

ADDENDUM TO  
MITIGATED NEGATIVE DECLARATION

For

ANGORA 3 EROSION CONTROL AND FISHERIES ENHANCEMENT PROJECT

EL DORADO COUNTY  
DEPARTMENT OF TRANSPORTATION

State Clearinghouse #2005122039

October 2007

## **BACKGROUND/LOCATION**

The Project is located within the Lake Tahoe Basin in eastern El Dorado County. It occupies portions of Sections 18 and 19, Township 12 north, Range 18 east, Mount Diablo Base, and Meridian. It is located in Mountain View Estates Unit #'s 1, 2, 3, 4, and 5. The Project area is shown on the Echo Lake U.S. Geologic Survey (USGS) 7.5-minute quadrangle. The elevation of the Project area ranges from 6,290 feet at Angora Creek near Mountain Meadow Drive to 6,475 feet near Pyramid Circle. The Project area is located within an existing residential development bounded to the north by Lake Tahoe Boulevard and portions of View Circle, to the northwest by the parcels west of Mt. Rainier Drive and Pyramid Circle, to the south by North Upper Truckee Road, and to the east by parcels east of Mountain Meadow Drive (Figure A). Other streets in the Project area include Dixie Mountain Drive, the southern portion of Lake Tahoe Boulevard, Mt. Shasta Circle, Mt. Diablo Circle, Mt. Olympia Circle, Snow Mountain Drive, and Pyramid Court.

El Dorado County Department of Transportation – Tahoe Engineering Division (EDOT) prepared an Initial Study (IS) in Fall 2006 based on a conceptual project design to comply with the requirements of the California Environmental Quality Act and (CEQA) and to qualify for California Tahoe Conservancy (CTC) grant funding for the Angora 3 Erosion Control Project and Fisheries Enhancement Project (Project). El Dorado County previously approved a Mitigated Negative Declaration (MND) for the Project. This document evaluated environmental impacts based on conceptual Project design and was supported by a completed environmental checklist. This document was originally released for public review between December 8, 2005 and January 6, 2006. However, based on comments received from partner agencies, EDOT agreed to recirculate the document to provide for additional review by the public. The recirculated document was approved on March 21, 2006 by the El Dorado County Board of Supervisors (State Clearing House # 2005122039) for the Project which was filed with the Record-Clerk's a Notice of Determination was filed on March 24, 2006, consistent with the CEQA Guidelines.

In August 2007, EDOT prepared an additional addendum to reflect a change in conditions that resulted due to the effects of the Angora Fire which was ignited on United States Forest Service land on the afternoon of June 24, 2007. Due to the conditions that currently exist in the Project area, the EDOT prepared an Addendum to the previously approved IS/MND to accurately depict the existing conditions that currently exist in the Project area as well as update any other pertinent information related to the project.

This Project is identified in the Tahoe Regional Planning Agency's (TRPA) Environmental Improvement Program (EIP) project list. Last updated in 2001, the EIP includes a master list of projects for each threshold which are necessary to achieve and maintain environmental thresholds for the Lake Tahoe Basin. It is important to note that the goals of the Project remain the same as initially proposed which are intended to address erosion, storm runoff, and water quality problems that have been identified in the Project boundaries. Addressing identified water quality problems is anticipated to have a direct benefit to the quality of nearby waterways and ultimately Lake Tahoe.

## **PROJECT DESCRIPTION**

### **Proposed Project**

#### **Erosion Control Project Purpose and Need**

Pursuant to the requirements of Section 208 of the Clean Water Act, the TRPA prepared a Water Quality Management Plan (208 Plan) for the Lake Tahoe Basin. This plan identified erosion, runoff, and disturbance resulting from developments such as subdivision roads within the Project area as primary causes of the decline of Lake Tahoe's water quality. The 208 Plan also mandates that capital improvement projects such as the Angora 3 Project be implemented to bring all El Dorado County roads into compliance with Best Management Practices (BMPs) by the year 2008 to assist in achieving water quality objectives.

This Project is one of three capital improvement projects designated as Project 193 "Mountain View" in the TRPA EIP list. The three capital improvement projects that comprise Project 193 are as follows: 1) View, 2) Mt. Rainier, and 3) Cochise. This Project is the Mt. Rainier portion of EIP Project 193.

The purpose of the Project is to improve the water quality of runoff to Angora Creek and ultimately to Lake Tahoe by reducing erosion and sediment originating in the Project area. The methods available to improve water quality include source control, hydrologic design, and treatment. Various methods of improving water quality were assessed as part of the planning process, specifically the Formulating and Evaluating Alternatives Memorandum and the Preferred Alternative Report in which a preferred alternative was identified. As part of the planning process, the following problems were identified in the Project area:

- Eroding cut slopes;
- Eroding roadside ditches;
- Reduced infiltration;
- Road sand/cinder accumulation along roads; and
- Improper hydraulic conveyance in unlined ditches, leading to scour.

Typical drainage and water quality issues identified within the Project area fall into general categories shown in Table 1:

**Table 1. Typical Drainage and Water Quality Issues within the Project Area**

<b>Problem</b>	<b>Type<sup>1</sup></b>	<b>Description</b>
Sediment production from soil instability	SC	Soil erodes from sparsely vegetated and sloped areas.

Sediment production from exposed shoulder	SC	Soil erodes from compacted shoulder and roadside parking.
Sediment production from sanding operations	SC	Cinders wash off road surface with high concentrations at intersections.
Inadequate conveyance under roads	HD	Culverts are undersized and damaged.
Inadequate conveyance along roads	HD	Undersized or nonexistent roadside ditch; inadequate placement of culverts.
Ponded water along roads	HD	Insufficient slope, channel or berms.
Iron seepage from groundwater	T	Natural source problem.
Lack of infiltration and treatment	T	Compacted and poorly vegetated open areas and drainages unable to provide infiltration and treatment.

<sup>1</sup> Problem Type: SC – Source Control; HD – Hydrologic Design; and T – Treatment.

### **Erosion Control Concept Alternatives**

The process of formulating alternative solutions to address water quality issues in the Project area conforms to the Stormwater Quality Improvement Committee (SWQIC) 2004 Guidelines for Water Quality Projects. The two main steps implemented to develop alternatives are: (1) describe baseline (existing) conditions and (2) formulate and evaluate alternatives. Baseline data for the Project area has been collected and presented in the Existing Conditions Report (EDOT 2004). The Formulating Alternatives Memorandum was prepared and released in September 2005. All previous documents are available through the EDOT.

EDOT and the CTC met in early June 2005 to discuss a broad range of draft concept alternatives for erosion control. As a result of the meeting, the draft concept alternatives were reduced to four modified concept alternatives. During the June site visit, additional opportunities for SEZ and water quality improvement were identified outside of the erosion control Project area.

The PDT selected a preferred alternative at a meeting on November 21, 2005. The preferred alternative consists mostly of Alternative 4, described below, and includes some proposed biospreaders in Alternatives 2.

General items in the preferred alternative include:

- All Project area culverts not abandoned or removed will be assessed during alternative analysis and will be redesigned if size or positions are inadequate for conveyance and water quality protection.
- All regraded channels with sufficient water to support vegetation will be restored with either a combination of seeding and blanketing, willow cutting installations or placement of salvaged sod or willows.

#### ***Concept Alternative #1 – Urban (Modified)***

This alternative was initially designed to strictly follow an urban (reliance on hardscapes) strategy to address identified problems such as curb and gutter, drop inlets, and piping.

Following the June meeting with EDOT-TED and the CTC, Alternative #1 was modified by incorporating additional organic opportunities, which can be characterized as utilizing the natural environment with little modification to maximize water quality and wildlife benefit.

Source Control: Curb and gutter is proposed along all roadway drainages where the existing ditches are earthen and eroding and have insufficient groundwater (e.g., Pyramid Circle, Mt. Olympia, etc.) to support vegetation. Curb and gutter installations in these areas would prevent erosion along the roadway drainage and reduce shoulder disturbance. A combination of rock-lined ditches with vegetation or a series of biospreaders to absorb the water's energy and prevent erosion are proposed in areas where existing vegetated ditches are currently showing signs of erosion or where eroded dirt ditches flow perpendicular to the roadways. Along sparsely vegetated and eroded slopes, a combination of vegetation and rock slope protection is proposed to stabilize the area and prevent additional erosion.

Hydrologic Design: A storm drain system installed within the ROW to avoid impacting existing SEZ is proposed along the length of North Upper Truckee Road in the Project area. The storm drain is used to adequately collect and convey roadway runoff and treat it through a series of pretreatment vaults. The storm drain system would initiate at the intersection of North Upper Truckee Road and Mt. Rainier Drive and terminate at a vegetated swale in the State owned parkland below. Additional culverts are proposed in areas where nuisance ponding and flooding has been identified. For example, a new culvert is proposed at the corner of Mt. Rainier Drive and Mt. Olympia to prevent flow and potential flooding across the roadway and eliminate erosion in the swale located between Mt. Olympia and Mt. Diablo. Rock bowls are proposed at currently ponding or overflowing culvert inlets to slow flow and improve conveyance. The rock bowls will also improve source control by preventing erosion at the culvert intake. Regrading and revegetating all roadway drainages where there is ponding or flooding due to inadequately sized or sloped channels is also proposed.

Treatment: Sediment traps or pretreatment vaults are proposed upstream of culvert inlets that carry flow from rock-lined or earthen ditches. They are also proposed upstream of culverts and storm drains alongside the major roadway sections where winter road sanding operations are concentrated. Sediment traps and pretreatment vaults will allow for deposition and removal of coarse sediments. A combination of sediment traps and detention basin at the northeast corner of the intersection of Lake Tahoe Boulevard and Mt. Rainier Drive is suggested to provide treatment of flows exiting sections of Lake Tahoe Boulevard and Mt. Rainier Drive.

### *Concept Alternative #2 – Organic (Modified)*

This alternative was initially designed to follow an organic strategy for solutions to address identified problems and proposed no additional hardscape improvements. It allowed for replacement of the same number of culverts that currently exist. After the June meeting, Alternative #2 was modified by the introduction of some urban options. For example, additional culverts were added where runoff floods the roadway and sediment traps were installed at culvert inlets to capture road sand and cinders.

Source Control: Soil restoration, revegetation and coir log (biospreader) installation are proposed for all sparsely vegetated and eroded areas to minimize rilling, sloughing, and resulting sediment production. Revegetation and blanketing is designated for all regraded channel sections to stabilize the channel and prevent erosion. Biospreaders are designated at slopes downstream from culvert outlets to slow flow and reduce erosion.

Hydrologic Design: A constructed, vegetated and blanketed v-ditch on Pyramid Circle is proposed to provide conveyance and reduce erosion. Constructed vegetated swales are provided at Culverts 21, 20 and 19 to improve conveyance to the existing meadow and reduce ponding immediately downstream. In areas where there is an existing channel with poor conveyance, regrading the channel's size and slope is proposed to improve conveyance. To alleviate ponding behind Culvert 18 and provide more water to the meadow, removal of a 200-foot section of pavement on Mountain Meadow Drive and construction of a meandering vegetated swale is proposed to carry the flow north to the meadow. Constructed step pool channels are provided at two culvert outlet locations (Culverts 2 and 9) on steep slopes to slow the flow and promote overbanking and infiltration at key locations.

Treatment: A constructed wetland basin is proposed at the outlets of Culverts 28 and 32 to treat runoff. All drainage conveyance is via vegetated swales to provide increased infiltration and treatment. Sediment traps have been added at locations with high concentrations of road sand and cinders.

### *Concept Alternative #3 – Blended*

This alternative focuses on dividing, spreading, and infiltrating flows using a combination of urban and organic options and taking advantage of publicly owned lands for BMP placement. Incorporating comments from the June meeting, a large portion of the proposed curb and gutter was removed and existing drainages are relied on instead of routing flow to dispersion areas on public parcels.

Source Control: Vegetating and restoring soils, where appropriate, is proposed to stabilize the area and prevent erosion on all sparsely vegetated and eroded areas greater than 100 square feet and located on publicly owned parcels. Biospreaders, sometimes combined with vegetated swales, are proposed to slow water flow and prevent erosion on sloped areas downstream of new culvert outlets. Curb and gutter sections provide a source control benefit by reducing erosion along roadway drainages and reducing shoulder disturbance caused by plowing operations and roadside parking.

Hydrologic Design: Curb and gutter is proposed on Lake Tahoe Boulevard, North Upper Truckee Road and sections of Pyramid Circle, Mt. Olympia, Mt. Diablo and Dixie Mountain Drive to improve conveyance and direct flow to additional culverts for dispersion onto public lands. In other areas the existing drainages are used to carry the flow to additional culverts to spread and infiltrate the flow onto public lands.

Treatment: Sediment traps will be used to provide coarse sediment removal proposed at culvert inlets on North Upper Truckee Road and Lake Tahoe Boulevard and culvert inlets leading to detention basins located in areas of concentrated road sanding applications. Detention and wetland basins are proposed at numerous culvert outlet locations to provide treatment through sedimentation and infiltration.

#### *Concept Alternative #4 – Blended-*

This alternative builds upon Alternative 2 using field recommendations made during the June 2005 meeting and associated site visit.

Source Control: A combination of rock slope protection and revegetation is proposed for many sparsely vegetated and eroded areas to minimize rilling, sloughing and resulting sediment production. Laying back the slope and mulching is proposed for eroding slopes that would be difficult to revegetate due to soil and moisture conditions. Revegetation and blanketing is designated for all regraded channel sections to stabilize the channel and prevent erosion. Rock bowls are proposed at culvert outlets where rilling is occurring at the outlet and biospreaders are designated at slopes downstream from culvert outlets to slow flow and reduce erosion. Porous pavement or boulders combined with revegetation are proposed in areas with heavily compacted and eroding shoulders to provide source control and facilitate infiltration.

Hydrologic Design: Curb and gutter is proposed in very specific areas where there is a combination of either steep slopes, evidence of snow plow disruption and eroding ditches. Constructed vegetated swales are provided at Culverts 20 and 19 to improve conveyance to the existing meadow and reduce ponding immediately downstream. A section of the dead end street on North Upper Truckee Road is removed to eliminate unnecessary impervious coverage and to allow for construction of a vegetated swale or wetland basin to collect runoff from Culvert 21. In areas where there is an existing channel with poor conveyance, regrading the channel's size and slope followed by revegetation is proposed to improve conveyance.

Treatment: Double sediment traps are proposed at Culvert 28 inlet and a single sediment trap at Culverts 1, 9, 11, 24, 27 and 32 to treat runoff in areas of road sanding operations. All drainage conveyance is via vegetated swales to provide increased infiltration and treatment.

#### **Erosion Control Preferred Alternative - Blended**

In reviewing and analyzing the alternatives detailed above, EDOT, in cooperation with the funding agencies and the PDT concluded that an alternative similar to that of Alternative 4 is the preferred alternative. The preferred alternative improvements will also include biospreaders as described in Alternative 2.

#### **DISCUSSION OF PROPOSED MODIFICATIONS**

To facilitate construction, the County has broken the Angora 3 Erosion Control and Fisheries Enhancement Project into two phases which are noted as Angora Phase 3A and Angora 3B. Although the project has been phased, it is important to note that the overall project boundary has not changed and is still consistent with the original CEQA IS/MND. However, since adoption and certification of the original CEQA IS/MND (State Clearinghouse #200512203) and August 2007 Addendum, the County has slightly modified the project to include additional state parcels and revise some of the proposed improvements. The revised figures showing the phased project area and the proposed modifications are shown in Figure A and C-1, C-2, and C-3, respectively. Figures A and

B-1, B-2, and B-3 of the CEQA Initial Study depicting the project area and problem areas remain unchanged and are also included as part of this addendum.

A list of these additional parcels and associated modifications are detailed below:

In Phase 3A, two (2) CTC parcels and have been added. The Assessors Parcel Numbers (APN) and associated improvements are as follows:

<b>Owner</b>	<b>APN</b>	<b>Proposed Improvements</b>
CTC	33-503-02	Rock bowl, reveg
CTC	33-552-06	Grading, reveg

In Phase 3A, modifications have been made to the eight (8) CTC parcels. The Assessor Parcel Numbers and associated modifications are as follows:

<b>Owner</b>	<b>APN</b>	<b>Proposed Improvements</b>
CTC	33-474-05	Pipe, FES, rock dissipator, reveg
CTC	33-474-11	RLC, rock bowl, Sediment traps, pipe, FES, grading, sign & tree removal, reveg
CTC	33-484-16	RLC, rock bowl, basin, pipe, FES, rock dissipater, tree removal, reveg
CTC	33-502-19	Rock bowl, GLS, rock channel protection, grading, sod salvage, reveg
CTC	33-503-01	Pipe, FES, rock dissipator, GLS, sod salvage, tree removal, reveg
CTC	33-511-21	Rock slope protection, reveg
CTC	33-513-13	GLS, rock channel protection, grading, sod salvage, reveg
CTC	33-514-12	GLS, tree removal, rock bowl, sod salvage, reveg

In the Phase 3A, the following easement has been added:

<b>Owner</b>	<b>APN</b>	<b>Proposed Improvements</b>
Handal	33-517-01	Pipe removal, reveg

In Phase 3B, five (5) CTC parcels and have been added. The Assessors Parcel Numbers (APN) and associated improvements are as follows:

<b>Owner</b>	<b>APN</b>	<b>Proposed Improvements</b>
CTC	33-441-22	Reveg
CTC	33-442-22	Pipe, biospreaders
CTC	33-443-05	Pipe, FES, rock dissipator, biospreaders, reveg
CTC	33-455-05	RLC, rock dissipater, biospreaders, reveg, BMP existing channel
CTC	33-531-05	Grading, reveg

In Phase 3B, modifications have been made to the six (6) CTC parcels. The Assessor Parcel Numbers and associated modifications are as follows:



<b>Owner</b>	<b>APN</b>	<b>Proposed Improvements</b>
CTC	33-442-17	Pipe, FES, rock dissipator, GLS, biospreaders, tree removal, reveg
CTC	33-442-24	Pipe, FES, rock dissipator, biospreaders, reveg
CTC	33-443-02	Pipe, FES, RSP, RLC, rock dissipator, rock bowl, reveg
CTC	33-454-10	RLC, reveg
CTC	33-485-06	Biospreaders, reveg
CTC	33-511-05	Rock dissipator/bowl, slope grading, RSP, reveg

In the Phase 3A, the following easements have been added:

<b>Owner</b>	<b>APN</b>	<b>Proposed Improvement</b>
Koch	33-442-20	Drainage easement
Brown	33-442-26	Drainage easement
Sears	33-442-27	Drainage easement
Rebitz	33-453-25	Reveg

## **ENVIRONMENTAL ANALYSIS**

The proposed improvements being proposed as part of the Project will not require any changes to the responses in the 2006 Initial Study Checklist and associated Mitigated Negative Declaration, hence, no new significant impacts have been identified nor is there any additional mitigation measures needed.

Two protocol surveys were conducted in June and July of 2005. ENTRIX biologists surveyed for potential northern goshawk (*Accipiter gentiles*) (FSC (nesting), CSC (nesting), MIS, FSS and TRPA) nesting habitat, as well as willow flycatcher (*Empidonax traillii*) (FSC (nesting), CE, MIS, FSS) nesting habitat and activity. The Project area does not contain sufficient appropriate nesting habitat for northern goshawk. Additionally, no willow flycatchers were detected at potential nesting areas surveyed in the Project area and vicinity. Due to the devastation caused by the fire, additional degradation to potential habitat has occurred further reducing the likelihood of encountering sensitive species.

As the following addendum to the CEQA Checklist explanation details, the Project is authorized and valid under the County General Plan and the Tahoe regional Planning Agency's Regional Plan for the Lake Tahoe Basin and will not result in the significant increase in traffic or water consumption.

### Land Use and Planning

- a) The determination of no impact under Land Use/Planning remains the same. However the following explanation is added to the original CEQA Checklist under Land Use and Planning.

El Dorado County's General Plan contains goals, objectives, and policies that guide growth and development within areas under the County's jurisdiction, including the project area. The 1996 General Plan was set-aside in September 1999 as a result of a determination by the Sacramento County Superior Court that, in certain respects, the County had not fully complied with CEQA in preparing the EIR and findings for the General Plan. A hearing was held on the form of the Writ to be issued, that included the scope of remedy to be imposed while the County worked to correct these CEQA violations. The court issued a Writ of Mandate that governs the County's land use decisions during the interim period between the issuance of the Writ and the completion of a new General Plan. The Project is authorized under the Writ in that it does not have the effect of allowing the commencement, expansion, or intensification of any new use on property; does not result in a significant increase in traffic or water consumption; and the Project approval and permitting falls within the purview of the Tahoe Regional Planning Agency.

VI. Transportation/Circulation

- b) The determination of "Potentially Significant Unless Mitigation Incorporation" for transportation/circulation from the Project IES/MND remains unchanged; however the following items satisfy requirements of the current CEQA Checklist for this topic:

In 1998, voters adopted Measure Y. Measure Y added several new policies in the Circulation Element of the General Plan. Specifically, traffic from residential development projects of five or more units must not result in level of service F or worse traffic congestion during weekday, peak-hour periods on any highway, road, interchange, or intersection in the unincorporated areas of the County. The Project is consistent with the provisions of Measure Y, since it is not a residential development project and will not permanently increase traffic congestion.

**FINDINGS/CONCLUSIONS**

Pursuant to CEQA Guidelines Section 15162, as applicable to an IES/MND, DOT draws the following conclusions regarding the Angora Phase 3 Erosion Control and Fisheries Enhancement Project modifications:

- 1) The proposed Project will not result in substantial changes that would lead to the identification of new or previously unidentified significant environmental effects that require major revisions of the previous IS/MND.

- 2) There has been no substantial change with respect to the circumstances under which the Project is being undertaken that would require a major revision of the previous IS/MND due to the involvement of new significant environmental effects.
- 3) No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the IES/MND was adopted, shows that the Project will have one or more significant effects not discussed in the previous IS/MND. Furthermore, the mitigation measures adopted in the IS/MND remain the same.

Based on these findings, DOT has concluded that preparation of a subsequent IS/MND for the Project is unnecessary and that preparation of an Addendum is appropriate in accordance with CEQA Guidelines Section 15164. DOT accordingly approves this Addendum and the associated Project modifications.

---

Date

---

Department of Transportation  
Representative

---

Title