW with the Tahoe Regional Planning Agency (TRPA).

3.0 ENVIRONMENTAL SETTING AND SITE CHARACTERISTICS

The Project area is located in the south section of the Lake Tahoe Basin within portions of Sections 20, 21, 28, and 29, Township 12 North, Range 18 East, Mount Diablo Meridian. The total Project area is approximately 270 acres and encompasses County lots and ROW, CTC lots, USFS lots, and privately owned residential lots and includes the Country Club Heights Unit Nos. 1, 2, 3, 4, and portions of Country Club Heights Unit No. 5 and Tahoe Paradise Unit No. 48 subdivisions. Improvements within the Project area include paved County roads within 50 to 100 foot wide ROW, unpaved roads, rock and gunite slope protection, timber and concrete block retaining walls, AC dike, AC swales, storm drain systems, sediment basins, check dams, channels, and overhead/underground utilities. Portions of the paved County roads may not be centered within the ROW.

Within the Project area approximately 44% of the parcels are publicly owned by the CTC, USFS, or El Dorado County. The majority of the privately owned parcels have been developed with single-family residences.

Topography: The approximate elevation range of the Project site is from 6,258 to 6,531 feet above mean sea level (NGVD 1929). The terrain ranges in slope from 3-30% slope with some areas exceeding 60%.

Hydrology: The United States Geological Survey (USGS) has divided the Tahoe Basin into 110 hydrologic basins and intervening areas contributing to outflow from Lake Tahoe. The majority of the Project site is located within USGS basin 73 with a small portion at the northeast within USGS hydrologic basin 72. Basin 73 has a drainage area of 56.5 square miles, is defined as the Upper Truckee River at Mouth, and drains into the Upper Truckee River through established storm drain and surface channel systems. Basin 72 has a drainage area of 41.2 square miles, is defined as Trout Creek at Mouth and drains into Saxon Creek through established storm drain and surface channel systems.

The Project site is comprised of six watersheds (Watershed A, B, C, D, E, and F) as defined by Transportation using 2013 LiDAR developed data and 2016 field surveys. Of the six, two watersheds drain to the west under Highway 50 towards the Meyers area (Watersheds A and B) and the remaining 4 watersheds draining to the northeast and east (Watersheds C, D, E, and F), where the flows will ultimately reach the Upper Truckee River. Runoff from the Project site is conveyed through a series of drainage systems which generally outlet into County road side ditches. These storm drain systems consist of inlet/junction structures that provide minimal to no treatment.

Groundwater/Wetlands: Jurisdictional waters of the U.S. are classified into multiple types based on topography, edaphics (soils), vegetation, and hydrologic regime. Primarily, the U.S. Army Corps of Engineers establishes two distinctions: Wetland and non-wetland waters of the U.S. Non-wetland waters are commonly referred to as other waters. In July of 2016, Transportation's consultant, Nichols Consulting Engineers (NCE), performed a review of published documents and on August 23 and 24 conducted a field inspection to determine the presence of wetlands within the Project boundary. During the review and field inspection the existing roadside ditches and manmade swales were believed by NCE to be not federally jurisdictional (Appendix D, Final Aquatic Resource Delineation Report). Of the two wetland type areas that were mapped, only one (Wetland 2 at Cherry Hills Circle) is believed to be federally jurisdictional. Wetland 1 (below Boca Raton) is believed by NCE and El Dorado County to not be federally jurisdictional as at the time of the original field survey, NCE did not attempt to confirm if there was a surface water connection. On Novemebr 17, 2016 El Dorado County completed a field visit and verified that it is not connected to a surface water (Appendix D, Memo on Potential Surface Water Connection). This information has been submitted to the Army Corp of Engineer to validate the determination, with confirmation expected in February 2017.

Soils in the Project area are generally well drained and gravelly with depth to groundwater ranging from 12 inches to 80 inches below ground surface.

Geology/Soils: A preliminary review of regional geology within the Project area has shown that this geomorphic unit has a moderate to steep slope, rock outcrops, and two main geologic map units outlined below.

- *Flood Plain Deposits (Holocene) (Qfp):* This soil type is found within the western northwest portion of the Project site. This soil is comprised of gravely to silty sand and sandy to clayey silt. Locally includes lacustrine and delta deposits, in part may be Pleistocene.
- *Till (Qog):* This soil type is found within the remaining Project site. Deeply weathered boulder deposits generally without morainal form; surface granitic boulders are weathered with stained, pitted and knobby surface; granitic boulders within the deposit are decomposed. Locally may include outwash deposits.
- ***Land Use:*** TRPA has primary jurisdiction over land use and regulatory decisions for the Lake Tahoe Basin. According to TRPA Plan Area Statements (PAS), the Project area falls into two plan areas:

- 119 – Country Club Meadow
- 120 – Tahoe Paradise Meadowvale

The majority of the Project area lies in Plan Area 120, representing most of the developed, central portions of the Project area. The primary use of Plan Area 120 is residential at a density of one single family dwelling per parcel. The Plan Area is approximately 30-percent built out. The management plan has the focus of mitigation. The subsequent information briefly summarizes information regarding plan area 120 found on the TRPA plan area statements:

- TRPA Plan Area # 120
- TRPA Plan Area Statement Tahoe Paradise Meadowvale
- Land Use Classification Residential
- Special Designation None

A small section of the northern limits of the Project area are located in the Country Club Meadow area (PAS 119). This is primarily classified as 1B – SEZ with the dominate feature being the Upper Truckee River. Homes within this PAS are often located with SEZs.

Cultural Resources: A cultural resource study, which included a literature search and an archaeological survey/inventory of the Project survey area, was completed on September 13, 2016 (Appendix D, Heritage Resource Inventory Report). As part of this study a Native American Consultation was initiated for this project on August 11, 2016 with inquiry letters sent to Tribal representatives on September 12, 2016. As of October 27, 2016, none of the tribal representatives contacted have inquired about the project or requested consultation within the 30-day response timeframe. Pursuant of California Public Resource Code Section 21080.3.1(b)(2) of the CEQA, the 30-day response timeframe for Native American inquiry for a project has expired. Previous cultural resources studies have been conducted in the vicinity of the Project area, including portions of the Area of Potential Effects (APE). From these studies 33 inventories and 22 sites have been recorded within 0.25 miles of the project area. Of these previously recorded sites seven were identified within the APE, but not near proposed improvements. Although significant heritage resources were not identified within the APE, two were not evaluated for their potential significance. Both resources are away from any planned improvements such that no historic properties will be affected by the Project. No rock outcroppings or historic building will be damaged during construction of the proposed project. Thus, the Project will not impact properties listed on or eligible to the National Register of Historic Places, nor will it impact historic resources that meet the criteria outline in Section 5024.1 of the California Public Resource Code or Section 29 of the TRPA Code of Ordinances. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 C.F.R. part 800). However, in the event that cultural resources are discovered during Project implementation, Project personnel shall halt all activities in the immediate area and notify a qualified archaeologist to determine the appropriate course of action.

Botanical Resources: Field surveys and assessments were conducted within the Project survey area for special status botanical species on August 22, 2016 (Appendix D, Botanical Baseline Report). No special status plant species were found during the field surveys. In addition, no historical observations or detections of special status species were found with 0.5 miles of the project boundary during background information research. An invasive

plant risk assessment was also conducted within the Project survey area on August 22, 2016 (Appendix D, Invasive Plant Risk Assessment). The survey identified four noxious weed species within the Project area: cheat grass (*Bromus* tectorum), bull thistle (*Cirsium* vulgare), poison hemlock (*Conium* maculatum), and yellow toadflax (*Linaria vulgaris*). USFS 2008 invasive plant data supplied by the USFS documents an additional species in the project area: oxeye daisy (*Leucanthemum vulgare*). A Noxious Weed Mitigation/Eradication Protocol (Protocol) will be implemented by Transportation as part of the Project which will help decrease habitat vulnerability to or below pre-construction levels. The Protocol includes pre-construction elements, such as treating existing noxious weed populations identified in the Project area, as well as during- and post-construction elements. Additionally, Transportation will specify weed-free seed mix and require all construction equipment be certified steam cleaned prior to accessing the site.

Vegetation types found in and/or adjacent to the Project area are typical of those found in the Lake Tahoe Basin. The Project area is composed primarily of Jeffery pine. The Project area also contains isolated pickets of perennial grasslands and urban/developed. An assessment of habitat types is described in depth in Appendix C.

Wildlife Resources: Field surveys and assessments were conducted within the Project survey area for special status botanical and wildlife species on August 10, 2016 (Appendix D, Wildlife Baseline Report). The biological assessment surveys observed no federal or state-listed candidate or proposed botanical or wildlife species in the Project study area. However, there are recorded occurrences of one special status species immediately adjacent to the Project areas (northern goshawk). Suitable habitat conditions do exist within 0.5 miles of the Project area for bald eagle, bank swallow, willow flycatcher, northern goshawk, osprey, California spotted owl, waterfowl, Sierra Nevada mountain beaver, American badger, Sierra Nevada snowshoe hare, fisher (West Coast distinct population segment), Sierra Nevada red fox, America marten, and mule deer. An assessment of habitat types is described in depth in Appendix C. Prior to construction, if new activity or occurrences are identified, appropriate limited operating periods will be observed and consultation with the appropriate agencies will be initiated.

Greenhouse Gas Emissions: Climate change refers to long-term fluctuations in temperature, precipitation, wind, and other elements of Earth's climate system. Natural processes such as solar-irradiance variations, variations in Earth's orbital parameters, and volcanic activity can produce variations in climate. The climate system can also be influenced by changes in the concentration of various gases in the atmosphere, which affect Earth's absorption of radiation.

State law defines greenhouse gases (GHG) to include the following: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, Section 38505(g)). According to the Governor's Office of Planning and Research (OPR), the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide.

According to California Air Resources Board (CARB) emission inventory estimates, California emitted approximately 372 million metric tons of carbon dioxide equivalents (CO2eq) in 2014. The California EPA Air Resources Board stated in its California Greenhouse Gas Emission Inventory (2016 edition) that the composition of gross climate change pollutant emissions in California in 2014 (expressed in terms of CO2eq) was as follows:

- Carbon dioxide (CO2) accounted for 84.3 percent;
- Methane (CH4) accounted for 9.0 percent;
- Nitrous oxide (N2O) accounted for 2.8 percent; and
- Fluorinated gases (HFCs, PFC, and SF6) accounted for 3.9 percent.

CARB estimates that transportation was the source of approximately 42 percent of California's GHG emissions in 2014, followed by electricity generation (both in-state and out-of-state) at 24 percent, and industrial sources at 23 percent. The remaining sources of GHG emissions are residential and commercial activities at 10 percent and agriculture at 1 percent

<u>Regulatory Setting</u>

Global Warming Solutions (AB 32)

The Global Warming Solutions Act of 2006 (AB 32) codifies California's goal of reducing statewide emissions of GHGs to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that began to be phased-in starting in 2012 to achieve maximum technologic ally feasible and cost-effective GHG reductions. In order to effectively implement the cap, AB 32 directs CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor GHG emissions.

Executive Order S-3-05

On June 1, 2005 Governor Arnold Schwarzenegger signed S-3-05 (Order) which established GHG emission reduction targets as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 97

As directed by Senate Bill 97 (SB 97), the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

Senate Bill 375

California Senate Bill 375 (SB 375) aims to reduce GHG emissions by curbing sprawl because the largest sources of GHG emissions in California are passenger vehicles and light trucks. SB 375 provides emission reduction goals for which regions can plan, integrates disjointed planning activities, and provides incentives for local governments and developers to follow new conscientiously-planned growth patterns.

Senate Bill 1368

California Senate Bill 1368 (SB 1368) adds sections 8340 and 8341 to the Public Utilities Code (effective January 1, 2007) with the intent "to prevent long-term investments in power plants with GHG in excess of those produced by a combined-cycle natural gas power plant with the aim of "reducing emissions of greenhouse gases from the state's electricity consumption, not just the state's electricity production." The bill provides a mechanism for reducing the greenhouse gas emissions of electricity providers, both in-state and out-of-state, thereby assisting CARB in meeting its mandate under AB 32, the Global Warming Solutions Act of 2006.

Significance Criteria

CARB has proposed that different GHG thresholds of significance may apply to projects in different sectors, e.g., industrial, commercial, residential. Two primary reasons that sector-specific thresholds are appropriate are: 1) some sectors contribute more substantially to the problem, and therefore should have a greater obligation for emissions reductions; and 2) there are differing levels of emissions reductions expected from different sectors in order to meet California's objectives under AB 32. Different types of thresholds – quantitative, qualitative, and performance-based – can apply to different sectors under the premise that the sectors can and must be treated separately given the state of the science and data. The sector-specific approach is consistent with CARB's Proposed Scoping Plan.

Working with CARB in 2008, the Office of Planning and Research (OPR) drafted amendments to the CEQA Guidelines for GHG emissions as required by SB 97. In January 2009, OPR held workshops in Los Angeles and Sacramento to present the preliminary draft amendments and obtain input from the public. The workshops included a presentation by OPR and the Resources Agency staff, an overview of the preliminary draft CEQA Guideline amendments, and the process for adopting the regulations by 2010. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines. As directed by SB 97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

CEQA requires lead agencies to identify project GHG emissions impacts and their "significance," but is not clear what constitutes a "significant" impact. GHG impacts are inherently cumulative, and since no single project could cause global climate change, the CEQA test is if impacts are "cumulatively considerable." Not all projects emitting GHG contribute significantly to climate change. CEQA authorizes reliance on previously approved plans (i.e., a Climate Action Plan (CAP), etc.) and mitigation programs adequately analyzing and mitigating GHG emissions to a less than significant level. "Tiering" from such a programmatic-level document is the preferred method to address GHG emissions. County does not have an adopted CAP or similar program-level document; therefore, the Project's GHG emissions must be addressed at the project-level.

The El Dorado County Air Quality Management District (EDCAQMD) has established thresholds of significance for criteria air pollutants (Guide to Air Quality Assessment (February 2002) ("CEQA Guide"))[1]. However, the EDCAQMD has not yet adopted GHG emissions thresholds for land use development projects. In the absence of County adopted thresholds, EDCAQMD recommends using the thresholds adopted by other Counties that were found consistent with the goals of AB 32. Until the County adopts a CAP consistent with CEQA Guidelines Section 15183.5, and/or establishes GHG thresholds, the County will follow an interim approach to evaluate GHG emissions utilizing significance criteria adopted by the San Luis Obispo Air Pollution Control District (SLOAPCD) to determine the significance of GHG emissions. Transportation believes that since climate change is a global problem and the location of the individual sources of GHG emissions is somewhat irrelevant, it's appropriate to use thresholds established by other jurisdictions as a basis for impact significance determinations. Projects exceeding these thresholds would have a potentially significant impact and be required to mitigate those impacts to a less than significant level.

Transportation chose SLOAPCD's thresholds because they are comprehensive and have not been challenged. SLOAPCD's thresholds are very similar to the Bay Area Air Quality Management District (BAAQMD) thresholds. However, BAAQMD's GHG thresholds are under legal challenge because BAAQMD failed to comply with CEQA when adopting the thresholds. Additionally, SLOAPCD developed a screening table using CalEEMod which allows quick assessment of projects to "screen out" those below the thresholds as their impacts would be less than significant.

The thresholds are summarized below:

Significance Determination Thresholds	
GHG Emission Source Category	Operational Emissions
Non-stationary Sources	1,150 MTCO2e/yr OR 4.9 MT CO2e/SP/yr
Stationary Sources	10,000 MTCO2e/yr

SP = service population, which is resident population plus employee population of the project

Impacts

Construction Emissions

Project construction would generate temporary and one-time GHG emissions mainly from diesel-powered construction equipment and on-road trucks, with a small amount from workers' personal vehicles during the construction of the Project. Greenhouse gases emitted during the combustion of diesel fuel in off-road construction equipment and on-road vehicles would consist mainly of carbon dioxide, along with small amounts of methane and nitrous oxide during the construction period. Construction emissions would be intermittent, and short-term, during one summer construction season. Construction emissions would permanently cease at the end of the Project. Over the long-term, these temporary emissions would be partially offset or mitigated by the establishment of native vegetation at designated areas. The revegetation work, including shrubs, forbs, and grasses would be maintained over the life of the Project, up-taking carbon dioxide for decades.

[1] EDCAQMD CEQA Guide: http://edcgov.us/Government/AirQualityManagement/Guide_to_Air_Quality_Assessment.aspx

There currently is only limited federal, state, or local regulatory guidance for determining whether a project advances or hinders California's GHG reduction goals and no promulgated thresholds of significance for GHG impacts have been established. For purposes of this analysis, per the amendments to the CEQA Guidelines, an impact could be considered significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

During construction, the Project would temporarily cause direct GHG emissions from the combustion of fossil fuels used to run construction equipment and vehicles, both on-site and off-site. These GHG emissions would be temporary and one-time emissions during the construction of the Project only. Over its lifetime, the Project would directly and indirectly cause negligible GHG emissions from occasional maintenance and personal vehicle use. Therefore, this analysis focuses on construction impacts estimated using Transportation's past project implementation database and the U.S. Environmental Protection Agency (USEPA) GHG emission factors for diesel fuel and gasoline combustion in construction equipment. Transportation has reviewed past construction project logs for projects equivalent in size and scope to the Project to determine the typical number and type of vehicles that are actively working to construct the Project each day. Based on this analysis, Transportation has formulated the following assumptions:

- Fifteen workers per day, driving five vehicles to work an average of 40 miles round-trip per day
- Vehicles average 20 miles per gallon
- Twelve pieces of construction machinery per day
- Crews work eight hours per day with machinery running half that time (4 hours)
- Machinery burns an average of two gallons of diesel fuel per hour
- Diesel fuel contributes approximately 22.5 lbs CO_2/gallon
- Gasoline contributes approximately 20 lbs CO_2/gallon
- The Project will be completed in 35 working days

Based on these assumptions, the proposed Project would emit approximately 50 metric tons of CO_2 equivalents.

This estimated amount is negligible in comparison to the statewide inventory of 372,400,000 metric tons discussed above (0.00000013 percent). The estimated amount is also significantly less than the SLOAPCD's significance threshold of 1,150 metric tons of CO_2 equivalents. Because of this and the fact that direct on-site and off-site GHG emissions would terminate following completion construction work, the Project will have a less than significant impact on GHG emissions.

4.0 PUBLIC INPUT AND PDT COORDINATION

The public involvement process for the Project included one public meeting, which was held on November 10, 2016. At the meeting, Transportation provided the public with information on the existing conditions, existing problem areas, and the three proposed draft conceptual alternatives. Transportation also asked the public to express their questions and concerns related to the Project and its potential environmental impacts. Public notices for the meeting were mailed to all property owners within a 300 foot radius of the Project boundary. Transportation received feedback from the public on the Project alternatives that were presented, which helped to add additional problems and solutions and to select the Preferred Project Alternative.

Transportation met and corresponded with the PDT during the Project development process to identify problems and to develop and refine Project alternatives. The PDT consists of resource agency representatives in the Lake Tahoe Basin, including, but not limited to, the Tahoe Regional Planning Agency, USFS-Lake Tahoe Basin Management Unit, California Tahoe Conservancy, Tahoe Resource Conservation District, and Lahontan RWQCB. The PDT meeting on the Project was held in October 2016. At this meeting the PDT discussed the existing conditions in the Project area as well as the draft alternatives for the Project as outlined in the Draft Project Feasibility Report. The PDT were given the opportunity to supply written and verbal comments on the Draft Project Feasibility Report. In December 2016, Transportation produced the Final Project Feasibility Report,

with Errata, based on comments received from the PDT and public. These documents were provided to the PDT in December 2016 along with the Preferred Alternative Memorandum (PAM) which outlines the preferred Project.

Transportation, through a consultant, contacted the California Native American Heritage Commission for a Sacred Land File Search and list of potentially affected tribes. The County contacted those on the supplied list of potentially affected tribes to request a Native American consultation for the project. Per AB 52, the potentially affected tribes were given 30 days to respond, at the end of which, no tribes had reached out to the County for consult.

Transportation also established a webpage on the County website providing information on the Transportation Program. Included in this page is a list of active Projects with corresponding links. This webpage is used as a location to update the public on updates to this and other projects.

5.0 RIGHT-OF-WAY REQUIREMENT

Transportation made every effort to locate proposed improvements within the County ROW, however in order to satisfy the goals and objectives of the Project, some public easements are required. These include the following Assessor Parcel Numbers (APNs):

California Tahoe Conservancy APNs:

033-100-23	033-223-05	033-211-09	033-213-05	034-753-02
033-221-03	033-201-32	033-212-03	033-301-01	
033-222-17	033-201-04	033-212-09	033-291-07	

6.0 COVERAGE AND PERMIT ISSUES

Clean Water Act Section 404

The fieldwork was conducted for the delineation of Waters of the U.S., including wetlands, as defined by Section 404 of the Clean Water Act. That fieldwork determined jurisdictional waters and wetlands are present within the Project area. A final aquatic resource delineation report was prepared which includes maps that identify the type, location, and size of all Waters of the US within the Project boundary. A Section 404 Permit will be obtained prior to Project construction based on final project design and its potential for work to impact jurisdictional waters.

Clean Water Act Section 401

If the Project involves discharge to surface waters, which includes Waters of the U.S., Waters of the State, and all other surface waters, a 401 Water Quality Certification will be required from the RWQCB. A 401 Water Quality Certification application will be prepared and submitted to the Lahontan RWQCB based on the final Project design and its potential to discharge to surface waters.

Lahontan RWQCB NPDES Permit and Basin Plan

Any disturbance to a Stream Environment Zone (SEZ) requires approval from the Lahontan RWQCB. If one acre or more of overall disturbance is slated to occur during construction, which is anticipated, compliance with the NPDES General Construction Permit will be required.

Tahoe Regional Planning Agency General Permit and Stream Environment Zones (SEZ)

A TRPA EIP Permit will be obtained prior to construction. A Land Capability Verification has been submitted to the TRPA for verification of the previously defined Land Capability District 1b lands (SEZ). The proposed Project requires disturbance within sensitive Land Capability District 1b lands (SEZ), and thus Transportation will work with TRPA to develop and implement appropriate SEZ mitigation credits to ensure compliance with TRPA throughout the permitting process.

7.0 MITIGATION AND MONITORING

Mitigation measures are described in the attached Mitigation Monitoring and Reporting Program (Appendix B). Transportation staff and/or their contractor will conduct on-site monitoring to ensure that mitigation measures are implemented as proposed. A full time construction inspector provided by Transportation and/or contractor will monitor proposed mitigation measures for potential temporary impacts associated with construction. The inspector will ensure that the contractor strictly adheres to all temporary erosion control requirements and other environmental protection requirements. In addition to Transportation inspections, regulatory agencies will review Project plans and specifications to ensure compliance with local, state, and federal requirements. Any additional mitigation measures required by regulatory agencies will be monitored in the same manner. Throughout the construction of the Project, the agencies will be invited to weekly "tailgate" meetings and will conduct periodic visits to the Project site to enforce the BMPs and ensure compliance with all other mitigation measures.

The maintenance and monitoring of the Project improvements will continue for twenty years after construction completion. Revegetation monitoring will continue for a minimum of two years following construction. Plant establishment will include irrigation and replanting, if necessary. Transportation will inspect all Project improvements during the spring and fall of each year during the twenty-year maintenance period. Transportation staff will direct maintenance based on results of the inspections. Photographs will be taken before and after construction for a period of two years and following significant storm events to monitor Project improvement performance.

8.0 REFERENCES

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Natural Resources Conservation Service (NRCS). 1974. Soil Survey, Tahoe Basin Area, California and Nevada. U.S. Department of Agriculture, Soil Conservation Service and U.S. Forest Service in cooperation with UC Agricultural Experiment Station and NV Agricultural Experiment Station.

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State of California. 2012. California Environmental Quality Act (CEQA) Statute and Guidelines.

State Water Resources Control Board (SWRCB). 1994. State Water Resources Control Board, Stream Environment Zones.

Storm Water Quality Improvement Committee. 2004. Collaborative Storm Water Quality Project Delivery for the Lake Tahoe Basin.

Tahoe Regional Planning Agency (TRPA). 2002. Plan Area Statements (PAS).

TRPA. 2012. Code of Ordinances.

TRPA. 1987. 208 Water Quality Management Plan.

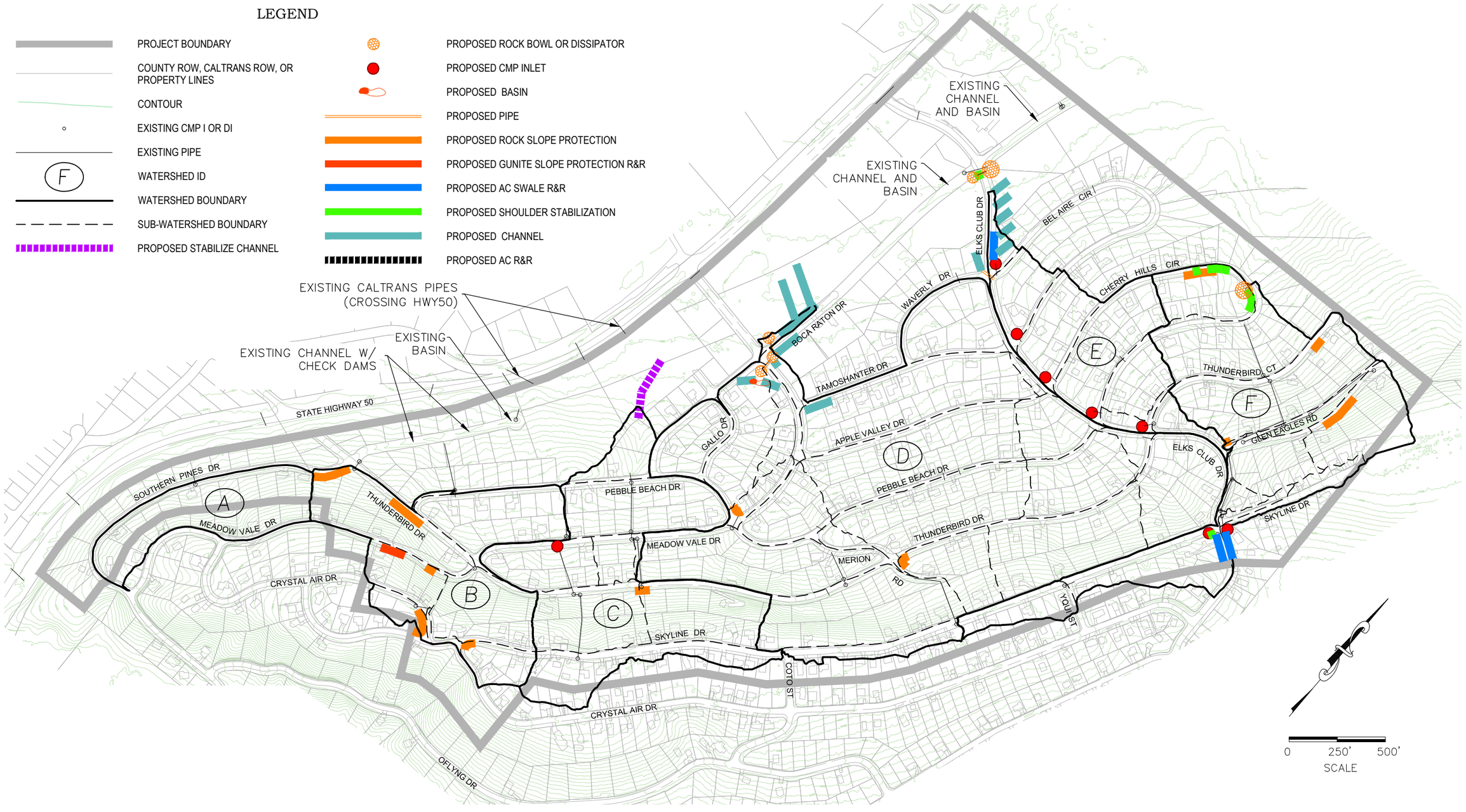
TRPA. 1997. Environmental Improvement Program.

Tahoe Resource Conservation District (TRCD). (October 2007). Soil Characteristics Survey.

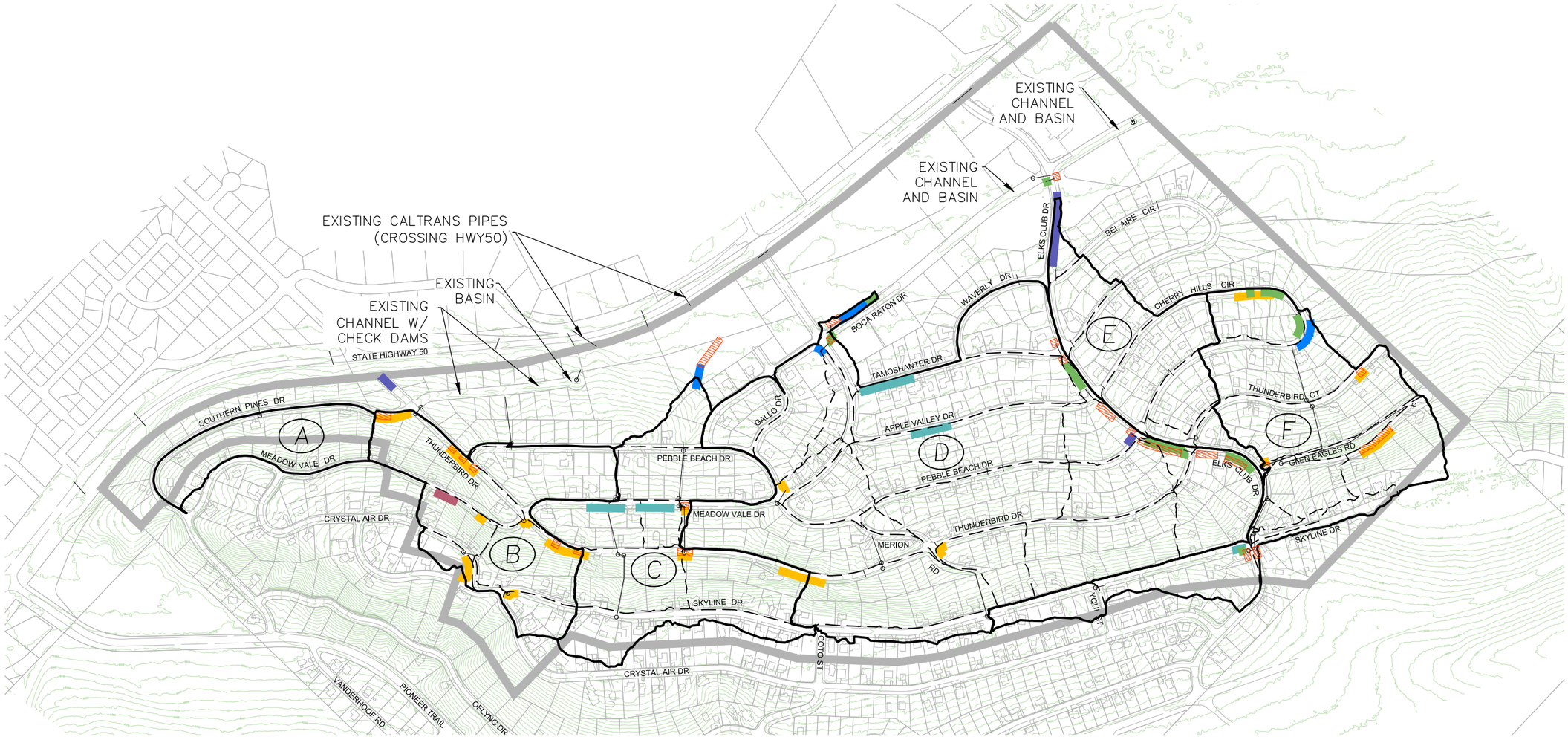
FIGURES

LEGEND

- PROJECT BOUNDARY
- COUNTY ROW, CALTRANS ROW, OR PROPERTY LINES
- CONTOUR
- EXISTING CMP I OR DI
- EXISTING PIPE
- WATERSHED ID
- WATERSHED BOUNDARY
- SUB-WATERSHED BOUNDARY
- PROPOSED STABILIZE CHANNEL
- PROPOSED ROCK BOWL OR DISSIPATOR
- PROPOSED CMP INLET
- PROPOSED BASIN
- PROPOSED PIPE
- PROPOSED ROCK SLOPE PROTECTION
- PROPOSED GUNITE SLOPE PROTECTION R&R
- PROPOSED AC SWALE R&R
- PROPOSED SHOULDER STABILIZATION
- PROPOSED CHANNEL
- PROPOSED AC R&R



COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION	COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT Proposed Improvements		FIGURE 2
	DATE: 12/2016	PROJECT NO.: 95191	BY: DWK



LEGEND

- PROJECT BOUNDARY
- COUNTY ROW, CALTRANS ROW, OR PROPERTY LINES
- CONTOUR
- EXISTING CMP I OR DI
- EXISTING PIPE
- F — WATERSHED ID
- WATERSHED BOUNDARY
- SUB-WATERSHED BOUNDARY
- ERODING OR INCISED CHANNEL
- IMPAIRED GUNITE SLOPE PROTECTION
- ERODING SHOULDER
- ERODING SLOPE
- PONDING LOCATION
- IMPAIRED ASPHALT
- SEDIMENT ACCUMULATION

0 300' 600'
SCALE

COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT

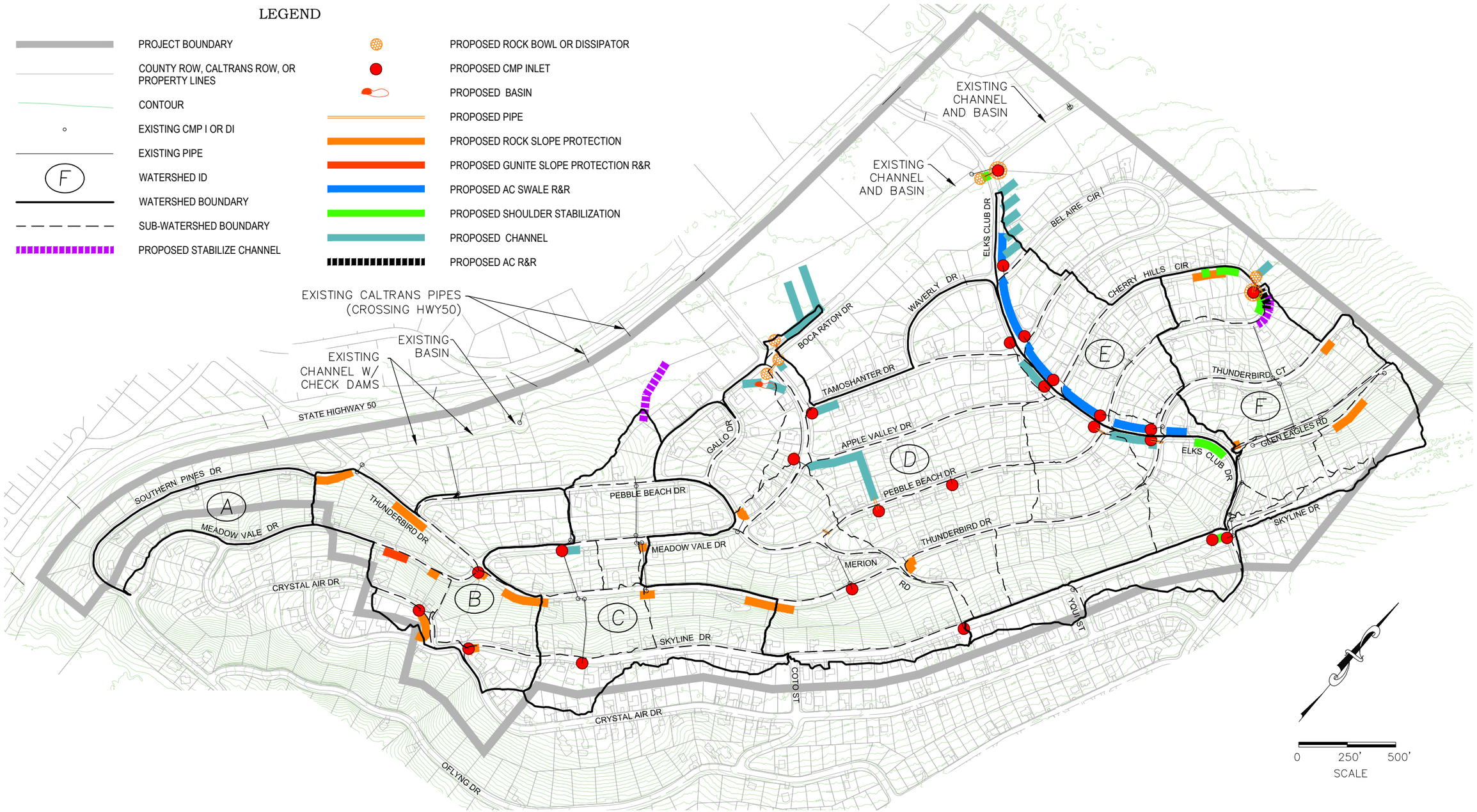
PROBLEM AREA MAP

FIGURE 17

DATE: 12/2016 | PROJECT NO.: 95191 | BY: DWK

LEGEND

- PROJECT BOUNDARY
- COUNTY ROW, CALTRANS ROW, OR PROPERTY LINES
- CONTOUR
- EXISTING CMP I OR DI
- EXISTING PIPE
- WATERSHED ID
- WATERSHED BOUNDARY
- SUB-WATERSHED BOUNDARY
- PROPOSED STABILIZE CHANNEL
- PROPOSED ROCK BOWL OR DISSIPATOR
- PROPOSED CMP INLET
- PROPOSED BASIN
- PROPOSED PIPE
- PROPOSED ROCK SLOPE PROTECTION
- PROPOSED GUNITE SLOPE PROTECTION R&R
- PROPOSED AC SWALE R&R
- PROPOSED SHOULDER STABILIZATION
- PROPOSED CHANNEL
- PROPOSED AC R&R



COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION	COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT ALTERNATIVE 1		FIGURE 18
	DATE: 10/2016	PROJECT NO.: 95191	BY: ALD

LEGEND

- PROJECT BOUNDARY
- COUNTY ROW, CALTRANS ROW, OR PROPERTY LINES
- CONTOUR
- EXISTING CMP I OR DI
- EXISTING PIPE
- WATERSHED ID
- WATERSHED BOUNDARY
- SUB-WATERSHED BOUNDARY
- PROPOSED STABILIZE CHANNEL
- PROPOSED ROCK BOWL OR DISSIPATOR
- PROPOSED CMP INLET
- PROPOSED BASIN
- PROPOSED PIPE
- PROPOSED ROCK SLOPE PROTECTION
- PROPOSED GUNITE SLOPE PROTECTION R&R
- PROPOSED AC SWALE R&R
- PROPOSED SHOULDER STABILIZATION
- PROPOSED CHANNEL
- PROPOSED AC R&R

EXISTING CALTRANS PIPES (CROSSING HWY50)

EXISTING BASIN

EXISTING CHANNEL W/ CHECK DAMS

EXISTING CHANNEL AND BASIN

EXISTING CHANNEL AND BASIN

STATE HIGHWAY 50

SOUTHERN PINES DR

MEADOW VALE DR

CRYSTAL AIR DR

THUNDERBIRD DR

PEBBLE BEACH DR

MEADOW VALE DR

SKYLINE DR

CRYSTAL AIR DR

OFLYNG DR

GALLO DR

BOCA RATON DR

TAMOSHANTER DR

WAVERLY DR

APPLE VALLEY DR

PEBBLE BEACH DR

THUNDERBIRD DR

MERION RD

COTO ST

YOUNG ST

ELKS CLUB DR

BEL AIRE CIR

CHERRY HILLS CIR

THUNDERBIRD CT

GLEN EAGLES RD

ELKS CLUB DR

SKYLINE DR

A B C D E F

0 250' 500'

SCALE

COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT

ALTERNATIVE 2

DATE: 10/2016 | PROJECT NO.: 95191 | BY: ALD

FIGURE 19

APPENDIX A:
CEQA CHECKLIST

COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

CEQA Checklist

Title: Country Club Heights Erosion Control Project (JN 95191)	
Description: Construction of erosion control and water quality improvement facilities	
Location: The Project area is located in eastern El Dorado County, within the Lake Tahoe Basin, south of South Lake Tahoe. The Project is located in the south section of the Lake Tahoe Basin within portions of Sections 20, 21, 28, and 29, Township 12 North, Range 18 East, Mount Diablo Meridian. The Project is bounded by Highway 50 to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north.	
Owner/Applicant: County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering	
Lead Agency: County of El Dorado, Community Development Agency, Transportation Division, Tahoe Engineering	
County Contact: Daniel Kikkert, Senior Civil Engineer	**Phone:** 530-573-7900
Address: 924 B Emerald Bay Road, South Lake Tahoe, CA 96150	
Have California Native American Tribes traditionally and culturally affiliated with the project requested consultation pursuant to Public Resource Code section 21080.3.1?: El Dorado County sent out letters to local tribes notifying them of the upcoming project and requesting information regarding cultural resources within the Project area. By the end of the 30 day response time frame El Dorado County had received no requests for consultation. **If so, has consultation begun?:** -	

The CEQA Checklist recommended by the California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed Project on the physical environment. The Checklist provides a list of questions concerning a comprehensive array of environmental issues potentially affected by the Project. An evaluation of impacts for each resource follows:

1. A brief explanation is required for all answers except 'No Impact' answers that are adequately supported by the information a lead agency following each question. A 'No Impact' answer is adequately supported if the referenced information shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A 'No Impact' answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must account for the whole action involved, including off-site and on-site impacts. The answer must also consider cumulative and project-level impacts, indirect and direct impacts and construction and operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the Checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. A potentially significant impact is appropriate if there is substantial evidence that an effect may be significant. If there are one or more potentially significant impacts when the determination is made, an EIR is required.
4. Mitigated Negative Declaration - Less than Significant with Mitigation: This applies when mitigation measures have been incorporated into a project, which reduced an effect from a potentially significant impact to a less

than significant impact. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in 5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, programmatic EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
    i. **Earlier Analysis Used.** Identify and state where they are available for review.
    ii. **Impacts Adequately Addressed.** Identify which effects from the Checklist were within the scope of an earlier document pursuant to applicable legal standards, and state whether such effects were adequately analyzed and addressed by mitigation measures.
    iii. **Mitigation Measures.** For effects that are less than significant with mitigation measures, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate references into the checklist to provide information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached. Individuals who were contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    i. The significance criteria or threshold, if any, used to evaluate each question.
    ii. The mitigation measure identified, if any, to reduce the impact to less than significant.

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Item I-A Discussion: A limited part of the Project area is visible from US Highway 50 / State Route 89, which is a designated Scenic Highway. The intent of the Project is to improve the quality of the area by stabilizing bare soil areas with native vegetation, by improving hydrology and vegetation in meadow areas including conifers encroaching into the meadow, by enhancing drainage features and by installing infiltration systems to benefit the environment. While there will be temporary aesthetic impacts due to construction, there will be no long term degradation of aesthetic quality in the Project area and therefore the proposed Project has a less than significant impact.

Item I-B Discussion: The Project will remove a small number of conifer trees outside of a 100-foot buffer from Scenic US Highway 50 / State Route 89 for fuels management / fire hazard reduction, to improve forest health of diseased and infested trees, and provide for the successional management of the Stream Environment Zones / meadow. The Project will not degrade the aesthetic quality due to the number of trees within the Project area and the 100-foot tree screening buffer from California Department of Transportation right-of-way adjacent to the Scenic Corridor. No rock outcroppings or historic buildings will be damaged during construction of the proposed Project; therefore, the proposed Project will have a less than significant impact.

Item I-C Discussion: The proposed Project will implement new erosion control and water quality protection measures in the subdivision. Care will be taken in the design and construction of the improvements to integrate them into the natural surroundings. The proposed Project will restore degraded channels, bare soil areas, and enhance Stream Environment Zones / meadow habitat within the County of El Dorado (County) right-of-way and specified parcels. These erosion control, water quality, and habitat restoration improvement measures will increase the visual character and quality of the site. While construction activities may affect the scenic resources during construction, these impacts will be temporary. The proposed Project will not substantially degrade the existing visual character or quality of the site or its surroundings; therefore, the proposed Project will have a less than significant impact.

II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Category II Discussion: The Project area does not contain any lands used for agriculture, nor do the plan area statements that encompass the Project area allow for agriculture. Additionally, the Project will only remove a small number of trees for construction, fuels management, and habitat restoration in relation to the significant number of trees within the Project area. . The trees to be removed are located within the County right of way or on California Tahoe Conservancy (CTC) owned parcels. Tree removal will be completed by California Conservation Corps contracted hand crews with oversight by CTC personnel. Trees tagged for removal will include those which are dead, diseased, or within a dense stand. Therefore, the proposed Project will have no impact on agriculture or forest resources.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Item III-B Discussion: The proposed Project will involve excavation and grading. The El Dorado County Air Quality Management District (EDCAQMD) Rule 223 Fugitive Dust General Requirements states that "visible emissions shall not exceed 20% opacity at point-of-origin and shall not extend more than 50 feet from point-of-origin, or cross the Project boundary line, whichever is less." The contractor will comply with the Air Quality Plan and EDCAQMD regulations by implementing air quality Best Management Practices (BMPs) from the TRPA Handbook of Best Management Practices and practices outlined in the EDCAQMD Rule 223 to address fugitive dust. Compliance with the TRPA Air Quality Plan will attain TRPA threshold standards and, therefore, federal and state air quality standards.

The Project will have no long term impacts to air quality. Compliance with EDCAQMD and TRPA regulations through the permitting process will ensure that the Project will not conflict with or obstruct implementation of the air quality plans. Additionally, the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Finally, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment. With the implementation of the mitigation measures outlined below in *Item III-B Mitigation Measures*, the proposed Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation; therefore, the proposed Project will have a less than significant impact.

Item III-B Mitigation Measures:

Mitigation Measure AQ-1: The construction contractor shall implement air quality Best Management Practices from the TRPA Code of Ordinances and Handbook of Best Management Practices.

Mitigation Measures AQ-2: The construction contractor shall water exposed soil twice daily, or as needed, to control wind borne dust. All haul/dump truckloads shall be covered securely.

Mitigation Measure AQ-3: The contractor shall sweep the Project site a minimum of once daily to remove all dirt and mud that has been generated from or deposited on roadways by construction equipment going to and from the construction site.

Mitigation Measure AQ-4: On-site vehicle speed shall be limited to 15 miles per hour on unpaved surfaces.

Mitigation Measure AQ-5: Construction activities shall comply with EDCAQMD Rule 223 - Fugitive Dust, so that emissions do not exceed hourly levels. The contractor will use approved BMPs as outlined in the TRPA Handbook of Best Management Practices and the EDCAQMD Rule 223 to address fugitive dust. Dust mitigation measures and dust control BMPs will include, but are not limited to, stabilizing unpaved areas subject to vehicular traffic, stabilizing storage piles and disturbed areas, suppressing dust by watering disturbed areas, cleaning all construction vehicles leaving the site, mulching bare soil areas, and ceasing grading and earth moving activities when wind speeds are high enough to result in dust emissions crossing the Project boundary.

Mitigation Measure AQ-6: Construction equipment idling shall be restricted to 5 minutes when not in use.

Mitigation Measure AQ-7: The construction contractor shall post a publicly visible sign on the Project site during construction operations that specifies the telephone number and person/agency to contact for complaints and/or inquiries on dust generation and other air quality problems resulting from Project construction.

Item III-C Discussion: Construction activities may impact air quality, but the impacts will be well below established significance levels since the activity is temporary and there will not be any long-term impacts. The proposed Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment; therefore, the proposed Project will have a less than significant impact.

Item III-D Discussion: Construction activities may impact air quality, but the impacts will be well below established significance levels since the activity is temporary and there will not be any long-term impacts. The proposed Project will not expose sensitive receptors to substantial pollutant concentrations; therefore, the proposed Project will have a less than significant impact.

Item III-E Discussion: Construction activities may impact air quality, but the impacts will be well below established significance levels since the activity is temporary and there will not be any long-term impacts. The proposed Project will not create objectionable odors affecting a substantial number of people; therefore, the proposed Project will have a less than significant impact.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Item IV-A Discussion: A *Wildlife Biological Assessment (BA)* was performed for the proposed Project. A Biological Evaluation (BE), which evaluates Forest Service Regional 5 Sensitive Species, is required if improvements are proposed on United States Forest Service (USFS) land. Since no USFS land is being used a BE was not required for this project. The biological assessment surveys observed no federal or state-listed candidate or proposed wildlife species in the Project study area. However, there are recorded occurrences of one special status species immediately adjacent to the Project areas (northern goshawk). Suitable habitat conditions do exist within 0.5 miles of the Project area for bald eagle, bank swallow, willow flycatcher, northern goshawk, osprey, California spotted owl, waterfowl, Sierra Nevada mountain beaver, American badger, Sierra Nevada snowshoe hare, fisher (West Coast distinct population segment), Sierra Nevada red fox, America marten, and mule deer. This determination was based on a thorough data review and a survey of the Project area. The primary purpose of the field survey was to identify and determine the occurrence of, or the suitability of, habitat for special status wildlife species within the Project site.

A *Botanical Biological Assessment (BA)* was also performed for the proposed Project. A Biological Evaluation (BE), which evaluates Forest Service Regional 5 Sensitive Species, is required if improvements are proposed on USFS land. Since no USFS land is being used a BE was not required for this project. No special status plant

species were found during the field surveys. In addition, no historical observations or detections of special status species were found with 0.5 miles of the project boundary during background information research.

A *Invasive Plant Risk Assessment (IPRA)* was performed for the proposed Project. The survey identified four noxious weed species within the Project area: cheat grass (*Bromus* tectorum), bull thistle (*Cirsium* vulgare), poison hemlock (*Conium* maculatum), and yellow toadflax (*Linaria vulgaris*). USFS 2008 invasive plant data supplied by the USFS documents an additional species in the project area: oxeye daisy (*Leucanthemum vulgare*). The locations of the noxious weeds are documented in the IPRA.

With the implementation of the mitigation measures outlined below in *Item IV-A Mitigation Measures*, the proposed Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game (CDFG) or U.S. Fish & Wildlife Service (USFWS); therefore, the proposed Project will have a less than significant impact.

Item IV-A Mitigation Measures:

Mitigation Measure B-1: Prior to construction, Transportation will confirm if any new special status species have been identified by the USFS – Lake Tahoe Basin Management Unit (USFS-LTBMU) or the CA Fish & Wildlife Service (via the California Natural Diversity Database - *CNDDB*) within, or immediately adjacent to, the Project area. If new activity or occurrences have been identified, appropriate limited operating periods (LOP) will be observed and consultation with the appropriate agencies will be initiated. If tree removal/trimming activities are scheduled during the nesting season of raptors and migratory birds (February 15 to September 1), a focused survey for active nests of such birds will be conducted within 15 days prior to the beginning of such related activities.

Mitigation Measure B-2: If special status plant species are found prior to or during construction, these populations will be identified and protected with appropriate measures per TRPA and the USFS-LTBMU.

Mitigation Measure B-3: Transportation will implement and require the contractor to adhere to a Noxious Weed Mitigation Plan (Plan) to decrease habitat vulnerability to or below pre-construction levels. The Plan includes pre-construction elements such as treatment methodologies for existing noxious weed populations identified in the Project area, as well as operating procedures for both during and post-construction. All temporarily disturbed areas will be re-vegetated with an assemblage of native wetland and upland vegetation suitable for the area. These areas will be properly protected from washout and erosion using appropriate erosion control devices, including coir netting, hydroseeding, revegetation, and blankets. Recommended BMPs will include, but are not limited to: hand removal of existing weeds prior to going to seed, equipment cleaning prior to use, area of disturbance minimization, disturbed ground stabilization upon completion of construction with mulch or other means, certified weed-free mulch and other materials, and disturbed areas revegetation with native plants.

Item IV-B Discussion: Transportation used the US Forest Service and TRPA developed Sinclair Land Capability Classification System to map soil types, including sensitive Class1B (stream environment zone (SEZ)) lands, within the project area. A Land Capability Verification Application has been submitted to TRPA for certification. The Project has been designed to minimize SEZ disturbance.

With the implementation of the mitigation measures outlined below in *Item IV-B Mitigation Measures,* the Proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; therefore, the proposed Project will have a less than significant impact.

Item IV-B Mitigation Measures:

Mitigation Measure B-4: Groundwater is not expected to be encountered during construction, if groundwater is encountered and the excavated area requires dewatering to complete the work, TRPA and the Lahontan RWQCB shall be notified immediately to determine the appropriate course of action. The Storm Water Pollution Prevention Plan (SWPPP) for the proposed Project will include a Dewatering Contingency Plan (Item VI-B Mitigation Measures) that the contractor shall follow.

Mitigation Measure B-5: The proposed Project was designed around the findings of the final aquatic resource delineation report to avoid or minimize impacts to wetlands and/or other WOUS. Jurisdictional WOUS and wetlands were found within the Project area. Therefore Transportation does anticipate the need to obtain a 404 Permit and 401 Water Quality Certification which will be prepared and submitted based on the final Project design and its potential to discharge to surface waters. Transportation will also obtain a TRPA EIP Project Permit and will implement the required mitigation measures.

Item IV-C Discussion: A Land Capability Verification, with delineated sensitive Class 1B (stream environment zone (SEZ)) lands within the Project area has been completed and submitted to TRPA for certification. The Project has been designed to avoid minimize SEZ disturbance.

Item IV-D Discussion: With the implementation of Mitigation Measures B-1 - B-3 found in Section IV-A above, the proposed Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; therefore, the proposed Project will have a less than significant impact.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Category V Discussion: A cultural resources study, which included a literature search and an archaeological survey/inventory of the Project Area of Potential Effect (APE), was completed. Previous cultural resources studies have been conducted in the vicinity of the Project area, which included portions of the APE. Review of those inventories revealed resources that have been recorded previously within the immediate Project area. The current inventory resulted in the following observations:

- A segment of the Lake Valley Utility Line, site 05190000481 was relocated. The site has not been revaluated as a whole, and as result, for the segment within the project area, the potential eligibility of the segment to the National Register of Historic Places (NRHP) is deferred.
- Segment 5 of site 05190001042, part of Old Highway 89 was relocated. The site has not been revaluated as a whole, and as result the potential eligibility of segment 5 to the NRHP is deferred.
- Site 05199901275, a previously recorded road segment, was relocated and found to be mapped, photographed, and described adequately.
- Site 05199901276, an historic fence line, was relocated.
- Site 05199901278, a previously recorded historic trash scatter, was relocated.
- Site 05199901280, a previously recorded historic trash scatter, was relocated and found to be mapped, photographed, and described adequately.
- Individual examples of Comstock or later era high-cut stumps were observed but not recorded.
- Recent (less than 50 years in age) roadside debris was observed but not recorded.

Although significant heritage resources were not identified within the APE, two were unevaluated for their potential significance. Both resources are away from any planned improvements such that no historic properties will be affected by the Project. Thus, the Project will not impact properties listed on or eligible to the National Register of Historic Places, nor will it impact historic resources that meet the criteria outline in Section 5024.1 of

the California Public Resource Code or Section 29 of the TRPA Code of Ordinances. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 C.F.R. part 800).

Although improbable, it is possible that prehistoric burials might be found in the study area (none were apparent based on an examination of the ground surface). Should human remains be encountered while engaged in construction activities, work must cease in the immediate area and the contractor must immediately report the finding to the State Historic Preservation Office (and USFS representatives, if the find is located on USFS administered lands) and other designated officials. That office will contact the appropriate tribal representatives and consult on disposition of the remains and any associated artifacts.

No cultural resources have been previously recorded within the APE and none were identified within the APE during the pedestrian survey. The APE is considered to have a low sensitivity for the discovery of prehistoric, ethno historic, or historic cultural material or subsurface deposits. Because of this, no additional cultural resources work for this Project is recommended. However, in the event that cultural resources are discovered during Project implementation, Project personnel shall halt all activities in the immediate area and notify a qualified archaeologist to determine the appropriate course of action. Therefore, the Project will have no impact on cultural resources.

VI. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
i. Strong seismic ground shaking?	☐	☐	☐	☒
ii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iii. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Item VI-B Discussion: The intent of the proposed Project is to implement erosion control and water quality improvements within the Project area that will stabilize bare soils and improve storm water quality. During construction, portions of the site will have exposed soil areas that may, during a rain storm, high wind event or

utility line breach, erode and pose a threat to water quality. Once Project construction is complete, there will be an overall decrease of erosion in the Project area. With the implementation of the mitigation measures outlined below in *Item VI-B Mitigation Measures,* the proposed Project will not result in any significant increase in wind or water erosion of soils, either on or off the site; therefore, the proposed Project will have a less than significant impact.

Item VI-B Mitigation Measures:

Mitigation Measure G-1: The contractor shall prepare, submit, and adhere to a Storm Water Pollution Prevention Plan (SWPPP) to Transportation, Lahontan Regional Water Quality Control Board (Lahontan), and TRPA prior to construction. The SWPPP shall be in accordance with TRPA and Lahontan RWQCB requirements for storm water pollution prevention in the Tahoe Basin. As part of the SWPPP, the contractor will be required to prepare and adhere to a Temporary BMP Plan, a Spill Contingency Plan, and a Dewatering Plan.

The Temporary BMP Plan will include design and specifications that detail the required construction BMPs that shall be installed prior to and during construction to prevent any erosion that may occur during a rain or wind event. All temporary BMPs shall be installed and maintained per TRPA's Handbook of Best Management Practices. Temporary BMPs will include, but are not limited to: gravel bags, silt fencing, tree protection fencing, construction limit fencing, coir logs, visqueen, and construction access gravel. Prior to construction, all storage, access, and staging areas shall be secured by the contractor and approved by Transportation, Lahontan RWQCB, and TRPA. No staging or storage will occur in Stream Environment Zones (SEZs). The contractor shall be responsible for maintenance of mobilization sites, including placement and maintenance of BMPs. All equipment, vehicles, and materials shall be stored on paved or previously disturbed surfaces only, in locations approved by Transportation, Lahontan RWQCB, and TRPA.

The contractor shall limit the areas to be disturbed to the area within the boundary of the construction limit fencing, which shall be designed and installed prior to commencement of construction. The boundary of the construction limit fencing shall be displayed on the EC Sheets of the construction plans and shall be set to the minimum size required to construct proposed improvements, per the Project plans and specifications. All disturbed areas shall be restored to a better than pre-construction condition. The contractor shall meet the permit requirements for BMPs, staging areas, revegetation, grading season restrictions, and all other permitting agency approval conditions. Construction will take place within the Lake Tahoe construction season (between May 1st and October 15th).

The Spill Contingency Plan, which the contractor shall adhere to, shall outline how to properly handle accidental construction related spills and must include the requirement for spill prevention kits to be available on site to contain and properly clean any accidental spills. The Spill Contingency Plan will help the contractor to minimize the potential for and effects from spills of hazardous, toxic, or petroleum based substances during construction activities. The Spill Prevention Kit will contain, but is not limited to, absorbent pads, plastic bags, containment devices, drain seals, and drip pans. This plan will also outline who to call if utility lines are damaged during construction.

The Dewatering Plan, which the contractor shall adhere to, will outline the process that will be required of the contractor if groundwater is intercepted during construction. The Dewatering Plan shall be prepared and submitted for approval by Transportation, Lahontan RWQCB, and TRPA prior to commencement of construction. Construction sequencing shall be designed to avoid and minimize the potential of encountering groundwater during construction. However, if groundwater is encountered and the excavated area requires dewatering to complete the work, construction shall immediately cease and TRPA, Lahontan RWCQB, and Transportation shall be notified immediately. The agencies will then observe the construction work to ensure that the approved dewatering plan is being adhered to and that dewatering effluent is properly contained and disposed of.

Mitigation Measure G-2: The contractor shall attend the TRPA pre-grade onsite inspection meeting to ensure that proper BMPs are in place per the SWPPP and that all permit conditions have been met prior to commencement of construction.

Mitigation Measure G-3: Transportation shall conduct daily inspections of BMPs to ensure they are properly placed and maintained for maximum water quality benefit. As part of this process, Transportation and/or the contractor will complete inspection forms for submittal to regulatory agencies to demonstrate deficiencies and that corrective action has been immediately taken.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Item VII-A Discussion: Project construction would generate temporary and one-time greenhouse gas (GHG) emissions mainly from diesel-powered construction equipment and on-road trucks, with a small amount from workers' personal vehicles during construction of the Project. Greenhouse gases emitted during the combustion of diesel fuel in off-road construction equipment and on-road vehicles would consist mainly of carbon dioxide, along with small amounts of methane and nitrous oxide. Construction emissions would be intermittent, and short-term, during one summer construction season. Construction emissions would permanently cease at the end of the Project. Over the long-term, these temporary emissions would be offset or mitigated by the growth of native vegetation at designated restoration areas. The revegetation work, including trees, grasses, and shrubs would be maintained over the life of the Project to sequester carbon dioxide.

There currently is no federal, state, or local regulatory guidance for determining whether a project advances or hinders California's GHG reduction goals and no promulgated thresholds of significance for GHG impacts have been established. Therefore, this analysis focuses on construction impacts estimated using Transportation's past project implementation database and the U.S. Environmental Protection Agency (USEPA) GHG emission factors for diesel fuel and gasoline combustion in construction equipment. Transportation has reviewed past construction logs for projects equivalent in size and scope to the proposed Project to determine the typical number and type of vehicles that are actively working to construct the Project each day. Based on this analysis, Transportation has formulated the following assumptions:

- Fifteen workers per day, driving five vehicles to work an average of 40 miles round-trip per day
- Vehicles average 20 miles per gallon
- Twelve pieces of construction machinery per day
- Crews work eight hours per day with machinery running half that time (4 hours)
- Machinery burns an average of two gallons of diesel fuel per hour
- Diesel fuel contributes approximately 22.5 lbs CO_2/gallon
- Gasoline contributes approximately 20 lbs CO_2/gallon
- The Project will be completed in 35 working days

Based on these assumptions, the proposed Project would emit approximately 50 metric tons of CO_2 equivalents.

This estimated amount is negligible in comparison to the statewide inventory of 372,400,000 metric tons discussed above (0.00000013 percent). The estimated amount is also significantly less than the San Luis Obispo Air Pollution Control District's (SLOAPCD) significance threshold of 1,150 metric tons of CO_2 equivalents. GHG emissions would terminate following completion of construction work. Therefore, due to the intent of the Project and with the implementation of Mitigation Measures AQ-1 - AQ-7 found in Section III above, the proposed Project will not create a substantial amount of greenhouse gas emissions; therefore, the proposed Project will have a less than significant impact.

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	☐	☐	☐	☒

Item VIII-A Discussion: During Project construction, there exists a risk of accidental fuel spills from construction equipment. With the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the proposed Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; therefore, the proposed Project will have a less than significant impact.

Item VIII-B Discussion: During Project construction, there exists a risk of accidental fuel spills from construction equipment. With the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the proposed Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; therefore, the proposed Project will have a less than significant impact.

IX. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Item IX-A Discussion: During construction, grading and excavation will take place that may have the potential to cause erosion. During Project construction, there exists a risk of accidental fuel spills from construction equipment. Once construction is complete and the erosion control and water quality improvement measures are in place, water quality in the area will be improved. With the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the proposed Project will not violate any water quality standards; therefore, the proposed Project will have a less than significant impact.

Item IX-C Discussion: One of the goals of the proposed Project is to reduce peak flows and volumes while providing treatment for the pollutants of primary concern. The Project will slightly affect drainage patterns in order to improve hydraulic and hydrologic connectivity of the site and move storm water to where it can be infiltrated. As a result, flow rates and volumes at the Project outflow locations will likely be decreased due to the infiltration components of this Project. The proposed Project will not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site; therefore, the proposed Project will have a less than significant impact.

Item IX-D Discussion: One of the goals of the proposed Project is to reduce peak flows and volumes while providing treatment for the pollutants of primary concern. The Project will affect drainage patterns in order to improve hydraulic and hydrologic connectivity of the site and move storm water to where it can be infiltrated. As a result, flow rates and volumes at the Project outflow locations will likely be decreased due to the infiltration components of this Project. The proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site; therefore, the proposed Project will have a less than significant impact.

Item IX-E Discussion: During construction of the proposed Project, grading and excavation will take place that may have a potential to cause increased surface runoff. Once construction is complete and the erosion control and water quality improvement measures are in place, surface flows and volumes will likely be reduced from their existing condition and an improved storm water system will be in place. With the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the proposed Project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; therefore, the proposed Project will have a less than significant impact.

Item IX-F Discussion: During construction of the proposed Project, grading and excavation will take place that may have a potential to cause increased surface runoff and minor erosion. Once construction is complete and the erosion control and water quality improvement measures are in place, surface runoff and erosion will be reduced and water quality will be improved. With the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the proposed Project will not otherwise substantially degrade water quality; therefore, the proposed Project will have a less than significant impact.

X. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Category X Discussion: The proposed Project will not physically divide an established community; conflict with any applicable land use plan, policy, or regulation; or conflict with any applicable habitat conservation plan or natural community conservation plan. The Project area is located in an unincorporated area of El Dorado County within the Tahoe Basin. Land use policies for the Project area are discussed in the El Dorado County General Plan, the TRPA Regional Plan, and the TRPA Plan Area Statements (PAS). The majority of the Project lies within PAS 120, which has a land use classification of "Residential," with a maximum density of one single family dwelling per parcel. A smaller portion of the Project lies within PAS 119, which is classified as "Recreation," which also has a maximum density of one single family dwelling per parcel. The proposed Project will not impact the land use of the area and is consistent with the existing allowed uses; therefore, the proposed Project will have no impact on land use or planning.

XI. MINERAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Category XI Discussion: There are no known mineral resources that would be of value to the region or the state in the Project area. Therefore, the proposed Project will have no impact on mineral resources.

XII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Item XII-A Discussion: Standard construction equipment shall be used to construct the improvements associated with the proposed Project. The equipment will increase noise levels over that of regular levels in the neighborhood, but the noise levels will be within allowable noise decibel standards imposed by Transportation and the TRPA. The TRPA Code of Ordinances states that TRPA-approved construction projects are exempt from the quantitative limits contained in the Noise Ordinance and Community Plan if construction activities take place between the hours of 8:00 a.m. and 6:30 p.m. With the implementation of the mitigation measures outlined below in *Item XII-A Mitigation Measures,* the proposed Project may result in a temporary or periodic exposure to or generation of noise levels in excess of standards established in the local General Plan, Community Plan, or Noise Ordinance, but it will be temporary and is allowable under local ordinances. Therefore, the proposed Project will have a less than significant impact.

Item XII-A Mitigation Measures:

Mitigation Measure N-1: In order to mitigate the impacts of temporarily increased ambient noise levels, construction noise emanating from all construction activities shall only occur between the hours of 8:00 a.m. and 6:30 p.m. per TRPA Code and the County's General Plan, unless other hours are approved by TRPA.

Mitigation Measure N-2: All construction equipment and vehicles used for Project construction shall be fitted with factory installed muffling devices and will be maintained in good working order. Transportation will advise potentially affected residents of the proposed construction activities including duration, schedule of activities, and contacts for filing noise complaints. Transportation staff and/or the contractor shall respond to all noise complaints received within one working day and resolve the issue within two working days.

Item XII-B Discussion: Standard construction equipment will be used to construct the proposed improvements. The equipment will create groundborne vibrations and noise levels over that of regular levels in the neighborhood, but the groundborne vibrations and noise levels will be within acceptable noise decibel standards imposed by the County and the TRPA. The proposed Project will not result in exposure of persons to or generation of groundborne vibration or noise levels in excess of standards established in the local General Plan, Community Plan, or Noise Ordinance, or applicable standards of other agencies; therefore, the proposed Project will have a less than significant impact.

Item XII-D Discussion: Refer to the information stated in the *Item XII-A Discussion*. With the implementation of Mitigation Measures N-1 and N-2 found in Section XII above, the proposed Project may result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, but it will be temporary and is allowable under local ordinances. Therefore, the proposed Project will have a less than significant impact.

XIII. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Category XIII Discussion: The proposed Project will not directly or indirectly induce or displace existing or future housing. Therefore, the proposed Project will have no impact on population and housing.

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services, including:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☐	☒

b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Category XIV Discussion: The proposed Project will have no impact on fire protection, police protection, schools, parks, or other public facilities. Improvements are designed and located to ensure that regular access and maintenance can take place. The proposed Project will not result in substantial adverse physical impacts associated with the new or altered facilities; therefore, the Project will have no impact on public services.

XV. RECREATION – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Item XV-A Discussion: The proposed Project will not increase the use of or require construction or expansion of the recreational facilities in the Project area; therefore the Project will have no impact.

XVI. TRANSPORTATION & TRAFFIC – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☒	☐	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Item XVI-E Discussion: At some locations, temporary lane closures may be necessary to facilitate Project construction; however, at no time would access for local residents, school buses, or emergency vehicles be prohibited. Traffic controls will only be implemented during work hours and when it is necessary to perform work. With the implementation of the mitigation measures outlined below in *Item XVI-E Mitigation Measures,* the proposed Project will not result in inadequate emergency access; therefore, the proposed Project will have a less than significant impact.

Item XVI-E Mitigation Measures:

Mitigation Measure T-1: The contractor will be required to prepare and adhere to a Traffic Control Plan for TRPA and Transportation review and approval. Elements of the plan will include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, Transportation will advise local residents regarding schedules for construction traffic detours through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access will not be prohibited, at any time, for local residents, school buses, or emergency vehicles.

XVII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
f)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
g)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Category XVII Discussion: A cultural resources study, which included a literature search and an archaeological survey/inventory of the Project Area of Potential Effect (APE) was completed. Previous cultural resources studies have been conducted in the vicinity of the Project area, which included portions of the APE. In addition outreach to the Native American Heritage Commission and a request for consultation with potentially affected tribes was initiated for the project. Through this process no tribal cultural resources were identified with the APE, therefore the Project will have no impact on tribal cultural resources.

XVIII. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Item XVIII-C Discussion: The proposed Project will implement erosion control and water quality improvement measures that will reduce the discharge of sediment and pollutants to Lake Tahoe from the County rights-of-way. The proposed Project will install new storm water drainage and treatment facilities to supplement and improve the existing storm water infrastructure. All newly proposed storm water facilities will be installed within existing drainage areas. This Project is identified in the Lake Tahoe Environmental Improvement Program and is intended to improve the environment by addressing storm water deficiencies, erosion, and water quality problems. The proposed Project will require or result in the construction of new storm water drainage facilities or expansion of existing facilities, however with the implementation of Mitigation Measures G-1, G-2, and G-3 found in Section VI above, the construction will not cause significant environmental effects; therefore, the proposed Project will have a less than significant impact.

MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue	Yes	No
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒

OTHER RESPONSIBLE AND TRUSTEE AGENCIES (whose approval is required)

☒ California Department of Fish and Game	☐ Local Agency Formation Commission (LAFCO)
☐ California Department of Forestry	☐ National Marine Fisheries Service
☐ California Department of Health Services	☒ Tahoe Regional Planning Agency
☐ California Department of Toxic Substances	☒ U.S. Army Corps of Engineers
☒ California Department of Transportation (Caltrans)	☒ U.S. Fish and Wildlife Service
☐ California Integrated Waste Management Board	☒ USFS - LTBMU
☒ California Regional Water Quality Control Board	☒ California Tahoe Conservancy

LIST OF PREPARERS

Principal Authors

Daniel Kikkert, Senior Civil Engineer, El Dorado County

Contributors

Nichols Consulting Engineers, Inc.

DETERMINATION – The Environmental Review Committee finds that (choose one):

☐	I find that the proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐	I find that the proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
☐	I find that the proposed Project **MAY** have a potentially significant impact or potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, **nothing further is required**.

Signature _____ Date 13 March, 2017

Daniel Kikkert, County of El Dorado

APPENDIX B:
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

PROJECT NAME: COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT

MITIGATED NEGATIVE DECLARATION #: ***2017022004***

REGULATORY BACKGROUND

This Mitigation Monitoring and Reporting Plan (MMRP) was prepared to comply with Section 21081.6 of the Public Resources Code, which requires the following:

> "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP is intended to ensure the effective implementation of mitigation measures that are within the authority of the County of El Dorado (County). The mitigation measures will be implemented (including monitoring where identified) throughout all phases of the development and operation of the Country Club Heights Erosion Control Project (Project). Monitoring of such mitigation measures may extend through Project permitting, construction, and Project operations, as necessary.

The required monitoring and reporting shall be accomplished through the County's Standard Mitigation Monitoring Program and/or the Project Specific Mitigation Monitoring and Reporting Program as defined in the County Code.

PROGRAM IMPLEMENTATION

The MMRP Checklist (Table B-1) lists all mitigation measures identified in the *CEQA Checklist* for the Proposed Project. In general, monitoring becomes effective at the time the action is taken on the Project. Timing of monitoring is organized as follows:

- Prior to Construction: The monitoring activity consists of ensuring that a particular mitigation action has taken place prior to the beginning of any construction or grading activities.
- During Construction: The monitoring activity consists of active monitoring while grading or construction is occurring on the Project site.
- Prior to Operation: The monitoring activity consists of active monitoring after initial site grading and facility construction has occurred, but prior to the initiation of Project operations.
- Ongoing: The monitoring activity consists of monitoring after the grading and construction phase of the Project has been completed and relates to ongoing operation of the Project.

The mitigation measures listed in Table B-1 are numbered as they are described in the *CEQA Checklist*. County of El Dorado staff will be responsible for implementing and/or ensuring that the mitigation measures listed in the MMRP are undertaken for this Project, to the extent such mitigation measures apply to the Project within the County. Implementation includes ensuring that any required actions are included in bid documents and contracts as part of the design/build process for the Project and ensuring that the contractor includes specified mitigation activities in plans and specifications for construction. County staff shall designate mitigation measure responsibility and oversee the contractor and consultants.

TABLE B-1. MITIGATION MONITORING AND REPORTING PROGRAM FOR THE COUNTRY CLUB HEIGHTS EROSION CONTROL PROJECT

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
AESTHETICS				
No mitigation measures required.				
AGRICULTURAL RESOURCES				
No mitigation measures required.				
AIR QUALITY- Item III-B				
Mitigation Measure AQ-1: The construction contractor shall implement air quality Best Management Practices from the TRPA Code of Ordinances and Handbook of Best Management Practices.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measures AQ-2*:* The construction contractor shall water exposed soil twice daily, or as needed, to control wind borne dust. All haul/dump truckloads shall be covered securely.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure AQ-3: The contractor shall sweep the Project site a minimum of once daily to remove all dirt and mud which has been generated from or deposited on roadways by construction equipment going to and from the construction site.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure AQ-4: On-site vehicle speed shall be limited to 15 miles per hour on unpaved surfaces.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure AQ-5: Construction activities shall comply with EDCAQMD Rule 223-Fugitive Dust, so that emissions do not exceed hourly levels. The contractor will use approved BMP practices as outlined in the TRPA Handbook of Best Management Practices and the EDCAQMD Rule 223 to address fugitive dust. Dust mitigation measures and dust control BMPs will include, but are not limited to, stabilization of unpaved areas subject to vehicular traffic, stabilization of storage piles and disturbed areas, dust suppression through watering of areas to be disturbed, cleaning of all construction vehicles leaving the site, mulching of bare soil areas, and suspension of grading and earth moving activities when wind speeds are high enough to result in dust emissions crossing the Project boundary.	Transportation or its Contractor	Transportation	Prior to and During Construction	

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure AQ-6: Construction equipment idling shall be restricted to 5 minutes when not in use.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure AQ-7: The construction contractor shall post a publicly visible sign on the Project site during construction operations that specify the telephone number and person/agency to contact for complaints and/or inquiries on dust generation and other air quality problems resulting from Project construction.	Transportation or its Contractor	Transportation	Prior to and During Construction	
BIOLOGICAL RESOURCES- Item IV-A				
Mitigation Measure B-1: Prior to construction, Transportation will confirm if any new special status species have been identified by the United States Forest Service – Lake Tahoe Basin Management Unit (USFS-LTBMU) or the CA Fish & Wildlife Service (via the California Natural Diversity Database - *CNDDB*) within, or immediately adjacent to, the Project area. If new activity or occurrences have been identified, appropriate limited operating periods (LOP) will be observed. If tree removal/trimming activities are scheduled during the nesting season of raptors and migratory birds (February 15 to September 1), a focused survey for active nests of such birds will be conducted within 15 days prior to the beginning of such related activities.	Transportation or its Consultant	Transportation	Prior to Construction	
Mitigation Measure B-2: If special status plant species are found prior to or during construction, these populations will be identified and protected with appropriate measures per TRPA and the USFS-LTBMU.	Transportation or its Consultant	Transportation	Prior to Construction	

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure B-3: Transportation will implement and require the contractor to adhere to a Noxious Weed Mitigation Plan (Plan) to decrease habitat vulnerability to or below pre-construction levels. The Plan includes pre-construction elements such as treatment methodologies for existing noxious weed populations identified in the Project area, as well as operating procedures for both during and post-construction. All temporarily disturbed areas will be re-vegetated with an assemblage of native wetland and upland vegetation suitable for the area. These areas will be properly protected from washout and erosion using appropriate erosion control devices, including coir netting, hydroseeding, revegetation, and blankets. Recommended BMPs will include, but are not limited to: hand removal of existing weeds prior to going to seed, equipment cleaning prior to use, area of disturbance minimization, disturbed ground stabilization upon completion of construction with mulch or other means, certified weed-free mulch and other materials, and disturbed areas revegetation with native plants.	Transportation or its Consultant	Transportation	Prior to Construction	

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
BIOLOGICAL RESOURCES - ITEM IV-B				
Mitigation Measure B-4: Groundwater is not expected to be encountered during construction, if groundwater is encountered and the excavated area requires dewatering to complete the work, TRPA and the Lahontan Regional Water Quality Control Board (RWQCB) shall be notified immediately to determine the appropriate course of action. The Storm Water Pollution Prevention Plan (SWPPP) for the proposed Project will include a Dewatering Contingency Plan (Item VI-B Mitigation Measures) that the contractor shall follow.	Transportation or its Consultant	Transportation	Prior to and During Construction	
Mitigation Measure B-5: The proposed Project was designed around the findings of the final aquatic resource delineation report to avoid or minimize impacts to wetlands and/or other Waters of the United States (WOUS). No wetlands were found, but jurisdictional WOUS were found within the Project area. Pending the final design and limits of work within identified jurisdictional areas, Transportation will obtain 404 and 401 Water Quality Certification from the ACOE and Lahontan RWQCB, respectively. In addition, Transportation will obtain a TRPA EIP Project Permit and will implement the required mitigation measures.	Transportation or its Consultant	Transportation	Prior to and During Construction	
CULTURAL RESOURCES				
No mitigation measures required.				
GEOLOGY AND SOILS - Item VI-B				

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure G-1: The contractor will adhere to a Storm Water Pollution Prevention Plan (SWPPP) submitted to Transportation, Lahontan RWQCB, and TRPA prior to construction. The SWPPP shall be in accordance with the TRPA and Lahontan RWCQB requirements for storm water pollution prevention in the Tahoe Basin. As part of the SWPPP, the contractor will be required to prepare and adhere to a Temporary BMP Plan, a Spill Contingency Plan, and a Dewatering Plan. The Temporary BMP Plan will include design and specifications that detail the required construction BMPs that shall be installed prior to and during construction to prevent any erosion that may occur during a rain or wind event. All temporary BMPs shall be installed and maintained per TRPA's Handbook of Best Management Practices. Temporary BMPs will include, but are not limited to: gravel bags, silt fencing, tree protection fencing, construction limit fencing, coir logs, visqueen and gravel construction access. Prior to construction, all storage, access, and staging areas shall be secured by the contractor and approved by Transportation, Lahontan RWCQB and TRPA. No staging or storage will occur in Stream Environment Zones (SEZs). The contractor shall be responsible for maintenance of mobilization sites, including placement and maintenance of BMPs. All equipment, vehicles, and materials shall be stored on paved or previously disturbed surfaces only; in locations approved by Transportation, Lahontan RWQCB and TRPA. The contractor shall limit the areas to be disturbed to the area within the boundary of the construction limit fencing, which shall be designed and installed prior to commencement of construction. The boundary of the construction limit fencing shall be displayed on the EC Sheets of the construction plans and shall be set to the minimum size required to construct proposed improvements, per the Projects plans and specifications. All temporary BMPs shall be maintained during construction and shall be monitored daily by the construction site inspector. All disturbed areas shall be restored to a better than pre-construction condition.	Transportation and its Contractor	Transportation	Prior to and During Construction	

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure G-1 (Continued): The contractor shall meet the permit requirements for BMPs, staging areas, revegetation, grading season restrictions, and all other permitting agency approval conditions. Construction will take place within the Lake Tahoe construction season (between May 1st and October 15th). The Spill Contingency Plan, which the contractor shall adhere to, shall outline how to properly handle accidental construction related spills and must include the requirement for spill prevention kits to be available on site to contain and properly clean any accidental spills. The Spill Contingency Plan will help the contractor to minimize the potential for and effects from spills of hazardous, toxic, or petroleum based substances during construction activities. The Spill Prevention Kit will contain, but is not limited to, sorbent pads, plastic bags, containment devices, drain seals, and drip pans. This plan will also outline who to call if utility lines are damaged during construction. The Dewatering Plan, which the contractor shall adhere to, will outline the process that will be required of the contractor if groundwater is intercepted during construction. The Dewatering Plan shall be prepared and submitted for approval by Transportation, Lahontan RWQCB and TRPA prior to commencement of construction. Construction sequencing shall be designed to avoid and minimize the potential of encountering groundwater during construction, however if groundwater is encountered and the excavated area requires dewatering to complete the work, construction shall immediately cease and TRPA, Lahontan RWQCB and Transportation shall be notified immediately to observe the construction work to ensure that the approved dewatering plan is being adhere to and that dewatering effluent is properly contained and disposed of.	Transportation and its Contractor	Transportation	Prior to And During Construction	

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure G-2: The contractor shall attend the TRPA pre-grade onsite inspection meeting to ensure that proper BMPs are in place per the SWPPP and that all permit conditions have been met prior to commencement of construction.	Transportation and its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure G-3: Transportation shall conduct daily inspections of BMP measures to ensure they are properly placed and maintained for maximum water quality benefit. As part of this process, Transportation and/or the contractor will complete formal inspection forms for submittal to regulatory agencies to demonstrate deficiencies and that corrective action has been immediately taken.	Transportation and its Contractor	Transportation	Prior to and During Construction	
GREENHOUSE GAS EMISSIONS - Item VII-A				
Mitigation Measure: Implement Mitigation Measures identified under Item III-B Mitigation Measures.	Transportation or its Contractor	Transportation	Prior to and During Construction	
HAZARDS AND HAZARDOUS MATERIALS - Item VIII-A and Item VIII-B				
Mitigation Measure: Implement Mitigation Measures identified under Item VI-B Mitigation Measures.	Transportation or its Contractor	Transportation	Prior to and During Construction	
HYDROLOGY AND WATER QUALITY - Item IX-A, Item IX-E and Item IX-F				
Mitigation Measure: Implement Mitigation Measures identified under Item VI-B Mitigation Measures.	Transportation or its Contractor	Transportation	Prior to and During Construction	
LAND USE AND PLANNING				
No mitigation measures required.				
MINERAL RESOURCES				
No mitigation measures required.				
NOISE - Item XII-A and Item XII-D				

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure N-1: In order to mitigate the impacts of temporarily increased ambient noise levels, construction noise emanating from all construction activities shall only occur between the hours of 8:00 a.m. and 6:30 p.m. per TRPA Code and the County's General Plan, unless other hours are approved by TRPA.	Transportation or its Contractor	Transportation	During Construction	
Mitigation Measure N-2: All construction equipment and vehicles used for Project construction shall be fitted with the factory installed muffling devices and will be maintained in good working order. Transportation will advise potentially affected residents of the proposed construction activities including duration, schedule of activities, and contacts for filing noise complaints. Transportation staff and/or contractor shall respond to all noise complaints received within one working day and resolve the issue within two working days.	Transportation or its Contractor	Transportation	Prior to and During Construction	
POPULATION AND HOUSING				
No mitigation measures required.				
PUBLIC SERVICES				
No mitigation measures required.				
RECREATION				
No mitigation measures required.				
TRANSPORTATION AND TRAFFIC - Item XVI-E				
Mitigation Measure T-1: The contractor will be required to prepare and adhere to a Traffic Control Plan for TRPA and Transportation review and approval. Elements of the plan will include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, Transportation will advise local residents regarding schedules for construction traffic detours through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access will not be prohibited, at any time, for local residents, school buses or emergency vehicles.	Transportation	Transportation	Prior to and During Construction	
UTILITIES AND SERVICE SYSTEMS - Item XVI-C				

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY[1,3]	MONITORING RESPONSIBILITY[2,3]	TIMING AND FREQUENCY	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
Mitigation Measure: Implement Mitigation Measures identified under Item VI-B Mitigation Measures.	Transportation or its Contractor	Transportation	Prior to and During Construction	

[1] The department listed in the Implementing Responsibility column is the department responsible for conducting the mitigation measure.
[2] The department listed in the Monitoring Responsibility column is responsible for verifying that compliance with the mitigation measure occurs and that all monitoring and reporting is completed.
[3] Responsible Entity: Transportation : El Dorado County, Community Development Agency, Transportation Division, Tahoe Engineering

APPENDIX C:
PLANT, NOXIOUS WEED, AND WILDLIFE TABLES

Table C-1.1. Country Club Heights Erosion Control Project - Special Status Plant Species List and Habitat

Table 1. Special Status Species List and Habitat.							
Species	Regulatory Status				Habitat Requirements	Identification Period	Potential for Occurrence in the Project Area and Results of Survey
	Federal	State	TRPA	CNPS			
Arabis rigidissima* var. *demota Galena Creek rockcress			SI	1B.2	Broad-leaved upland forests, upper montane coniferous forests on rocky substrates. Known in CA from only two occurrences near Martis Peak and in NV from eleven occurrences in the Carson Range. Elevation range 7,398 to 8,398 feet.	August	**Unlikely.** Outside of elevation range and site lacks suitable habitat.
Astragalus austiniae Austin's astragalus				1B.3	Alpine boulder and rock field, subalpine coniferous forest. Elevation range 8,005 to 9727 feet.	July to September	**Unlikely.** Outside of elevation range. Not encountered during surveys.
Boechera tularensis Tulare rockcress				1B.3	Perennial herb that prefers rocky slopes, subalpine coniferous forest, and upper montane coniferous forest. Elevation range is from 6,000 to 11,000 feet.	June to July	**Potential.** May occur. Not encountered.
Bolandra californica Sierra bolandra				4.3	Perennial herb that prefers mesic, rocky soils in lower to upper montane coniferous forests at elevations from 3,200 – 8,000 feet.	June to July	**Potential.** May occur. Not encountered.
Botrychium ascendens Upswept moonwort				2B.3	Wet or moist soils in lower montane coniferous forests, such as along the edges of lakes and streams. Elevation range 4,950 to 6,039 feet.	Fertile early July to early September	**Potential.** May occur as USFS modeled habitat exists within Project area. Not encountered.
Botrychium crenulatum Scalloped moonwort				2B.2	Lower montane coniferous forests, meadows and seeps, marshes and swamps. Elevation range 4,950 to 10,800 feet.	Fronds mature June to September	**Potential.** May occur. Not encountered.
Botrychium minganense Mingan moonwort				2B.2	Wet or moist soils in lower montane coniferous forests, such as along the edges of lakes and streams. Elevation range 4,950 to 6,039 feet.	Fronds mature June to September	**Potential.** May occur. Not encountered.

Table 1. Special Status Species List and Habitat.							
Species	**Regulatory Status**				**Habitat Requirements**	**Identification Period**	**Potential for Occurrence in the Project Area and Results of Survey**
	Federal	**State**	**TRPA**	**CNPS**			
Brasenia schreberi Watershield				2B.3	Perennial rhizomatous herb that prefers marshes and swamps or freshwater. Elevation range 100 to 7,200 feet.	June to September	**Potential.** May occur. Not encountered.
Bruchia bolanderi Bolander's bruchia				4.2	Meadows in mixed conifer and subalpine communities, streams and wet meadows, from 5,577 to 9,186 feet.	Moss	**Potential.** May occur as USFS modeled habitat exists within Project area. Not encountered.
Carex davyi Davy's sedge				1B.3	Perennial herb that prefers subalpine and upper montane coniferous forests between 5,000 to 10,500 feet.	May to August	**Unlikely.** Site lacks suitable habitat.
Carex limosa Mud sedge				2B.2	Perennial rhizomatous herb that prefers bogs, fens, meadows, seeps, marshes, swamps, and both lower and upper montane coniferous forests. Elevation range is between 3,900 and 8,900 feet.	June to August	**Potential.** May occur as CNDDB records exist within five miles of Project area; it was not encountered during surveys.
Carex tahoensis Tahoe sedge				4.3	Perennial rhizomatous herb that prefers alpine boulder and rock fields and subalpine coniferous forests. Elevation range is between 9,300 and 12,500 feet.	July to August	**Unlikely.** Site lacks suitable habitat, outside of elevation range.
Chaenactis douglasii* var. *alpina Alpine dusty maidens				2B.3	Open, subalpine to alpine gravel and crevices; granitic substrate. Elevation range is between 7,749 and 11,007 feet.	July to September	**Unlikely.** Site lacks suitable habitat, outside of elevation range.
Clarkia virgate Sierra clarkia				4.3	Annual herb that prefers Cismontane woodland and lower montane coniferous forest. Elevation range is between 1,300 and 5,300 feet.	May-August	**Unlikely.** Site lacks suitable habitat, outside of elevation range.
Cryptantha crymophila Subalpine cryptantha				1B.3	Subalpine coniferous forest. On dry talus of volcanic formation. Elevation range is between 8,792 and 10,810 feet.	July to August	**Unlikely.** Site lacks suitable habitat, outside of elevation range.

Table 1. Special Status Species List and Habitat.							
Species	Regulatory Status				Habitat Requirements	Identification Period	Potential for Occurrence in the Project Area and Results of Survey
	Federal	State	TRPA	CNPS			
Draba asterophora* var. *asterophora Tahoe draba			SI	1B.2	Alpine boulder and rock fields in crevices, and open talus slopes of decomposed granite in subalpine coniferous forests. Elevation range 8,325 to 11,670 feet.	July to September	**Unlikely.** Outside of elevation range.
Draba asterophora* var. *macrocarpa Cup Lake draba			SI	1B.1	Alpine boulder and rock fields in shade of granitic rocks in subalpine coniferous forest. Elevation range 8,202 to 9,235 feet.	July to August	**Unlikely.** Outside of elevation range and site lacks suitable habitat.
Epilobium howellii Subalpine fireweed				4.3	Meadows and seeps in upper montane coniferous forests. Elevation range 6,600 to 8,910 feet.	July to August	**Potential.** Modeled habitat occurs within Project area, but project area is outside of elevation range and site lacks suitable habitat. Not encountered during surveys.
Epilobium oregonum Oregon fireweed				1B.2	Perennial herb that prefers mesic habitat including bogs and fens, but also lower and upper montane coniferous forests. Elevation is between 1,650 and 7,300 feet.	June to September	**Unlikely.** Site lacks undisturbed suitable habitat.
Epilobium palustre Marsh willowherb				2B.3	Perennial rhizomatous herb that prefers mesic habitat including bogs, fens, meadows, and seeps.	July to August	**Unlikely.** Site lacks undisturbed suitable habitat.
Erigeron gracile Slender cottongrass				4.3	Perennial rhizomatous herb that prefers acidic soils in bogs and fens, meadows and seeps, and upper montane coniferous forests. Elevation range 4,200 to 9,500 feet.	May to September	**Unlikely.** Site lacks undisturbed suitable habitat.
Eriogonum luteolum* var. *saltuarium Jack's wild buckwheat				1B.2	Upper montane coniferous forest, great basin scrub on sandy, granitic substrates. Elevation range between 5,577 and 7,874 feet.	July to September	**Unlikely.** Site lacks suitable habitat.
Glyceria grandis American manna grass				2B.3	Perennial rhizomatous herb that prefers bogs, fens, meadows, seeps, marshes, and swamps along stream banks, or lake margins. Elevation range is from 50 to 6,500 feet.	June to August	**Potential.** May occur. Not encountered.

Table 1. Special Status Species List and Habitat.							
Species	Regulatory Status				Habitat Requirements	Identification Period	Potential for Occurrence in the Project Area and Results of Survey
	Federal	State	TRPA	CNPS			
Helodium blandowii Blandow's bog-moss				2B.3	Bogs and fens that are not too rich in iron. Elevation range 6,562 to 8,859 feet.	Moss	**Unlikely.** Site lacks suitable habitat.
Lewisia kelloggii* ssp. *hutchisonii Hutchison's lewisia				3.2	Ridge tops or flat open spaces with widely spaced trees and sandy granitic to erosive volcanic soil. Elevation range 5,000 to 7,000 feet.	June to July	**Potential.** May occur as it has USFS modeled habitat within Project area; however, it was not encountered.
Lewisia kelloggii* ssp. *kelloggii Kellogg's lewisia				3.2	Ridge tops or flat open spaces with widely spaced trees and sandy granitic to erosive volcanic soil. Elevation range 5,000 to 7,000 feet.	June to July	**Potential.** May occur as it has USFS modeled habitat within Project area; however, it was not encountered.
Lewisia longipetala Long-petaled lewisia			SI	1B.3	Alpine boulder and rock fields in subalpine coniferous forests. Elevation range 8,325 to 9,740 feet.	June to August	**Unlikely.** Outside of elevation range.
Meesia triquetra Three-ranked hump-moss				4.2	Bogs and fens, meadows and seeps in montane coniferous forests. Elevation range 4,290 to 8,250 feet.	Moss	**Unlikely.** Site lacks suitable habitat.
Meesia uliginosa Broad-nerved hump-moss				2B.2	Bogs and fens, meadows and seeps in montane coniferous forests. Elevation range 4,290 to 8,250 feet.	Moss	**Unlikely.** Site lacks suitable habitat.
Peltigera hydrothyria Veined water lichen					Mixed coniferous forests, bogs, fens, wet meadows, seeps, and clear, cold streams. Elevation range 4,000 to 8,000 feet.	Lichen	**Potential.** May occur as it has USFS modeled habitat within Project area; however, it was not encountered.
Peltigera gowardii western waterfan lichen				4.2	This foliose lichen (aquatic) is found in cold water creeks with little or no sediment or disturbance in riparian forests. Elevation range is from 3,490 to 8,595 feet.	n/a	**Potential.** May occur. Not encountered.

Table 1. Special Status Species List and Habitat.							
Species	Regulatory Status				Habitat Requirements	Identification Period	Potential for Occurrence in the Project Area and Results of Survey
	Federal	State	TRPA	CNPS			
Polystichum lonchitis northern holly fern				3	This perennial rhizomatous herb prefers granitic or carbonate soils in subalpine coniferous forest and upper montane coniferous forests. Elevation range 5,900 to 8,530 feet.	June to September	**Unlikely.** Site lacks suitable habitat.
Potamogeton robbinsii *Robbins' pondweed*				2B.3	This perennial rhizomatous herb prefers marshes and swamps (deep water, lakes). Elevation range 5,000 to 8,530 feet.	July to August	**Unlikely.** Site lacks suitable habitat.
Rorippa subumbellata Tahoe yellow cress			SI	1B.1/ SE	Shoreline supporting decomposed granitic soils; known only from the shoreline of Lake Tahoe. Elevation range 6,210 to 6,230 feet.	Blooms May to September	**Unlikely.** Outside of elevation range and site lacks suitable habitat.
Schoenoplectus subterminalis Water bulrush				2B.3	Perennial rhizomatous herb that prefers bogs, fens, marshes and swamps, especially along montane lake margins. Elevation range from 2,400 to 7,300 feet.	June to August	**Unlikely.** Site lacks suitable habitat.
Scutellaria galericulata Marsh skullcap				2B.2	Perennial rhizomatous herb that prefers lower montane coniferous forests, meadows, seeps, marshes, and swamps. Elevation range from 0 to 6,800 feet.	June to September	**Unlikely.** Site lacks suitable habitat.
Stuckenia filiformis Slender-leaved pondweed				2B.2	Perennial rhizomatous herb that prefers marshes, swamps, and a variety of shallow freshwater habitats. Elevation range from 980 to 7,000 feet.	May to July	**Potential.** May occur. Not encountered.
Tonestus eximius Tahoe tonestus				4.3	Perennial rhizomatous herb that prefers subalpine coniferous forests (granitic). Elevation range from 8,200 to 10,820 feet.	July to August	**Unlikely.** Outside of elevation range and site lacks suitable habitat.
Utricularia ochroleuca Cream-flowered bladderwort				2B.2	Perennial stoloniferous herb that can be found in meadows, seeps, marshes, swamps, and lake margins. Elevation range from 4,700 to 4,730 feet.	June to July	**Unlikely.** Site lacks suitable habitat.

Table 1. Special Status Species List and Habitat.

Species	Regulatory Status				Habitat Requirements	Identification Period	Potential for Occurrence in the Project Area and Results of Survey
	Federal	State	TRPA	CNPS			
Federally Listed Species (Federal): FE = Federally Endangered FT = Federally Threatened FD = Federally Delisted PT = Proposed Threatened FCE = Federally Endangered Candidate FPD = Proposed for Delisting	California State Listed Species (CA): SE = State Endangered ST = State Threatened SR = State Rare SC = State Candidate Tahoe Regional Planning Agency (TRPA): SI = TRPA Special Interest Species					California Native Plant Society (CNPS) List Categories: 1 = Rare in California and elsewhere 2 = Rare in California, but not elsewhere A = Presumed extirpated or extinct B = Rare, threatened, or endangered 3 = Plants about which we need more information 4 = Plants of limited distribution CNPS Threat Code Extensions: .1 = Seriously endangered in California (Over 80% of occurrences threatened) .2 = Fairly endangered in California (20-80% occurrences threatened) .3 = Not very endangered in California (<20% of occurrences threatened)		

Federally Listed Species (Federal):	**Tahoe Regional Planning Agency (TRPA):**	**California Native Plant Society (CNPS) List Categories:**
FE = Federally Endangered	SI = TRPA Special Interest Species	1A = Plants presumed extinct in California
FT = Federally Threatened		1B = Plants rare, threatened, or endangered in California and elsewhere
FD = Federally Delisted	**USFS – Lake Tahoe Basin Management Unit Species (LTBMU):**	
PT = Proposed Threatened	S = USFS Sensitive Species	2 = Plants rare, threatened or endangered in California, but common elsewhere
FCE = Federally Endangered Candidate	LSI = USFS Species of Interest	3 = Plants about which we need more information
FPD = Proposed for Delisting		4 = Plants of limited distribution
	California State Listed Species (CA):	**CNPS Threat Code Extensions:**
	SE = State Endangered	.1 = Seriously endangered in California (Over 80% of occurrences threatened)
	ST = State Threatened	
	SR = State Rare	.2 = Fairly endangered in California (20-80% occurrences threatened)
	SC = State Candidate	.3 = Not very endangered in California (<20% of occurrences threatened)

Table C-1.2. Country Club Heights Erosion Control Project - Invasive and Noxious Weed Plant Species List and Habitat Analysis

Species	Common Name	CDFA rating[1]	Cal-IPC rating[2]	Number of sites within:	
				Project area (FS)	Botany analysis area (FS + Non-FS)
Bromus tectorum	cheat grass	n/a	High	0	1
Cirsium vulgare	bull thistle	n/a	Moderate	3	13
Conium maculatum	poison hemlock	n/a	Moderate	0	3
Leucanthemum vulgare	oxeye daisy	n/a	Moderate	1	1
Linaria vulgaris	yellow toadflax	n/a	Moderate	0	1
TOTAL				**4**	**19**

[1] CDFA ratings - A-listed weeds: eradication or containment is required at the state or county level; B-listed weeds: eradication or containment is at the discretion of the County Agricultural Commissioner; C-listed weeds: eradication or containment required only when found in a nursery or at the discretion of the County Agricultural Commissioner. (California Department of Food and Agriculture 2009)

[2] Cal-IPC ratings- High: attributes conducive to moderate to high rates of dispersal and establishment; usually widely distributed among and within ecosystems. Moderate: impacts substantial and apparent, but not severe; attributes conducive to moderate to high rates of dispersal; distribution may range from limited to widespread. Limited : ecological impacts are minor or information is insufficient to justify a higher rating, although they may cause significant problems in specific regions or habitats; attributes result in low to moderate rates of invasion; distribution generally limited, but may be locally persistent and problematic. (California Invasive Plant Council 2010)

Table 1. Special Status Wildlife Species Considered for the Country Club Heights ECP.								
Common Name *Scientific Name*	Federal Status[+]	State Status[+]		Local Status[+]	Occur within 0.5 miles of Project Area	Suitable Habitat within 0.5 miles of Project Area	Potential for Occurrence	Habitat Association (only discussed for species with a suitable habitat)
		CESA	CDFW					
Amphibians								
Sierra Nevada yellow-legged frog[1] *Rana sierrae*	FE	ST	WL		No	No	**Not expected to occur.** Suitable habitat does not exist in the Project vicinity.	
Northern leopard frog[2] *Lithobates pipiens*			SSC		No	No	**Not expected to occur.** This species is presumed extirpated from the Tahoe Basin (Schlesinger and Romsos 2000). Suitable habitat is not present in the Project area.	
Yosemite toad[3] *Anaxyrus canorus*	FT		SSC		No	No	**Not expected to occur.** Outside of the known range.	
Birds								
American peregrine falcon *Falco peregrines anatum*	DL (8/99)	SD	FP	TRPA	No	No	**Not expected to occur. No Potential to Impact TRPA Threshold Standard.** Suitable habitat does not exist in the Project area and this species is not known to occur in the Project area.	

[1] Formerly mountain yellow-legged frog, *Rana muscosa*
[2] Formerly *Rana pipiens*
[3] Formerly *Bufo canorus*

Table C-2.1. Special Status Wildlife Species Considered for the Country Club Heights Erosion Control Project

Table 1. Special Status Wildlife Species Considered for the Country Club Heights ECP.								
Common Name *Scientific Name*	Federal Status[+]	State Status[+]		Local Status[+]	Occur within 0.5 miles of Project Area	Suitable Habitat within 0.5 miles of Project Area	Potential for Occurrence	Habitat Association (only discussed for species with a suitable habitat)
		CESA	CDFW					
Bald eagle *Haliaeetus leucocephalus*	DL (8/07)	SE	FP	TRPA	No	Yes	**Moderate. No Potential to Impact TRPA Threshold Standard.** Suitable habitat does not exist within the Project boundary, but does along the Truckee River, which is within 0.5 miles from the Project. This species could pass through the Project area, but suitable breeding habitat is not present in the Project survey area.	Bald eagles have an expansive range with breeding areas in Northern California, wintering mostly in the Klamath Basin, and a few favored inland areas of Southern California. Locally, they are yearlong residents and migrants in the Tahoe Basin. Bald eagles use shorelines along large bodies of water and river courses for both nesting and wintering. Snags, broken-topped trees, or rocks near water are required for foraging and nesting. Most nests are located in large trees with open branches within 1 mile of a water body. In Lake Tahoe, known nesting sites include Emerald Bay and Marlette Lake. Wintering sites are located in Taylor, Tallac, Pope, and Upper Truckee Marshes (Romsos 2000)
Bank Swallow *Riparia riparia*		ST			No	Yes	**Moderate.** Suitable habitat is marginal in perennial grassland habitat within the Project area, however additional habitat is found within 0.5 miles of the Project. This species could pass through the Project area, but suitable breeding habitat is not present in the Project survey area.	This species prefers riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with fine-textured or sandy soils. It is also known to flock with other swallows over many open habitats during migration. Most of the current breeding population in California occurs along banks of the Sacramento and Feather rivers with others occurring along the central coast northeastern California. Locally, this species occurs as a migrant (CWHR 2016).

Table C-2.1. Special Status Wildlife Species Considered for the Country Club Heights Erosion Control Project

Table 1. Special Status Wildlife Species Considered for the Country Club Heights ECP.								
Common Name *Scientific Name*	Federal Status[+]	State Status[+]		Local Status[+]	Occur within 0.5 miles of Project Area	Suitable Habitat within 0.5 miles of Project Area	Potential for Occurrence	Habitat Association (only discussed for species with a suitable habitat)
		CESA	CDFW					
California spotted owl *Strix occidentalis occidentalis*			SSC		No	Yes	**Not expected to occur.** Suitable habitat does not exist in the Project area and only marginal habitat exists within 0.5 miles.	California spotted owl are found in Northwest California, the foothills and mid-elevation ranges of the Sierran Nevada, and localized pockets of Southern California. Locally, they are yearlong residents. They can occur in several forest types, but generally choose to breed in forested regions with high canopy cover. Because these owls are cavity dwellers, their reproductive habitat requires snags and decadent trees. Mature forests exhibit optimal habitat because they have complex forest structure, variation in tree size and age, large amounts of course woody debris, and scattered clearings that provide foraging opportunities.
Golden eagle *Aquila chrysaetos*			FP	TRPA	No	No	**Not expected to occur. No Potential to Impact TRPA Threshold Standard.** The Project area is impacted by human use and suitable habitat is lacking.	
Great gray owl *Strix nebulosa*		SE			No	No	**Not expected to occur.** Undisturbed mature red fir forests or wet meadows used for roosting and foraging are not present.	

Table C-2.1. Special Status Wildlife Species Considered for the Country Club Heights Erosion Control Project

Table 1. Special Status Wildlife Species Considered for the Country Club Heights ECP.								
Common Name *Scientific Name*	Federal Status[+]	State Status[+]		Local Status[+]	Occur within 0.5 miles of Project Area	Suitable Habitat within 0.5 miles of Project Area	Potential for Occurrence	Habitat Association (only discussed for species with a suitable habitat)
		CESA	CDFW					
Northern goshawk *Accipiter gentilis*			SSC	TRPA	Yes	Yes	**Moderate. No Potential to Impact TRPA Threshold Standard.** There is a TRPA Northern Goshawk Disturbance Zone outside of the Project area but within the 0.5 mile buffer. No improvements are proposed outside of the Project boundary and the TRPA Disturbance Zone does not overlap with the Project boundary. This species could pass through the Project area, but suitable breeding habitat is not present in the Project survey area.	Northern goshawk are distributed throughout California in middle to higher elevation forested areas, particularly in the North Coast Ranges through Sierra Nevada, Klamath, Cascade, and Warner Mountains (Zeiner et al. 1990). Locally, they can be yearlong residents and seasonal migrants. Goshawks usually nest on north-facing slopes near water and require mature conifer or aspen forests with large diameter trees, dense canopy cover, and an open under story interspersed with meadows or shrub patches. Open areas provide foraging opportunities, while logs, snags, and broken-top trees are used as "plucking posts" to de-feather prey. Nests are usually located within the largest tree in the stand, next to the bole of the tree, in the lower third of the canopy.
Osprey *Pandion haliaetus*			WL	TRPA	Yes	Yes	**Moderate. No Potential to Impact TRPA Threshold Standard.** Osprey could pass through the Project area as there several undocumented observations, but suitable breeding and foraging habitat is not present in the Project area.	Osprey are yearlong residents. Osprey diets are almost entirely fish; therefore, its range has a close association with open, calm, and clear waters for feeding. Platform nets are built atop large snags, living trees, and human structures. Tall, open trees called “pilot trees” are required nearby for landing approaches and flight practice for fledglings.

Table C-2.1. Special Status Wildlife Species Considered for the Country Club Heights Erosion Control Project

Table 1. Special Status Wildlife Species Considered for the Country Club Heights ECP.								
Common Name *Scientific Name*	Federal Status[+]	State Status[+]		Local Status[+]	Occur within 0.5 miles of Project Area	Suitable Habitat within 0.5 miles of Project Area	Potential for Occurrence	Habitat Association (only discussed for species with a suitable habitat)
		CESA	CDFW					
Waterfowl (collectively)				TRPA	Yes	Yes	**Moderate. No Potential to Impact TRPA Threshold Standard.** Designated Wildlife Habitat for Waterfowl is not located within the Project area. Waterfowl most likely will frequent the nearby Upper Truckee River, but existing disturbances and lack of suitable habitat make it unlikely they would nest in the Project area.	Mallards and other waterfowl are found throughout California in wetlands and waters such as lakes, creeks, drainages, marshes, and wet meadows. Locally, some species such as mallards are common, yearlong residents. While breeding, they need shallow-water areas with nest sites nearby. Usually nests in fairly dry sites in tall, dense herbaceous vegetation or low shrubbery within 100 m of water, rarely up to 8 km (Bellrose 1976).
Willow flycatcher *Empidonax traillii*		SE			No	Yes	**Low.** Willow flycatcher has very distinct habitat requirements that dictate meadow size, vegetation type, height, and access to water. There is modeled habitat within 0.5 miles of the Project, as well as a small pocket near the north-central Project boundary, but no suitable habitat was identified within the Project area.	Willow flycatchers are rare to locally uncommon, summer residents in the Sierra Nevada and Cascade Range. In the Sierra Nevada, suitable habitat typically consists of broad, flat meadows that support riparian deciduous shrubs (particularly willows) and retain soil moisture throughout the nesting season (May-July). Three critical habitat components are sufficient meadow size, access to water, and presence of willows. Suitable nesting habitat must have willows (at least 2m high with foliage density of 50-70%) with low, exposed branches present (Sanders and Flett 1989). Generally, willow flycatchers inhabit meadows larger than 8 hectares (at 2000-8000 ft. in elevation) and do not typically utilize willow clumps along steep terrain, or narrow bands bordered by conifer forests.
Mammals								

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		CESA	CDFW					
California wolverine *Gulo gulo luteus*		ST	FP		No	No	**Not expected to occur.** Suitable alpine habitat is not present in the Project area. There are very few documented occurrences in the region.	
Sierra Nevada mountain beaver[4] *Aplodontia rufa californica*			SSC		No	Yes	**Not expected to occur.** Habitat requirements for cover, breeding, and foraging are lacking within the Project area but are within 0.5 miles. It is not expected this species would pass through the Project area as appropriate stream requirements are not found there.	Found throughout the Cascade, Klamath, and Sierra Nevada Ranges. Distribution often is scattered; populations local and uncommon in the Sierra Nevada and other interior areas. Occur in dense riparian-deciduous and open, brushy stages of most forest types. Typical habitat in the Sierra Nevada is montane riparian with a dense understory near water. Deep, friable soils are required for burrowing, along with a cool, moist microclimate (Zeiner et al. 1990).
American badger *Taxidea taxus*			SSC		No	Yes	**Not expected to occur.** Habitat requirements for cover, breeding, and foraging are lacking within the Project survey area but are within 0.5 miles. It is not expected this species would pass through the Project area as appropriate habitat requirements are not found there.	Uncommon, permanent resident found throughout most of the state, except in the northern North Coast area (Grinnell et al. 1937). Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Suitable habitat for badgers is characterized by herbaceous, shrub, and open stages of most habitats with dry, friable soils (Zeiner et al. 1990).

[4] Formerly mountain beaver, *Aplodontia rufa*

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		CESA	CDFW					
Mule deer *Odocoileus hemionus*				TRPA	Yes	Yes	**Moderate. No Potential to Impact TRPA Threshold Standard.** Suitable habitat is located outside the Project area. Habitat in the Project area is not suitable for fawning due to existing disturbance levels.	Mule deer have a widespread distribution throughout most of California (CDFW 2014). Locally, they are common to abundant migrants. Shrubs provide food, cover, and thermoregulation, making them essential habitat criteria. Openings interspersed through dense thickets and abundant edges are preferred. Deer require 3 quarts of water/day/100 lb. (Zeiner et al. 1990), so access to water and mineral licks are also critical features to suitable habitat.
Sierra Nevada snowshoe hare *Lepus americanus tahoensis*			SSC		No	Yes	**Moderate.** This species could use the Project area for foraging, but the small, exposed nature of the survey area does not meet breeding habitat requirements.	The Sierra Nevada snowshoe hare is a medium-sized, cinnamon-brown rabbit characterized by short ears, large hind feet, and a short tail. Snowshoe hares are secretive and typically observed when flushed. This species is most active during the night or early morning. Snowshoe hares in general have populations that tend to fluctuate dramatically; however, the *tahoensis* subspecies that occupies fragmented habitat may not show dramatic population fluctuations (Zeiner et al. 1990, CDFW 2014).
Fisher (West Coast Distinct Population Segment) *Pekania pennanti*	Proposed Threatened	SCT	SSC		No	Yes	**Not expected to occur.** Appropriate habitat for denning and foraging is not present within the Project area; however marginal resting habitat is located within 0.5 miles of the Project.	Fisher are rare residents in the Lake Tahoe Basin. They prefer woody debris, vegetated understory, and continuous, dense canopy cover is essential for foraging and cover. Fisher also favor riparian areas as rest sites. Dens are made in cavities of large conifers; both snags and live trees are used. Rarely enter areas of low canopy cover, or patches of large clearings.

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		CESA	CDFW					
Sierra Nevada red fox *Vulpes vulpes necator*		ST			No	Yes	**Not expected to occur.** Habitat requirements for cover, breeding, and foraging are lacking within the Project survey area but are within 0.5 miles. Presumed extirpated from the Tahoe Basin (Schlesinger and Romsos 2000).	Sierra Nevada red fox are found in the Cascades and from Lassen to Tulare County (CDFW 2014). Their local population size has high imperilment, but numbers are suspected to be increasing (Manley and Schlesinger 2000). Although most habitats found in the Lake Tahoe Basin are suitable for Sierra Nevada red fox, they are very rare in this region. Habitats they are found in include wet meadows, sub-alpine conifers, lodgepole pine, red fir, aspen, montane chaparral, riparian, mixed conifer, and Jeffrey pine. Open areas for hunting and covered areas for den sites are required, making habitat edges ideal.
Pallid bat *Antrozous pallidus*			SSC		No	No	**Not expected to occur.** They are not known to occur in the Project area. This species is vulnerable to disturbance, so it is not likely they would roost within the highly impacted Project area. Roosting sites (rocky outcrops, cliffs, and crevices with access to open habitats for foraging) are sensitive to disturbance.	

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		CESA	CDFW					
Townsend's big ear bat *Corynorhinus townsendii*		SCT	SSC		No	No	**Not expected to occur.** There are few occurrences of this species in the Tahoe Basin, and they are not known to occur in the Project area. This species is vulnerable to disturbance, so it is not likely they would roost within the highly impacted Project area. Because roosting sites (undisturbed caves or cave surrogates) are the most important limiting resource for Townsend's big ear bat (Zeiner et al. 1990), their occurrence in the Project area is unlikely.	
Fish								
Lahontan cutthroat trout *Oncorhynchus clarkii henshawi*	FT			TRPA	No	No	**Not expected to occur.** The USFS LCT Reintroduction Project removes non-native trout from the main stem of the Upper Truckee River (below Meiss Meadows, the outlet tributary of Round Lake, and the inlet and outlet of Dardanelles Lake). This project also removes and returns LCT from the lower reaches of the Upper Truckee River to the upper portion of the river so prevent hybridization with rainbow trout (USDA 2012). LCT is not expected to occur in the portion of the Upper Truckee River that passes within 0.5 miles of the Project.	
Lahontan Lake tui chub *Gila bicolor pectinifer*			SSC		No	No	**Not expected to occur.** Suitable habitat does not exist within or adjacent to the Project area.	

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Special Status Codes

[+] Federal	State	CDFW
FE = Federally Endangered under the ESA	SCT = State Candidate Threatened	SSC = Species of Special Concern
FT = Federally Threatened under the ESA	SE = State Endangered under CESA	FP = Federally Protected
FC = Federal Candidate under the ESA	ST = State Threatened under CESA	WL = Watch List
DL = Federally De-listed	SD = State Delisted	Local
		TRPA = TRPA Special Interest Species

Sources: CDFW 2016, CNDDB 2016, TRPA 2011, TRPA 2016, USFWS 2016

APPENDIX D:

SUPPLEMENTAL REPORTS

AVAILABLE ONLINE AT:

HTTP://WWW.EDCGOV.US/GOVERNMENT/DOT/CEQA/95191_CCH_IS-MND_APPENDIXD.ASPX