

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

CEQA INITIAL STUDY

FOR

The Apalachee Erosion Control Project

State Clearinghouse No. 99122015

Job Number : 95154
Date: December 2, 1999

**El Dorado County
Department of Transportation
APALACHEE EROSION CONTROL PROJECT
INITIAL STUDY**

This document includes the following sections:

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 - B. Site Description
 - C. Project Need
 - D. Hydrology/Hydraulics
 - E. Proposed Improvements
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 - 2. Treating Storm Water and Snow Melt Runoff
 - 3. Other Erosion Control Water Quality Improvements
 - 4. Right-of-Way Acquisition Requirements
 - F. Mitigation Monitoring
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APALACHEE EROSION CONTROL PROJECT

Initial Study

This Initial Study is based on a conceptual design and has been prepared in order to qualify for the California Tahoe Conservancy (CTC) grant funding for the Apalachee Erosion Control Project.

El Dorado County intends to seek a mitigated Negative Declaration for this project. Even though this CEQA document is being prepared before the design review process is completed, the design concepts are known and changes are expected to be insignificant. However, if significant impacts or new mitigation measures result from this review process, El Dorado County will recirculate the document to address these new issues.

The initial review period shall begin December 7, 1999 and end on January 5, 2000. Comments received after January 5, 2000 will not be considered.

I. PROJECT DESCRIPTION

A. Project Location

The project area is located in eastern El Dorado County, in the Lake Tahoe Basin, east of U.S. Highway 50, and west of Pioneer Trail. The project area is bounded by Pioneer Trail on the south and east, Trout Creek on the north and east, United States Forest Service (USFS) lands on the north, and the Upper Truckee River and the rescinded Caltrans freeway corridor on the west. The project area includes Tahoe Paradise Unit Nos. 1, 2, 3, 4, 5, 6, 7, and 8 Subdivisions as well as Rolling Woods Heights Subdivision which encompasses approximately 500 acres. The project has been divided into three phases for funding and construction purposes. Figure A provides a map of the project area.

B. Site Description

The project area encompasses El Dorado County right-of-way, CTC, USFS, and private property. Approximately 23% of the parcels are publicly owned either by the CTC or by the USFS, and approximately 55% of the parcels have been developed with single family residences. Figures B-1, B-2, and B-3 depict the ownership of the public parcels. Subdivision improvements include 25- to 30-foot wide paved roads within 50, 56, or 60-foot County rights-of-way, overhead and underground utilities, and limited drainage improvements.

The natural slopes in the project area are steep, well vegetated with pines, fir, manzanita, and other shrubs, and are covered with a blanket of pine needles. Cut banks in the project area are steep and eroding and are bisected with steep roadways that are heavily sanded in the winter for driving safety. The storm water and snow melt runoff from the roadways and banks is conveyed via eroding roadside shoulders and channels and drains into generally well-vegetated but channelized stream environment zones (SEZs) depositing sediment and road sand. The deposition of road sand and sediment reduces the effectiveness of these SEZ areas in treating the runoff. Since these SEZs discharge into the Upper Truckee River (which is within 0.20 miles of the westerly edge of the project area) and Trout Creek (which is within 0.60 miles of the northeasterly edge of the project area) both of which flow into Lake Tahoe, the water quality of these streams and Lake

Tahoe is negatively affected by this reduction in effectiveness. Figures C-1, C-2, and C-3, each entitled "Problem Area and Watershed Map," show the locations of these various problem sources and the watershed areas draining into these SEZs.

Land Capability Classes include Stream Environment Zone (SEZ) Class 1b and Classes 4,5, and 6. The corresponding soils types accompanying these classes are loamy alluvial lands, gravelly and stony coarse loamy sand, loamy coarse sand, coarse sandy loam, and gravelly loamy coarse sand. Figures D-1, D-2, and D-3 depict the Land Capability Classes in the project area.

C. Project Need

Pursuant to the requirements of Section 208 of the Clean Water Act, the Tahoe Regional Planning Agency (TRPA) has prepared a Water Quality Management Plan (208 Plan) for the Lake Tahoe Basin. This plan identifies erosion, runoff, and disturbance resulting from developments such as the subdivision roads within the project area as primary causes of the decline of Lake Tahoe's water quality. TRPA's 208 Plan also mandates that capital/environmental improvement projects such as the Apalachee Erosion Control Project be implemented to bring all County roads into compliance with the Best Management Practices by the year 2008.

The proposed project area encompasses multiple projects included in both the Tahoe Regional Planning Agency's (TRPA) Environmental Improvement Program (EIP) and the California Tahoe Conservancy's (CTC) 1987 "A Report on Soil Erosion Control Needs and Projects in the Lake Tahoe Basin" (CTC 1987 Report). These projects are listed in the 1987 CTC report and prioritized as follows:

Washoan Boulevard, priority no. 6, Glen Eagles Road, priority no. 13, Apalachee Drive, priority no. 22, Jicarilla Drive, priority no. 26, and Muskawaki Drive, priority no. 31.

Each of these projects were identified as project #0188 within Plan Area Statement 117 in the TRPA EIP.

El Dorado County Department of Transportation (DOT) proposes to resolve the problems mentioned above by:

- 1) stabilizing existing sediment contributors;
- 2) capturing road sand; and
- 3) treating the storm water and snow melt runoff.

D. Hydrology/Hydraulics

During the design of the proposed project, hydrology and hydraulic studies will be performed and included in the Project Report. The Project Report will be reviewed by all funding and regulatory agencies. In general conveyances will be designed to handle the 100-yr storm event and the sediment basins will be designed to retain the runoff from the 20-yr 1-hr storm falling within the County right-of-way as a minimum. Surface areas of the sediment basins will be considered in determining treatment efficiencies for sediment removal.

E. Proposed Improvements

For funding purposes and to facilitate construction, this rather large project area has been divided into three phases which are depicted on Figures A as well as B-1, B-2, B-3, D-1, D-2, D-3, E-1, E-2, and E-3.

Phase 1 includes the following County roads: Glen Eagles Road, Boren Way, Ponca Street, Mingwe Street, the southern portions of Onnontioga Street, Nottaway Drive, and Acoma Circle, Pine Valley Road, Hekpa Drive, and Busch Way.

Phase 2 includes the northerly portions of Acoma Circle, Nottaway Drive, and Onnontioga Street, Acoma Court, Semat Court and Street, Omaha Street, Kansa Street, Washoan Boulevard, Tabira Court, Muskawaki Drive, Panka Street, the southerly portion of Nadowa Street, and all but the most northerly portion of Apalachee Drive.

Phase 3 includes the northerly-most portions of Nadowa Street and Apalachee Drive, Kulow Street, Koyukon Drive, Brule Street, Watson Street, Hunkpapa Street, Huph Street, Canarsee Street, Minniconjou Street, Tooch Street, Susquehana Drive, Jicarilla Drive, Guadalupe Street, Ibache Street, and Aravaipa Street.

1. Stabilizing Existing Sediment Contributors and Capturing Road Sand

Cut slopes will be primarily stabilized with revegetation. DOT proposes to use the California Conservation Corps (CCC) labor in this revegetation work. Where the existing roadside ditches at the toes of these slopes are well vegetated, a compost/seed mix will be used to revegetate the bare areas. In areas where the toes of the slope are also bare, a combination of compost/seed and rock breast wall to armor the toe and flatten the slope is proposed. Curb and gutter will be installed for toe protection from snow removal equipment in the areas where equipment gouging is evident and where other roadside disturbances have occurred. Curb and gutter will also convey runoff and road sand into sediment traps before the runoff is discharged into existing SEZs or into proposed sediment basins. The sediment traps will capture the coarser sediments and a fair portion of the smaller grain sizes. This will reduce the total sediment/road sand discharged to the SEZ or sediment basin thus improving the SEZs' and basins' effectiveness.

2. Treating Storm Water and Snow Melt Runoff

In the existing drainage areas that are surrounded by development, we propose to construct sediment basins in the drier areas of the SEZ or just outside the SEZ for treatment of the runoff. Where possible existing sod and willows will be salvaged and replanted in the proposed sediment basins. Topsoil will also be salvaged and reused. Overflows from the basin will be directed into the existing drainage channels within these SEZ areas via rock-lined channels or vegetated swales. During the design process soil and percolation testing will most likely be performed to determine infiltration rates at proposed basin sites. Ground water observation wells will probably be installed to determine ground water elevations at proposed basin sites.

In the existing drainage areas in which the surrounding SEZ is undeveloped, and, for the most part, publicly-owned or privately owned but unbuildable, we propose to construct flow spreading devices in the SEZ. These devices will spread the road runoff throughout the SEZ area to provide nutrient uptake and longer retention duration prior to discharging into the channelized areas.

3. Other Erosion Control/Water Quality Improvements

A portion of the pavement has been removed from the southern cul de sac bulb of Muskawaki Drive. We propose to remove the pavement remaining in the bulb area and to restore the area by revegetation with consideration of the need for access by the utility companies.

The existing road embankment at the existing drainage on Onnontioga just northerly of Omaha Street exhibits signs of instability. We propose to replace the existing sack-crete embankments with a rock buttress to prevent the road fill from sloughing into the existing drainage way.

A site investigation was performed to determine the existing culvert locations, drainage ways, watersheds, and problem areas. The hydrology/hydraulics for the area will determine if the existing culverts are undersized. Some culverts are damaged and require replacement. Typically, the replacement will be a culvert of 18" minimum diameter for ease of maintenance. Figures C-1, C-2, and C-3 show the watershed boundaries with the existing drainages. Figures E-1, E-2, and E-3 show the proposed improvements. A summary of mitigation measures to reduce environmental impacts to a less than significant level is presented on Attachment B included herein.

4. Right-of-Way Acquisition Requirements

The subdivision maps show drainage easements for all of the existing drainage ways. The maps also show slope easements along some of the existing cut slopes. As the design and survey progresses, it will be determined where these slope easements are adequate and where easements for revegetation and/or rock breast wall work are necessary. It will also be determined if any easements are necessary for the installation of the proposed sediment traps or sediment basins (e.g. Semat Street).

Although every effort was made to locate the proposed improvements within the County right-of-way or on publicly-owned parcels, the conceptual design resulted in the need for two full acquisitions: APN 33-813-05 for construction of a sediment basin and APN 33-691-05 for flow spreading of runoff in the existing SEZ. APN 33-813-05 is undeveloped but buildable, whereas APN 33-691-05 is undeveloped and unbuildable. The owners of these parcels will be contacted in the near future to determine their willingness to sell their parcels to the County.

A number of public parcels are proposed for use. Improvements are proposed to be constructed on 15 United States Forest Service (USFS) parcels as well as on 2 parcels of National Forest Service Lands. Either a Special Use Permit or direct transfer of USFS parcels to the County will be the mechanism that will allow the County to use these parcels.

It is proposed to use 19 CTC parcels. The CTC will grant license agreements allowing these improvements to be constructed on their property.

APN 33-050-15 is listed with the assessor's office as owned by the State of California. The Agenda for the September 1999 CTC Board meeting listed this parcel among the 300 surplus Caltrans parcels along the former Highway 50 freeway corridor for which the CTC would accept jurisdiction and control of. We propose to construct sediment basins off of Ponca Street and Nottaway Drive on this parcel.

Figures B-1, B-2, and B-3 show all the public parcels within the project. The public lots proposed for use have their assessor's parcel number shown. Also shown on Figures B-1 and B-2 are the two private acquisitions.

During the design process, public meeting(s) will be held to inform the project area property owners and residents of the project and to receive their input.

F. Mitigation Monitoring

Mitigation measures described in attachments to the Environmental Checklist, referred to in the Environmental Assessment, and summarized in Attachment B, will require monitoring to assure that the desired result is achieved.

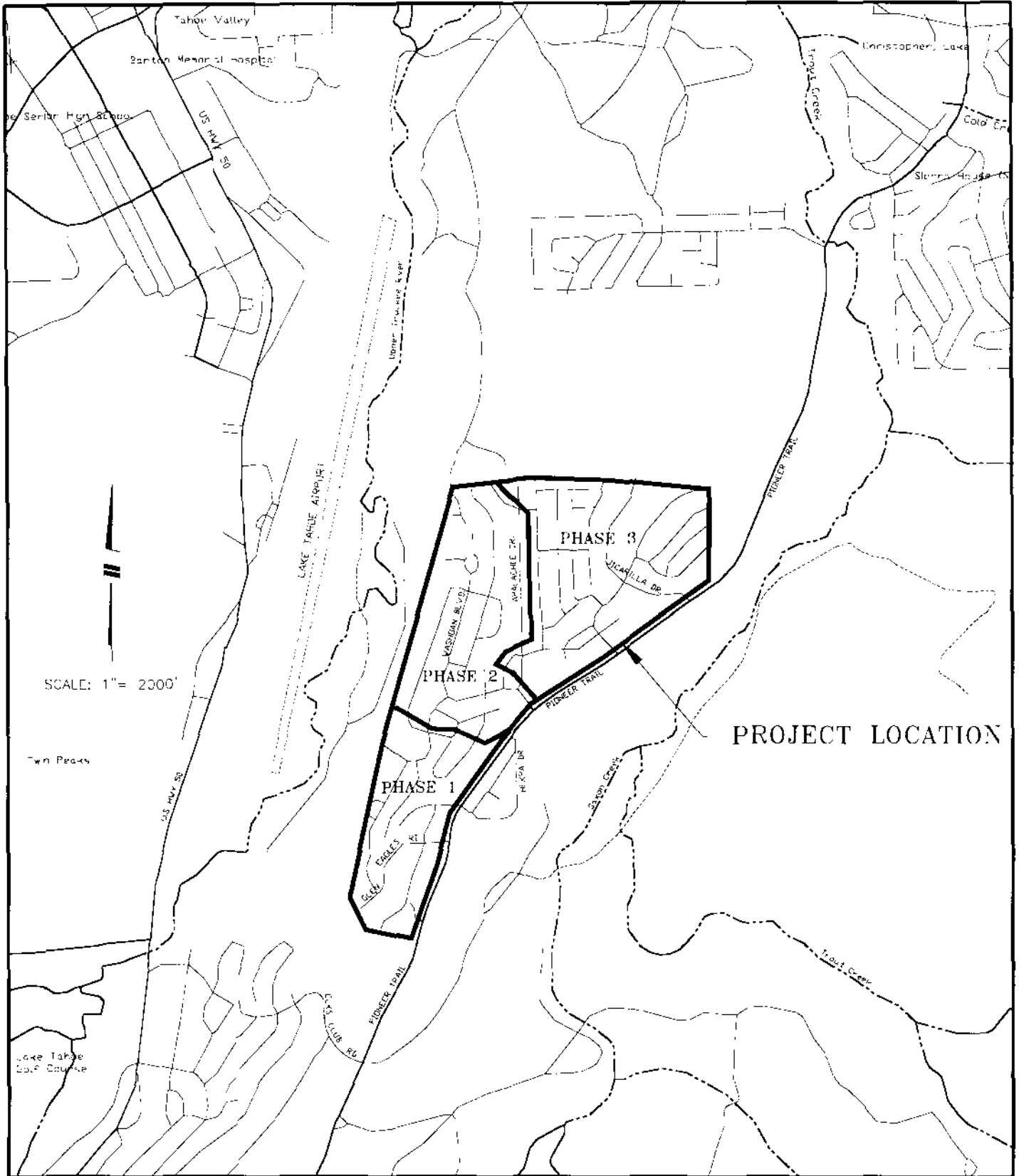
Mitigation of potential impacts due to construction will be carefully monitored by a full time construction inspector provided by the County. This inspector will insure that the temporary erosion control requirements and other environmental protection requirements are strictly adhered to by the Contractor. In addition to County inspections, all regulatory agencies review project plans and specifications to ensure compliance with local, state, and federal requirements. These agencies also visit projects in progress to enforce the implementation of Best Management Practices (BMPs).

The maintenance and monitoring of the project improvements will continue well after completion of construction. Revegetation monitoring and establishment will continue for a minimum of two years following construction. Plant establishment will include irrigation and replanting if necessary. The County will inspect all project improvements during the Spring and Fall of each year during the twenty year maintenance period required by erosion control grant conditions. County engineering staff will direct maintenance staff to provide maintenance of new facilities 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 the performance of the improvements.

G. Coverage and Permit Issues

During the final design phase, coverage/disturbance calculations required for TRPA and Lahontan permits will be made. It is anticipated that no new coverage will result from the project construction. At the present stage, it is unknown how many square feet of SEZ will be disturbed due to the installation of curb and gutter, tie-in pavement, sediment traps, culverts, sediment basins, and rock-lined and vegetated channels. However, after construction is completed and revegetation is established, the areas of SEZ to receive sediment basins will be considered restored SEZ. The areas of SEZ in which flow spreading devices will be constructed will also be considered enhanced.

The areas defined by TRPA's land capability classes as SEZ are defined as loamy alluvial lands by the Soil Conservation Service classification. This indicates that these areas are not jurisdictional wetlands and would therefore not require a Corps of Engineer Permit or Water Quality Certification from Lahontan. If more than 5 acres of overall disturbance will occur during construction, a NPDES Waste Discharge Permit from Lahontan will be required. It is possible that more than 2000 square feet of new disturbance and more than 100 cubic yards of fill or excavation within SEZs will be required to construct the proposed sediment basins. If these quantities are exceeded, exceptions to the Basin Plan prohibitions against discharging to SEZs will be requested from the Lahontan Regional Board.



EL DORADO COUNTY
SOUTH LAKE TAHOE OFFICE



APALACHEE EROSION CONTROL PROJECT

CEQA - INITIAL STUDY

Project Location Map

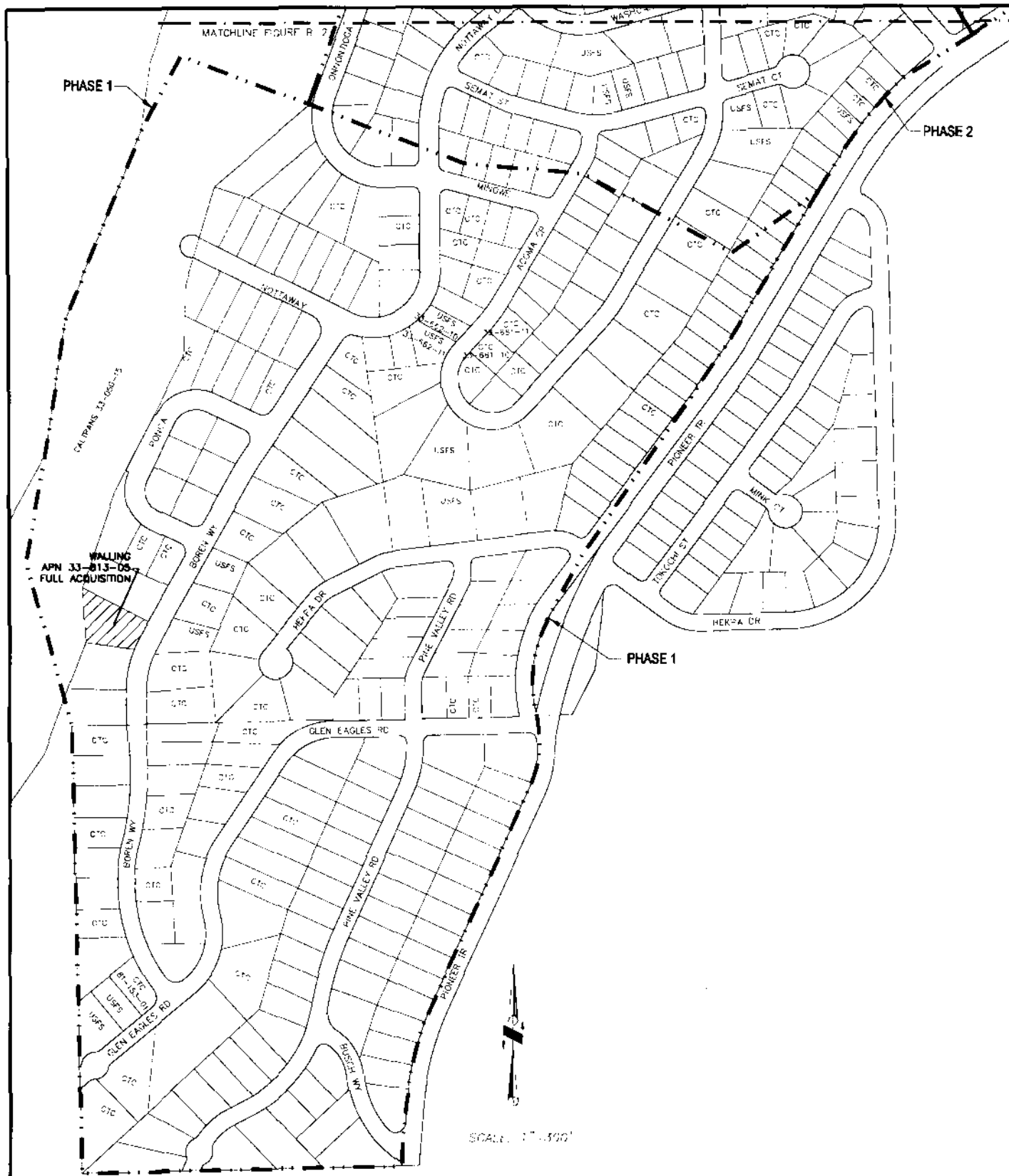
FIGURE

A

DATE: 12/99

PROJECT NO.: 95154

BY: TCA



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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY

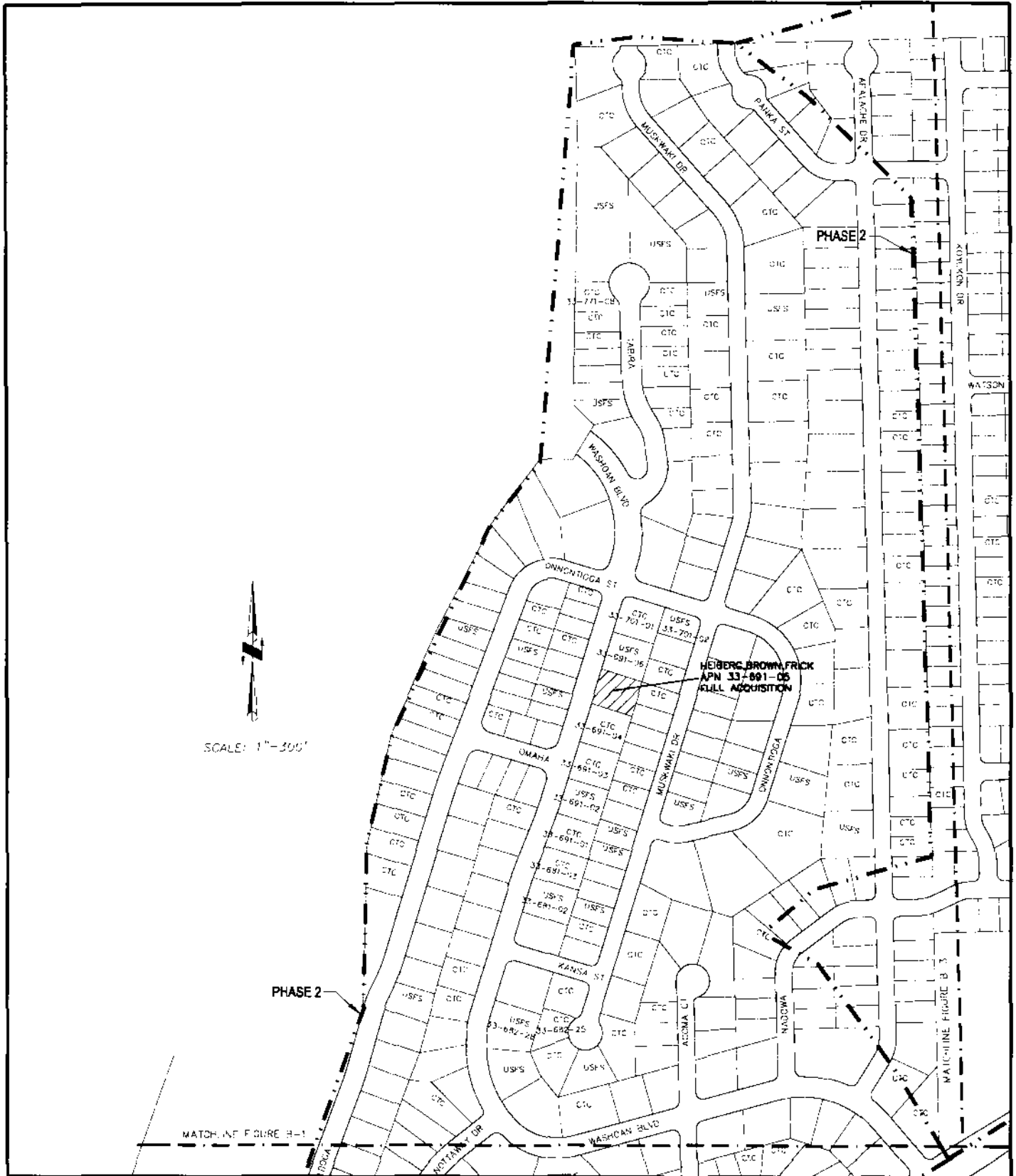
Public Property and Right-Of-Way Acquisition Map

B-1

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APALACHEE EROSION CONTROL PROJECT

CEQA - INITIAL STUDY

Public Property and Right-Of-Way Acquisition Map

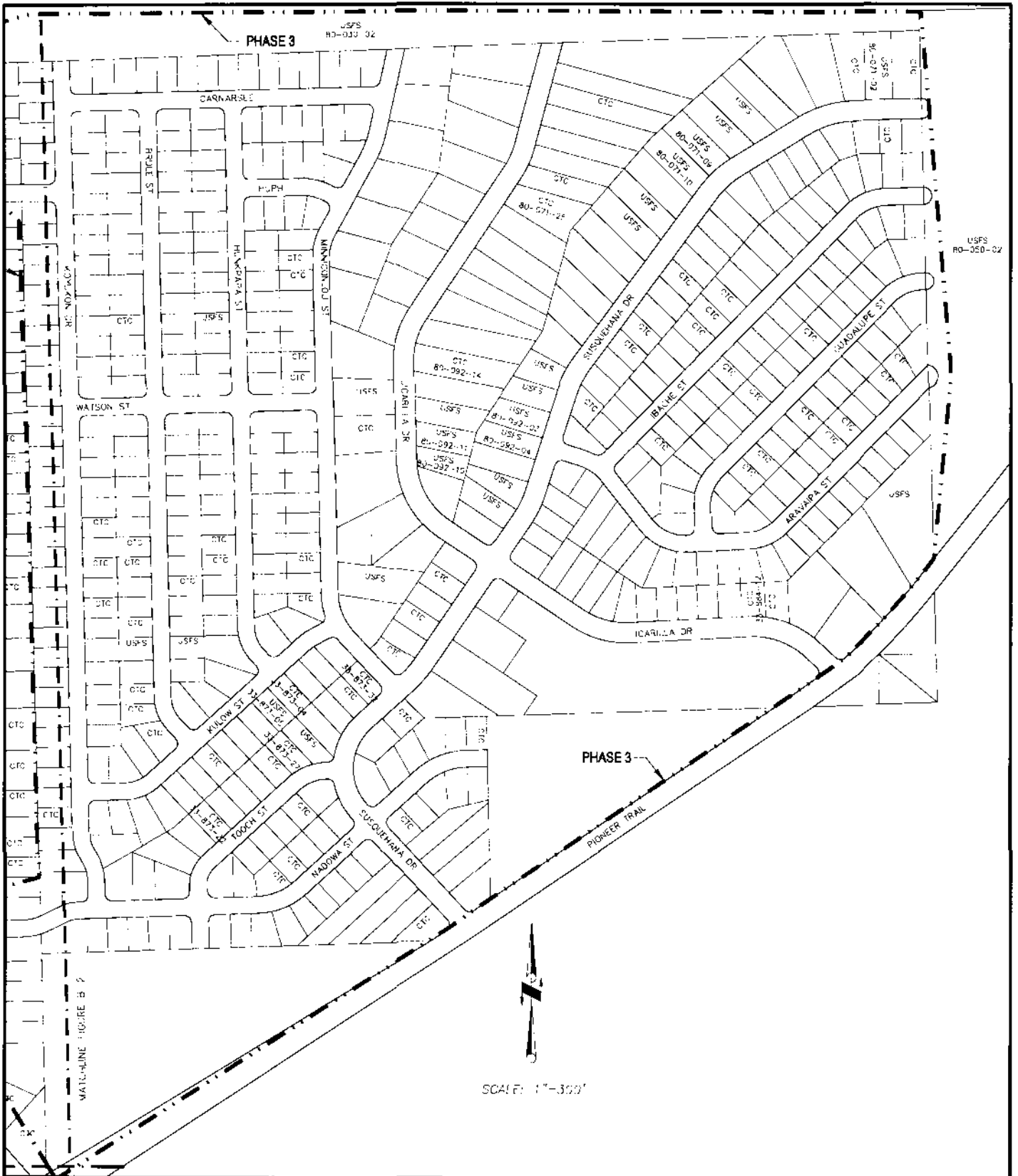
FIGURE


B-2

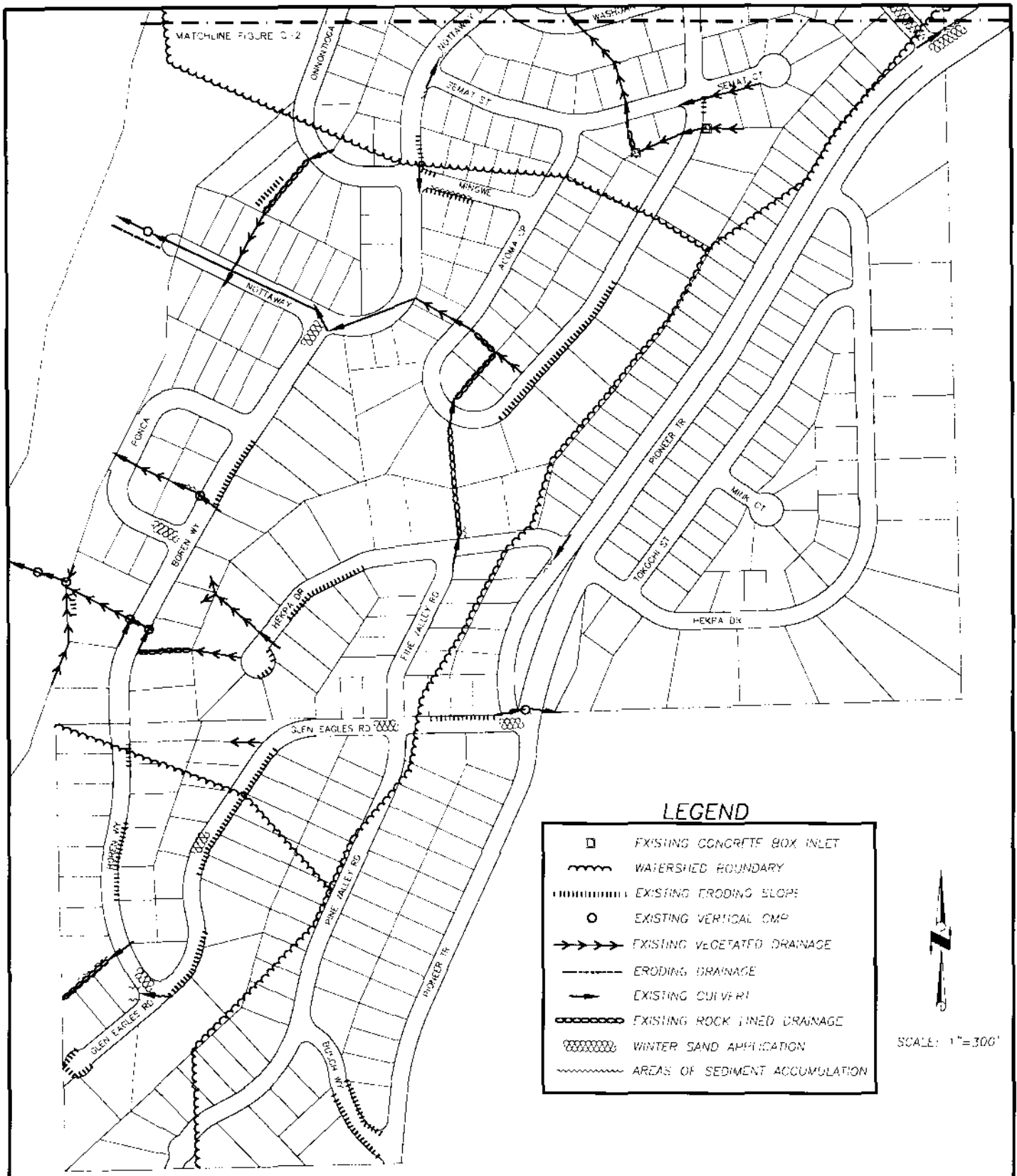
DATE: 12/99

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<p>EL DORADO COUNTY SOUTH LAKE TAHOE OFFICE</p> 	<p>APALACHEE EROSION CONTROL PROJECT</p> <p>CEQA - INITIAL STUDY</p> <p>Public Property and Right-Of-Way Acquisition Map</p>	<p>FIGURE</p> <p>B-3</p>
<p>DATE: 12/99</p>		<p>PROJECT NO.: 95154</p>
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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY

Problem Area and Watershed Map

C-1

DATE: 12/99

PROJECT NO.: 95154

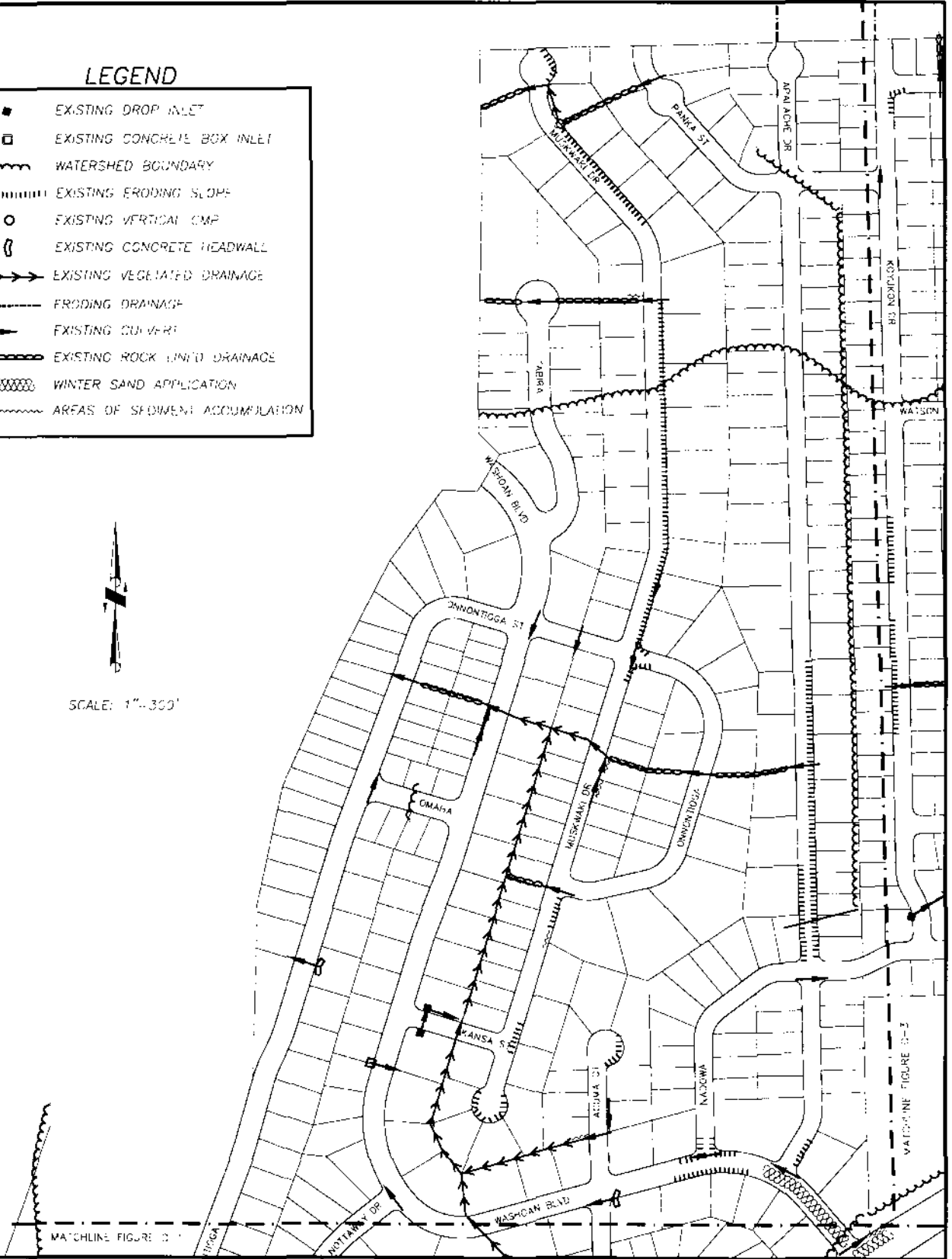
BY: TCA

LEGEND

- ◆ EXISTING DROP INLET
- EXISTING CONCRETE BOX INLET
- ⋈ WATERSHED BOUNDARY
- ⋈ EXISTING ERODING SLOPE
- EXISTING VERTICAL CMP
- ⊖ EXISTING CONCRETE HEADWALL
- EXISTING VEGETATED DRAINAGE
- ERODING DRAINAGE
- EXISTING CULVERT
- ⊖ EXISTING ROCK LINED DRAINAGE
- ⊖ WINTER SAND APPLICATION
- ⋈ AREAS OF SEDIMENT ACCUMULATION



SCALE: 1"=300'



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APALACHEE EROSION CONTROL PROJECT

CEQA - INITIAL STUDY

Problem Area and Watershed Map

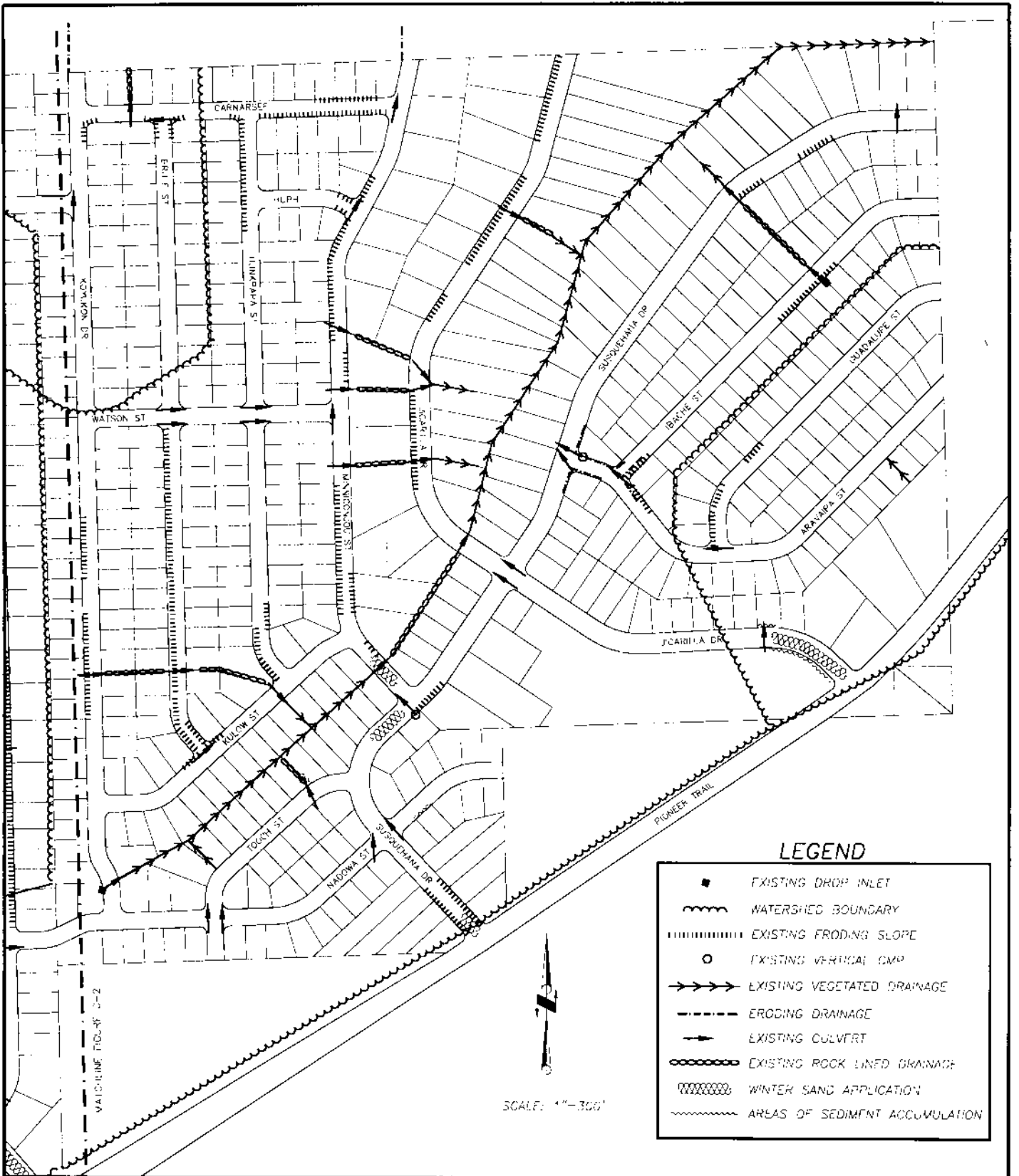
FIGURE

C-2

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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY

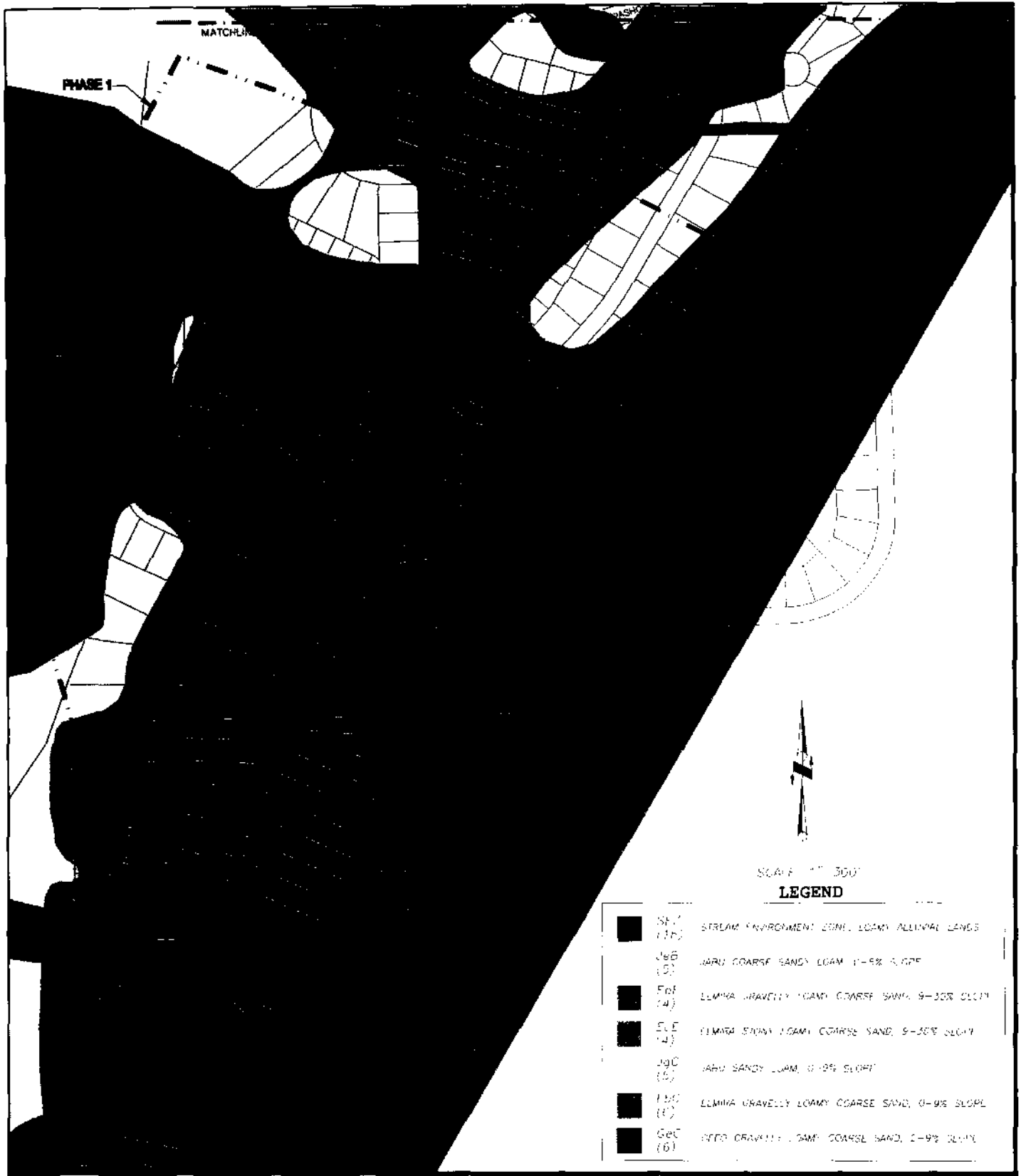
Problem Area and Watershed Map

C-3

DATE: 12/99

PROJECT NO.: 95154

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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY
Land Capability Class Map

D-1

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PROJECT NO.: 95154

BY: TCA

- S17 (11) STREAM ENVIRONMENT ZONE, LOAMY ALLUVIAL LANDS
- S26 (5) JARDI COARSE SANDY CLAM, 0.5% SLOPE
- E2F (4) FUMIRA GRAVELLY LOAMY COARSE SAND, 4-5% SLOPE
- E2F (14) FUMIRA STONY LOAMY COARSE SAND, 9-10% SLOPE
- S26 (5) JARDI SANDY CLAM, 2.5% SLOPE
- E2F (6) FUMIRA GRAVELLY LOAMY COARSE SAND, 4-5% SLOPE
- S26 (12) S26 GRAVELLY LOAMY COARSE SAND, 2.5% SLOPE



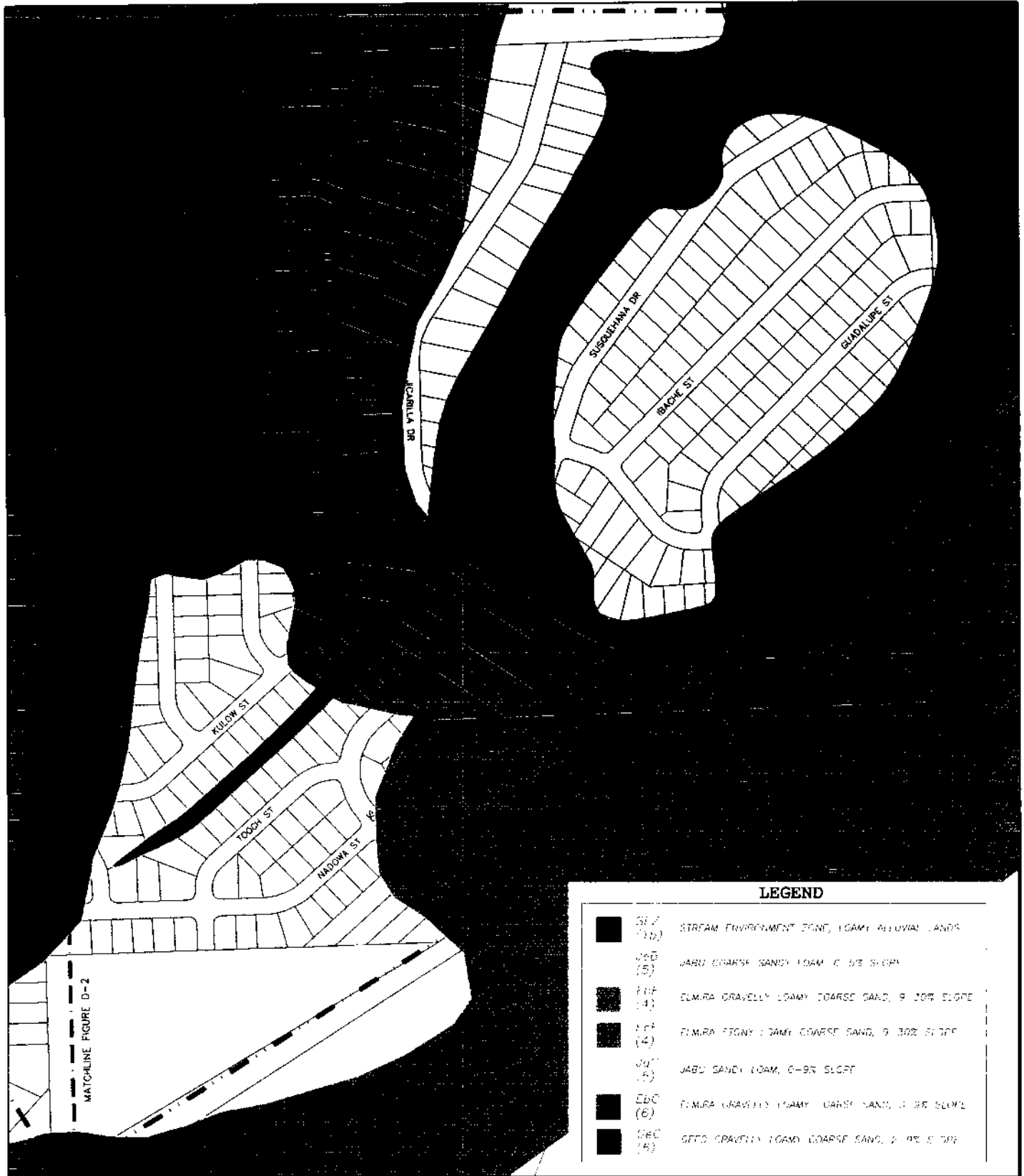
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APALACHEE EROSION CONTROL PROJECT
CEQA - INITIAL STUDY
Land Capability Class Map

FIGURE
D-2

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LEGEND

- S1Z (1b) STREAM ENVIRONMENT ZONE, LOAMY ALLUVIAL LANDS
- JcD (5) JARDI COARSE SAND, LOAM, 0-5% SLOPE
- E1E (4) ELMIRA GRAVELLY LOAMY COARSE SAND, 9-10% SLOPE
- E1E (4) ELMIRA FINE LOAMY COARSE SAND, 9-10% SLOPE
- JdU (5) JARDI SANDY LOAM, 0-5% SLOPE
- E3C (6) ELMIRA GRAVELLY LOAMY COARSE SAND, 3-5% SLOPE
- E2C (5) SEED GRAVELLY LOAM COARSE SAND, 3-5% SLOPE

MATCHLINE FIGURE D-2

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APALACHEE EROSION CONTROL PROJECT

CEQA - INITIAL STUDY
Land Capability Class Map

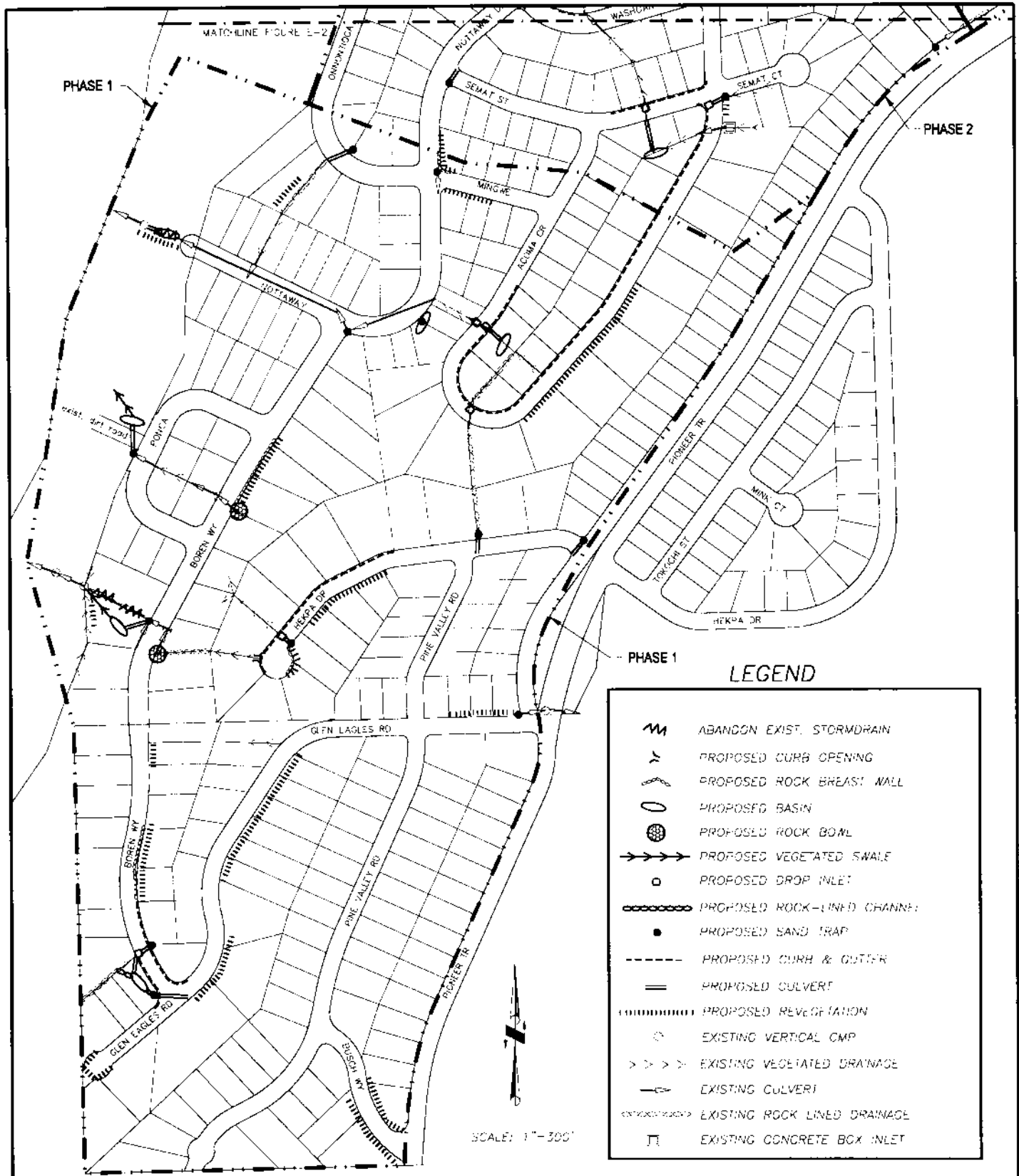
FIGURE

D-3

DATE: 12/98

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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY

Proposed Improvements





















E-1

DATE: 12/99

PROJECT NO.: 95154

BY: TCA

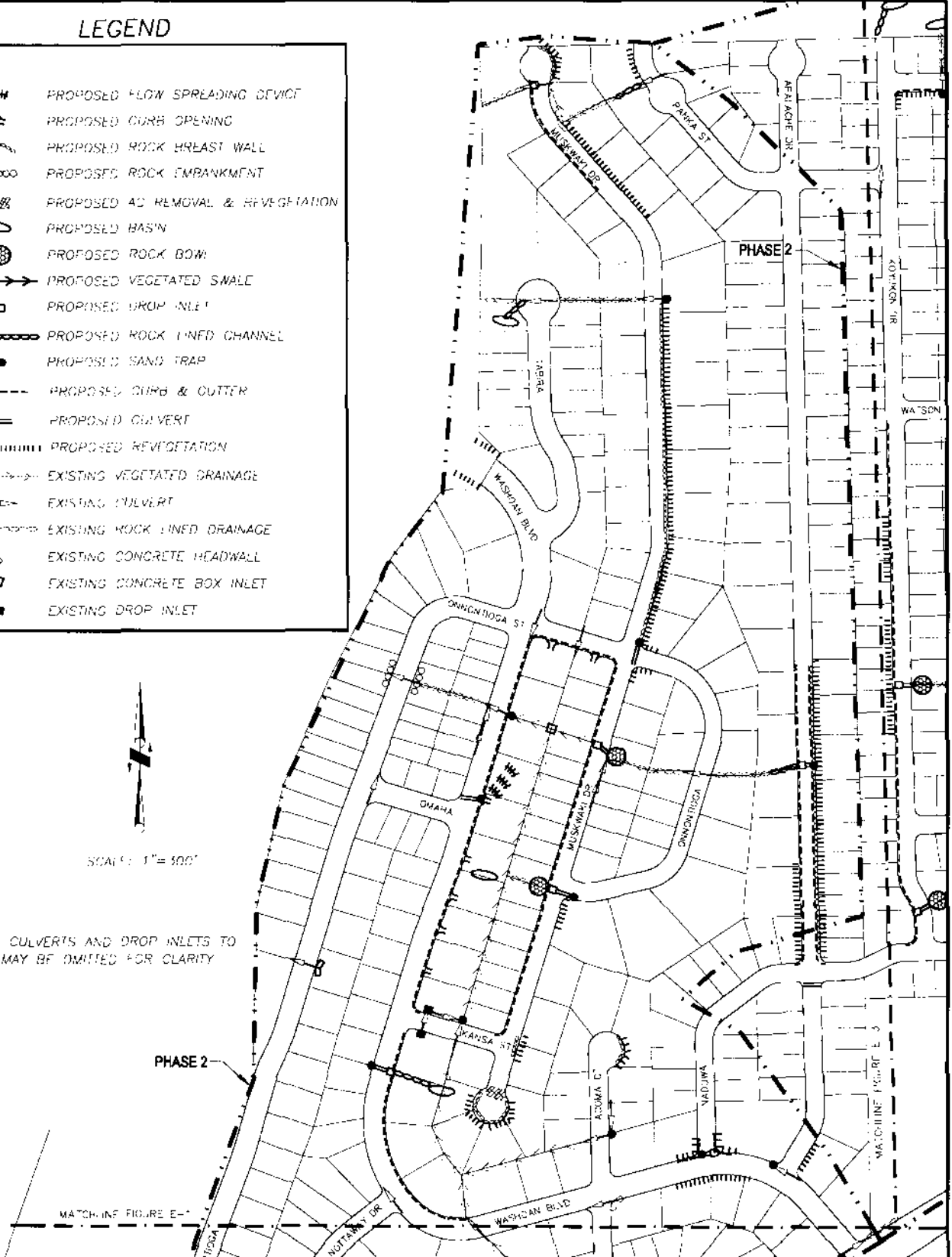
LEGEND

-  PROPOSED FLOW SPREADING DEVICE
-  PROPOSED CURB OPENING
-  PROPOSED ROCK BREAST WALL
-  PROPOSED ROCK EMBANKMENT
-  PROPOSED AD REMOVAL & REVEGETATION
-  PROPOSED BASIN
-  PROPOSED ROCK BOW
-  PROPOSED VEGETATED SWALE
-  PROPOSED DROP INLET
-  PROPOSED ROCK LINED CHANNEL
-  PROPOSED SAND TRAP
-  PROPOSED CURB & GUTTER
-  PROPOSED CULVERT
-  PROPOSED REVEGETATION
-  EXISTING VEGETATED DRAINAGE
-  EXISTING CULVERT
-  EXISTING ROCK LINED DRAINAGE
-  EXISTING CONCRETE HEADWALL
-  EXISTING CONCRETE BOX INLET
-  EXISTING DROP INLET



SCALE: 1" = 300'

NOTE: EXISTING CULVERTS AND DROP INLETS TO REMAIN MAY BE OMITTED FOR CLARITY



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APALACHEE EROSION CONTROL PROJECT

FIGURE

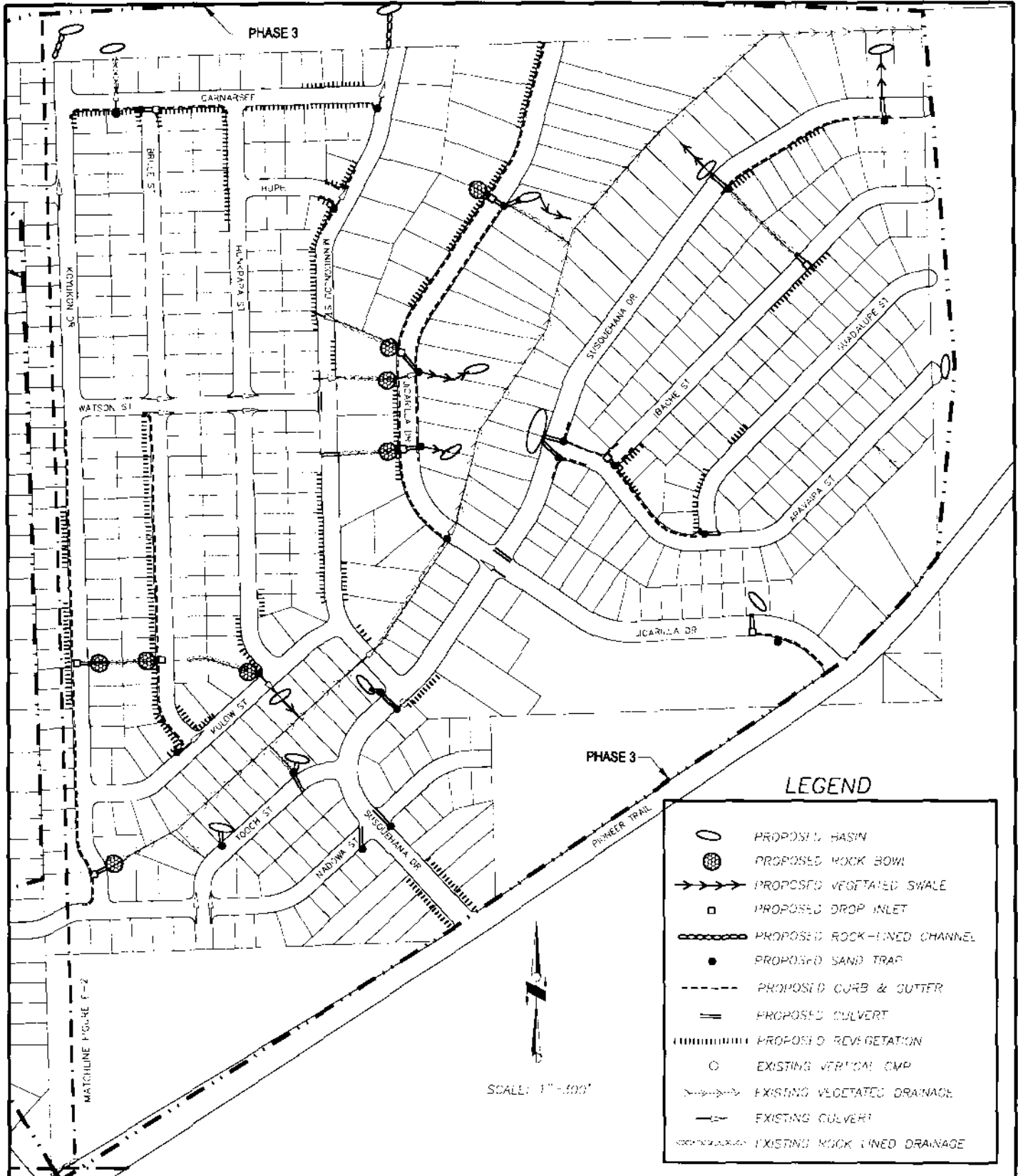
CEQA - INITIAL STUDY
Proposed Improvements

E-2

DATE: 12/99

PROJECT NO.: 95154

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APALACHEE EROSION CONTROL PROJECT

FIGURE

CEQA - INITIAL STUDY

Proposed Improvements

E-3

DATE: 12/96

PROJECT NO.: 95154

BY: TCA



County of El Dorado DEPARTMENT OF TRANSPORTATION



ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** APALACHEE EROSION CONTROL PROJECT JN 95154
2. **Lead Agency Name and Address:**
El Dorado County Department of Transportation
1121 Shakori Drive
South Lake Tahoe, CA 96150
3. **Contact Person and Phone Number:** Janel Gifford (530) 573-3180 ext. 2
4. **Project Location:** El Dorado County, South Lake Tahoe, Tahoe Paradise Unit Nos. 1 through 8 Subdivisions and Rolling Woods Heights Subdivision westerly of Pioneer Trail
5. **Project Sponsor's Name and Address:** El Dorado County Department of Transportation,
1121 Shakori Drive, South Lake Tahoe, CA 96150
6. **General Plan Designation:** N/A 7. **Zoning:** N/A
8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)
See attached initial study for detailed project description
9. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings:**
See attached initial study for surrounding land uses and setting
10. **Other public agencies whose approval(s) are required** (e.g. permits, financing approval, or participation agreement.)
Tahoe Regional Planning Agency, California Tahoe Conservancy, California Regional Water Quality Control Board - Lahontan Region, U.S. Forest Service Lake Tahoe Basin Management Unit

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazardous & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

ENVIRONMENTAL CHECKLIST

DETERMINATION (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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.

Janel Gifford
Signature
Janel Gifford
Printed Name

12/2/99
Date
El Dorado County
For

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE 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. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV	BIOLOGICAL RESOURCES -- Would the project:				
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V.	CULTURAL RESOURCES -- Would the project?				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI	GEOLOGY AND SOILS -- Would the project?				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII.	HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudlow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING -- Would the project?				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES -- Would the project?				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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XI. NOISE -- Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. POPULATION AND HOUSING -- Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or				

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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. RECREATION				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. TRANSPORTATION/TRAFFIC -- Would the project?				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
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 period of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL CHECKLIST

ATTACHMENT A

EXPLANATION OF RESPONSES TO QUESTIONS ON THE ENVIRONMENTAL CHECKLIST FORM

- Ia) The project area has not been designated as a scenic corridor by the Tahoe Regional Planning Agency (TRPA).
- Ib) The project area is not within a state scenic highway.
- Ic) The only element of the project that could degrade the existing visual character or quality of the site and its surroundings is the construction of sediment basins that may have berms to retain runoff and metal inlet/outlet structures. The basin berm slopes will be constructed as gently as the topography allows and basin shapes will be designed to blend in with the surrounding area to minimize the visual impact. The inlet/outlet structures as well as the basin berms will be screened with vegetation as much as possible without compromising the hydraulics of the system (see 1d explanation also).
- Id) The only element of the project that could create a new source of light or glare would be from the sediment basin metal inlet/outlet structures. Besides vegetative screening referenced in 1c, these metal structures can also be painted with earth tones to blend in with the surroundings.
- Ila)b)c) The project area is not used as farmland. The project area has been subdivided into parcels outside the County road right-of-way of which 55% has been developed with single family residences. The remaining parcels are either privately-owned but undeveloped (22%) or publicly-owned (23%).
- IIla)b)c)d)e) The proposed project is an erosion control/water quality improvement project and as such has no adverse impact on air quality. Equipment on-site during construction may emit odors and fumes but not in a magnitude to violate any air quality standard, or to result in a cumulative increase of any criteria pollutant for which the project region is non-attainment, or to expose sensitive receptors to substantial pollutant concentrators, or to create objectionable odors affecting a substantial number of people.
- IVa)d)f) Since the project area is highly developed with roads and single family residences, the species most likely to occur in and near the project area are those that are already adapted to human presence, activities, and noise. The relatively undeveloped areas to the north and to the west of the project area provide movement corridors for these tolerant wildlife species. The existing potential for wildlife habitat will not be altered by the project construction. Although any wildlife in and near the project area might be temporarily disturbed during the project construction, and then only during the day, the disturbance will last only as long as the construction. Therefore no significant adverse impacts to species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service are expected.
- IVb) The project proposed improvements include construction of sediment basins to treat storm water runoff. These basins may be located in stream environment zones (SEZs) which may also be classified as riparian habitat. The basin construction could entail removal of material or filling in these areas. During the design process an effort will be made to locate the basins on the fringes of these areas rather than directly within these areas. If this is not possible, the proper permits will be obtained; disturbance will be minimized by restricting the Contractor's access with the equipment through the use of construction limit fencing; the equipment causing the least disturbance will be specified; sod, topsoil, and willows removed during construction will be salvaged and reused. All disturbed areas will be revegetated with native seeding and compost. All vegetated areas as well as transplanted areas will be irrigated for two years following construction. In some areas storm water and snow melt runoff will be directed for treatment to SEZs that are largely publicly-owned and undeveloped. It is possible that flow-spreading devices will be constructed in these SEZs to maximize treatment benefits and possibly reduce the volume of flows currently discharged into the man-made channels within these SEZs. Such use of SEZs will be beneficial rather than adverse. To reduce the amount of sediment and pollutants, flows will be pre-treated through the use of sediment traps

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prior to discharging into the SEZ.

- IVc) A review of the Soil Conservation Service soil classification shows that the areas classified by TRPA as SEZ areas are not classified as marsh but as loamy alluvial lands and therefore would not be considered federally protected wetlands. In any case, as described in IVb) above, the proposed use of the SEZ areas is beneficial and not adverse.
- IVe) The only construction locations that could potentially affect biological resources protected by local policies and ordinances are the areas where sediment basins and flow spreading devices are proposed. As the design of these facilities progresses, available information on biological resources will be researched (e.g. USFS may have done biological studies on their parcels). If necessary biological surveys of the individual basin and flow spreading sites will be performed during the optimal season to assess whether any protected resources will be affected. Avoidance of these areas, or where possible, replacement of the resource will serve as mitigation measures. These measures will reduce any impacts to less than significant. At this time, the number and diameter of trees to be removed are unknown. In any case, every effort will be made to avoid removal of trees 30 inches and larger. But because the area is residential, the TRPA prohibition of cutting trees of 30 inches diameter or greater at breast height does not apply.
- Va)b)d) The only areas of proposed construction that could affect a historical or archaeological resource or disturb any human remains interred outside of formal cemeteries are those areas where sediment basins will be constructed. When the design progresses and the locations, sizes, and depths of the basins' areas are better defined, a records search will be performed by a qualified archaeologist to determine the available prehistoric and historic literature and to determine prior archaeological research. If necessary a field investigation of the individual basin sites will be performed. If any of the above resources are found the appropriate mitigation measures will be implemented. If any buried remains are discovered during construction, project activities in the area will cease and a qualified archaeologist will be consulted for recommendations on proper procedure.
- Vc) It is unlikely that any unique paleontological resource or site or unique geological feature will be destroyed by the project because of the nature of the project and the fact that the project area is highly developed. All excavations will be relatively near the surface and the existing topographic features (geologic) will not be altered by the project.
- VIa)i)-iv)c)d)e) The construction activities associated with the proposed project include installation of curb and gutter, rock-lined and vegetated channels, culverts, sediment traps, sediment basins, and revegetation and/or rock breast walls. None of these activities will expose people or structures to potential adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic related ground failure, landslides, subsidence, liquefaction or collapse. None of the proposed improvements will create risks of any kind to life or property due to being located on expansive soils. Given the types of construction activities stated above, item e is not applicable to the project.
- VIb) Construction will disrupt soils and create unstable earth conditions. Topsoil will be removed during excavation for the installation of culverts, sediment basins, sediment traps, vegetated swales, and rock-lined channels. Where appropriate topsoil will be salvaged. To control the erosion of disrupted soils, temporary erosion control measures based on TRPA's Best Management Practices will be implemented. All areas disturbed during construction will be permanently stabilized with revegetation. In addition, one of the goals of the project is to stabilize existing eroding cut slopes with revegetation and/or rock breast wall.
- VIIa)b) During construction, there exists the risk of a fuel spill from construction equipment. The Contractor will be required to submit a Spill Contingency Plan that will be subject to the review by the County. Furthermore, cleaning of vehicles or construction equipment shall not be permitted anywhere onsite.
- VIIc) The project area is not located within 1/4 of a mile of an existing or proposed school.
- VIIId) The project area is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

ENVIRONMENTAL CHECKLIST

- VIIe)f) The project area is located within 2 miles (approximately 0.5 miles) of an existing airport, but since the project area is highly developed, any risks are already present and won't be increased by the proposed project.
- VIIg) Emergency vehicles will be accommodated at all times during construction including times when traffic controls are in effect.
- VIIh) The project area is bordered by and contains forested lands. The project will do nothing to increase the risk of wildland fires.
- VIIIa) The purpose of the project is to improve the quality of storm water and snow melt runoff from County roads.
- VIIIb) The proposed treatment of storm water and snow melt runoff is through the use of sediment basins which retain and infiltrate the runoff. The infiltration will obviously not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
- VIIIc)d) The proposed project will alter existing drainage patterns in the following ways: flows previously conveyed in roadside ditches will be conveyed in concrete curb and gutter; flows that were discharged in a concentrated fashion to undeveloped SEZs will be dispersed to the SEZ in a greater number of locations through curb openings and spread through the SEZ through flow spreading devices. The use of sediment traps will reduce siltation in natural drainages on and off site. New drainages will be designed with consideration of flows, slopes, and velocities such that stable conveyances result. The amount of surface runoff will be altered by the replacement of roadside ditches that have some infiltrating capabilities with impervious concrete curb and gutter. This increase in surface runoff will be offset by the installation of the sediment basins that through infiltration will attenuate flows such that flooding on- or off-site will not result. These changes will result in less than significant impacts.
- VIIIe)f) One of the goals of the project is to upgrade conveyances to design capacities that can handle the 100 yr storm. Additional sources of polluted runoff would not be provided as a result of the project since another project goal is water quality improvement by treatment of runoff.
- VIIIg)h)i)j)) The project area is within the area mapped as Zone C, area of minimal flooding, on the October 18, 1983 Flood Insurance Rate Map.
- IXa) The proposed project would not physically divide an established community.
- IXb) The proposed project is consistent with the General Plan in that the County Board of Supervisors adopted it in the 5-yr Capital Improvement Program in January 1998. The proposed project is also consistent with TRPA's 208 Plan and Environmental Improvement Program and Lahontan's Tahoe Basin Plan.
- IXc) see IVf)
- Xa)b) The project would not affect any known mineral resources or locally important mineral resource recovery sites.
- XIa)b)c)d) It is stated in TRPA's Plan Area Statement (PAS) that this particular plan area (117) in which the project area is located does not meet the 50 Community Noise Equivalent Level (CNEL) noise threshold due to the airport traffic. Noise levels in the project area will be affected by construction. Noise from construction will be limited by restrictions included in the Caltrans Standard Specifications and the construction contract Special Provisions. In accordance with the TRPA permit conditions maximum work day hours will be between 8:00 a.m. and 6:30 a.m.. Blasting on the site will not be permitted. Alternative cracking agents will be specified in lieu of blasting.
- XIe)f) see VIIe)f)
- XIIa) The proposed project will not be growth inducing as it does not extend any roads or increase other growth-

ENVIRONMENTAL CHECKLIST

inducing infrastructure.

- XIIb)c) Only two parcels are proposed for acquisition. These parcels are not now developed. One of the parcels can not be developed because it lies within an SEZ.
- XIIIa)b)c)d)e) Maintenance of public facilities (water, sewer, power, phone, gas, etc.) is a continuous process, and the need to maintain or repair some of these facilities may occur during construction. The Contractor will be required to provide ease of access to utility service units if any emergency occurs during construction. The same will apply to police, fire, and ambulance vehicles. Contract Special Provisions will include conditions to provide access for public service. Schools and parks will not be impacted by the project. Installation of sediment traps and sediment basins will require additional maintenance consisting of periodic removal of accumulated sediment. El Dorado County Maintenance crews will provide servicing of these facilities on an annual basis, or as needed. Monitoring of the control of sediment accumulation is a part of after-construction project inspections.
- XIVa) The project will not affect existing recreational facilities.
- XIVb) At this stage of project development, construction of recreational facilities are not included. However, at the present time, the California Tahoe Conservancy is acquiring the rescinded Caltrans freeway property just west of the project area for the construction of bike trail facilities. It is possible that biking facilities linking the Pioneer Trail bike lanes to the rescinded freeway property bike facilities may be recommended. These linking facilities would logically be located within the project area. If this course of action becomes feasible, public input from the neighborhood will be encouraged in public meetings.
- XVa)e)f) Alterations to traffic patterns will occur during construction that would result in temporary congestion but would not increase the number of vehicle trips or the volume to capacity ratio on roads. The installation of curb and gutter utilizes equipment which occupies one travel lane. When this equipment is working, signage and flaggers will direct traffic to the remaining available lane. One lane traffic control could also be implemented during the installation of culverts. Detours will be more convenient in some areas where a circle road can bypass sections of roadway receiving curb and gutter or culverts. All traffic diversions or detours will be temporary and at no time will residents or school buses be prohibited or emergency vehicle prevented from reaching a destination. Traffic Controls will be implemented during working hours and only when it is necessary to perform the work. Parking in driveways may be restricted for 24 hours after curb and gutter is installed. During construction parking on the street will be limited by construction activities.
- XVb) The project will not increase the number of vehicle trips or volume to capacity ratios and therefore will not exceed any level of service standards.
- XVc) The proposed project will not affect air traffic patterns.
- XVd) The proposed project does not include any geometric changes to the roads or implementation of incompatible uses on the roads.
- XVg) The proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation.
- XVIa)b)d)e)f) The proposed project will not affect waste water treatment facilities, water supplies, or landfill disposal capacities.
- XVIc) The proposed project includes the installation of new storm water drainage facilities that supplement existing facilities by providing water quality treatment features. Undersized culverts will be replaced with culverts designed to convey the 100 yr storm event. The construction will not cause a significant adverse impact but is intended to have a beneficial effect.
- XVIg) In accordance with the TRPA permit conditions any excavated material from the project that is in excess of what is necessary for backfill on the project will be disposed of by the Contractor outside of the Tahoe Basin or within the Basin at an approved disposal site that is in compliance with all regulatory agencies.

ENVIRONMENTAL CHECKLIST

- XVIIa) The appropriate research and surveys of biological, historical, and archaeological resources existing within the project area will be performed to ensure the proposed project has a less than significant impact on these resources.
- XVIIb) When considered with past, current, and future similar projects the cumulative effects will have a beneficial impact on the environment specifically by the improvement of water quality.
- XVIIc) Any impacts on human beings from the project will occur during the project construction and will be less than significant.

ENVIRONMENTAL CHECKLIST

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show 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 take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "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 Section XVII, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program 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:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to 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, and other sources used or individuals 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:
 - a) the significant criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

County of El Dorado



DEPARTMENT OF TRANSPORTATION



ENVIRONMENTAL ASSESSMENT FORM

File No. 95154

Date Filed 11/30/99

Project Title Apalachee Erosion Control Project Lead Agency El Dorado County

Name of Owner El Dorado County Department of Transportation Phone (530) 573-3180 ext. 2

Address 1121 Shakori Drive, South Lake Tahoe, CA 96150

Name of Applicant El Dorado County Department of Transportation Phone (530) 573-3180 ext. 2

Address 1121 Shakori Drive, South Lake Tahoe, CA 96150

Project Location County Subdivisions - Tahoe Paradise Unit Nos. 1 through 8 and Rolling Woods Heights adjacent to Pioneer Trail

Assessor's Parcels N/A Acreage N/A Zoning

Please answer all of the following questions as completely as possible. If more space is needed for your answer, use the back of the page. Subdivisions and other major projects will require a Technical Supplement to be filed together with this form.

1. **Type of project and description:** The project is a water quality improvement and an erosion control project. The goals of the project are to stabilize existing sediment contributors, capture road sand, and treat storm water and snow melt runoff. Existing eroding cut slopes will be stabilized with revegetation and/or rock breast walls. Eroding roadside shoulders and channels will be stabilized by installing curb and gutter to convey runoff. Road sand will be captured with sediment traps. Runoff will be treated by sediment traps, sediment basins, and flow spreading devices.
2. **What is the number of units/parcels proposed?** N/A

GEOLOGY AND SOILS

3. **Identify the percentage of land in the following slope categories:**
35 0 to 10% 35 10 to 15% 15 15 to 20% 15 Over 20%
4. **Have you observed any building or soil settlement, landslides, rock falls, or avalanches on this property or in the nearby surrounding area?** No
5. **Could the project affect any existing agriculture uses or result in the loss of agricultural land?** No
If so, describe in detail: _____

DRAINAGE AND HYDROLOGY

- 6. Is the project located within the flood plain of any stream or river? (If so, which one?) No

- 7. What is the distance to the nearest body of water, river, stream, or year-round drainage channel? (Name of water body) Upper Truckee River is within 0.2 miles of the westerly edge of the project; Trout Creek is within 0.6 miles from the northeasterly edge of the project.
- 8. Will the project result in the direct or indirect discharge of silt or any other particles in noticeable amounts into any lakes, rivers, or streams? No

- 9. Will the project result in the physical alteration of a natural body of water or drainage way? (If so, in what way?) No

- 10. Does the project area contain any wet meadows, marshes, or other perennially wet areas? Yes, wet meadows described by the Tahoe Regional Planning Agency as Stream Environment Zones

VEGETATION AND WILDLIFE

- 11. What is the predominant vegetative cover on the site (trees, brush, grass, etc.)? (Estimate % of each) 35% trees; 10% brush; 30% grass; 25% houses

- 12. How many trees of 6 inch diameter will be removed when this project is implemented? unknown; see item IVe) of Environmental Checklist form and responses

FIRE PROTECTION

- 13. In what fire structural protection district (if any) is the project located? Lake Valley Fire District

- 14. What is the nearest emergency source of water for fire protection purposes? (Hydrant, pond, etc.) several hydrants within project area

- 15. What is the distance to the nearest fire station? approximately 1 mile from the northeasterly edge of the project area
- 16. Will the project create any deadend roads greater than 600 feet in length? No

- 17. Will the project involve the burning of any material, including brush, trees, and construction materials? No

NOISE QUALITY

- 18. Is the project near an industrial area, freeway or major highway? If so, how far? The project is approximately 4 miles from U.S. Highway 50

- 19. What types of noise would be created by the establishment of this land use, both during and after construction? Equipment noise between 8:00 a.m. and 6:30 p.m. during construction. No noise increase after construction. Note: The project area is within 0.5 miles of the Lake Tahoe Airport.

AIR QUALITY

20. Would any noticeable amounts of air pollution, such as smoke, dust or odors, be produced by this project? During construction, there may be temporary, unavoidable increase in dust. The impacts will be mitigated with appropriate BMPs.

WATER QUALITY

21. Is the proposed water source public or private, treated or untreated? Name the system. Public - South Tahoe Public Utility District
22. What is the water use (residential, agricultural, industrial, or commercial)? Construction for soil compaction and dust control; irrigation to establish vegetation.

AESTHETICS

23. Will the project obstruct scenic views from existing residential areas, public lands, public bodies of water, or roads? No

ARCHEOLOGY/HISTORY

24. Do you know of any archeological or historical areas within the boundaries or adjacent to the project? (Example: Indian burial grounds, gold mines, etc.) No. But as design progresses record searches and if necessary surveys will be performed to determine if such areas are within the project area.

SEWAGE

25. What is the proposed method of sewage disposal?
 Septic system _____ or Sanitation District (name) So. Tahoe Public Utility District
26. Would the project require a change in sewage disposal methods from those currently used in the vicinity? No

TRANSPORTATION

27. Will the project create any traffic problems or change any existing roads, highways, or existing traffic patterns? During construction, 2-lane roads may be restricted to 1-lane travel. Emergency access will be maintained.
28. Will the project reduce or restrict access to public lands, parks, or any public facilities? No

GROWTH INDUCING IMPACTS

29. Will the project result in the introduction of activities not currently found within the community? No
30. Could the project serve to encourage development of presently undeveloped areas, or increases in development intensity of already developed areas? (Examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities.) No

31. Will the project require the extension of existing public utility lines? No
If so, identify and give distances. _____

GENERAL

32. Does the project involve lands currently protected under the Williamson Act or an Open Space Agreement? No

33. Will the project involve the application, use, or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material? No

34. Will the proposed project result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, trees, minerals, or top soil)? No

35. Could the project create new, or aggravate existing health problems (including, but not limited to flies, mosquitoes, rodents, and other disease vectors)? No

36. Will the project displace any community residents? No

DISCUSS ANY YES ANSWERS TO THE PREVIOUS QUESTIONS

Use additional sheets if necessary.

MITIGATION MEASURES

Proposed mitigation measures for any of the above questions where there will be an adverse impact:

See Attachment B

FORM COMPLETED BY: Janel Gifford, Senior Civil Engineer

11/30/99

Name and Title

Date

ADMINISTRATIVE CONCLUSIONS

Yes

No

1. The project will have impacts which achieve short-term goals to the disadvantage of long-term environmental goals.

X

2. The project will have impacts which are individually insignificant, but cumulatively significant.

X

3. The project could have significant adverse environmental impact.

X

NOTE:

If the administrative decision on one or more of these items is "Yes", an environmental impact report shall be submitted and approved prior to issuance of a permit or approval of the project.

TECHNICAL SUPPLEMENT REQUESTED FOR PROJECT?

X

NEGATIVE DECLARATION

The above document and any attachments meets the criteria for a Negative Declaration and is so designated.

X

12/2/99

Date

Bruce R. Lee

Responsible Official

The above document (including any technical supplements, if required) is available for public review for thirty (30) days at the Office of the Clerk of the Board of Supervisors.

STAFF COMMENTS: _____

Although the goal of the project is to mitigate impacts to the water quality of Lake Tahoe caused by the development of the existing subdivisions by controlling erosion and improving the quality of storm water and snow melt drainage, the project also includes proposals which require mitigation to prevent potential environmental impacts and to comply with local environmental regulations. The potential impacts and associated mitigation measures that were discussed in Attachment A and alluded to in a more general format in the Environmental Assessment Form are summarized below.

POTENTIAL IMPACT	MITIGATION MEASURES
1. <u>Design Related</u>	
Aesthetics	
Degrade the existing visual character or quality of the site and its surroundings.	The only element of the project that could degrade the existing visual character or quality of the site and its surroundings is the construction of sediment basins that may have berms to retain runoff and metal inlet/outlet structures. The basin berm slopes will be constructed as gently as the topography allows and basin shapes will be designed to blend in with the surrounding area to minimize the visual impact. The inlet/outlet structures as well as the basin berms will be screened with vegetation as much as possible without compromising the hydraulics of the system.
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	The only element of the project that could create a new source of light or glare would be from the sediment basin metal inlet/outlet structures. Besides vegetative screening, these metal structures can also be painted with earth tones to blend in with the surroundings.
2. <u>Biological Resources</u>	
Riparian Habitat/SEZ Disturbance	
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	The project proposed improvements include construction of sediment basins to treat storm water runoff. These basins may be located in stream environment zones (SEZs) which may also be classified as riparian habitat. The basin construction could entail removal of material or filling in these areas. During the design process an effort will be made to locate the basins on the fringes of these areas rather than directly within these areas. If this is not possible, the proper permits will be obtained;

disturbance will be minimized by restricting the Contractor's access with the equipment through the use of construction limit fencing; the equipment causing the least disturbance will be specified; sod, topsoil, and willows removed during construction will be salvaged and reused. All disturbed areas will be revegetated with native seeding and compost. All vegetated areas as well as transplanted areas will be irrigated for two years following construction. These mitigation measures will reduce the disturbance caused by the construction of the sediment basins and outlets to a level less than significant and such that the disturbance would not be considered permanent. In some areas storm water and snow melt runoff will be directed for treatment to SEZs that are largely publicly-owned and undeveloped. It is possible that flow-spreading devices will be constructed in these SEZs to maximize treatment benefits and possibly reduce the volume of flows currently discharged into the man-made channels within these SEZs. Such use of SEZs will be beneficial rather than adverse. To reduce the amount of sediment and pollutants, flows will be pre-treated through the use of sediment traps prior to discharging into the SEZ.

Tree Removal

Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The only construction locations that could potentially affect biological resources protected by local policies and ordinances are the areas where sediment basins and flow spreading devices are proposed. As the design of these facilities progresses, available information on biological resources will be researched (e.g. USFS may have done biological studies on these parcels). If necessary biological surveys of the individual basin and flow spreading sites will be performed during the optimal season to assess whether any protected resources will be affected. Avoidance of these areas, or where possible, replacement of the resource will serve as mitigation measures. These measures will reduce any impacts to less than significant. At this time, the number and diameter of trees to be removed are unknown. In any case, every effort will be made to avoid removal of trees 30 inches and larger. But because the area is residential, the TRPA prohibition of cutting trees of 30 inches diameter or greater at breast height does not apply.

3. Cultural Resources

Historic Archaeological, Human Remains

Cause a substantial adverse change in the significance of a historical or archaeological resource as referenced in Section 15064.5 of the CEQA

The only areas of proposed construction that could affect a historical or archaeological resource or disturb any human remains interred outside of formal cemeteries are those areas where sediment basins will be constructed. When the design

Guidelines; disturb any human remains, including those interred outside of formal cemeteries.

progresses and the locations, sizes, and depths of the basins' areas are better defined, a records search will be performed by a qualified archaeologist to determine the available prehistoric and historic literature and to determine prior archaeological research. If necessary a field investigation of the individual basin sites will be performed. If any of these resources are found the appropriate mitigation measures will be implemented. If any buried remains are discovered during construction, project activities in the area will cease and a qualified archaeologist will be consulted for recommendations on proper procedure.

4. Construction Related

Erosion, Loss of Topsoil

Result in substantial soil erosion or the loss of topsoil.

Construction will disrupt soils and create unstable earth conditions. Topsoil will be removed during excavation for the installation of culverts, sediment basins, sediment traps, vegetated swales, and rock-lined channels. Where appropriate topsoil will be salvaged. To control the erosion of disrupted soils, temporary erosion control measures based on TRPA's Best Management Practices will be implemented. All areas disturbed during construction will be permanently stabilized with revegetation. In addition, one of the goals of the project is to stabilize existing eroding cut slopes with revegetation and/or rock breast wall.

Hazardous Material Use or Release

Create a significant hazard to the public or the environment through the routine use of hazardous materials or through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

During construction, there exists the risk of a fuel spill from construction equipment. The Contractor will be required to submit a Spill Contingency Plan that will be subject to the review by the County. Furthermore, cleaning of vehicles or construction equipment shall not be permitted anywhere onsite.

Traffic/Parking

Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in congestion at intersections).

Alterations to traffic patterns will occur during construction that would result in temporary congestion. The installation of curb and gutter utilizes equipment which occupies one travel lane. When this equipment is working, signage and flaggers will direct traffic to the remaining available lane. One lane traffic control could also be implemented during the installation of culverts. Detours will be more convenient in some areas where a circle road can bypass sections of roadway receiving curb and gutter or culverts. All traffic diversions or detours will be temporary and at no

time will residents or school buses be prohibited or emergency vehicle prevented from reaching a destination. Traffic Controls will be implemented during working hours and only when it is necessary to perform the work. Parking in driveways may be restricted for 24 hours after curb and gutter is installed. Parking on the street will be restricted by the construction activities.