PUBLIC REVIEW DRAFT

Initial Study/Mitigated Negative Declaration

Country Club Heights Erosion Control Project - Phase III

South Lake Tahoe, CA

January 2020

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Country Club Heights Erosion Control Project - Phase III

South Lake Tahoe, CA

Initial Study/Mitigated Negative Declaration

Prepared for:

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January 2020

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BACKGROUND

Country Club Heights is an existing residential development south of the City of South Lake Tahoe, California, in unincorporated El Dorado County (County). Urban development within the Country Club Heights subdivision resulted in concentrated stormwater flows being directed via dikes, roadside ditches, and storm drainpipes towards conveyance systems that are connected to the Upper Truckee River. Infiltrating channels with rock check dams and vegetated detention basins were constructed as part of the 1987 Erosion Control Projects in the South Tahoe Basin, the 1994 Southern Pines Drive S.E.Z. Restoration Project, and Phases I and II of the Country Club Heights Erosion Control Project (CCH-ECP) to provide additional water quality treatment and peak flow/volume reduction.

Phases I and II of the CCH-ECP were implemented in 2018, and addressed existing source control issues, hydrologic design issues, and treatment opportunities affecting water quality within the Country Club Heights subdivision area.

This Project is being designed and constructed with potential financial assistance from the State of California, the United States Forest Service - Lake Tahoe Basin Management Unit (USFS-LTBMU) and TRPA mitigation funds. A Decision Memo for Implementation will be issued by the USFS-LTBMU prepared pursuant to the National Environmental Policy Act.

PROJECT DESCRIPTION

The County proposes to plan, design, and implement Phase III of the CCH-ECP to improve water quality, restore impacted Stream Environment Zone (SEZ) habitat and associated floodplain, and achieve recreation and natural resource objectives within the northwest corner of the CCH-ECP. The proposed Phase III project is designed to reduce impacts to water quality at the northwestern end of the CCH-ECP boundary, enhance recreation and access opportunities, and provide for SEZ habitat restoration. The Phase III project lies entirely within the limits of the Phase I and Phase II CCH-ECP boundary (**Figure ES-1**).

The project is located in eastern El Dorado County, in the Tahoe Basin, near the community of Meyers. Specifically, the project is located on the Echo Lake USGS 7.5-minute quadrangle map within portions of sections 20 and 21, Township 12 north, Range 18 east, Mount Diablo Meridian. The Phase III project area is approximately 6.4 acres in size within the Country Club Heights Unit 1 subdivision within County ROWs, County owned parcel 033-191-006 and California Tahoe Conservancy (CTC) owned parcels 033-192-004, 033-191-005, and 033-191-004. The project is bound by Elks Club Drive to the south, Highway 50/Highway 89 to

the west, Boca Raton Drive to the east, and the Upper Truckee River to the west-northwest.

The following water quality, recreation, and SEZ restoration improvements are proposed for the Phase III project. Refer to **Figure ES-2** for locations of proposed project features.

- Reconfigure and reduce the size of the existing parking lot to enable parking outside of 100-year floodplain. Approximately 3,850 cubic yards old fill material would be removed to allow for construction of an infiltration basin between parking lot and Boca Raton access road.
- Grade a localized depression in the pavement removal area on the west side of the new/reduced area parking lot to provide capture and treatment of stormwater runoff from the parking lot.
- A two-unit bathroom facility may be constructed at the edge of the parking lot.
- Expand/restore approximately half an acre of SEZ area through restoration efforts that include the removal of approximately 2 feet deep concrete/non-native material (approximately 1,100 cubic yards) to restore the SEZ/natural floodplain.
- Install rock slope protection at an overflow connection area at the new infiltration basin area.
- Construct Americans with Disabilities Act-compliant decomposed granite pathways for improved access to the Upper Truckee River area, with a culvert to convey existing storm runoff under the pathway to the river.
- Construct a 10-foot-wide paved, shared-use trail with 2-foot shoulders within an existing, unimproved trail area.
- Install zig-zag fencing constructed of lodge pole pine from on-site to protect the constructed basin area and encourage SEZ restoration.
- Install signage.
- Install two 18-inch culverts to provide an in/out connection to the basin/SEZ enhancement area.
- Complete revegetation/restoration of parking lot/concrete removal areas.
- Remove a small number (up to 50) of conifer trees outside of a 100-foot buffer from Scenic US Highway 50/State Route 89 for fuels management/fire hazard reduction and provide for the successional management of the SEZ.

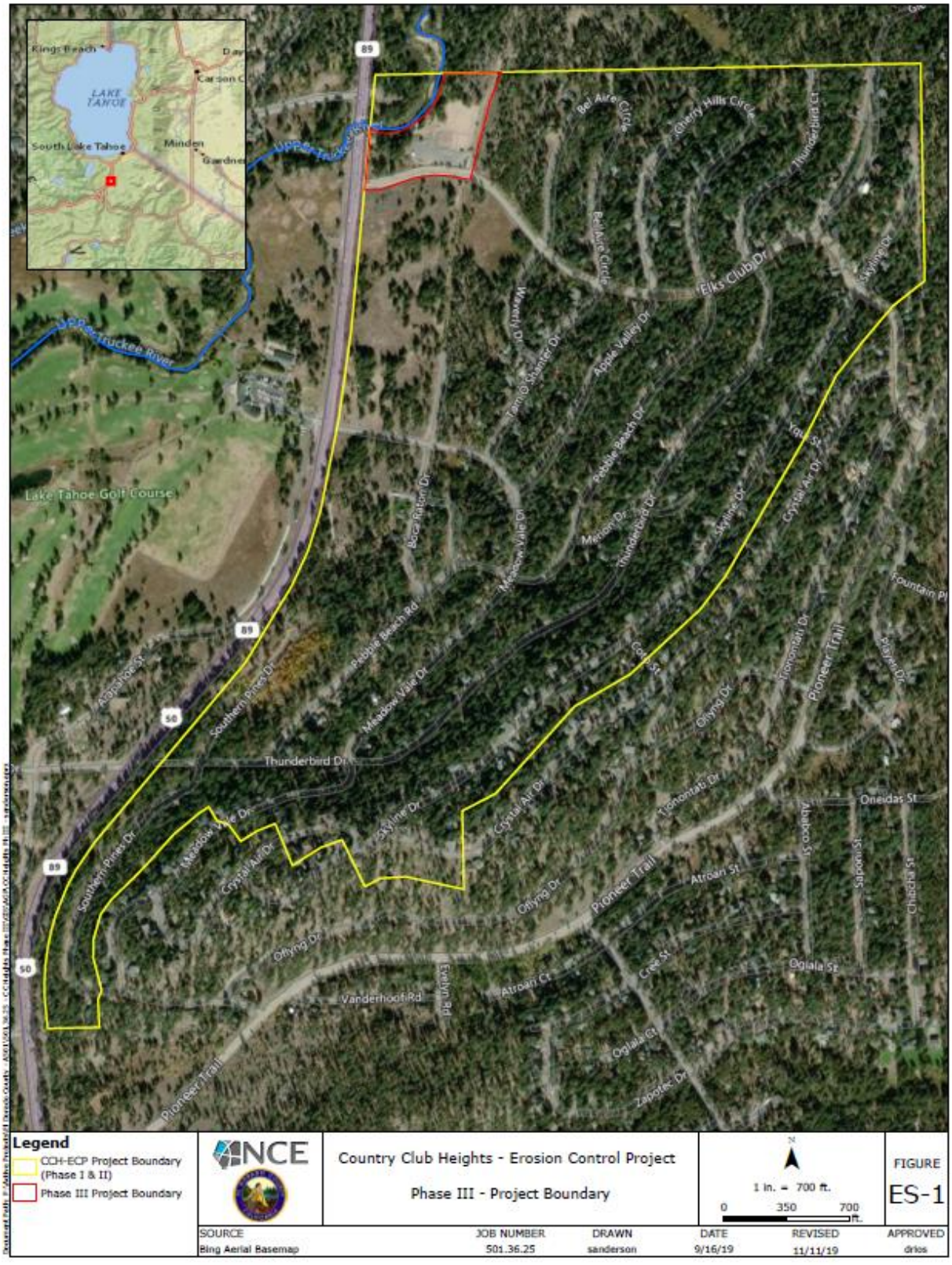

Figure ES-1. Project Boundary

Project Objectives, Purpose, and Need

The objectives of the proposed Phase III project are to improve water quality at the northwestern end of the CCH-ECP, restore SEZ habitat and floodplain function, and enhance recreation and access opportunities at the site. Specifically, the Phase III project would:

- Reduce fine and coarse sediment, stormwater runoff volume, and peak flows.
- Stabilize roadside ditches, and capture road abrasives utilizing source control best management practices.
- Remove excess pavement/coverage and restore the project area to surrounding land capability, including SEZ habitat and function restoration.
- Increase opportunities for the infiltration of stormwater runoff.
- Provide a pathway link to the larger existing user trail network north of the site, supporting the Tahoe Regional Planning Agency's Active Transportation Plan.
- Enhance recreational opportunities within the Lake Tahoe Basin.
- Blend hardscape improvements into the scenic environment to the maximum extent practicable.

As part of the overall CCH-ECP, the Phase III project is identified in the El Dorado County Stormwater Resource Plan, the Environmental Improvement Program projects as a recreation project (EIP #612), a watershed management project (EIP #948 and 01.02.01.002) and as a water quality project (EIP# 01.01.01.0021). The Phase III project would also be consistent with goals stated in the *Linking Tahoe: Active Transportation Plan* by enhancing recreational opportunities within the basin (County of El Dorado 2019).

Figure ES-2. Project Overview Map

POTENTIAL IMPACTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would be a "Potentially Significant Impact" without the implementation of mitigation measures.

	Aesthetics		Agricultural and Forestry Resources		Air Quality
✓	Biological Resources	✓	Cultural Resources		Energy
	Geology/Soils		Greenhouse Gas Emissions	✓	Hazards and Hazardous Materials
✓	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
	Noise		Population/Housing		Public Services
	Recreation	✓	Transportation	✓	Tribal Cultural Resources
	Utilities/Service Systems	✓	Wildfire	✓	Mandatory Findings of Significance

The following mitigation measures as established in more detail in this MND shall be implemented to reduce *potentially significant* impacts to *less than significant with mitigation*:

Mitigation Measure B-1: In the event the Sierra Nevada yellow-legged frog is encountered at the Phase III project site, the County shall coordinate with TRPA, CDFW, and USFWS staff to determine the proper course of action to avoid impacts to the species which may include but not be limited to:

- Revise the proposed project to avoid impacts to the Sierra Nevada yellow-legged frog(s) that exist within the project area. Avoidance may take the form of eliminating or relocating project features, eliminating construction activities or restoration activities that may have an adverse impact to known individuals; and
- Create an exclusion zone surrounding the location of the observed frog, tadpole or larvae for a 30-meter distance that precludes disturbance within suitable habitat. No construction activities shall take

place within the exclusion zone. Additionally, any waters flowing through the Project site that enter the exclusion zone shall not be impeded or diverted as a result of construction activities.

Mitigation Measure B-2: If any construction activities (e.g. tree removal, grubbing or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the County or approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area to include a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. The pre-construction survey shall be conducted no more than 14 days prior to the implementation of construction activities (including staging and equipment storage). Any active nest shall not be disturbed until young have fledged or under the direction provided by a qualified biologist. Any special status species shall not be disturbed unless under the direction provided by a qualified biologist. If an active nest is found during construction, disturbance shall not occur without direction from a qualified biologist.

Mitigation Measure B-3: The County shall implement and require the contractor to adhere to a Noxious Weed Mitigation Plan (Plan) to decrease habitat vulnerability to or below pre-construction levels. The Plan shall include preconstruction elements such as treatment methodologies for existing noxious weed populations identified in the project area, as well as operating procedures for both during and post-construction. Recommended BMPs will include, but are not limited to: hand removal of existing weeds prior to going to seed, equipment cleaning prior to use, area of disturbance minimization, disturbed ground stabilization upon completion of construction with mulch or other means, certified weed-free mulch and other materials, and disturbed areas revegetation with native plants.

Mitigation Measure B-4: Implement Mitigation Measure B-2.

Mitigation Measure CR-1: The contractor and key members of crews working on excavation, trenching, and grading for sites preparation shall be instructed to be wary of the possibility of destruction of buried cultural and paleontological resource materials. They shall be instructed to recognize signs of prehistoric use and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure CR-2 below, so damage to such resources may be prevented. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 CFR 800). However, in the event that cultural resources are discovered during Phase III project implementation, project personnel will halt all activities in the immediate area and will notify a qualified archaeologist, the County Project Engineer, and the Washoe Tribe, to determine the

appropriate course of action. Archaeological resources are not to be moved or taken from the project site and work shall not resume until authorized.

Mitigation Measure CR-2: Final plans and specifications shall include guidance in the event that human remains are discovered. Work in the area surrounding the remains shall cease and the County Coroner and local law enforcement shall be notified immediately of the discovery in accordance with Public Resource Code (PRC) Section 5097.98 and Section 7050.5 of California Health and Safety Code (HSC) to conduct proper evaluation and treatment of remains. The coroner and law enforcement agency with jurisdiction will evaluate the find to determine whether it is a crime scene or a burial. If human remains are determined to be associated with an archaeological site (burial), the California Office of Historic Preservation (OHP)will be notified. The OHP will work with appropriate tribes to determine measures to take.

Mitigation Measure Haz-1: Implement Mitigation Measure T-1.

Mitigation Measure Hyd-1: Should excavation greater than 5 feet in depth occur as a result of project construction, a soils/hydrology report shall be prepared and approved by the TRPA prior to construction.

Mitigation Measure T-1: The contractor will be required to prepare and adhere to a Traffic Control Plan for TRPA and Transportation review and approval. Elements of the plan will include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, Transportation will advise local residents regarding schedules for construction traffic detours through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access will not be prohibited, at any time, for local residents, school buses or emergency vehicles, only delayed. In case of emergency the contractor will be required to have traffic rated plates on site to allow access to be restored during trenching. Prior to construction, the County shall coordinate with emergency services and the contractor shall be required to include in the traffic control plan any mitigation determined necessary by emergency services to address project impacts to emergency services or evacuations.

Mitigation Measure TCR-1: Implement Mitigation Measures CR-1 and CR-2.

Mitigation Measure TCR-2: Implement Mitigation Measure CR-1.

Mitigation Measure W-1: Implement Mitigation Measure T-1.

List of Abbreviations

ADA	Americans with Disabilities Act
APE	Area of Potential Effect
AQMD	Air Quality Management District
BA	Biological Assessment
BMP	best management practice
CAL FIRE	California Department of Forestry & Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCH-ECP	Country Club Heights Erosion Control Project
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CLUP	Lake Tahoe Airport Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO_2e	carbon dioxide equivalents
County	County of El Dorado
CRHR	California Register of Historical Resources
CTC	California Tahoe Conservancy
CWPP	community wildfire protection plan
EDCAQMD	El Dorado County Air Quality Management District
EIP	Environmental Improvement Program
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FS	Feasibility Study
GHG	greenhouse gas
HSC	California Health and Safety Code
IS	Initial Study
LCV	Land Capability Verification
LTAB	Lake Tahoe Air Basin
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Plan
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
OHP	Office of Historic Preservation
PAS	Plan Area Statement
Phase III project	Phase III of the CCH-ECP

PM	particulate matter
PRC	Public Resource Code
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SEZ	stream environment zone
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SNYLF	Sierra Nevada yellow-legged frog
STPUD	South Tahoe Public Utility District
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
TMPO	Tahoe Metropolitan Planning Organization
Transportation	County of El Dorado, Department of Transportation
TRPA	Tahoe Regional Planning Agency
USFS	U.S. Forest Service
USFS-LTBMU	USFS - Lake Tahoe Basin Management Unit
USFWS	U.S. Fish & Wildlife Service
USGS	U.S. Geological Survey
WDR	waste discharge requirements

Section 1 Project Information

1. Project title:	Country Club Heights Erosion Control Project - Phase III South Lake Tahoe, CA
2. Lead agency name and address:	County of El Dorado Department of Transportation 924B Emerald Bay Road South Lake Tahoe, CA 96150
3. Contact person and phone number:	Daniel Kikkert, P.E. County of El Dorado (530) 573-7914
4. Project location:	The project is bound by Elks Club Drive to the south, Highway 50/Highway 89 to the west, Boca Raton Drive to the east, and the Upper Truckee River to the west-northwest in El Dorado County, California. South section of the Lake Tahoe Basin within portions of Sections 20 and 21, Township 12 North, Range 18 East, Mount Diablo Meridian.
5. Project sponsor's name and address:	County of El Dorado Department of Transportation 924B Emerald Bay Road South Lake Tahoe, CA 96150
6. General Plan designations:	Recreation
7. Zoning:	Recreational Facilities, Low-Intensity (RF-L)
8. Description of project:	The County proposes to plan, design, and implement a project that will improve water quality, restore an impacted stream environment zone and achieve recreation and natural resource objectives along a portion of the Upper Truckee River in the County Club Heights residential development area near the community of Meyers.

9. Surrounding land uses and setting:	The areas surrounding the project site include the Upper Truckee River to the north, a residential area and US Highway 50/State Route 89. The site is primarily used for passive recreational purposes and includes open space, paved county roads, unpaved access roads, and a parking lot. The location is heavily disturbed due to existing use of the land including recreational access to the Upper Truckee River and the existing trail system; commercial access by campers and vehicles to a seasonal weekend flea market held during summer months; and by large-turning-radius commercial vehicles to check loads.
10. Other public agencies whose approval is required:	Tahoe Regional Planning Agency California Tahoe Conservancy
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Native American correspondence was initiated by NCE with a letter and attached maps to the Native American Heritage Commission on August 23, 2019. Darrel Cruz, representative for the Washoe Tribe of Nevada and California responded with a request for consultation. Results of consultation with Darrel Cruz confirmed that there are no known cultural or historic resource sites within the project boundary.

Section 2 Introduction

2.1 FOCUS OF THE ENVIRONMENTAL REVIEW

This Initial Study / Mitigated Negative Declaration (IS/MND), prepared pursuant to the California Environmental Quality Act (CEQA), is provided to give notice to interested agencies and the public that it is the County's intent to adopt an MND for proposed Phase III of the Country Club Heights Erosion Control Project (CCH-ECP), hereinafter called the Phase III project.

Country Club Heights is an existing residential development south of the City of South Lake Tahoe and is bounded by Highway 50 to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north (**Figure 1**). In 2017, the County approved an MND (County of El Dorado 2016) for Phases I and II of the CCH-ECP (Notice of Determination 6/19/2017, SCH Number 2017022004). Phases I and II addressed existing source control and hydrologic design issues. These phases were completed in 2018.

The proposed Phase III project lies entirely within the northwestern end of the CCH-ECP limits. The Phase III project would focus on reducing water quality impacts, enhancing recreation and access opportunities in the area, and provide stream environment zone (SEZ) restoration. The Phase III project area includes the old "Elks Club Lodge" property and parking lot currently owned by the California Tahoe Conservancy (CTC). The project site is bound by Elks Club Drive to the south, Highway 50/Highway 89 to the west, Boca Raton Drive to the east, and the Upper Truckee River to the west-northwest.

The Phase III project activities were not specifically addressed in the 2017 IS/MND for Phases I and II of the CCH-ECP as the parcels that include and surround the old "Elks Lodge" property were not evaluated as part of the previous IS/MND. Development of this Phase III IS/MND document is intended to analyze the new elements in the Phase III project as proposed, and to comply with the recent updates to the CEQA Guidelines (effective December 28, 2018).

Except as noted herein, the environmental documentation prepared for phases I and II of the CCH-ECP is incorporated by reference (County of El Dorado 2016) and is included as Appendix A. The County also prepared a Feasibility Study (FS) for the Phase III project alternatives presented herein (County of El Dorado 2019); the FS is also incorporated by reference and is included as Appendix B. The FS includes studies for improvements on Waverly Drive and the associated right-of-way completed as part of the phase I and II project, including the proposed removal of existing asphalt from approximately 330 feet of Waverly Drive, due west of the intersection with Elks Club Drive. The County is planning to move forward with

removal of the asphalt in this location through a public process which will involve the "termination of maintenance" per section 954.5 of the Streets and Highways Code. As such, the Waverly Drive improvements are not included as part of the proposed Phase III project and are excluded from further discussion and analysis in this document.

This IS/MND is subject to modification based on comments received by interested agencies and the public.

Figure 1. Project Vicinity Map

2.2 SUMMARY OF FINDINGS

Based on the environmental evaluation performed for this IS (Section 4), the proposed Phase III project would have:

- ***No Impact*** to agriculture and forestry resources, land use and planning, mineral resources, population and housing, and public services.
- ***Less than Significant Impact*** to aesthetics, air quality, energy, greenhouse gases, geology and soils, noise, recreation, and utilities and service systems.
- ***Less than Significant Impact with Mitigation Incorporated*** to biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, transportation, tribal cultural resources, and wildfire. Mitigation measures have been incorporated into the project that would reduce potential adverse effects to a less than significant level, as specified in the analysis sections of this IS and listed in the Executive Summary, above.

2.3 REQUIRED PERMITS

Transportation is the Lead Agency for this project. The following responsible and trustee agencies have jurisdiction over some or all the proposed project components:

- California Tahoe Conservancy
- California Department of Fish and Wildlife
- Tahoe Regional Planning Agency
- Lahontan Regional Water Quality Control Board

The following permits and/or approvals are required from State and federal agencies:

- Lahontan Regional Water Quality Control Board Stormwater General Permit
- Tahoe Regional Planning Agency Permit
- California Tahoe Conservancy License Agreement

2.4 LEAD AGENCY DETERMINATION

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 (EIR) is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR 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.

Daniel Kikkert	Sr. Civil Engineer
Printed Name	Title
	13 January, 2020
Signature	Date

Section 3 Project Description

The County of El Dorado Department of Transportation (Transportation) proposes to plan, design, and implement a project that will improve water quality, restore an impacted SEZ, and achieve recreation and natural resource objectives within the northwest corner of the CCH-ECP in El Dorado County, California. This constitutes Phase III of the CCH-ECP. The County conducted an FS for the Phase III project (County of El Dorado 2019). The area analyzed and identified as the Phase III boundary in the FS presented a larger boundary for the Phase III project which included all areas associated with each alternative of the Phase III project. However, project impacts from the selected preferred alternative occur within a smaller area; therefore, a reduced size Phase III project boundary was developed for the CEQA document. The FS, provided in Appendix B, describes the existing conditions of the Phase III project alternatives and provides an alternatives analysis.

3.1 PROJECT LOCATION

The Phase III project is located in eastern El Dorado County, in the Tahoe Basin, near the community of Meyers (Figure 1). Specifically, the project is located on the Echo Lake U.S. Geological Survey (USGS) 7.5-minute quadrangle map within portions of sections 20 and 21, Township 12 north, Range 18 east, Mount Diablo Meridian. The Phase III project area is approximately 6.4 acres in size within the Country Club Heights Unit 1 subdivision and lies entirely within the boundary for Phases I and II of the CCH-ECP. The project site is bound by Elks Club Drive to the south, Highway 50/Highway 89 to the west, Boca Raton Drive to the east, and the Upper Truckee River to the west-northwest (**Figure 2**).

3.2 PROJECT FEATURES

Water Quality, Stormwater, and SEZ Improvements

The following water quality, stormwater, and SEZ restoration improvements are proposed for the Phase III project. Refer to **Figure 3** for locations of proposed project features.

- Reconfigure and reduce the size of the existing parking lot to enable parking outside of 100-year floodplain. Approximately 3,850 cubic yards old fill material would be removed to allow for construction of an infiltration basin between parking lot and Boca Raton access road.
- Grade a localized depression in the pavement removal area on the west side of the new/reduced area parking lot to provide capture and treatment of stormwater runoff from the parking lot.

- A two-unit bathroom facility may be constructed at the edge of the parking lot.
- Expand the existing SEZ area through restoration efforts that includes the removal of approximately 2 feet deep concrete/non-native material (approximately 1,100 cubic yards) to restore the natural floodplain.
- Install rock slope protection at an overflow connection area at the new infiltration basin area.
- Install fencing to protect basin area and encourage SEZ restoration
- Install signage
- Install two 18-inch culverts to provide an in/out connection to the basin / SEZ enhancement area
- Complete revegetation/restoration of parking lot/concrete removal areas
- Remove small number (up to 50) of conifer trees outside of a 100-foot buffer from Scenic US Highway 50 / State Route 89 for fuels management / fire hazard reduction and provide for the successional management and restoration of the SEZ

Recreation Improvements

The *Linking Tahoe: Active Transportation Plan* (TRPA and TRMO 2016) identifies opportunities for a Class 1 shared use path through the Phase III project area, and a Class 3 (Bike Route) along Elks Club Drive, connecting Highway 50 to Pioneer Trail. The parking lot is currently used for multiple recreation and access opportunities.

A 10-foot-wide paved shared use trail with 2-foot shoulders is proposed within the Boca Raton Drive ROW, over the existing dirt access road, terminating at Elks Club Drive. A spur connection is proposed to be constructed on the CTC owned parcel from the reduced size parking lot, connecting to the new trail in the Boca Raton ROW. An American's with Disabilities Act (ADA)-compliant permanent user access trail is proposed to be constructed on the north side of the parking lot to enable access from the parking lot to areas along the river, including an existing sand bar near the south side of the Upper Truckee River, which has been used as a launch point by recreational users. The proposed trail may be constructed of compacted decomposed granite with a culvert crossing to convey existing storm runoff under the decomposed granite pathway to the Upper Truckee River.

Educational signage is proposed to be installed to educate users on such items as the Upper Truckee River, past development of the area, and the impact of aquatic invasive species. A 2-unit bathroom facility may be constructed on the edge of the parking lot. If constructed, existing utility connections (sewer and water) would be

utilized in the design. Existing power (or solar) would be utilized, if power is needed.

Refer to **Figure 3** for a project overview map.

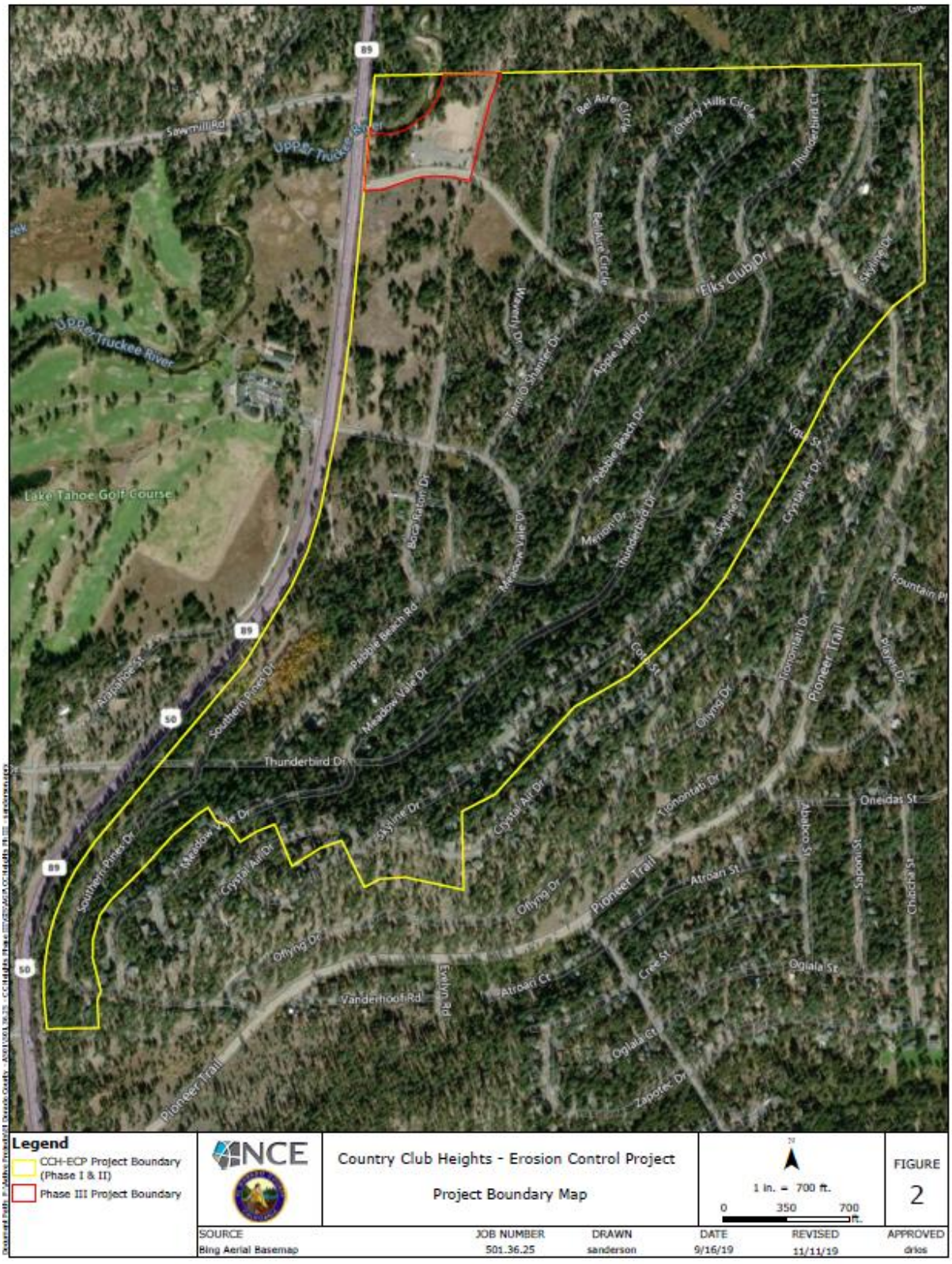

Figure 2. CCH-ECP and Phase III Project Boundary

Figure 3 Project Overview Map

3.3 PROJECT OBJECTIVES, PURPOSE, AND NEED

The objectives of the proposed Phase III project are to improve water quality at the northwestern end of the CCH-ECP, enhance recreation and access opportunities at the site, and restore SEZ habitat and floodplain function. Specifically, the Phase III project would:

- Reduce fine and coarse sediment, stormwater runoff volume, and peak flows.
- Stabilize roadside ditches and capture road abrasives utilizing source control BMPs.
- Remove excess pavement/coverage and non-native fill (approximately 1,100 cubic yards) and restore portions of the project area to surrounding land capability, including SEZ restoration.
- Increase watershed resilience and flood protection from climate change impacts
- Increase opportunities for the infiltration of stormwater runoff.
- Provide a pathway link to a larger trail system, supporting TRPA's Active Transportation Plan.
- Enhance recreational opportunities within the Basin.
- Blend hardscape improvements into the scenic environment to the maximum extent practicable.

As part of the overall CCH-ECP, the Phase III project is identified in the El Dorado County Stormwater Resource Plan, the Environmental Improvement Program (EIP) projects as a recreation project (EIP #612), a watershed management project (EIP #948 and 01.02.01.002) and as a water quality project (EIP# 01.01.01.0021). The Phase III project would also be consistent with goals stated in the *Linking Tahoe: Active Transportation Plan* (TRPA and Tahoe Metropolitan Planning Organization [TMPO] 2016) by enhancing recreational opportunities within the basin (FS:4).

This Project is being designed and constructed with potential financial assistance from the State of California, the United States Forest Service - Lake Tahoe Basin Management Unit (USFS-LTBMU) and TRPA mitigation funds. A Decision Memo for Implementation will be issued by the USFS-LTBMU prepared pursuant to the National Environmental Policy Act.

3.4 PROJECT BACKGROUND

Urban development within the CCH-ECP project area resulted in concentrated storm water flows from the county right-of-way (ROW) and developed parcels to be directed via dike, roadside ditch, and storm drainpipe toward conveyance systems that are connected to the Upper Truckee River. Infiltrating channels with rock check dams and vegetated detention basins were constructed as part of the 1987 Erosion Control Projects in the South Tahoe Basin, the 1994 Southern Pines Drive S.E.Z. Restoration Project, and the 2018 Country Club Heights Erosion Control Project to provide additional water quality treatment and peak flow/volume reduction.

Phase I and II of the CCH-ECP project addressed existing source control issues, hydrologic design issues, and treatment opportunities affecting water quality within the Country Club Heights subdivision area. The Phase III project is designed to focus on reducing impacts to water quality at the northwestern end of the CCH-ECP, as well as opportunities to enhance recreation and access opportunities in the area and provide SEZ habitat restoration.

3.5 SURROUNDING LAND USES AND SETTING

The Phase III project is primarily contained in an area formerly known as the Elks Club site, located within the limits of the Country Club Heights subdivision. The project area is zoned *Recreational Facilities, Low-Intensity* (RF-L). The location is heavily disturbed due to existing use of the land including recreational access to the Upper Truckee River and the existing trail system; commercial access by campers and vehicles to a seasonal weekend flea market held during summer months; and by large-turning-radius commercial vehicles to check loads (**Exhibit A**). The Phase III proposed trail improvements may serve as a connection point to future trail development in this area.

The project area is bound by the Upper Truckee River, Highway 50/Highway 89, and the Country Club Heights residential area.

Exhibit A Aerial Imagery of Existing Project Area Disturbance (2018)

Source: Google Earth, Imagery Date: 6/17/18

3.6 PROJECT CONSTRUCTION

Construction Access and Staging

Construction access would occur using existing county ROWs within the CCH subdivision. Staging would occur within the existing disturbed parking lot area within the project boundary. If necessary, a portion of Boca Raton Drive would be used for additional staging area.

Construction Time Schedule

Construction of the project would begin in the dry summer months of 2021 and would take approximately 25 days to complete.

3.7 CONSTRUCTION CONTROLS

The project is required to comply with local, state, and federal regulations pertaining to protection of human health, safety, and environment. Specifically, the project would be required to comply with the TRPA Code of Ordinances, El Dorado County General Plan, Lahontan RWQCB, and Lake Tahoe Regional Plan.

The following required construction controls from local and state agencies have been incorporated into the project design.

Air Quality

The El Dorado County Air Quality Management District (EDCAQMD) District Rule 223 includes requirements for construction projects. Control measures for construction and other earth moving activities must follow the guidelines presented in Table 1 of Rule 223-1 "Best Management Practice". These requirements include, but are not limited to, creation and implementation of a Fugitive Dust Control Plan, trackout management practices at the construction site, visible emissions limitation, vehicle speed limitations, material handling, and control for stockpiles and disturbed areas.

Biological Resources

The project is required to implement the following applicable TRPA Code of Ordinance standards which protect biological resources:

- Vegetation shall not be disturbed, injured, or removed except in accordance with the Code or conditions of project approval. All trees, major roots, and other vegetation not specifically designated and approved for removal in connection with a project shall be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, shall be protected by installing temporary fencing

pursuant to subsections 33.6.9 and 33.6.10. Disturbed areas shall be revegetated pursuant to 33.6.8.

Geology and Soils

The project would require the County to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the Lahontan Regional Water Quality Control Board (RWQCB) to comply with the Stormwater General Permit. The purpose of the SWPPP is to protect soil and water resources from impacts during construction, including groundwater. As part of the SWPPP, the contractor will be required to prepare and adhere to a Temporary BMP Plan, a Spill Contingency Plan, and a Dewatering Plan that will be approved by El Dorado County. The plan would designate BMPs to minimize impact from erosion and sedimentation. At a minimum, the following geology and soils controls must be implemented:

- Temporary erosion control devices shall be placed down-gradient of dirt piles, excavated areas, or stockpiles
- Coverings shall be placed on all dirt piles during non-working hours
- Vegetation protection fencing shall be installed to protect existing vegetation where feasible
- Disturbed areas shall be revegetated to stabilize soils
- Stabilize disturbed areas with mulch until vegetation is reestablished
- Use of tracking controls
- Parking on paved and existing disturbed areas only

Greenhouse Gas Emissions and Green Energy

The project must implement the *Basic Construction Emission Control Practices* and the measures listed in the *Guidance for Construction GHG Emissions Reductions* developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD 2016), which includes measures to improve fuel efficiency, limit emissions, use green energy sources, and recycling of materials. These include:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

- Train equipment operators in proper use of equipment.
- Use the proper size of equipment for the job.
- Use equipment with new technologies (repowered engines, electric drive trains).
- Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines).
- Use alternative fuels for generators at construction sites such as propane or solar or use electrical power.
- Use a California Air Resources Board (CARB)-approved low carbon fuel for construction equipment. (Nitrogen oxide emissions from the use of low-carbon fuel must be reviewed and increases mitigated.)
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).
- Use SmartWay certified trucks for deliveries and equipment transport.
- Develop a plan to efficiently use water for adequate dust control.

Hydrology and Water Quality

The permittee must develop and implement a Stormwater Management Plan (Order No. R6T-2017-0010, National Pollutant Discharge Elimination System (NPDES) permit No. CAG616002) and a SWPPP (Tahoe Construction Permit R6T-2016-0010). As part of the SWPPP, the contractor will be required to prepare and adhere to a Temporary BMP Plan, a Spill Contingency Plan, and a Dewatering Plan that will be approved by El Dorado County. These plans must outline measures that will protect hydrology and water quality resources, including groundwater, from negative impacts during construction. The SWPPP will need to be approved by the Lahontan Regional Quality Control Board.

Additionally, TRPA Code of Ordinances Chapter 60: Water Quality – outlines standards intended to protect water quality through requirements for the installation of BMPs to protect and restore water quality, as set forth in Section 60.4.6 – Standard BMP Requirements.

Construction site stormwater BMPs would follow the *Caltrans Construction Site Best Management Practices Manual* (California Department of Transportation [Caltrans] 2017) and the *TRPA BMP Handbook* (TRPA 2014) to control and minimize the impacts of construction related activities. The following BMPs, at a minimum, are required at the site during construction:

- Temporary erosion and sediment control BMPs to prevent the transport of earthen materials and other construction waste materials from disturbed land areas, stockpiles, and staging areas during periods of precipitation or runoff (such as silt fence, erosion control fabric, fiber rolls)
- Tracking controls (such as designated ingress and egress areas) and designated staging areas outside of drainage, swale, and SEZ areas. Staging area to be restored in accordance with TRPA Code Section 61.4 (Revegetation)
- Temporary BMPs to prevent wind erosion and sediment transport of disturbed areas, such as use of water for dust control and covering of stockpiles
- Limit grading to May 1 through October 15, unless an exemption is granted by TRPA. At the end of the grading season or before completion of the project, all surplus or waste earthen materials from the project site would be removed and disposed of at a TRPA approved disposal site or stabilized on-site in accordance with TRPA regulations.
- Implement a Spill Prevention Plan (see Hazards and Hazardous Materials below). Phase III project contractors would be responsible for storing on-site materials and temporary BMPs capable of capturing and containing pollutants.
- Implement a Dewatering Plan as part of the SWPPP, to outline the process that will be required of the project contractors if groundwater is intercepted during construction. The Dewatering Plan shall be prepared and submitted for approval by Transportation, Lahontan RWQCB, and TRPA prior to commencement of construction.
- Construction sequencing shall be designed to avoid and minimize the potential of encountering groundwater during construction.
- Use of vegetation protection fencing to prevent damage to trees or other vegetation where possible
- Use of construction boundary fencing to limit land disturbance to areas not planned for construction

- Temporary erosion and sediment control devices will be placed in accordance with the shown plans to protect sediment laden runoff from discharging from the site.
- Construction fencing shall be placed around SEZ areas.

Hazards and Hazardous Materials

A Spill Contingency Plan shall be developed along with the project specific SWPPP to detail site specific BMPs and TRPA approved methods to prevent accidental spills from impacting water and land resources. The plan shall outline response protocols and information for contacting the Lahontan RWQCB and other responsible agencies. Additionally, spill containment and absorbent materials shall be kept onsite at all times, and petroleum products and hazardous waste shall be removed from the project area and disposed of at an appropriate location.

Noise During Construction

The project shall be constructed during the TRPA exempt hours of 8:00 a.m. and 6:30 p.m. per TRPA Code and the County's General Plan to reduce the impacts of temporarily increased ambient noise levels on nearby residences.

Section 4 Environmental Evaluation

This section describes the project setting and evaluates the potential adverse impacts of the project in compliance with CEQA. Appendix G of the CEQA Guidelines (California Natural Resources Agency 2019) provides a checklist with a series of questions designed to enable the lead agency to identify project impacts with respect to the 20 environmental issues. Except where a specific threshold has been adopted by a public agency and is specified in the sections below, such as an air quality threshold, the Appendix G questions are used as thresholds of significance in this document.

Potential environmental impacts are described as follows:

- **Potentially Significant Impact**: An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an Environmental Impact Report (EIR) must be prepared.
- **Less than Significant Impact with Mitigation Incorporated:** An environmental impact that requires the implementation of mitigation measures to reduce that impact to a less than significant level.
- **Less than Significant Impact**: An environmental impact may occur; however, the impact would not be considered significant based on CEQA environmental standards.
- **No Impact**: No environmental impacts would result from implementation of the project.

4.1 AESTHETICS

Environmental Setting

To protect scenic quality thresholds within the Tahoe Basin, specific areas have been identified as scenic corridors or scenic resources. Scenic corridors include views from Lake Tahoe and from all highways and Pioneer Trail in the Lake Tahoe Basin. These corridors have been divided into 33 shoreline and 45 roadway units. The scenic quality of these units was rated in 1982 and then again in 1986, 1991 and 1996. The ratings received by these units indicate if the area is "in attainment," (meeting the scenic threshold standards) or not "in attainment" (not meeting the scenic threshold standards).

Both the TRPA Regional Plan and Code of Ordinances outline the requirements for development in or near major scenic view corridors and vistas within the Lake Tahoe Basin and project vicinity.

The Phase III project area is adjacent to the US Highway 50/State Route 89 scenic corridor (TRPA Scenic Roadway Unit 36). All federal and state highways that lie within the Tahoe region and Pioneer Trail are designated as scenic highways. The project is within Plan Area Statement (PAS) 119-Country Club Meadow, which has a special designation for scenic resource restoration (TRPA 2002). There are no PAS designated scenic vistas in the project area.

Environmental Checklist

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?			✓	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

Answers to Checklist Questions

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. There are no designated scenic vistas within the project area. A limited part of the Phase III project area is visible from US Highway 50/State Route 89, which is a designated Scenic Highway. The intent of the proposed project is to provide for water quality improvement, restore a degraded SEZ area, and provide for recreation access and improvement, all of which are anticipated to provide aesthetic improvement to the area. While there would be temporary aesthetic impacts due to construction, there would be no long-term degradation of aesthetic quality in the Phase III project area and therefore the proposed project would have a *less than significant impact*.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?

Less than Significant Impact. No rock outcroppings or historic buildings would be damaged during construction of the proposed Phase III project. The project proposes elements which would provide scenic improvements, such as removal of coverage from the existing parking area to restore the SEZ. Upwards of 50 conifer trees may be removed outside of a 100-foot buffer from Scenic US Highway 50 / State Route 89 for fuels management / fire hazard reduction, to improve forest health through removal of diseased and infested trees and provide for the successional management and restoration of the SEZ. This limited and select removal of diseased and infested trees would not degrade aesthetic quality due to the number of trees within the project area and the 100-foot tree screening buffer from the Caltrans ROW adjacent to the Scenic Corridor. Therefore, impacts resulting from tree removal adjacent to the Scenic Corridor would be *less than significant*, and the project overall would improve aesthetics within the degraded and heavily disturbed SEZ area.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The proposed Phase III project would implement new water quality protection measures, remove excess concrete and reduce the size of the existing parking area, implement SEZ restoration, and provide recreation improvements for the subdivision. Care would be taken in the design and construction of the improvements to integrate them into the natural surroundings. These planned improvements would increase the visual character and quality of the site. While construction activities may affect the scenic resources during construction, these impacts would be temporary. The proposed Phase III project would not substantially degrade the existing visual character or quality of the site or its surroundings; therefore, the proposed Phase III project would have a *less than significant impact*.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The proposed new bathroom facility would include interior lighting. There would be no new sources of exterior lighting associated with the project. Because the lighting associated with the bathroom would be interior only, and nearby residential views of the project site are largely obstructed by trees, it is not anticipated that the interior lighting would have an adverse effect on nighttime views of the area or adversely affect residents. The interior bathroom lighting would have no effect on daytime views of the area. Therefore, the project would not result in a new source of substantial light or glare, and the impact would be *less than significant*.

4.2 AGRICULTURAL AND FORESTRY RESOURCES

Environmental Setting

The project area is zoned Recreational Facilities, Low-Intensity (RF-L) (El Dorado County 2015). There is no farmland or agricultural use land associated with the project. There is no U.S. Forest Service (USFS) land associated with the Phase III project.

Environmental Checklist

Would the project:

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

Discussion

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

Answers to Checklist Questions

a) Would the project 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?

No Impact. The project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Division of Land Resource Protection (2018). Implementation of the project does not require conversion of land from the existing land use. Because the project does not propose to convert land or contain farmland, there would be *no impact*.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project area is zoned Recreational Facilities, Low-Intensity (RF-L); there is no existing agricultural zoning associated with the project area. The Williamson Act is a means to restrict the uses of agricultural and open space lands to farming and ranching uses; because these uses are not associated with the project area, there would be *no impact*.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact. Construction of the project would not require a conversion of land use or require tree removal within forest land. Therefore, the project would not cause rezoning of existing forest land within the project area. There is no land zoned as timberland production (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in items a-c above, the project does not occur on forest lands or require conversion of forest use to non-forest use; therefore, there would be *no impact*.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in items a-d above, the project does not involve designated Farmland or result in the potential to convert land use. There would be *no impact*.

4.3 AIR QUALITY

Environmental Setting

The project is located in the Lake Tahoe Air Basin (LTAB), which extends into portions of El Dorado and Placer Counties in California, Washoe and Douglas Counties in Nevada, and Carson City Rural District in Nevada. The LTAB is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, air temperature gradients, and existing air pollutant sources coupled with local topography affect the dispersion of air pollution and air quality in the LTAB.

Most airborne pollutants in the LTAB come from three sources related to populated areas that generate airborne anthropogenic materials: road dust, vehicle exhaust, and chimney smoke. Undeveloped areas in the LTAB produce airborne dust and smoke from natural sources like forest fires as well as direct and indirect effects of land management practices (i.e. controlled burns). In addition, airborne materials generated in downwind areas, including the San Francisco Bay area and the Central Valley, are carried upwind to the LTAB by the region's prevailing winds. As a result of the various potential emission sources, air quality regulations in the LTAB focus on the following air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. These pollutants are commonly referred to as "criteria air pollutants."

Air quality within the LTAB is regulated by several agencies including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), EDCAQMD and TRPA. These agencies develop rules, regulations, policies, and/or plans to achieve the goals and directives imposed through legislation.

Local Regulations

Tahoe Regional Planning Agency Thresholds of Significance

TRPA takes air quality into consideration in its planning and permitting activities to ensure compliance with State and District air quality standards for projects in the LTAB. Because the TRPA's authority is granted directly from Congress, the TRPA has the authority to adopt air quality and other environmental quality thresholds, and to enforce ordinances designed to achieve the thresholds. Exhibit B below presents the Environmental Threshold Carrying Capacities (ETCC) for the LTAB.

Pollutant	Construction Threshold	
ROG	82 lbs/day	
NOx	82 lbs/day	
CO	8-hour average: 6 parts per million (ppm)	1-hour average: 20 ppm
PM10	Annual arithmetic mean: 20 µg/m3	24-hour average: 50 µg/m3
PM2.5	Annual arithmetic mean: 12 µg/m3	24-hour average: 65 µg/m3
Ozone	8-hour average: 0.07 ppm	1-hour average: 0.08 ppm

Exhibit B Tahoe Regional Planning Agency Air Quality Threshold of Significance

El Dorado County Air Quality Management District

The EDCAQMD is the primary agency responsible for air quality regulation in the LTAB. As part of that role, the EDCAQMD has prepared the 2002 CEQA Guide to Air Quality Assessment. The purpose of the Guide is to facilitate the evaluation and review of air quality impacts for projects in El Dorado County that are subject to CEQA. The guide's intent is to facilitate and provide consistency in the preparation of analyses that inform decision-makers and the public about the air quality implications of a project. The Guide to Air Quality Assessment has established construction thresholds for air quality for priority pollutants shown in Exhibit C below.

Pollutant	Construction Threshold
ROG	82 lbs/day
NOx	82 lbs/day
PM10	Project would cause or contribute to a violation of Ambient Air Quality Standards
CO	

Source: El Dorado County 2002

Exhibit C El Dorado County AQMD Threshold of Significance

For construction projects, the County has identified screening criteria to assist with determining whether a construction project would substantially impact air quality. Screening of construction equipment exhaust emissions may be done using one of two possible methods:

1) Based on fuel use; and
2) Based on implementation of mitigation measures. Screening of fugitive dust PM10 emissions may be accomplished based on implementation of mitigation measures. If it is determined that a construction project would have a less than significant effect on air quality after use of the appropriate screening criteria, then modeling or other steps to estimate the amount of emissions that would be generated are not required (El Dorado County 2002).

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) 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?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Answers to Checklist Questions

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. Projects that could generate emissions in excess of the EDCAQMD and the TRPA ETCC recommended significance thresholds would be considered to potentially conflict with or obstruct implementation of the applicable air quality plan. The Phase III project does not propose features that would result in permanent stationary and/or mobile sources of emissions. The project would generate temporary emissions during construction of the project. The EDCAQMD has identified the most common sources of emissions from construction projects as site preparation, earthmoving, and general construction.

The emissions generated from these activities include the following:

- Combustion emissions: (reactive organic gases, nitrogen oxides, carbon monoxide, sulfur oxides, PM_{10}) from mobile heavy-duty diesel and gasoline powered equipment, portable auxiliary equipment, and worker commute trips;
- Fugitive dust (PM_{10}) from soil disturbance or demolition.

Short-term construction-generated emissions are not projected to exceed applicable thresholds of significance due to the short duration required for construction and adherence to applicable County and TRPA requirements as discussed in the Section 3.7 - Construction Controls. The project is required to comply with the EDCAQMD Rule 223, which includes requirements for construction projects, including preparation of a Fugitive Dust Control Plan. Other control measures for construction and other earth moving activities must follow recommendations presented in Table 1 of Rule 223-1 'Best Management Practice'. These BMPs include, but are not limited to, stabilizing disturbed soil, limiting vehicular traffic, applying water to disturbed soil, limiting size of staging area, and use of tarps to cover loose soils. Implementation of these required controls would ensure emissions generated during construction would not exceed the applicable thresholds of significant and therefore would not have potential to conflict with or obstruct implementation of the applicable air quality plan; the impact would be *less than significant.*

b) Would the project 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?

Less than Significant Impact. Construction of the project would result in short-term increases in emissions associated with activities such as excavation, grading, and removal of non-native fill and concrete associated with the existing parking lot. Increased emissions would consist of ROG, NO2 and emissions of PM1O, CO, SO2 and NOx. Emissions of ozone-precursors could result from the operation of both on and off-road motorized vehicles and equipment. Emissions of airborne PM would be dependent on the amount of ground disturbance associated with site preparation activities and could result in increased concentrations of PM10. If ROG and NOx emissions are deemed not significant, then exhaust emissions of CO and PM10 from construction equipment, and exhaust emissions of all constituents from worker commute vehicles, may also be deemed not significant (El Dorado County 2002).

Project Screening - Emissions

The Phase III project would require approximately 25 days to construct and would disturb less than 6 acres total over the life of the project. An air quality emissions analysis was recently performed for the nearby Bijou Area Erosion Control Project which is much larger (32 acres) than the Phase III project. Results of the daily emissions modeling for the Bijou Area ECP indicated that both the ROG and NOX emissions are below the applicable thresholds, and therefore, impacts from ROG and NOX emissions are also determined less than significant (City of South Lake Tahoe 2011).

Because the Phase III project requires a smaller area of disturbance and days to construct than the Bijou Area ECP, it is anticipated the Phase III project would be well below the established significance levels. Additionally, the air quality construction controls as listed in Section 3.7, including implementation of a Fugitive Dust Control Plan and compliance with the AQMD requirements for implementation of BMPs during construction would further reduce emissions and protect air quality; impacts are anticipated to be *less than significant.*

Project Screening – Fugitive Dust

For fugitive dust emissions (PM10), the screening approach is based on specific dust suppression measures that will prevent visible emissions beyond the boundaries of the project. If those measures are incorporated into project design, then further calculations to determine PM10 are not necessary.

As discussed, the proposed project is required to implement dust control practices in compliance with the provisions of the El Dorado County Air Pollution Control District Rule 223, TRPA Regional Plan Goals and Policies related to Air Quality and

the National Ambient Air Quality Standards. The following BMPs, at a minimum, will be implemented during construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or to the extent necessary to adequately suppress dust.
- All haul trucks transporting soil, sand, or other loose material on or off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the CCR).
- Post a publicly visible sign with the telephone and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The El Dorado County Air Pollution Control District's phone number shall also be visible to ensure compliance with applicable regulations.

As discussed, emissions for the Phase III project are not expected to exceed the applicable emissions thresholds. Emissions generated by the project would be short-term during construction, and the required Fugitive Dust Control Plan and standard BMPs to reduce other emissions would ensure impacts during construction would be less than significant. Therefore, the project would not 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.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Construction activities may impact air quality, but the impacts would be well below established significance levels because the activity is temporary and there would not be any long-term impacts. The proposed Phase III project would not expose sensitive receptors to substantial pollutant concentrations; therefore, the project would have a *less than significant impact*.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Construction activities may impact air quality, but the impacts would be well below established significance levels because the activity is temporary and there would not be any long-term impacts. The proposed Phase

III project would not expose sensitive receptors to substantial pollutant concentrations; therefore, the project would have a *less than significant impact*.

4.4 BIOLOGICAL RESOURCES

Environmental Setting

The Phase III project area is characterized by predominantly fragmented Jeffrey pine forest (NCE 2019a) and surrounded by urban development associated with the CCH subdivision. This area produces concentrated stormwater runoff that flows from county ROW to pervious, naturally vegetated land and ultimately the Upper Truckee River. Because the CCH subdivision is connected to Lake Tahoe through Meyers Creek and the Upper Truckee River, there is potential for fine sediments produced in the residential area to deposit directly into Lake Tahoe. Current sediment sources within vicinity of the Phase III project area include residential use and vehicular traffic; road sand/cinder accumulation from local and collector roadways; and eroding cut slopes, and roadside ditches.

Biological resource studies were completed for the Phase I and II IS/MND, which included the Phase III project area; no special status wildlife or plant species were identified during field surveys. With the implementation of protective measures, the project was determined to have a *less than significant impact with mitigation incorporated* on biological resources (County of El Dorado 2016).

Biological resource studies were completed for the proposed Phase III project to account for any changes in site conditions and project features since the Phase I/II project. The following updated documents prepared for the Phase III project are provided in the appendices and are summarized briefly below:

- Biological Assessment (Appendix C)
- Aquatic Resource Delineation Report (Appendix D)
- Wildlife Baseline Report (Appendix E)
- Sierra Nevada Yellow-Legged Frog Site Assessment (Appendix F)
- Invasive Plant Risk Assessment (Appendix G)
- Botanical Baseline Report (Appendix H)

Wildlife

A Wildlife Baseline Report was prepared by NCE as an initial baseline assessment to determine potential for special status species to occur within the Phase III project area. Specifically, those species designated as federally threatened or endangered by the USFWS; those designated as state endangered, threatened, or rare by the State of California; those designated as sensitive by the USFS-LTBMU; and TRPA special interest species. Results of the Wildlife Baseline Report indicate there are no known occurrences of special status species within a 0.5-mile buffer around the

project boundary. Additionally, there were no signs, evidence, or suitable habitat found for special status species during field surveys (NCE 2019g). The full Wildlife Baseline Report is attached as Appendix H.

A Biological Assessment (BA) was prepared by NCE in October 2019 to review the proposed Phase III project in sufficient detail to determine the extent to which the project may affect any federally threatened or endangered species and/or designated critical habitat. The BA was prepared in accordance with legal requirements set forth under Section 7 of the Endangered Species Act (16 United States Code 1536 (c)). The BA includes results of literature searches, database review, and a field survey which were conducted for the Phase III project.

Based on database search, literature review, and field survey results, the BA considers the Sierra Nevada yellow-legged frog (SNYLF; *Rana sierra*) a federally listed species which may be impacted by the project. The Phase III project would occur in an area designated by the USFS as suitable habitat for the species (NCE 2019b) (**Figure 4**). The SNYLF is listed as federally endangered and is considered a Species of Special Concern by the CDFW. Critical habitat was designated in 2006 and revised in 2010; the project area is located outside of the USFWS-designated critical habitat for the SNYLF (NCE 2019b). Potential project impacts to the SNYLF are analyzed in the attached Biological Assessment (Appendix C) and discussed in checklist item a) below. A Sierra Nevada -Yellow-Legged Frog Site Assessment was also prepared in support of the BA (Appendix F).

Other federally listed special status species may be present near the Phase III project area; however, project activities do not fall within any Critical Habitat Areas for any USFWS species, and as a result, the project is not anticipated to effect other federally listed special status species (NCE 2019b). The BA, located in Appendix C, contains a comprehensive list of special status species evaluated for the proposed project and includes species on which the project was determined to have no effect, and the reason for each determination.

Figure 4. Suitable Habitat for Sierra Nevada Yellow-legged Frog

Aquatic Resources

In 2016, an Aquatic Resource Delineation was conducted for the CCH-ECP in support of Phases I and II of the project. The area surveyed during this effort included the area of the Phase III project. NCE performed an aquatic resource delineation for the Phase III project on August 6, 2019, evaluating the potential jurisdictional status of waters of the United States within the Phase III project area.

A jurisdictional determination, SPK-2016-00783, was received for the 2016 survey area. Based on communications with the U.S. Army Corps of Engineers' Reno field office, NCE is requesting that the 2016 and 2019 survey areas be combined, and a revised jurisdictional determination be issued for the Phase III project.

During the 2019 delineation, NCE delineated the edge of the Upper Truckee River and two man-made swales. The edge of the Upper Truckee River is outside of the Phase III project area and would not be impacted by the proposed project; however, the two man-made swales are located within the Phase III project boundary. The man-made swales were created in uplands for stormwater management, and therefore are not federally jurisdictional (NCE 2019c). The full Aquatic Resource Delineation Report is included as Appendix D.

Botanical Resources

A Botanical Baseline Report was prepared by NCE to conduct an initial baseline assessment for botanical resources that satisfies the USFWS, TRPA, CDFW, USFS-LTBMU, and the California Native Plant Society (CNPS) requirements to determine potential for botanical special status species to occur within the boundaries of the Phase III project. NCE conducted a botanical field survey on August 2, 2019; no special status plant species were found during field surveys (NCE 2019a). Additionally, no historical observations or detections of special status species were found within 0.5 miles of the project boundary during background information research (NCE 2019a). A list of plant species observed during the survey can be found in the attached Botanical Baseline Report (Appendix H), as well as a full description of the vegetation communities present within the Phase III project area.

An Invasive Plant Risk Assessment (IPRA) was prepared by NCE to identify potential effects of invasive weed species on the project area. In addition to field survey, the IPRA included a literature and database review to identify documented noxious weed species within and adjacent to the project area.

The results of the field surveys found five (5) invasive plant species in the project area: cheat grass (*Bromus tectorum*), bull thistle (*Cirsium vulgare*), poison hemlock (*Conium maculatum*), field bindweed (*Convolvulus arvensis*), and yellow toadflax (*Linaria vulgaris*). USFS 2008 invasive plant data supplied by the USFS documents an additional species in the project area: oxeye daisy (*Leucanthemum vulgare*)

(NCE 2019d). The attached IPRA (Appendix G) contains locations of identified invasive weed species in and near the project area, as well as recommended management actions for the County to implement during project construction.

Stream Environment Zones

Land within the Phase III project area is classified as 1B: SEZ (County of El Dorado 2016: Figure 6). The TRPA Code of Ordinances defines SEZ as, "Generally an area that owes its biological and physical characteristics to the presence of surface or ground water." The TRPA regulates SEZ within the Tahoe Basin under the Clean Water Act's 208 Plan program. The SEZ within the project area is heavily disturbed and contains of areas of coverage, including paved parking and compacted areas used for recreation purposes.

Environmental Checklist

Would the project:

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

Answers to Checklist Questions

a) Would the project 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 & Wildlife (CDFW) or U.S. Fish & Wildlife Service (USFWS)?

Less than Significant Impact with Mitigation Incorporated.

Wildlife

As discussed in the Environmental Setting, a Wildlife Baseline Report and Botanical Baseline Report were prepared to determine if special status species had the potential to occur within the Phase III project area. There were no signs, evidence, or suitable habitat found for wildlife or botanical special status species during field surveys. Results of the studies also indicate there are no known occurrences of special status species within a 0.5-mile buffer around the project boundary.

However, due to a portion of the project area occurring within mapped USFS suitable habitat for SNYLF, a Sierra Nevada Yellow-Legged Frog Site Assessment was conducted. The SNYLF Site Assessment was then used to support preparation of a Biological Assessment to analyze potential impact of the project on the species and its habitat.

Although the Phase III project area contains land identified by the USFS as suitable habitat for the species due to proximity to the Upper Truckee River and mapped SEZ land, this upland area includes approximately one (1) acre of paved and compacted parking area that is heavily disturbed and currently unsuitable for SNYLF breeding, foraging, or dispersal (NCE 2019b). A protocol-level visual encounter survey was conducted in 2019 and no signs or detections of SNYLF or any other amphibians were encountered during survey (NCE 2019f).

During construction, approximately 1.6 acres of USFS designated suitable habitat would be disturbed by construction of project features. Phase III project activities within SNYLF suitable habitat are limited to the improvement of an existing pathway adjacent to the Upper Truckee River and the restoration of disturbed soils to return approximately half an acre of SEZ to its natural function.

Additionally, the existing parking area would be reduced in size by removing concrete and restoring with native vegetation; therefore, the proposed project would improve and restore a portion of the suitable habitat area and would result in an improvement of habitat function for SNYLF as a result of project activities.

Results of the BA conclude that while unlikely, given the historical occurrences of SNYLF in the Upper Truckee River system, it is possible that SNYLF could occur within the Phase III project impact area (NCE 2019b). In the event SNYLF is

encountered during construction, implementation of **Mitigation Measure B-1** would ensure impacts to SNYLF would be reduced to *less than significant*.

- ***Mitigation Measure B-1***: In the event the Sierra Nevada yellow-legged frog is encountered at the Phase III project site , the County shall coordinate with TRPA, CDFW, and USFWS staff to determine the proper course of action to avoid impacts to the species which may include but not be limited to:
    - Revise the proposed project to avoid impacts to the Sierra Nevada yellow-legged frog(s) that exist within the project area. Avoidance may take the form of eliminating or relocating project features, eliminating construction activities or restoration activities that may have an adverse impact to known individuals; and
    - Create an exclusion zone surrounding the location of the observed frog, tadpole or larvae for a 30-meter distance that precludes disturbance within suitable habitat. No construction activities shall take place within the exclusion zone. Additionally, any waters flowing through the Project site that enter the exclusion zone shall not be impeded or diverted as a result of construction activities.

Migratory Birds

The Jeffrey pine present within the project area contains suitable habitat for migratory birds, protected under the Migratory Bird Treaty Act (MBTA) (NCE 2019g). The MBTA makes it unlawful to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid Federal permit. Proposed tree removal within the project area, as discussed in Section 3 – Project Description, may result in significant impacts to species protected by the MBTA. However, with implementation of **Mitigation Measure B-2**, impacts would be reduced to less than significant.

- ***Mitigation Measure B*-2:** If any construction activities (e.g. tree removal, grubbing or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the County or approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area to include a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. The pre-construction survey shall be conducted no more than 14 days prior to the implementation of construction

activities (including staging and equipment storage). Any active nest shall not be disturbed until young have fledged or under the direction provided by a qualified biologist. Any special status species shall not be disturbed unless under the direction provided by a qualified biologist. If an active nest is found during construction, disturbance shall not occur without direction from a qualified biologist.

Vegetation

As discussed in the environmental setting, five (5) invasive plant species were identified within the project area. Results of the IPRA (Appendix G) indicate that overall habitat vulnerability of the Phase III project is considered medium due to occurrences of invasive plants within the project area; presence of established roads, foot and animal traffic, and large areas of cultivated landscape and/or turf in the area; and spread could be limited by proper treatment and eradication both pre and post construction. Due to this, the IPRA recommends that the County implement a Noxious Weed Mitigation Plan (Mitigation Measure B-3) to decrease habitat vulnerability associated with spread of invasive weeds during and post-construction. **Mitigation Measure B-3** would ensure significant impact from the spread of noxious weeds within and adjacent to the Phase III area is avoided.

- ***Mitigation Measure B-3:*** The County shall implement and require the contractor to adhere to a Noxious Weed Mitigation Plan (Plan) to decrease habitat vulnerability to or below pre-construction levels. The Plan shall include preconstruction elements such as treatment methodologies for existing noxious weed populations identified in the project area, as well as operating procedures for both during and post-construction. Recommended BMPs will include, but are not limited to: hand removal of existing weeds prior to going to seed, equipment cleaning prior to use, area of disturbance minimization, disturbed ground stabilization upon completion of construction with mulch or other means, certified weed-free mulch and other materials, and disturbed areas revegetation with native plants.

b) Would the project 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 CDFW or USFWS?

Less than Significant Impact. As discussed in the Environmental Setting, no jurisdictional wetland or water of the U.S. features were identified within the Phase III project area. Therefore, the project would have no impact on jurisdictional wetland or water of the U.S. features.

The Phase III project area lies entirely within mapped SEZ land. A Land Capability Verification Application was submitted to TRPA in March 2019 for certification. The

TRPA prohibits disturbance within Land Capability District 1B (SEZ) but provides an exemption for erosion control projects. The Planning Statement for this land use states that "this area should be managed for outdoor recreation and natural resource values to include opportunities for SEZ restoration" (TRPA 2002). The historic SEZ area currently contains approximately one acre of paved and compacted parking area that is heavily disturbed and appears to be functioning as an upland area based on the 2019 delineation field visit. The project proposes to return approximately half an acre of SEZ to its natural function by reducing the size of the existing parking area, removing concrete / non-native material and restoring with native vegetation. Additionally, the project proposes to grade a depressional sediment basin and area adjacent to the reduced parking lot to capture runoff from the parking lot for infiltration and treatment. Trail improvements associated with the project would also occur in previously disturbed areas that are not currently functioning as SEZ. During construction, implementation of the required construction controls in Section 3.7, including a project specific SWPPP would ensure temporary impacts associated with excavation and grading activities to restore the SEZ remain less than significant. Overall, the project would reduce coverage in an SEZ, improve and restore SEZ land, and would result in an improvement of habitat and function as a result of the project.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed above, there are no federally protected wetlands in the Phase III project area; therefore, there would be *no impact*.

d) Would the project 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?

Less than Significant Impact with Mitigation Incorporated. There are no channels within the project area which contain sufficient habitat or sustained water flows to support fish species, therefore there is no potential to impact migratory fish. It is possible for migratory wildlife species to passively use the project area as a migration corridor due to presence of open space; however, it is unlikely due to existing disturbances, lack of suitable habitat, and human use of the area (NCE 2019g). The project does not propose to modify any undeveloped land areas or construct barriers in a manner that could impede wildlife migration. However, proposed tree removal associated with the Phase III project could result in a significant impact to migratory bird species should they be present during construction. As provided in **Mitigation Measure B-2**, the project will be surveyed for migratory birds nesting in the project area prior to construction, and buffers

around the nests will be established, if warranted, to avoid potential significant impact to migratory birds.

- **Mitigation Measure B-4**: Implement Mitigation Measure B-2.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The project proposes to remove a small number of conifer trees outside of a 100-foot buffer from Scenic US Highway 50 / State Route 89 for fuels management / fire hazard reduction and provide for the successional management of SEZ restoration. The trees to be removed are located within the county ROW or on CTC-owned parcels mapped as SEZ land. Tree removal would be completed by California Conservation Corps contracted hand crews with oversight by CTC personnel. Trees tagged for removal will include those which are dead, diseased, or within a dense stand.

The TRPA Code of Ordinances *Tree Cutting within Stream Environment Zones* (Code Section 61.1.6C) stipulates that tree cutting within SEZs may be permitted to allow for early successional stage vegetation management, sanitation salvage cuts, fuels management for fire hazard reduction, restoration or enhancement of ecosystem health and diversity, and fish and wildlife habitat improvement projects, in accordance with the standards provided in the Code Section. The TRPA Code stipulates a project must meet the following minimum tree removal within SEZ standards:

1. Vehicle Restrictions: All vehicles shall be restricted to areas outside of the SEZs or to existing roads within SEZs.
2. Soil Conditions: All work within SEZs shall be limited to times of the year when soil conditions are dry and stable, or when conditions are adequate for over-snow tree removal operations without causing significant soil disturbance and/or significant vegetation damage (See subparagraph 61.1.6.F).
3. Trees and Debris Kept from Streams: Felled trees and harvest debris shall be kept out of all perennial or intermittent streams. If deposited in the stream, the material shall be removed unless it is determined that such logs and woody material adds structural diversity pursuant to fish and wildlife habitat improvements in accordance with Chapter 62: Wildlife Resources, and Chapter 63: Fish Resources. This determination shall be approved by TRPA.
4. Stream Crossings: The crossing of perennial streams or other wet areas shall be limited to improved crossings meeting Best Management Practices or to temporary bridge spans that can be removed upon project completion or at the end of the work season, whichever is sooner. Any damage or disturbance

to the SEZ associated with a temporary crossing shall be restored within one year of its removal. In no instance shall any method requiring the placing of rock and earthen material into the stream or streambed be considered an improved crossing. Other temporary measures may be permitted for dry stream crossings in accordance with the Handbook of Best Management Practices.

5. Special Conditions: Special conditions shall be placed on all tree harvests within SEZs or within the transition or edge zone adjoining SEZs, as necessary to protect in-stream aquatic habitat values and wildlife habitat integrity and diversity.

The project would comply with the vehicle restrictions as required by item 1. above because existing disturbed areas defined by construction limit fencing would be utilized for vehicle access within the area mapped as SEZ. Because the project is required to comply with the TRPA Code pertaining to tree removal within SEZ, additional mitigation would not be necessary, and the impact would be *less than significant*.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed in item e) above, the project is required to comply with the TRPA Code of Ordinance that stipulates implementation of protection measures for tree removal within SEZ zones; therefore, the project would not conflict with a local tree preservation policy or ordinance. The project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as none exist for the project area.

4.5 CULTURAL RESOURCES

Environmental Setting

Cultural resource studies, which included a literature search and an archaeological survey/inventory of the Phase I and II CCH-ECP project area, were completed for the IS/MND. The project was determined to have a *less than significant impact* on cultural resources for Phases I and II of the CCH-ECP (County of El Dorado 2016). An updated cultural resource study was conducted for the Phase III project. The following document is provided in the appendices and is summarized briefly below:

- Heritage Resource Inventory Report (Appendix I): NCE conducted an archival review and an intensive surface inspection of the site to determine if there were any archaeological resources present on the site. The archival review (records search) determined that there were no previous resources recorded on the site. No prehistoric or historic cultural resources were identified within or adjacent to the Phase III project area. In the absence of such resources, there was no need to assess resource eligibility for listing in the California Register of Historical Resources or the National Register of Historic Places. It is recommended that a finding of "*no historic properties are present*" be made, as that phrase is viewed within the context of compliance with the Advisory Council on Historic Preservation regulations (36 CFR 800) (NCE 2019e).

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

Answers to Checklist Questions

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

b) Would the project Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

Less than Significant Impact with Mitigation Incorporated. As noted above, a records search and field survey investigation were conducted within the project area. No cultural resources were identified within or adjacent to the project area by either the records search or site surveys, and no properties or historical resources listed in the California Register of Historical Resources (CRHR) are known to be present in the project area or observed; therefore, there is low probability for encountering previously unknown resources.

However, without physical confirmation, the possibility of exposing previously undiscovered buried historical or archaeological resources still remains; any loss of historical or archaeological resources could result in a cumulatively considerable impact. Thus, mitigation for inadvertent discoveries is required to reduce potential impacts during construction to less than significant.

Incorporation of **Mitigation Measure CR-1** would ensure that potential impacts to buried or previously undiscovered resources are *less than significant*.

- ***Mitigation CR-1:*** The contractor and key members of crews working on excavation, trenching, and grading for sites preparation shall be instructed to be wary of the possibility of destruction of buried cultural and paleontological resource materials. They shall be instructed to recognize signs of prehistoric use and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure CR-2 below, so damage to such resources may be prevented. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 CFR 800). However, in the event that cultural resources are discovered during Phase III project implementation, Phase III project personnel will halt all activities in the immediate area and will notify a qualified archaeologist, the County Project Engineer, and the Washoe Tribe, to determine the appropriate course of action. Archaeological resources are not to be moved or taken from the project site and work should not resume until authorized.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. Based on the prehistoric and historic uses of the area within the Area of Potential Effect (APE), human remains are not expected to be discovered during construction activities. However, in the event that unknown burials or human remains are discovered during construction, **Mitigation Measure CR-2** would ensure that potential impacts to human remains would be *less than significant* by requiring implementation of certain performance standards in the event of inadvertent discovery of human remains.

- ***Mitigation CR-2:*** Final plans and specifications shall include guidance in the event that human remains are discovered. Work in the area surrounding the remains shall cease and the County Coroner and local law enforcement shall be notified immediately of the discovery in accordance with PRC Section 5097.98 and Section 7050.5 of California Health and Safety Code to conduct proper evaluation and treatment of remains. The coroner and law enforcement agency with jurisdiction will evaluate the find to determine whether it is a crime scene or a burial. If human remains are determined to be associated with an archaeological site (burial), the California OHP will be notified. The OHP will work with appropriate tribes to determine measures to take.

4.6 ENERGY

Environmental Setting

There are no existing energy uses in the Phase III area. The project proposes to connect to the existing Liberty Utilities electrical line that serves the project area to provide interior lighting to the new bathroom facility. The existing electrical line is located within the Elks Club Drive ROW.

Energy use associated with the project would also occur temporarily during construction of the project.

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- Decreasing overall per capita energy consumption,
- Decreasing reliance on natural gas and oil, and
- Increasing reliance on renewable energy resources.

TRPA has adopted a Regional Plan for energy, which includes the following goal:

> *Goal E1 – Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high-cost energy supplies.*

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

Answers to Checklist Questions

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The project would not result in a new need or use of energy; the existing electrical supply which serves the project area would be utilized to provide power for lighting in the interior of the new bathroom facility and

would be less than what was required for the previous Elks Club Lodge. Additional use of energy for the project would be required during construction; neither uses of energy would require additional capacity on a local or regional scale. Because use of energy associated with bathroom lighting would be minor, and use during construction would be temporary, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources; therefore, impacts would be *less than significant*.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The California Air Resources Board has set a goal to increase energy efficiency and derive 50% of electricity from renewable sources in 2030; the project would have no effect on this program. Additionally, the project would not conflict or obstruct the goals and policies of the TRPA Regional Plan for energy.

Goal E1 – Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high-cost energy supplies.

The following energy policy in the Regional Plan, pertaining to the Phase III project, will be implemented:

E-1.1 - Encourage recycling of waste products.

Because the project will conform with the Goals and Policies of the Regional Plan and state of California energy goals, there would be *no impact*.

4.7 GEOLOGY & SOILS

Environmental Setting

The Feasibility Study (Appendix B) provides figures and detailed information about the geology and soils at the Phase III project site. A brief summary is provided here.

The Phase III project is located on the Echo Lake USGS 7.5-minute quadrangle map. In general, the topography of the site is relatively flat/level with an average slope of approximately 5 percent, rising to the east.

The Phase III project area soils fall primarily within hydrologic soil group A, indicating a moderate-to-low runoff potential. The National Resource Conservation Service soil survey data for the El Dorado County Tahoe Basin Area 10 indicate the following primary soils units within the Phase III project area (U.S. Department of Agriculture 2007):

- Celio loamy coarse sand, 0 to 5 percent slopes (7431). This soil unit is typically found in the southern part of the basin. The parental material consists of alluvium and/or outwash. The soil is somewhat poorly drained. Shrink-swell potential is low, and the soil is rarely flooded. Surface runoff is high. The hydrologic soil group is A/D.
- Jabu coarse sandy loam, 0 to 9 percent slopes (7461). This soil unit consists of very deep, well-drained sols that formed in outwash and alluvium derived from granitic rocks. These soils are on glacial outwash terraces and moraines. The hydric soil group is A.
- Marla loamy coarse sand, 0 to 5 percent slopes (7471). This series consists of very deep, poorly drained sols that formed in alluvium derived mostly from granitic rocks. These soils are on outwash terraces, and the hydric soil group is A/D.

The Phase III project are lies within the Qfp (Holocene) geologic map unit, which consist of gravely to silty sand and sandy to clayey silt, and locally includes lacustrine and delta deposits.

Land Capability

The USFS, in cooperation with TRPA, developed the land capability system currently used in the Basin. Lands within the Basin are divided into seven classes based on soil types, potential for erosion, and other related characteristics. Lands with a ranking of 1 have the highest potential for erosion and 7 have the lowest. Class 1 is also subdivided into 3 categories (1a, 1b, and 1c), all of which are high hazard. The Phase III project area is classified as 1b: SEZ.

The TRPA Land Capability Verification (LCV) application was submitted in March 2019. The County anticipates having updated LCV results once the snowpack in the area has melted.

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including 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.				✓
ii. Strong seismic ground shaking?				✓
iii. Seismic-related ground failure, including liquefaction?				✓
iv. Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

Answers to Checklist Questions

a) Would the project directly or indirectly cause potential substantial adverse effects, including 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.

No Impact. The Phase III project is not located in an Alquist-Priolo Earthquake Fault Zone (California Geological Survey 2005). The purpose of the Alquist-Priolo Geologic Hazards Zones Act is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate potential hazards of fault-rupture. According to the Earthquake Potential Map for Portions of Eastern California and Western Nevada, the southern Tahoe Area is considered to have a relatively low to moderate potential for shaking caused by earthquakes (California Geological Survey 2005). The project proposes no structures or development that could affect a fault.

ii. Strong seismic ground shaking?

No Impact. The intensity of ground shaking due to an earthquake is determined by several factors including the proximity of the earthquake, the magnitude of the earthquake, fault rupture characteristics, and the type of soil or bedrock in the area. The International Building Code's Seismic Zone Map of the United States places El Dorado County, including the Phase III project area, within Seismic Hazard Zone III, which corresponds to an area that may experience damage due to earthquakes having moderate intensities of V or more on the Modified Mercalli Scale, which corresponds to maximum momentum magnitudes of 4.9 or greater. Ground shaking also increases the risk of avalanche during winter months. The project is primarily treed and located in a flat area away from steep terrain, which minimizes the potential for avalanche to affect the project. Structures built as part of the project, including a new bathroom and covered area, would be built in accordance with California Building Code *Chapter 16 – Structural Design* (CBC 2016) standards to prevent impacts from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a phenomenon where saturated sand and silt take on the characteristics of a liquid during the intense shaking of an earthquake. The highest hazard areas are concentrated in regions of man-made landfill, especially fill that was placed many decades ago in areas that were once submerged bay floor, such as along the Bay margins San Francisco, Oakland and Alameda Island, as well

as other places around San Francisco Bay (USGS 2019). Other potentially hazardous areas include larger stream channels, which produce the loose young soils that are particularly susceptible to liquefaction (USGS 2019). As discussed in the Environmental Setting, the project area is generally flat and contains coarse sandy loam soils. Because the project is not in a known area for high susceptibility for liquefaction and does not propose to construct features within stream channels, there would be *no impact*.

iv. Landslides?

No Impact. A landslide is the downslope movement of rock, debris, earth, or soil. Landslides occur when gravitational and other types of shear stresses within a slope exceed the shear strength of the materials that form the slope. Factors contributing to landslide include proximity to faults, springs, seeps, or shallow groundwater, and unstable or steep terrain. The Phase III project area contains flat terrain and is not located in an area susceptible to landslides; therefore, the project does not have the potential to increase the risk of loss, injury, or death involving landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The intent of the proposed project is to implement erosion control and water quality improvements within the project area that would stabilize bare soils and improve stormwater quality discharging to the Upper Truckee River. Additionally, restoration of the SEZ area and construction of the sediment basin and parking lot runoff area would reduce the amount of stormwater leaving the project site which would have a beneficial effect on soil erosion and topsoil in the area. Once the project is constructed, it is anticipated for there to be a beneficial impact on erosion and topsoil, due to the constructed stormwater improvements that would allow for infiltration and capture sediments. The project has been designed with a combination of erosion control, stormwater, and water quality treatments that would reduce erosion and topsoil loss in the project area.

During construction, portions of the project site would have exposed soil areas that may, during a rain or high wind event, result in soil erosion or the loss of topsoil and pose a threat to water quality. This would be a potentially significant effect on water quality. However, as discussed in Section 3.7 – Construction Controls, the project is required to comply with the TRPA Code and Lahontan RWCQB requirements to implement water quality protection measures including use of erosion and sediment control BMPs, and implementation of a project specific SWPPP; therefore, with implementation of the required controls, the project would not result in substantial soil erosion or loss of topsoil. Potential impacts during construction would be less than significant and additional mitigation would not be required.

c) Would the project 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?

No Impact. As discussed in the Environmental Setting and item a) above, the project is not located in an unstable geologic unit or soil area that would be subject to damage or adverse impacts from implementation of the project. Therefore, there would be *no impact*.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. The Phase III project area does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994). As discussed in the Environmental Settings section, soils within the project area are primarily composed of loamy coarse sand and contain a very low clay content and are not susceptible to expansion. There would be *no impact*.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Phase III project would not require the use of septic tanks or alternative wastewater disposal systems. The project area contains sewers that can support the minimal amount of wastewater generated by dust control suppression activities.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Northwest Information Center records search revealed there are no previously recorded or existing paleontological resources identified within the project area. The project involves minor excavation and is not underlain by known fossilized geologic formations. Therefore, the project does not have the potential to affect paleontological resources.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Setting

The EDCAQMD is the primary agency responsible for air quality regulation in the LTAB. As part of that role, the EDCAQMD has prepared CEQA Guide to Air Quality Assessment. The purpose of the guide is to facilitate the evaluation and review of air quality impacts for projects in El Dorado County that are subject to CEQA. The guide's intent is to facilitate and provide consistency in the preparation of analyses that inform decision-makers and the public about the air quality implications of a project. At this time, El Dorado County does not have any adopted quantitative federal or state guidelines for greenhouse gas (GHG) emission impacts.

However, the EDCAQMD was part of the committee of air districts in the Sacramento Region involved in the development of GHG thresholds of 1,100 metric tons of carbon dioxide equivalents (CO_2e) per year for the construction phase of projects. If a project exceeds this threshold, the level of mitigation is based on demonstrating consistency with CARB's Climate Change Scoping Plan and the AB 32 State goals for reducing GHG emissions, which is currently 21.7 percent reduction from 2020 "no action taken" emissions (SMAQMD 2016).

Environmental Checklist

Would the project:

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

Discussion

The following analysis of GHG emissions was conducted for the Phase I and II CCH-ECP project IS/MND. The County utilized past construction logs for projects equivalent in size and scope to the CCH-ECP project to determine the typical number and type of vehicles that are actively working to construct the project each day; phase I/II of the ECP project was determined to have a *less than significant impact*. Because Phase III of the CCH-ECP is smaller in size, it can be inferred that if Phase I and II of the project were determined to have a less than significant impact on GHGs, the Phase III project would as well if the same construction methods and equipment are used for similar activities.

There currently is no federal, state, or local regulatory guidance for determining whether a project advances or hinders California's GHG reduction goals and no promulgated thresholds of significance for GHG impacts have been established. Therefore, the analysis focused on construction impacts estimated using the County's past project implementation database and the EPA's GHG emission factors for diesel fuel and gasoline combustion in construction equipment.

Answers to Checklist Questions

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Phase III project construction would generate temporary and one-time GHG emissions mainly from diesel-powered construction equipment and on-road trucks, with a small amount from workers' personal vehicles during construction of the Phase III project. GHGs emitted during the combustion of diesel fuel in off-road construction equipment and on-road vehicles would consist mainly of carbon dioxide, along with small amounts of methane and nitrous oxide. Construction emissions would be intermittent, and short-term, during one summer construction season. Construction emissions would permanently cease at the end of the Phase III project. Over the long-term, these temporary emissions would be offset or mitigated by the growth of native vegetation at designated restoration areas. The revegetation work, including grasses and shrubs would be maintained over the life of the project to sequester carbon dioxide.

The County has reviewed past construction logs for projects equivalent in size and scope to the CCH-ECP project to determine the typical number and type of vehicles that are actively working to construct the project each day. Based on this analysis, the County formulated the following assumptions for the CCH-ECP:

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

Based on these assumptions, Phases I and II of the CCH-ECP was estimated to emit approximately 50 metric tons of CO_2e. Because the Phase III project is smaller in size and would require less time to construct, it is anticipated the Phase III project would fall below the 50 metric tons of CO_2e estimated for Phases I/II. This estimated amount is negligible in comparison to the statewide inventory of 372,400,000 metric tons discussed above (0.00000013 percent). The estimated amount is also significantly less than the Sacramento Metropolitan Air Quality Management District's significance threshold of 1,100 metric tons of CO_2e. GHG emissions would terminate following completion of construction work.

Additionally, the project must implement the Basic Construction Emission Control Practices and the measures listed in the Guidance for Construction GHG Emissions Reductions developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD 2016), which includes measures to improve fuel efficiency, limit emissions, use green energy sources, and recycling of materials, in addition to the measures listed in Section 3.7 – Construction Controls. Because project construction would generate temporary and one-time GHG emissions anticipated to be well below the Sacramento Metropolitan AQMD's significance threshold of 1,100 metric tons of CO_2e, and due to the project implementing controls during construction to reduce impacts on air quality and GHG emissions, the impact would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Given that emissions would be short-term over the course of construction, increases in GHG emissions that could be attributed to the project would not result in a significant impact on the environment. The GHG emissions generated during construction would not be considered significant and would not limit the State's ability to attain the goals identified in AB 32 because impacts would be temporary and were determined to be below the significance amount. Therefore, the project would have a less than significant impact to GHG emissions and would not conflict with goals defined in AB 32.

4.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Setting

Data available from the Geotracker website was reviewed for existing hazardous sites located in or near the project area. Geotracker is a database that tracks cleanup sites, permitted sites, and leaking underground fuel tank sites. No cleanup sites, permitted sites, or leaking underground fuel tanks were identified around the project site. A historical waste discharge requirements (WDR) site was identified on the southern border of the Phase III project boundary. The site has been listed as a historical WDR site since 1997 and is located at 1635 Elks Club Drive. The groundwater was listed as beneficial for municipal and domestic supply, agricultural supply and industrial service supply.

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			✓	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

Answers to Checklist Questions

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. During Phase III project construction, there exists a risk of accidental fuel spills from construction equipment. However, as discussed in Section 3.7 – Construction Controls, a Spill Contingency Plan will be developed along with the project specific SWPPP to detail site specific BMPs and TRPA approved methods to prevent accidental spills from impacting water and land resources. Therefore, with implementation of the Spill Contingency Plan, the proposed Phase III project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction.

b) Would the project 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?

Less than Significant Impact. As discussed in Section 3.7 – Construction Controls, the project is required to prepare a SWPPP that includes a Spill Contingency Plan. The Spill Contingency Plan would outline how to properly handle accidental construction related spills and must include the requirement for spill prevention kits to be available on site to contain and properly clean any accidental spills. The Spill Contingency Plan will help the project contractors to minimize the potential for and effects from spills of hazardous, toxic, or petroleum-based substances during construction activities. This plan will also outline who to call if utility lines are damaged during construction. With implementation of this plan, the project would not create a significant hazard to the public or environment due to release of hazardous materials; therefore, the impact would be *less than significant*.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within one-quarter mile of the project area; the nearest school is the Lake Tahoe Environmental Science Magnet, a public elementary school approximately 1.8 miles southwest from the project area. There would be *no impact*.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. As discussed in the Environmental setting, the project area is not located on a site which is included on a list of hazardous materials sites compiled

pursuant to Government Code § 65962.5. The project area was queried on the State's Geotracker database as well, and no sites appeared in or within the vicinity of the project location; therefore, there would be *no impact*.

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 or excessive noise for people residing or working in the project area?

Less than Significant Impact. The northern portion of the project area is located within two miles of the Lake Tahoe Airport, and is within Safety Zone 3 – Overflight Zone. The Lake Tahoe Airport Comprehensive Land Use Plan (CLUP) implements the plan to protect the public health, safety, and welfare of persons through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise (City of South Lake Tahoe 2007). For safety zone 3, Recreation land use category is listed as a compatible land use for this area. The project does not propose structures or features that would be constructed at heights higher than the existing residences in the area; therefore, there would be no interference with flight paths. Because the CLUP outlines guidelines and policies for safety, and construction workers would be operating within an area determined to be acceptable for recreation land use, impacts would be *less than significant*.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact with Mitigation Incorporated. During construction, Elks Club Drive would be temporarily closed in order to construct an 18-inch culvert underneath the roadway; this could cause a potentially significant impact should emergency response or evacuation be required during construction of the project. Mitigation Measure T-1 requires development and implementation of a project specific Traffic Control Plan. Because the project would implement a Traffic Control Plan, with measures to protect persons and access to the project area during an emergency, impacts would be *less than significant*.

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

delayed. In case of emergency the contractor will be required to have traffic rated plates on site to allow access to be restored during trenching. Prior to construction, the County shall coordinate with emergency services and the contractor shall be required to include in the traffic control plan any mitigation determined necessary by emergency services to address project impacts to emergency services or evacuations.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. As discussed in Section 4.20. *Wildfire*, the project area is within CAL FIRE designated 'Very High' Fire Hazard Severity Zone. Workers constructing the project would temporarily be exposed to the risk of wildfire that exists for the area. The Amador-El Dorado Strategic Fire Plan serves El Dorado County, including the project area. The Amador El Dorado Unit's Fire Management Plan addresses fire safe planning and hazardous fuel reduction concerns of adjacent CAL FIRE Units, National Forests, and local collaborators. The Plan outlines fire safety, evacuation planning, and hazardous fuels reduction through a community wildfire protection plan (CWPP). Because the project area is already used for recreation, the project would not cause additional risk to persons using the area. Additionally, because implementation of the project would not impede protection by the Amador El Dorado Unit's Fire Management Plan, exposure to wildfire risks in the project area would be *less than significant*.

4.10 HYDROLOGY & WATER QUALITY

Environmental Setting

The FS (Appendix B) provides figures, methodology, and detailed information about the hydrology, hydraulics, and water quality at the proposed Phase III project site. A brief summary is provided here.

Federal Emergency Management Agency (FEMA) Floodplain Zones

FEMA has designated a floodplain associated with the Upper Truckee River (see **Figure 5**). The floodplain zone designation is identified on FEMA Flood Insurance Rate Maps 06017C0369E and 06017C0632E, effective September 26, 2008. The flood zone designation includes Zone AE: Areas of 100-year flood, including base flood elevations.

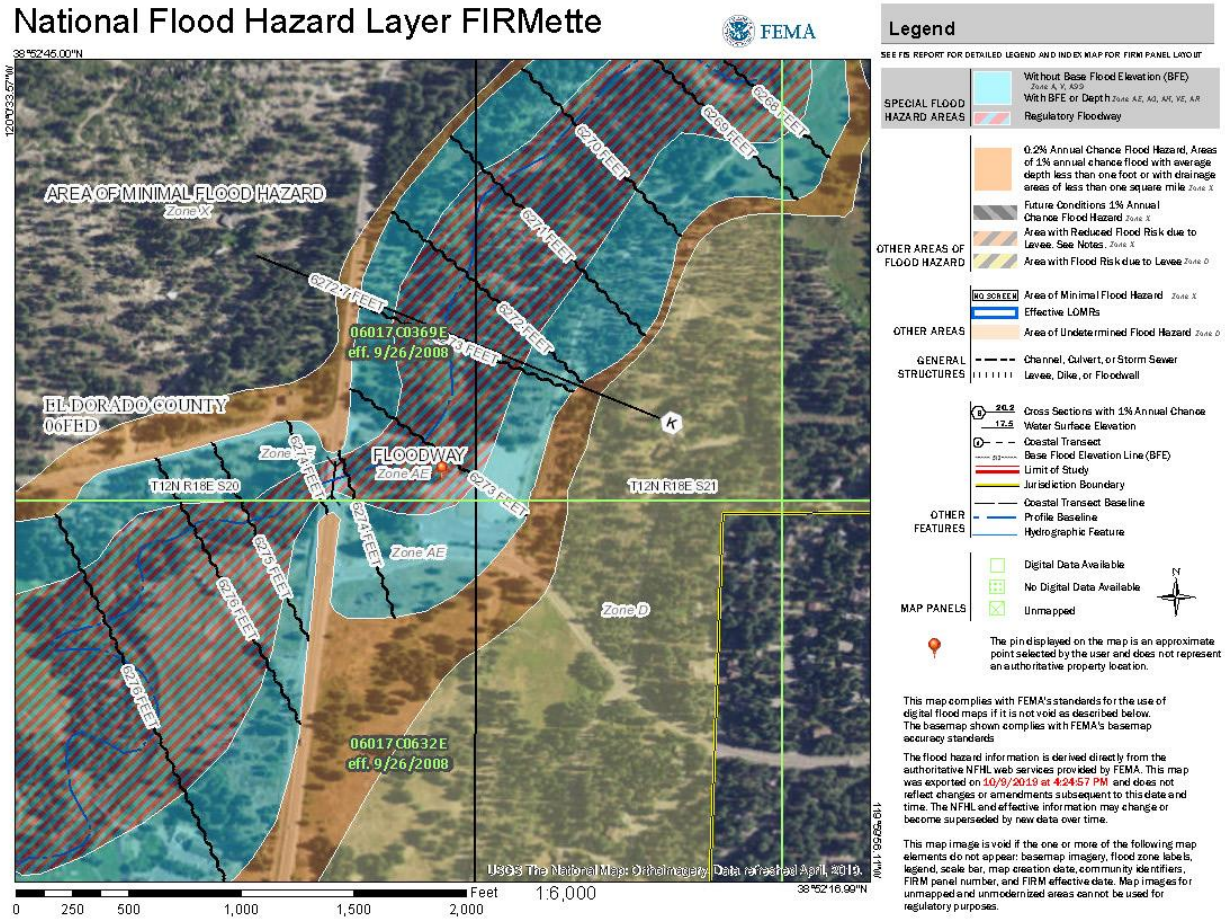

Figure 5. FEMA Flood Zone Map

Source: FEMA Flood Map Service Center https://msc.fema.gov/portal/search?AddressQuery=meyers%2C%20ca#searchresultsanchor

Hydrologic and Hydraulic Conditions

The Tahoe basin has been divided into 63 watersheds, all of which drain into Lake Tahoe. The Phase III project falls within the largest watershed (57 square miles) in the Basin, the Upper Truckee River (USGS Basin #73).

There are three existing cross-culverts on Elks Club Drive within the proposed Phase III project area. Two of the cross-culverts discharge stormwater flow into the man-made roadside swale that parallels the old Boca Raton stub road (east side of the existing parking lot). The other cross-culvert conveys flow into an existing swale west of the parking lot.

There are two pipes that do not appear to convey the design storm peak runoff. The pipes are located at the intersection of Boca Raton Drive and Elks Club Drive. These are currently designed to work in tandem when flows exceed the capacity of the 30-inch corrugated metal pipe (CMP); the excess flows will flow through the 18-inch high-density polyethylene (HDPE) pipe.

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			✓	
i. result in substantial erosion or siltation on- or off-site;			✓	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			✓	
iii. 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; or			✓	
iv. impede or redirect flood flows?			✓	

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		✓		

Discussion

Impacts to water quality and hydrology were analyzed for the Phase I and II CCH-ECP; the project was determined to have a *less than significant impact with mitigation incorporated* with implementation of controls during construction. The Phase III project would similarly implement the previous mitigation measures as construction controls during construction to protect water quality and hydrology, as discussed in Section 3.7 – Construction Controls.

Answers to Checklist Questions

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. During construction, grading and excavation would take place that may have the potential to cause erosion. In addition, there exists a risk of accidental fuel spills from construction equipment during project construction. As discussed in Section 3.7 – Construction Controls, the LRWQCB requires preparation and implementation of a SWPPP. This document would include measures to minimize impacts to stormwater quality during construction. Construction site stormwater BMPs would follow the *Caltrans Construction Site BMPs Manual* (Caltrans 2017) and the *TRPA BMP Handbook* (TRPA 2014) to control and minimize the impacts of construction related activities. The following BMPs, at a minimum, would be required at the site during construction:

- Temporary erosion and sediment control BMPs to prevent the transport of earthen materials and other construction waste materials from disturbed land areas, stockpiles, and staging areas during periods of precipitation or runoff (such as silt fence, erosion control fabric, fiber rolls)
- Tracking controls (such as designated ingress and egress areas) and designated staging areas outside of drainage, swale, and SEZ areas. Staging area to be restored in accordance with TRPA Code Section 61.4 (Revegetation)
- Temporary BMPs to prevent wind erosion and sediment transport of disturbed areas, such as use of water for dust control and covering of stockpiles
- Limit grading to May 1 through October 15, unless an exemption is granted by TRPA, and a variance from the Lahontan RWQCB. At the end of the grading season or before completion of the project, all surplus or waste

earthen materials from the project site would be removed and disposed of at a TRPA approved disposal site or stabilized on-site in accordance with TRPA and Lahontan regulations.

- Implement the Spill Prevention Plan. Project contractors would be responsible for storing on-site materials and temporary BMPs capable of capturing and containing pollutants.
- Use of vegetation protection fencing to prevent damage to trees or other vegetation where possible.
- Use of construction boundary fencing to limit land disturbance to areas not planned for construction.

Once construction is complete and the erosion control and water quality improvement measures are in place, water quality in the area would be improved as a result of the project, which is a primary objective of the project. Because the project must comply with requirements to implement water quality protection controls during construction, and is overall anticipated to improve water quality once constructed, impact would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The project proposes features which would allow for infiltration and groundwater recharge, including SEZ area restoration, grading of a sediment/infiltration basin, rock slope protection in an existing swale, and installation of a parking lot runoff area that would also capture and infiltrate runoff; these features would assist in restoring the natural floodplain associated with the Upper Truckee River and SEZ area. Additionally, the project proposes to install two 18-inch cross culverts, one underneath Boca Raton Drive/ new shared use pathway, and one underneath Elks Club Drive to direct stormwater flows into basin areas for infiltration and treatment. These features would have a beneficial impact on groundwater supply and would have beneficial impact to groundwater recharge. Therefore, impacts would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The purpose of the project (in addition to recreation improvements) is to construct water quality and stormwater improvements which would reduce runoff, improve infiltration, and ultimately

improve quality of water entering the Upper Truckee River system from the CCH residential area. This includes reducing the impervious surface area on the site to restore natural floodplain function. There are no features associated with the project that would substantially alter an existing drainage pattern or alteration of the course of a stream or river. The proposed removal of pavement and non-native fill/coverage and restoration of the SEZ would result in a decrease of impervious surfaces at the site. Therefore, there are no permanent features associated with the project which would result in substantial erosion or siltation on or off-site.

As noted in the answer to question "a" above, grading and excavation would take place during construction that may have the potential to cause erosion. However, implementation of the required water quality construction controls (including use of erosion and sediment BMPs and a SWPPP) would ensure potential impacts resulting from erosion and sediment transport during construction are less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. One of the goals of the proposed project is to reduce peak flows and volumes while providing treatment for pollutants of primary concern. The project would reduce the amount of surface runoff from the site by reducing existing coverage from the paved parking lot/SEZ area and restoring to natural vegetation, in addition to creating basin areas to allow for stormwater to infiltrate instead of leaving the site as runoff. Removal of non-native fill would provide for greater, and not less, inundation by flood waters. The Phase III project would affect drainage patterns in order to improve hydraulic and hydrologic connectivity of the site and move storm water to where it can be infiltrated. As a result, flow rates and volumes at the project outflow locations would likely be decreased due to the infiltration components of the project. Therefore, once the project is constructed and the water quality improvement measures are in place, surface flows and volumes would likely be reduced from their existing condition and an improved storm water system would be in place.

During construction, grading and excavation would take place that may have a potential to cause increased surface runoff. However, with implementation of the required erosion and sediment construction control BMPs found in Section 3.7, construction of the proposed Phase III project would not substantially increase the rate or amount of surface runoff. Therefore, the proposed Phase III project will have a less than significant impact.

iii. 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?

Less than Significant Impact. During construction of the proposed project, grading and excavation would take place that may have a potential to cause increased surface runoff and/or additional sources of polluted runoff. However, because the project is required to implement construction controls, including a SWPPP and stormwater BMPs which would minimize impacts to stormwater runoff, impacts during construction would be less than significant.

Once construction is complete and the erosion control and water quality improvement measures are in place, surface flows and volumes would likely be reduced from their existing condition and an improved storm water system would be in place. Therefore, construction activities will have a *less than significant impact.*

iv. Impede or redirect flood flows?

Less than Significant Impact. The project proposes improvements for stormwater runoff, which include installation of erosion control and stormwater management features at-grade. Additionally, the project proposes to move the existing parking lot configuration out of the 100-year floodplain by reducing its size and reconstructing closer to Elks Club Drive. The parking lot would be reconstructed with a higher finish grade elevation to minimize potential impacts during flooding events. The recreation structures proposed for the project, such as a proposed bathroom and covered area, would not have potential to impede flood flows. It is anticipated for the project to have a beneficial impact on potential flooding, as the project area would have better management of runoff and areas for infiltration once implemented. Removal of non-native fill would provide for greater inundation by flood waters. Therefore, the impact on flooding would be *less than significant*.

d) Is the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. As discussed in the Environmental Setting, a portion of the project area is within Special Flood Hazard Zone AE, associated with the Upper Truckee River. The project may provide for a permanent 2-unit bathroom facility, eliminating the need for portable toilets. If constructed, the bathroom would be located on the edge of the parking lot area and would maintain existing sewer and water utility connections. Therefore, construction of a permanent bathroom facility with utility connections would provide additional protection against release of pollutants should flooding occur in the area. The bathroom would be located outside of the FEMA defined 100-year floodplain area and constructed on an

elevated pedestal so as to limit or near eliminate impacts from a 100-year flood. Additionally, the existing parking lot would be reduced in size, relocated outside of the 100-year floodplain area, and reconstructed with a higher finish grade elevation to minimize potential impacts during flooding events.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact with Mitigation Incorporated. The Lahontan RWQCB uses the Water Quality Control Plan for the Lahontan Region (Basin Plan) as its regulating document. The Basin Plan sets forth water quality standards for the surface and ground waters of the Region. The project is included in the TRPA EIP for water quality improvement; projects listed in the EIP would help the TRPA comply with the environmental thresholds for water quality and would therefore comply with the regional Basin Plan.

For groundwater resources, according to the TRPA Code of Ordinances, excavations over 5 feet in depth or that may interfere with groundwater is prohibited unless the following findings can be made (TRPA Code subsection 33.3.6B):

1. A soils/hydrologic report has been prepared and approved by TRPA, and demonstrates that no interference or interception of groundwater will occur as a result of project excavation; and
2. The excavation is designed such that no tree removal occurs to mature trees, except where tree removal is allowed pursuant to Subsection 33.6.5: Tree Removal, including root systems and hydrologic conditions of the soil. To ensure the protection of vegetation necessary for screening, a special vegetation protection report shall be prepared by a qualified professional identifying measures necessary to ensure damage will not occur as a result of the excavation; and
3. Excavated material is disposed of pursuant to subsection 33.3.4: Disposal of Materials, and the project area's natural topography is maintained. If groundwater interception or interference will occur as demonstrated by a soils/hydrologic report, then the excavation can be made as an exception provided that measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.

Because groundwater and proposed excavation depths are unknown at this time, significant impact could occur if groundwater is encountered during construction. Implementation of **Mitigation Measure Hyd-1** would ensure the project complies

with TRPA Code Section 33.3.6 to demonstrate that no interference or interception of groundwater will occur as a result of project excavation:

- **Mitigation Measure Hyd-1**: Should excavation greater than 5 feet in depth be required, a soils/hydrology report will be prepared and approved by the TRPA prior to construction.

4.11 LAND USE & PLANNING

Environmental Setting

The majority of the Phase III project boundary lies within the TRPA PAS 119 – Country Club Meadow. The land use classification for PAS 119 is recreational, the management strategy is mitigation, and the special designation is scenic restoration area. The Planning Statement for this land use states that "this area should be managed for outdoor recreation and natural resource values to include opportunities for SEZ restoration." Related special policies include, but are not limited to:

- Areas of significant resource value or ecological importance within the Plan Area should be designated as natural areas and should be buffered from intensive uses.
- Whenever possible, opportunities for restoration of disturbed SEZs and land coverage removal should be encouraged.
- Creation of waterfowl habitats in association with restoration efforts of disturbed areas should be encouraged.
- Improved river access for fishing should be provided.

PAS 119 is primarily classified as 1B - SEZ with the dominate feature being the Upper Truckee River. Homes in this PAS are often located within SEZs (County of El Dorado 2019).

Land Ownership

The project is comprised of Public Land Ownership under the California Tahoe Conservancy and El Dorado County. The County will pursue the necessary easements, special use permits, and/or license agreements for any affected parcels during the development of the proposed project.

Current Site Usage

The Elks Club property currently is a nexus for outdoor activity for the South Lake Tahoe community. For example, river enthusiasts park their vehicles in the parking lot or on the north side of Elks Club Drive, between Highway 50 and the parking lot entrance, to launch kayaks, canoes, and tubes to float down the Upper Truckee River during the late spring and early summer; and people park their vehicles in the parking lot to access the existing unimproved trail network for hiking and biking throughout the area. In addition, the property has been used for a seasonal Flea Market during the summer months (County of El Dorado 2019).

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

Answers to Checklist Questions

a) Would the project physically divide an established community?

No Impact. The project is contained entirely within parcels that are undeveloped by residential use. Construction of the project does not propose to construct any features which would have potential to divide the established community in the subdivision. Therefore, there would be *no impact*.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. As discussed in the Environmental Setting section, the project area contains TRPA PAS 119 – Country Club Meadow. The land use classification for PAS 119 is recreational, the management strategy is mitigation, and the special designation is scenic restoration area. The project would comply with PAS 119 because the project proposes to reduce coverage, restore SEZ habitat, improve the trail system and access to the Upper Truckee River, and provide connectivity to the larger greenway trail system. The proposed Phase III project would not impact the land use of the area and is consistent with the existing allowed uses; therefore, the proposed Phase III project would not conflict with any land use plan, policy, or regulation.

4.12 MINERAL RESOURCE

Environmental Setting

There are no regionally significant aggregate resources (i.e., sand and gravel resources) in the project area, as identified by the California Department of Conservation and there are no ongoing mining activities in or near the project.

Environmental Checklist

Would the project:

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

Answers to Checklist Questions

a) Would the project 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?

No Impact. As noted above, there are no regionally significant aggregate resources (i.e., sand and gravel resources) in the project area, as identified by the California Department of Conservation, and there are no ongoing mining activities in or near the project. The project would not result in the loss of availability of a known mineral resource and would not result in the loss of a locally important mineral resource, as identified in TRPA Regional Plan or the PAS. There would be *no impact*.

b) Would the project 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?

No Impact. Refer to discussion above. The project area is not located within or near any active mining operations, and no known mineral resources of value or recovery sites exist within the project area. There are no locally important mineral resource recovery sites delineated for the project area location the El Dorado County General Plan or within the applicable TRPA PAS. There would *be no impact*.

4.13 NOISE

Environmental Setting

The noise threshold established by TRPA for the project area PAS 119 – Country Club Meadow defines a maximum Community Noise Equivalent Level (CNEL) of 55 CNEL.

Environmental Checklist

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or 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?			✓	

Discussion

Thresholds of significance are those established by the California Code of Regulations Title 24 standards, the General Plan Noise Element, and the local Noise Ordinance. For purposes of this Initial Study, an impact would be significant if implementation of the proposed project would do any of the following:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies.
- Generate excessive groundborne vibration or groundborne noise levels.

Answers to Checklist Questions

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. Standard construction equipment would be used to construct the improvements associated with the proposed Phase III project. The equipment may increase noise levels over that of pre-project levels in the neighborhood, but the noise levels would be temporary and within allowable noise decibel standards imposed by Transportation and the TRPA. The TRPA Code of Ordinances states that TRPA-approved construction projects are exempt from the quantitative limits contained in the Noise Ordinance and Community Plan if construction activities take place between the hours of 8:00 a.m. and 6:30 p.m. during working days.

The project would not result in a long-term, permanent increase in noise or ground vibration as impact would occur only during construction. While some construction noises may produce exceedances of the PAS CNEL, the project would be exempt from noise limitations if work is conducted between 8 am and 6:30 pm. Because the project is required to comply with TRPA Code for noise limitations and would be constructed during the timeframe for exempt activities, additional mitigation would not be required; therefore, the impact would be *less than significant*.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Standard construction equipment would be used to construct the proposed improvements. The equipment would create groundborne vibrations and noise levels over that of regular levels in the neighborhood, but the groundborne vibrations and noise levels would be within acceptable noise decibel standards imposed by the County and the TRPA. The proposed Phase III project would not result in exposure of persons to or generation of groundborne vibration or noise levels in excess of standards established in the local General Plan, Community Plan, or Noise Ordinance, or applicable standards of other agencies; therefore, the proposed Phase III project would have a *less than significant impact*.

c) For a project located within the vicinity of a private airstrip or 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

Less than Significant Impact. The northern portion of the project area is located within two miles of the Lake Tahoe Airport, and is within Safety Zone 3 – Overflight Zone. The CLUP implements the plan to protect the public health, safety, and

welfare of persons through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise (City of South Lake Tahoe 2007). For safety zone 3, Recreation land use category is listed as a compatible land use for this area. Because the CLUP outlines guidelines and policies which minimize the public's exposure to safety hazards and excessive levels of noise, impacts would be *less than significant*.

4.14 POPULATION & HOUSING

Environmental Setting

As of 2018, the County had an estimated population of 190,678 residents and an estimated housing stock consisting of 91,094 dwelling units (California Department of Finance 2013-2017). There are dwelling units on the east and south side of the project area, which is located within the Country Club Heights subdivision.

Environmental Checklist

Would the project:

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

Answers to Checklist Questions

a) Would the project induce substantial unplanned 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)?

No Impact. The project proposes to improve water quality, restore SEZ habitat and enhance recreation and access opportunities. The proposed project would not induce population growth directly by adding new housing or commercials uses, or indirectly by adding new infrastructure.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Implementing the proposed project would not influence population growth, either directly or indirectly. The project does not propose any removal or construction of features which would result in displacement of persons and would therefore not require construction or replacement housing elsewhere. There would be *no impact*.

4.15 PUBLIC SERVICES

Environmental Setting

Fire Protection

The South Lake Fire Department consists of three fire stations. The closest station to the project area is the South Lake Tahoe Fire Station 4 at the Lake Tahoe Airport, and the Lake Valley Fire Protection District Station 5. Both stations are approximately 1.75 miles from the project area. The South Lake Tahoe Fire Department participates in automatic aid and mutual aid response with Lake Valley Fire Protection District, which serves the residents of El Dorado County in the Lake Tahoe Basin through formal contract. The City of South Lake Tahoe Fire Department also participates in mutual aid with CAL FIRE in the Tahoe Basin and throughout the State.

Police Protection

The project area is served by the City of South Lake Tahoe Police Department. The Police Department has a mutual aid Critical Incident Protocol with El Dorado County Sheriff's Office for additional policing needs.

Schools

The project area is within the service area of the Lake Tahoe Unified School District, which includes four elementary schools, one middle school, and one high school in the City of South Lake, California.

Parks

The nearest park to the project area is Lake Valley State Recreation Area, located approximately 0.5 miles to the southwest of the project area. Additional parks in the surrounding area are Tahoe Paradise Park located on East San Bernardino approximately 1.7 miles from the project area, the Washoe Meadows State Park, an undeveloped woodland and meadows area with hiking trails approximately 4 miles away, and the Bijou Community Park located on Al Tahoe Boulevard approximately 5.5 miles from the project area.

Libraries

The only public library located within the City of South Lake Tahoe is the El Dorado County library, located approximately 6 miles north of the project on Rufus Allen Boulevard.

Environmental Checklist

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?				
i. Fire protection?				✓
ii. Police protection?				✓
iii. Schools?				✓
iv. Parks?				✓
iv. Other public facilities?				✓

Answers to Checklist Questions

a) Would the project result in substantial adverse physical impacts associated with the need and/or provision of new or physically altered governmental services and/or facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?

No Impact. The project proposes to construct stormwater improvements, restore an impacted SEZ, and achieve recreation and natural resource objectives along a portion of the Upper Truckee River in the County Club Heights residential development area near the community of Meyers. The project does not propose features that would cause direct or indirect population growth in the area, such as homes or water or sewer infrastructure that would allow more residential construction. All work would be done within California Tahoe Conservancy and county parcels. The project does not propose changes to existing land use or impacts to housing (such as demolition) that would cause need for housing elsewhere. Therefore, there would be no impact, direct or indirect, to population growth or housing.

4.16 RECREATION

Environmental Setting

The Phase III project is located within the Country Club Heights subdivision, in an area formerly known as the 'Elks Club Property.' The project area is zoned Recreational Facilities, Low-Intensity (RF-L). The TRPA PAS 119 – Country Club Meadow land use classification is recreational; the management strategy is mitigation, and the special designation is scenic restoration area. The Planning Statement for this land use states that "this area should be managed for outdoor recreation and natural resource values to include opportunities for SEZ restoration" (County of El Dorado 2019).

The Phase III project area is currently a nexus for outdoor activity for the South Lake Tahoe community. The proximity of the Upper Truckee River to the existing old Elks Club Lodge parking lot makes this location attractive for parking of vehicles and launching of small boats and tubes to float the river. Parking occurs in the existing paved parking lot and on the sides of Elks Club Drive. An existing network of unimproved trails and existing improved trails are also accessed from this location, with users parking in the parking lot. The location is therefore heavily disturbed due to this high level of recreational access to the Upper Truckee River and the existing trail system; commercial access by campers and vehicles to a seasonal weekend flea market held during summer months; and by large-turning-radius commercial vehicles stopping in the area to check loads.

Additionally, the *Linking Tahoe: Active Transportation Plan* (TRPA and TRMO 2016) identifies a Class 1 shared-use path and a Class 3 (Bike Route) through the project area along Elks Club Drive, connecting Highway 50 to Pioneer Trail. The Phase III proposed trail improvements would serve as a future connection point to these trails, if constructed.

Environmental Checklist

Would the project:

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

Answers to Checklist Questions

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?

Less than Significant Impact. As discussed in the Environmental Setting, the Phase III project is located in an existing recreational use area. The project proposes to construct the following recreational improvements:

- Construct a 10-foot-wide paved shared-use trail with 2-ft. shoulders within the Boca Raton Drive ROW, over the existing dirt road, terminating at Elks Club Drive to allow access to the existing user trail network north of the site.
- Construct a spur shared-use trail on the CTC-owned parcel from the reduced size parking lot, connecting to the new trail in the Boca Raton ROW.
- Construct a permanent ADA-compliant user access trail on the north side of the parking lot to enable access from the parking lot to areas along the Upper Truckee River. The trail would be constructed of compacted decomposed granite with a new culvert crossing to convey existing storm runoff under the decomposed granite pathway to the Upper Truckee River.
- Install educational signage to educate users on such items as the Upper Truckee River, past development of the area, and the impact of aquatic invasive species.
- Potential new 2-unit bathroom facility on the edge of the parking lot. Existing electricity, sewer, and water utility connections constructed for the old Elks Club Lodge would be utilized in the design.

Implementation of the project may result in an increase in use of the area for recreational purposes. However, the area has been zoned for recreational use and

improvements have been designed to minimize impact and restore habitat where possible. Existing disturbance of the area due to recreation use would be minimized by reducing the existing parking area, revegetating disturbed areas, providing fencing around SEZ restoration area, and by establishing stabilized trails to limit overland ground disturbance.

During construction of the project, existing users of the Phase III site may utilize adjacent recreation areas while the Phase III project is being constructed and access to the site is limited. This may result in a temporary increase in use of other recreation areas. However, because access to the Phase III area would only be temporarily limited during the anticipated 25 construction days, potential impact to other sites is anticipated to be minimal and would not result in significant physical deterioration.

Additionally, the project does not influence population growth which is the driver for new or expansion of recreation facilities that may cause physical deterioration. Therefore, the impact would be *less than significant*.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. As discussed in a) above, the project proposes to construct recreational features in addition to water quality and stormwater improvements.

Construction of the proposed project, including the recreational features, has been analyzed in this IS/MND for potential adverse physical effects on the environment. The recreation improvements would be constructed within an existing disturbed area zoned for recreation. Once constructed, the recreation features would not result in adverse physical impacts on the environment. The minor ground disturbance required to construct the recreational features would not cause significant adverse effects on the environment as demonstrated throughout this document.

In addition to implementation of construction controls to protect resources during construction, all potentially significant effects have been mitigated to less than significant through development of mitigation measures. Additionally, the project proposes to reduce coverage and restore SEZ habitat area which would have beneficial impacts to both water quality and habitat restoration. The project would also construct stormwater features to better manage runoff and reduce erosion, such as cross culverts, sediment/infiltration basin, parking lot runoff infiltration area, and rock slope protection in an existing swale to limit runoff discharging from the area. Therefore, construction of the recreational features associated with the project would be *less than significant*.

4.17 TRANSPORTATION

Environmental Setting

The project area includes county roads and ROW that provide access to the residential subdivision of Country Club Heights.

The 2017 Regional Transportation Plan is the transportation element of the Lake Tahoe Regional Plan. The plan's vision is a first-class transportation system that prioritizes bicycling, walking, and transit and serves residents and visitors while contributing to the environmental and socioeconomic health of the region. The plan offers strategies to jump start innovation through electric vehicle infrastructure, address the routine travel demands of residents and commuters, and the recreational travel demands of visitors that during peak periods stress and cause congestion on Lake Tahoe's transportation system.

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				✓
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
d) Result in inadequate emergency access?			✓	

Answers to Checklist Questions

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact with Mitigation Incorporated. Implementation of the project could provide a pathway link to the larger trail system, supporting TRPA's Active Transportation Plan. During construction, the project would generate short-term vehicle trips to and from the project area during construction. These trips would include worker commute, construction equipment and materials transport, and import of fill materials and asphalt. These vehicle trips would add to

existing traffic volumes on local and regional roadways. Apart from the initial transport of construction equipment and materials, relatively minor construction-related traffic would occur. Construction staging would be located within the project area and would maintain local circulation throughout the construction period.

Elks Club Drive would be temporarily closed during construction in order to construct an 18-inch culvert underneath the roadway; this could cause a potentially significant impact should emergency response or evacuation be required during construction of the project. **Mitigation Measure T-1** requires development and implementation of a project specific Traffic Control Plan to mitigate for potential significant impacts related to implementation of applicable emergency response plans. Therefore, the impact is *less than significant with mitigation* incorporated.

- **Mitigation Measure T-1:** The contractor will be required to prepare and adhere to a Traffic Control Plan for TRPA and Transportation review and approval prior to construction. Elements of the plan must include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, Transportation will advise local residents regarding schedules for construction traffic detours through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access will not be prohibited, at any time, for local residents, school buses or emergency vehicles, only delayed. In case of emergency the contractor will be required to have traffic rated plates on site to allow access to be restored during trenching. Prior to construction, the County shall coordinate with emergency services and the contractor shall be required to include in the traffic control plan any mitigation determined necessary by emergency services to address project impacts to emergency services or evacuations.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

No Impact. CEQA Guidelines § 15064.3, subdivision (b) applies to land use projects. The Phase III project is not a land use project, therefore there would be *no impact*.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)??

No Impact. The project does not propose changes to existing road layout, circulation, alignment, or structures which would have potential to increase hazards or use incompatible equipment. Therefore, there would be *no impact*.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. As discussed above, the project would incorporate a Traffic Control Plan (**Mitigation Measure T-1**) that would outline measures to protect resident and worker safety during construction. Therefore, the project would have a *less than significant impact* on emergency access and additional mitigation would not be required.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Setting

As of the mid-1800s, the Washoe inhabited the region of the study area. A Hokan-speaking hunting and gathering group, the Washoe inhabited the chain of valleys along the eastern slope of the Sierra Nevada, from Honey Lake to Antelope Valley. The Pine Nut Mountains and the Virginia Range formed the eastern boundary of Washoe territory, while the western boundary extended several miles beyond the Sierra crest.

A great deal of information has been written about Washoe land use in the Tahoe Basin and their use of the region's resources. Lake Tahoe is the center of the Washoe world, both geographically and socially. Legendary and mythological associations to places within the basin are common. While they were an informal and flexible political collectivity, Washoe ethnography hints at a level of technological specialization and social complexity uncharacteristic of their neighbors in the Great Basin. Semi-sedentism and higher population densities, concepts of private property, and communal labor and ownership are reported and may have developed in conjunction with their residential and subsistence resource stability.

As discussed in Cultural Resources (Section 4.5), based on the archival research and site reconnaissance conducted as part of the cultural resource investigations, the project area has low potential to contain undocumented pre-historic resources.

Native American Consultation

In accordance with Assembly Bill 52, as identified in the PRC Section 21080.3.1(b)(2) of CEQA and Section 106 of the National Historic Preservation Act, Native American tribes (tribes) identified by the Native American Heritage Commission (NAHC), must be invited to consult on projects.

Native American correspondence was initiated by NCE with a letter and attached maps to the NAHC on August 23, 2019. The letter requested a search of their Sacred Lands File (SLF) and a contact list for regional tribes that may have knowledge of cultural or tribal resources in the vicinity of the APE. A response was received from the NAHC on September 19, 2019 which identified the tribal representative as Darrel Cruz of the Washoe Tribe of Nevada and California (Washoe Tribe). SLF results within the project APE were negative. An inquiry letter was mailed on County letterhead to the Washoe Tribe on October 3, 2019.

Dan Kikkert, Project Engineer at the County, spoke with Darrel Cruz of the Washoe Tribe on October 15, 2019 regarding the inquiry letter. Mr. Cruz had received the letter and had a few questions regarding the project. Mr. Kikkert and Mr. Cruz discussed the APE limits and extent of the proposed improvements in detail. Mr.

Cruz referenced a cultural site that was near the project and wanted to complete a site visit to confirm the site's location was outside of the project area.

Mr. Kikkert, Mr. Cruz, and Molly Laitinen, NCE Cultural Resources Specialist, met at the Phase III project site on October 17, 2019; a field survey was conducted, and it was confirmed by Mr. Cruz that there are no known (mapped) cultural resources within the Phase III project limits. Mr. Cruz requested that the County, as part of project specifications, include what processes should be followed in the event a cultural resource is located during construction activities. Mr. Cruz confirmed that if the inadvertent discovery processes are implemented with the project, a site monitor would not be needed during construction. The County provided Mr. Cruz with proposed inadvertent discovery language via email on October 23, 2019. Mr. Cruz stated that proposed processes captured previous discussions about inadvertent discoveries. As a result, mitigation measures CR-1 and CR-2 were developed for the project to reduce potentially significant impacts to cultural resources in the event of inadvertent discovery.

The NAHC letter and response, and the Washoe inquiry letter and response are provided in the attached Heritage Resource Inventory Report (Appendix E).

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		✓		
i. Listed or eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k), or		✓		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

Answers to Checklist Questions

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k)?

Less than Significant Impact with Mitigation Incorporated. There are no resources within the project area listed or recommended eligible for listing in CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k) (NCE 2019e). As discussed in the Environmental Setting section, Darrel Cruz, representative for the Washoe Tribe of Nevada and California, confirmed that there are no known (mapped) cultural resources within the Phase III project limits. However, without physical confirmation, the possibility of exposing previously undiscovered buried historic, archaeological or paleontological resources remains; therefore, Mr. Cruz of the Washoe tribe requested that the following processes, detailed in **Mitigation Measures CR-1 and CR-2** be implemented in the event of accidental discovery:

- **Mitigation Measure TCR-1**: Implement Mitigation Measures CR-1 and CR-2

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact with Mitigation Incorporated. Significant impacts to a Tribal Cultural Resource (TCR) are those that diminish the integrity, research potential, or other characteristics that make a TCR significant or important. To be considered a TCR, a resource must be either: (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or (2) a resource that the lead agency chooses, in its discretion, to treat as a TCR and meets the criteria for listing in the state register of historic resources pursuant to the criteria set forth in Public Resources Code Section 5024.1(c).

Consultation with the Washoe tribe confirmed that they are not aware of cultural resources located in the project area that could be affected by the project. TCRs that meet significant or importance criteria as defined in Public Resources Code

Section 5024.1(c) were not identified within the project area. The proposed construction in mostly previously disturbed areas is highly unlikely to inadvertently uncover buried resources. However, due to uncertainty prior to ground disturbance, mitigation measure CR-1 ensures that inadvertent discoveries during construction are handled appropriately to avoid significant impacts to TCRs; therefore, impacts to Native American resources would be *less than significant* as mitigated.

- **Mitigation Measure TCR-2**: Implement Mitigation Measure CR-1.

4.19 UTILITIES & SERVICE SYSTEMS

Environmental Setting

The project area is served by South Tahoe Public Utility District (STPUD) and Liberty Utilities. Liberty Utilities provides electricity to the Lake Tahoe area.

The Phase III project area contains multiple utilities, including electrical, sewer, and water mains. An existing electrical line is located within the Elks Club ROW and historically provided electrical power to serve the Elks Club Lodge (**Figure 6**).

STPUD has a sewer force main (designed and installed in 1966) that is located between the Upper Truckee River and the parking lot within the Phase III project boundary. This line is currently used as a back-up if issues arise with the primary force main (County of El Dorado 2019). During the winter of 1997 the line was exposed during high Upper Truckee River flows. Emergency work was initiated to recover the line and armor the location with large rock.

El Dorado County initiated an emergency repair project to address storm damage from 2017 winter storms. The improvements were constructed in 2018 and included raising the finish grade elevation of lower Elks Club Drive (outside of the limits of the Phase III boundary) to mitigate future flooding impacts and the need for application of sanding abrasives. Though the improvements have provided a benefit with reducing the overall amount of sanding abrasive applied in the area, there is still opportunity for flooding in high flow events. As part of the Phase III project, construction of the new 18-inch cross-culvert between Boca Raton Drive and the old "Elks Club Lodge" open space/parking lot area would provide additional conveyance capacity in high flood events (County of El Dorado 2019).

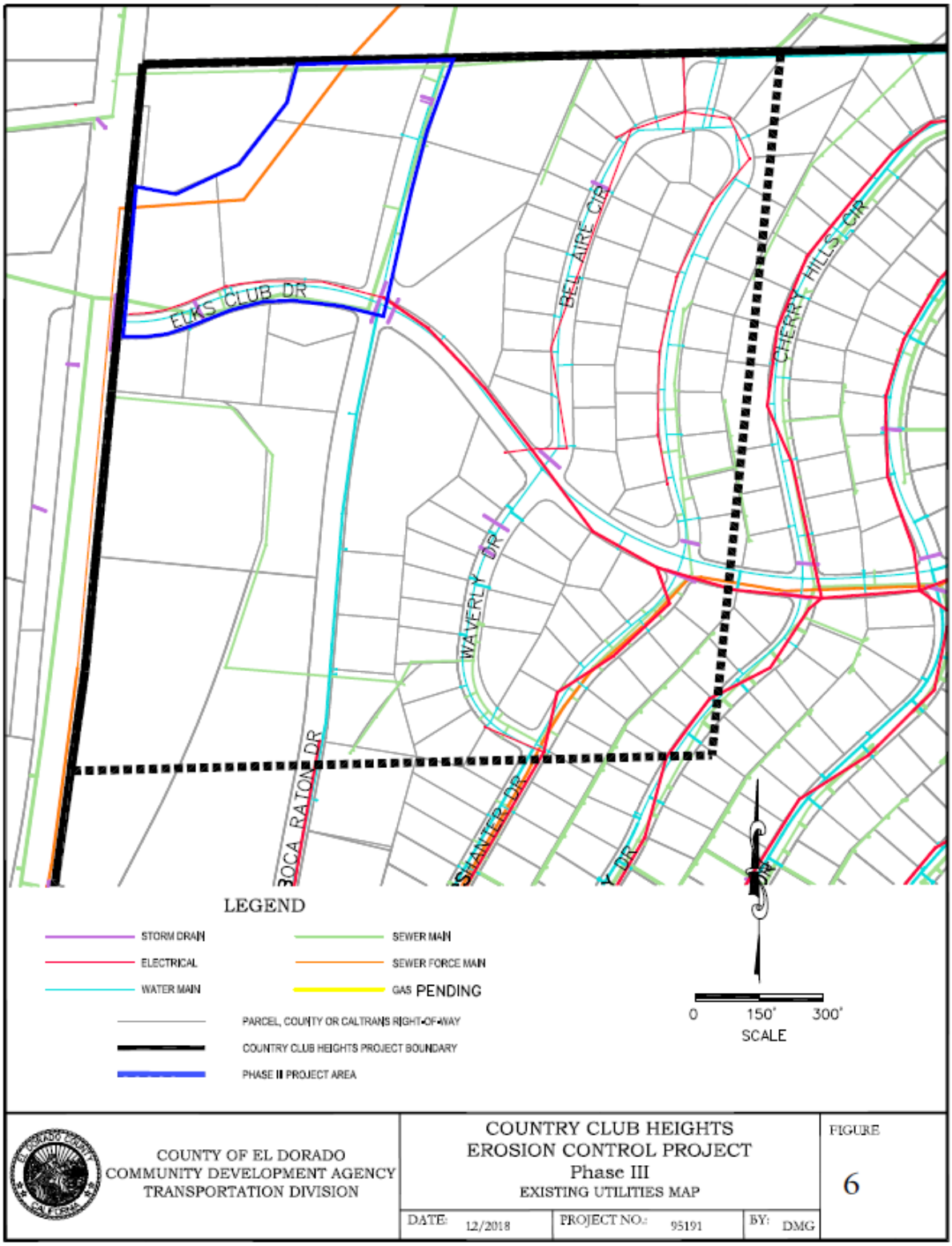

Figure 6. Utility Location Map

Source: County of El Dorado. 2019.

Environmental Checklist

Would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c) Result in a determination by 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?			✓	
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

Answers to Checklist Questions

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The project proposes to construct and improve stormwater drainage as part of the project's water quality improvements. Specifically, the project proposes to construct two 18-inch culverts, one underneath Boca Raton Drive where the new paved shared use pathway would be constructed, and one underneath Elks Club Drive to direct stormwater flows into basin areas for infiltration and treatment. The project also proposes grading of a sediment infiltration basin, and installation of a parking lot runoff area that would also capture and infiltrate runoff. The environmental effects of the proposed water quality features have been analyzed throughout this IS/MND document for the Phase III project. Impacts from these features would be temporary only during construction, and with the implementation of construction controls and mitigation where required, impacts would *be less than significant*.

As part of the proposed recreational improvements, a 2-unit bathroom facility may be constructed adjacent to the parking lot. The future water needs of the proposed facility would include two sinks, two flush toilets, one urinal, and one exterior water faucet or bottle filler. The future water needs would be less than when the Elks Lodge was operating at this location. The existing Liberty Utility electrical line that supplied power to the old Elk's Club Lodge would be utilized to power the interior lighting of the bathroom; therefore, the bathroom lighting would not require construction of new or expanded electrical facilities. Additionally, the project is zoned for community-oriented facilities associated with recreation in this location and therefore the use would be consistent with zoning.

During construction, the project would utilize water for dust suppression. Water trucks would be filled using designated fire hydrants located in the project vicinity. Water usage for the construction and implementation of the project would be negligible and existing entitlements and resources have the capacity to serve any water needs for the project. The project does not propose expansion or relocation of electric power, natural gas, or telecommunications; there would be no impact on these utilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. As discussed in item a), the existing municipal system would serve the project needs for water associated with the proposed bathroom facility and dust suppression activities during construction and would not require expansion of utility systems. Additionally, the proposed project use of water would be less than what was required for the old Elks Club Lodge. The County has determined that the proposed use is consistent with, or less than, the previous intensity of uses on the site as the former Elks Lodge, and that there would be no new demand on water not previously accounted for in infrastructure planning.

Water usage for the construction and implementation of the project would be negligible and existing entitlements and resources from the municipal supply have the capacity to serve any temporary water needs for the project and reasonably foreseeable future development during normal, dry and multiple dry years. The impact on water supply would be *less than significant*.

c) Would the project result in a determination by 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?

Less than Significant Impact. As discussed in items a) and b) above, the project is anticipated to have a less than significant impact on the existing utility system. The water usage at the proposed bathroom facility would be less than the previous

use by the Elks Club Lodge and would be served by the existing municipal water supply system; therefore, the project is anticipated to result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Construction activities for the project would generate solid wastes requiring disposal at area landfills. Waste generated during project construction would be limited to vegetation debris and concrete.

Human waste from the new bathroom facility would be disposed into the existing sanitary sewer system that served the old Elks Club Lodge. Paper waste generated at the bathroom facility would be disposed of in on-site trash receptacles. CTC staff may evaluate options for removal of trash collected in the receptacles. Waste generation would not reduce available capacities at existing landfills as the project proposes to construct a smaller size unit bathroom facility which is significantly smaller in size than the old Elks Club Lodge site. The County has determined that the proposed use is consistent with, or less than, the previous intensity of uses on the site as the former Elks Lodge, and that there would be no new demand on water, electrical, sanitary sewer or solid waste not previously accounted for in infrastructure planning. Disposal of construction waste would comply with federal, state, and local statutes and regulations related to solid waste including TRPA requirement of exporting solid waste from the basin.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Disposal of waste would comply with federal, state, and local statutes and regulations related to solid waste including TRPA requirement of exporting solid waste from the basin.

4.20 WILDFIRE

Environmental Setting

The CAL FIRE Fire Hazard Severity Zones Map was developed to guide construction standards for building permits, use of natural hazard disclosure at time of sale, guide defensible space clearance around buildings, set property development standards, and considerations of fire hazard in City and County general plans. The project area is located within a 'Very High' State Responsibility Area hazard zone (CAL FIRE 2007).

In 2007-2008, CAL FIRE updated the existing maps to coincide with the adoption of the new wildland-urban interface building standards, which are used by building officials to determine appropriate construction materials for new buildings in the wildland-urban interface.

Amador-El Dorado Strategic Fire Plan

The project area lies within the boundaries of the Amador-El Dorado Strategic Fire Plan boundary (CAL FIRE 2014). The Amador El Dorado Unit's Fire Management Plan assesses the fire potential within the unit and addresses fire safe planning and hazardous fuel reduction concerns of adjacent CAL FIRE Units, National Forests, and local collaborators. The plan is the foundation for planning, prioritizing, and funding the Unit's projects. The Plan also outlines fire safety, evacuation planning, and hazardous fuels reduction through the CWPP.

Environmental Checklist

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		✓		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

Answers to Checklist Questions

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact with Mitigation Incorporated. As discussed in the Environmental Setting, the project is located in a 'Very High' State Responsibility hazard zone. During construction, should a wildfire occur, lane closure of Elks Drive for culvert construction could cause a significant impact on emergency response or evacuation. Construction activities could result in minor delays for emergency vehicles or law enforcement; however, the project specific Traffic Control Plan (Mitigation Measure T-1) would be required to coordinate with emergency services prior to construction and shall implement mitigation determined necessary by emergency services to ensure project activities would not impair response services; therefore, potential impacts would be *less than significant* as mitigated.

- **Mitigation Measure W-1**: Implement Mitigation Measure T-1.

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire??

No Impact. The project involves minor grading to construct the water quality and SEZ improvements in flat topography. The project site does not contain steep slope characteristics, or slopes that would become steep as a result of the project and constructs no improvements that would exacerbate wildfire risk; therefore, there would be *no impact* on wildfire risk.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Implementation of the project would not require the installation or maintenance of additional infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that would exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; therefore, there is *no impact*.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact. The project is not located on unstable or steep terrain which would expose people or structures to downstream flooding or landslides in the event of post-fire runoff. Implementation of the project's water quality, recreation, and SEZ improvements does not require creation of steep slopes. Construction of the project's stormwater features such as infiltration and runoff basin areas and revegetation would help stabilize the project area from negative impacts related to stormwater runoff. The project would not expose people or structures to significant risks.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, or the effects of probable future projects.)			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Answers to Checklist Questions

a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. The project proposes to construct water quality and recreation improvements, in addition to reducing coverage and restore SEZ habitat. Once constructed, the project is anticipated to result in beneficial effects to the quality of the environment. Construction activities such as grading and excavation have the potential to temporarily impact air quality, biological resources, GHG emissions, geology and soils, hazards, noise, transportation, cultural and tribal cultural resources, wildfire, and water quality; however, implementation of construction controls, BMPs, and mitigation measures would ensure that all project impacts are reduced to less than significant. After mitigation, the project would not have the potential to degrade the quality of the environment; would not substantially reduce the habitat of a fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal community; and would not reduce the number or restrict the range of a rare or endangered plants or animals.

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, or the effects of probable future projects.)?

Less than Significant Impact. The project is a water quality, recreation improvement, and SEZ restoration project that proposes to implement erosion control and stormwater management features that would improve environmental quality, as identified by the TRPA EIP program; therefore, the Phase III project, once constructed, is anticipated to be cumulatively beneficial. Construction of the recreation and trail improvements would also be beneficial long term to the residents and visitors to the Lake Tahoe region and would also provide alternative non-motorized travel through the area, consistent with TRPA's *Active Transportation Plan.*

The Phase III project is proposed for construction in 2021. The following is a list of past and future projects located in the vicinity of the Phase III project that may, in connection to each other, have potential to result in cumulatively considerable impacts:

- Oflyng Erosion Control Project (construction planned for summer 2021 – funding dependent)
- Meyers SEZ/Erosion Control Project (construction planned for summer 2021 – funding dependent)
- CCH-ECP (Phases I and II) (constructed in 2018)

As discussed throughout this document, the Phase III project potential impacts are related to temporary construction activities. Through the use of construction controls, BMPs, and resource mitigation measures where required, all temporary impacts during construction have been minimized that could contribute to a cumulative impact; therefore, the Phase III project would not have incremental effects that would contribute to cumulatively considerable impacts.

The Oflyng ECP, Meyers SEZ/ECP, and Phases I and II of the CCH-ECP projects are similarly included in TRPA's EIP program and are identified for their beneficial environmental effects that once constructed, help attain TRPA thresholds. It is anticipated that the Phase III project will be constructed after ground disturbing activities associated with the Oflyng ECP and concurrent with the Meyers SEZ/ECP occur. In addition, the Meyers SEZ/ECP and Phase III project areas are in different neighborhoods over a mile apart separated by Highway 50; therefore, the temporary construction related impacts associated with the Phase III project would not contribute to cumulative impacts of being constructed at the same time as the projects planned for 2021 construction. Because construction and final stabilization

of Phase I/II of the CCH-ECP has occurred, there are no ongoing impacts which have potential to be cumulatively considerable in relation to the Phase III project.

The projects have been analyzed for potential environmental impacts; similar to the Phase III project, each of the projects contain potential to impact resources temporarily during construction, but with the use of construction controls, BMPs, protection measures, and mitigation, all were determined to have a less than significant impact or less than significant with mitigation; therefore, these projects would not have incremental effects which could cause cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. All potential impacts associated with construction and implementation of the project identified in this IS/MND to air quality, geology and soils, hazards, transportation, noise, public services, and wildfire are either less than significant after mitigation or less than significant and do not require mitigation. Adverse effects would be temporary in nature due to construction activities and potential risks were mitigated to less than significant; the project would not result in any permanent adverse effects on human beings or the environment. Therefore, the project does not have environmental effects that would cause substantial adverse effects on human beings either directly or indirectly.

Section 5 Mitigation Monitoring and Reporting Program

PROJECT NAME: Country Club Heights Erosion Control Project – Phase III

MITIGATED NEGATIVE DECLARATION #: XXXXXXXXXX

5.1 REGULATORY BACKGROUND

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

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

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

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

5.2 PROGRAM IMPLEMENTATION

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

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

The mitigation measures listed in Table 1 are ordered as they are described in the CEQA Checklist. County staff will be responsible for implementing and/or ensuring that the mitigation measures listed in the MMRP are undertaken for this Phase III project, to the extent such mitigation measures apply to the Phase III project within the County. The MMRP provides a summary of each mitigation measure that is described in more detail in the MND. In implementing the MMRP, compliance within each mitigation measure shall be evaluated based on the detail in the MND. Implementation includes ensuring that any required actions are included in bid documents and contracts as part of the design/build process for the Phase III project and ensuring that the contractor includes specified mitigation activities in plans and specifications for construction. County staff shall designate mitigation measure responsibility and oversee the contractor and consultants.

Table 1. Mitigation Monitoring and Reporting Plan

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
Aesthetics				
No mitigation measures required.				
Agricultural Resources				
No mitigation measures required.				
Air Quality				
No mitigation measures required.				
Biological Resources				
Mitigation Measure B-1: In the event the Sierra Nevada yellow-legged frog is encountered at the Phase III project site, the County shall coordinate with TRPA, CDFW, and USFWS staff to determine the proper course of action to avoid impacts to the species which may include but not be limited to: • Revise the proposed project to avoid impacts to the Sierra Nevada yellow-legged frog(s) that exist within the project area. Avoidance may take the form of eliminating or relocating project features, eliminating construction activities or restoration activities that may have an adverse impact to known individuals; and • Create an exclusion zone surrounding the location of the observed frog, tadpole or larvae for a 30-meter distance that precludes disturbance within suitable habitat. No construction activities shall take place within the exclusion zone. Additionally, any waters flowing through the Project site that enter the exclusion zone shall not be impeded or diverted as a result of construction activities.	Transportation or its Consultant	Transportation	Prior to Construction	

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
Mitigation Measure B-2: If any construction activities (e.g. tree removal, grubbing or grading) are scheduled during the bird nesting season (typically defined by CDFW as February 1 to September 1), the County or approved construction contractor shall retain a qualified biologist to conduct a pre-construction survey of the project area to include a 100-foot buffer, as access is available, to locate active bird nests, identify measures to protect the nests, and locate any other special status species. The pre-construction survey shall be conducted no more than 14 days prior to the implementation of construction activities (including staging and equipment storage). Any active nest shall not be disturbed until young have fledged or under the direction provided by a qualified biologist. Any special status species shall not be disturbed unless under the direction provided by a qualified biologist. If an active nest is found during construction, disturbance shall not occur without direction from a qualified biologist.	Transportation or its Consultant	Transportation	Prior to Construction	
Mitigation Measure B-3: The County shall implement and require the contractor to adhere to a Noxious Weed Mitigation Plan to decrease habitat vulnerability to or below pre-construction levels. The Plan shall include preconstruction elements such as treatment methodologies for existing noxious weed populations identified in the project area, as well as operating procedures for both during and post-construction. Recommended BMPs will include, but are not limited to: hand removal of existing weeds prior to going to seed, equipment cleaning prior to use, area of disturbance minimization, disturbed ground stabilization upon completion of construction with mulch or other means,	Transportation or its Contractor	Transportation	Prior to and During Construction	

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
certified weed-free mulch and other materials, and disturbed areas revegetation with native plants.				
Mitigation Measure B-4: Implement Mitigation Measure B-2.	Transportation or its Consultant	Transportation	Prior to Construction	
Cultural Resources				
Mitigation Measure CR-1: The contractor and key members of crews working on excavation, trenching, and grading for sites preparation shall be instructed to be wary of the possibility of destruction of buried cultural and paleontological resource materials. They shall be instructed to recognize signs of prehistoric use and their responsibility to report any such finds (or suspected finds) immediately, as specified by measure CR-2 below, so damage to such resources may be prevented. No historic properties will be affected in compliance with Advisory Council on Historic Preservation regulations (36 CFR 800). However, in the event that cultural resources are discovered during Phase III project implementation, Phase III project personnel will halt all activities in the immediate area and will notify a qualified archaeologist, the County Project Engineer, and the Washoe Tribe, to determine the appropriate course of action. Archaeological resources are not to be moved or taken from the project site and work shall not resume until authorized.	Transportation or its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure CR-2: Final plans and specifications shall include guidance in the event that human remains are discovered. Work in the area surrounding the remains shall cease and the County Coroner and local law enforcement shall be notified immediately of the discovery in accordance with PRC Section 5097.98 and Section	Transportation or its Contractor	Transportation	Prior to and During Construction	

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
7050.5 of California Health and Safety Code to conduct proper evaluation and treatment of remains. The coroner and law enforcement agency with jurisdiction will evaluate the find to determine whether it is a crime scene or a burial. If human remains are determined to be associated with an archaeological site (burial), the California OHP will be notified. The OHP will work with appropriate tribes to determine measures to take.				
Geology and Soils				
No mitigation measures required.				
Greenhouse Gas Emissions				
No mitigation measures required.				
Hazards and Hazardous Materials				
Mitigation Measure Haz-1: Implement Mitigation Measure T-1.	Transportation and its Contractor	Transportation	Prior to and During Construction	
Hydrology and Water Quality				
Mitigation Measure Hyd-1: Should excavation greater than 5 feet in depth occur as a result of project construction, a soils/hydrology report would be prepared approved by the TRPA prior to construction.	Transportation or its Contractor	Transportation	Prior to Construction	
Land Use and Planning				
No mitigation measures required.				
Mineral Resources				
No mitigation measures required.				

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
Noise				
No mitigation measures required.				
Population and Housing				
No mitigation measures required.				
Public Services				
No mitigation measures required.				
Recreation				
No mitigation measures required.				
Transportation and Traffic				
Mitigation Measure T-1: The contractor will be required to prepare and adhere to a Traffic Control Plan for TRPA and Transportation review and approval prior to construction. Elements of the plan must include appropriate use of signage, flaggers, traffic calming, and alternative routes to accommodate local and through traffic. In addition, Transportation will advise residents regarding schedules for construction traffic detours through signage, press releases, and distribution of flyers in area neighborhoods well in advance of construction initiation. Access will not be prohibited, at any time, for residents, school buses or emergency vehicles, only delayed. In case of emergency the contractor will be required to have traffic rated plates on site to allow access to be restored during trenching. Prior to construction, the County shall coordinate with emergency services and the contractor shall be required to include in the traffic control plan any mitigation determined necessary by emergency services to address project impacts to emergency services or evacuations.	Transportation and its Contractor	Transportation	Prior to and During Construction	

Mitigation Measure	Implementing Responsibility [1,3]	Monitoring Responsibility [2,3]	Timing and Frequency	Compliance Verification (Init/Date)
Tribal Cultural Resources				
Mitigation Measure TCR-1: Implement Mitigation Measures CR-1 and CR-2	Transportation and its Contractor	Transportation	Prior to and During Construction	
Mitigation Measure TCR-2: Implement Mitigation Measure CR-1	Transportation and its Contractor	Transportation	Prior to and During Construction	
Utilities / Service Systems				
No mitigation measures required.				
Wildfire				
Mitigation Measure W-1: Implement Mitigation Measure T-1.	Transportation and its Contractor	Transportation	Prior to and During Construction	

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

CDFW = California Department of Fish and Wildlife
CFR = Code of Federal Regulations
County/Transportation = El Dorado County, Department of Transportation
OHP =Office of Historic Preservation
PRC = Public Resource Code
SNYLF = Sierra Nevada yellow-legged frog
TRPA = Tahoe Regional Planning Agency

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