

Alice Richardson Roadside Access and Viewing Area Placer County, California

North Region PLA-89-KP 7.6/8.3 (PM 4.7/5.2)

EA 03-414500



Draft Initial Study (With Proposed Negative Declaration)

The project is located in Placer County on State Route 89.
The project limits extend between Elizabeth Drive and Timberland Lane
on State Route 89.

**Prepared by The California Department of Transportation
(Caltrans)**



July 2005

General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the proposed project located in Placer County, California. The document describes why the project is being proposed, the existing environment that could be affected by the project, and potential impacts from construction of the project.

What should you do?

- Please read this Initial Study.
- We welcome your comments. If you have any concerns regarding the proposed project, send your written comments to Caltrans by the deadline. Submit comments via regular mail to Caltrans, Attn: Susan D. Bauer, Environmental Management M-1, P.O. Box 911, Marysville, CA 95901; submit comments via email to *sue.bauer@dot.ca.gov*
- Submit comments by the deadline: _____.

What happens after this?

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding were appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: *Susan Bauer, Caltrans Environmental Management M-1, P.O. Box 911, Marysville, CA 95901; (530) 741-7113* Voice, or use the California Relay Service TTY number, 1-800-735-2929.

Draft Negative Declaration



State of California, Department of Transportation

State Clearinghouse # (Not yet assigned)
03-PLA-89-KP 7.6/8.3 (PM 4.7/5.2)
Expenditure Authorization (EA) 03-41450

Prepared pursuant to the California Environmental Quality Act of 1970 (Division 13 of the Public Resources Code)

Project Description: The purpose of this project is to restore and improve a degraded roadside access area along State Route 89 and the shoreline of Lake Tahoe. This project will develop new site elements, which improve safety and scenic resources. Specific site improvements include pedestrian access and parking improvements, bike path enhancements, signage, waste management, vegetation protection and revegetation of disturbed area.

Determination: An Initial Study (IS) has been prepared by Caltrans. It has been determined that the proposed project will not have a significant effect upon the environment, for the following reasons:

The project will not adversely effect FEMA designated floodplains: water quality, hazardous materials, visual quality, sensitive plant/animal species, or mineral resources. No change will occur in local and regional air quality, traffic, population, or planned land use. Seismic and soil related hazards will not increase, nor will the ambient noise in the region permanently increase. There are no designated historic architectural properties or other cultural resources within the project limits.

John D Webb, Chief
North Region Environmental Services
California Department of Transportation

Date

SCH#
03-PLA-89-7.6/8.3
(PM 4.7/5.2)
03-41450

**Alice Richardson Roadside Access and Viewing Area
Initial Study (with Proposed Negative Declaration)**

Department of Transportation (Caltrans)-North Region
Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Date of Approval

John D. Webb, Chief
North Region Environmental Services
California Department of Transportation

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Table 1. List of Abbreviated Terms

§	Section
ACOE	Army Corps. Of Engineers
APCD	Air Pollution Control District
AQ	Air Quality
ASR	Archaeological Survey Report
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CCC	California Conservation Corps.
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
CWA	Clean Water Act of 1972
DBH	Diameter Breast Height
DIN	Dissolved Inorganic Nitrogen
EIP	Environmental Improvement Program
FHWA	Federal Highway Administration
ft	feet
HCP	Habitat Conservation Plan
HPSR	Historic Properties Survey Report
km	kilometer(s)
KP	kilometer post
LOS	Level of Service
LRWQCB	Lahontan Regional Water Quality Control Board
m	meter(s)
mg/l	Milligrams/Liter
mi	mile(s)
MS4	Municipal storm sewer system serving a population of 100,00 or more.
MYLF	Mountain Yellow Legged Frog
ND/IS	Negative Declaration/Initial Study
NO _x	Nitrous Oxides
NPDES	National Pollutant Discharge Elimination System
PM	post mile
PM-10	Particulate Matter greater than 10 microns in size
RE	Resident Engineer
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SEZ	Stream Environment Zone
SHPO	State Historic Preservation Office
SI	Sedimentation and Infiltration (basins)
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TMP	Caltrans Traffic Management Plan
TOS	Thresholds Of Significance
TRPA	Tahoe Regional Planning Agency
TCPUD	Tahoe City Public Utility District

Chapter 1 Purpose and Need

1.1 Project Purpose

The California Department of Transportation (Caltrans) proposes to improve a degraded roadside access area along the shoreline of Lake Tahoe and State Route 89 in Placer County. The project limits extend between just north of Elizabeth Drive and south of Timberland Lane KP 7.6/8.3 (PM 4.7/5.2). The Roadside Access and Viewing Area extends 490 meters (1,600 feet) in length and 25 to 30 meters (80 to 100 feet) in width along SR 89 on the west shore of Lake Tahoe. Included within the project limits is a 10 foot wide bike path [managed by the Tahoe City Public Utility District (TCPUD)] which runs parallel to SR 89. The enhancement project would accomplish the following objectives:

- Develop new site elements to improve safety, scenic resources, and water quality.
- Be consistent with the scope of EIP Project No. 798 (EIP Project No. 798 is identified as: “Various scenic turnouts will be added at locations which will provide drivers with convenient locations to view scenic resources. The turnouts will also improve traffic safety. The implementation of this project is consistent with the Scenic section of the Goals and Policies.”)

1.2 Project Need

The proposed project is located along one of the most scenic segments of State Route (SR) 89 in Placer County. This segment of SR 89 is eligible for the State & County Scenic Highway Designation and has a Tahoe Regional Planning Agency (TRPA) rating of high scenic quality. Currently, the project site is heavily used by locals and visitors to access the adjacent bike path and beach. Several specific factors necessitate the need for rehabilitation of the site.

- Continued years of heavy use has degraded the scenic qualities and denuded the vegetation within the project area, resulting in water quality degradation.

- Pedestrian, automobile and bicycle access is compromised by inadequate amenities that fail to delineate proper use of the site and safely separate various types of traffic.
- Areas designated for automobile parking no longer function due to the degraded state of wooden auto barriers installed in 1964. Automobile parking continues to encroach on vegetation and the bike path.

The Alice Richardson project area is a valued resource to the local community and visitors to Lake Tahoe's west shore as one of the few remaining free public access locations. Caltrans has a responsibility to properly maintain and operate this facility as part of the state highway system.

Proposed specific site improvements would include: pedestrian access and parking improvement, bike path enhancements, signage, waste management, vegetation protection and revegetation of disturbed areas. (see Figures 1 and 2 for project vicinity and location on pages 3 & 7)

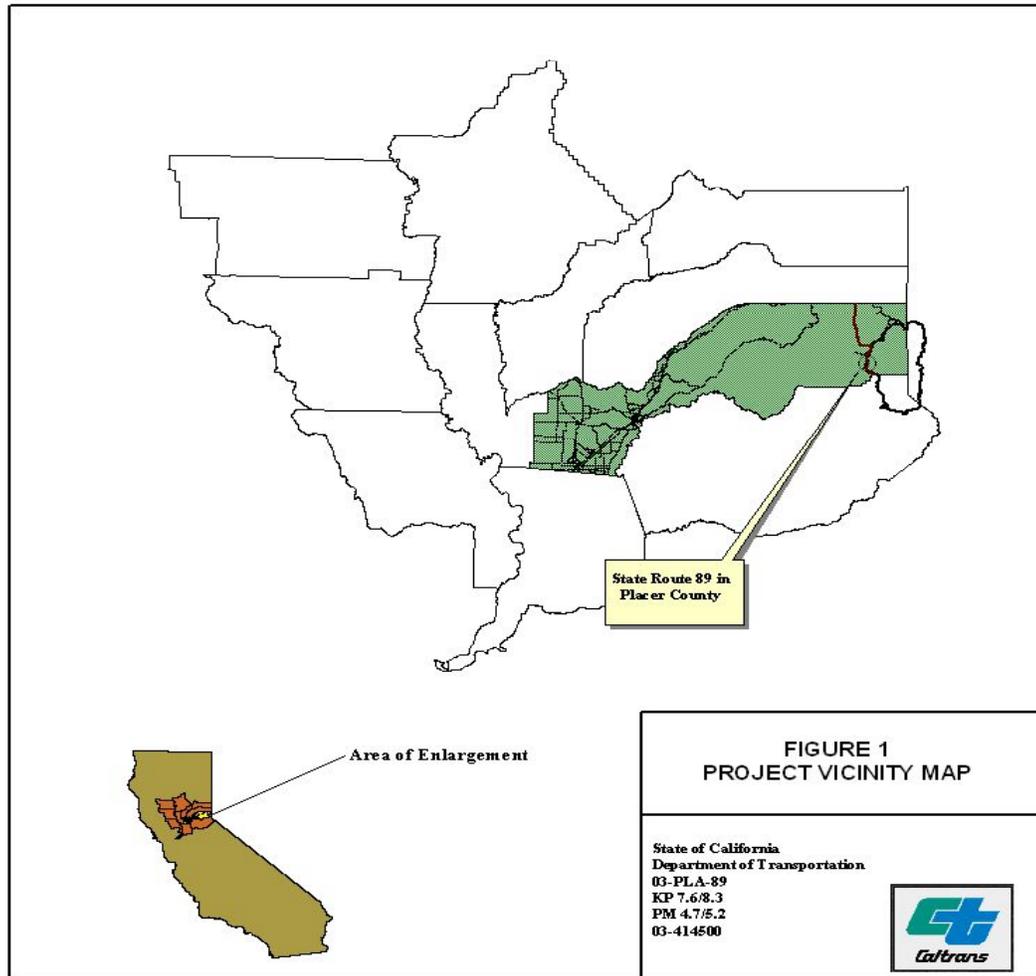


Figure 1. Project Vicinity Map, State Route 89 in Placer County.

1.3 Project Background

On February 11, 1930, Alice R. Richardson who owned a 36 acre parcel on the west shore of Lake Tahoe granted, conveyed and dedicated to the State of California an easement or right of way for highway purposes “upon, over and across” her property. The easement dimensions are on its westerly boundary 45.6 feet west of the center line of the roadway, 148.4 feet east of the centerline to the meanderline of west lake shore (approximately 1,600 ft total). Later, that same year, the Division of Highways (now California Department of Transportation) built State Highway 89 which traverses the easment in question.

In 1964, the state began utilizing the easement area adjacent to State Highway 89 as a “vista point” and “roadside rest”. These improvements included trash receptacles, picnic benches, and dirt parking pull-out area demarcated by wooden posts.

1.4 Project Alternatives

The alternatives considered in the environmental analysis are the No Build Alternative and the Project Alternative.

1.4.1 No Build Alternative

The no build alternative would allow continued degradation of the shoreline resources. Continued decline of scenic and water quality resources could bring future regulatory action from the Tahoe Regional Planning Agency (TRPA) and Lahontan Regional Water Quality Control Board (Lahontan).

1.4.2 Build Alternative

The build alternative would allow continued public use of the site as an informal roadside access and viewing area while better protecting the quality of scenic and environmental resources. Included in the build alternative are these features:

- Replace and relocate auto barriers (bollards) between the designated parking pullout area and bicycle path. Delineate parking pullout areas to meet safety requirements.
- Stabilize selected pedestrian high use areas along the bicycle path with interlocking pervious pavers.
- Enhance existing bicycle path with pullouts that contain bike racks at designated locations.
- Develop area for future interpretive plaques along existing bicycle path with informal seating (arranged boulders).
- Incorporate trash receptacles and signage to better manage and deter litter.
- Provide protective split-rail fencing around existing stands of vegetation currently in decline.
- Revegetate denuded areas to improve water quality.

In addition, the roadside access and viewing area would be in compliance with local regulatory agencies (TRPA and Lahontan).

1.5 Summary of Impacts and Minimization and Avoidance Measures

Table 2. Summary of Impacts and Minimization and Avoidance Measures

<u>Resource</u>	<u>Impact</u>	<u>Minimization & Avoidance</u>
Biology	No significant impacts have been identified. However, measures shall be implemented to ensure that impacts to avian species, native plant species, or other biological resources during construction activities will be minimized.	Revegetation of disturbed areas with local native plant species. Erosion control Best Management Practices. Pre-construction bird surveys for construction beginning during the following period March 15 th -July 30 th . Temporary work stoppages if listed bird species are found.
Cultural	No significant impacts have been identified. However, measures shall be implemented to ensure that there are no impacts to cultural resources.	Temporary work stoppage and analysis if cultural resources are detected during construction.
Hydrology & Water Quality	No significant impacts have been identified. Best Management Practices will be implemented to minimize and avoid any potential effects that uncontrolled erosion could have on the project site during construction.	Contractor must prepare a Water Pollution Control Program (WPCP). All overburden material shall be removed and not left on site.

1.6 Environmental Setting

The Lake Tahoe Basin has been recognized as a unique and environmentally sensitive area by Presidential Executive Order, the United States Congress, the Department of Agriculture, and the States of California and Nevada. The Tahoe Regional Planning Agency (TRPA) has adopted environmental thresholds pursuant Public Law 96-551. The threshold standards define a level of environmental quality that the Region desires to achieve. The TRPA is the responsible transportation-planning agency for the Tahoe Basin and carefully evaluates environmental impacts for each project.

State Route 89, a heavily traveled two-lane conventional highway, runs north-south between Tahoe City and South Lake Tahoe in Placer and El Dorado Counties. The route is of local and regional significance providing access to residential, commercial and recreational land uses and serves inter-regional, local, and recreational traffic traveling within the Tahoe Basin.

The project is in a basin dominated by the presence of Lake Tahoe. The basin is an area that has been significantly altered over the course of the last one hundred years by human activity. Today, the habitat is a modified Sierra Nevada montane fir forest with upper elevation pockets of sub alpine vegetation.

Along the margins of the lake, there are some remaining stands of riparian vegetation dominated with willows and cottonwoods. Most of the habitat is fragmented by residential and commercial development. The project area is a perfect example of this development with houses, roads, informal parking, a bike path, imported lakeshore material and the presence of private boat docks. The habitat remaining in the project area includes some cottonwoods, alders and a sparse over story of individual pine trees.

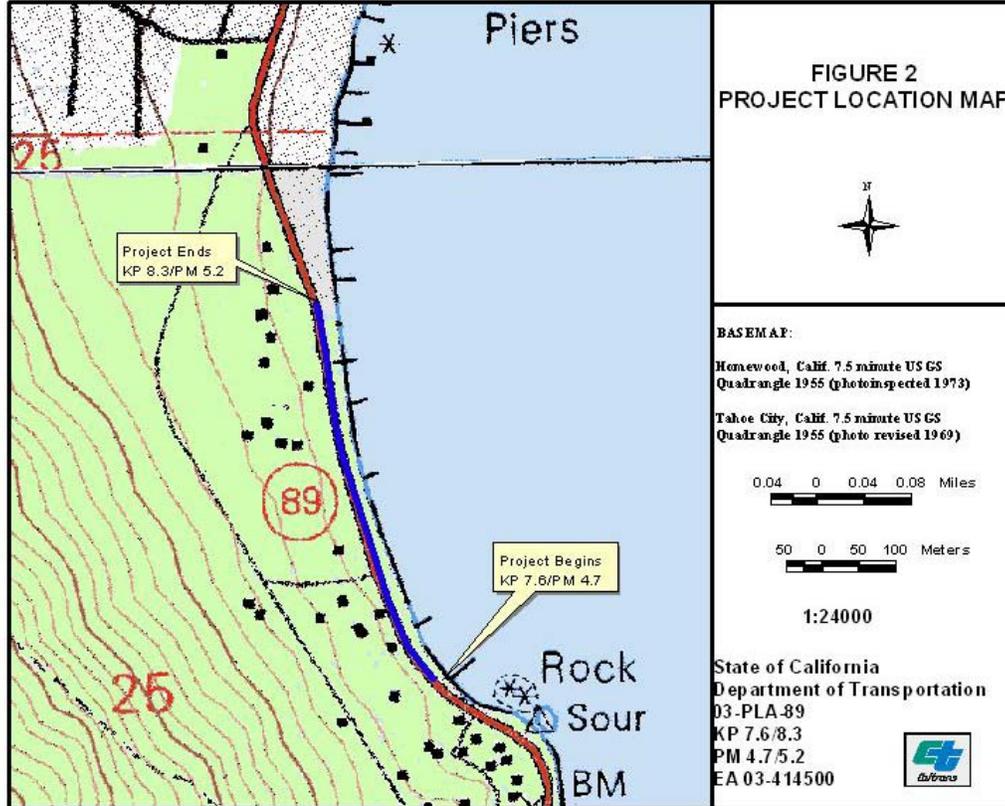


Figure 2. Project Location Map, SR 89 in Placer County.

1.7 Consistency With Plans and Policies

The applicable local and regional plans are the Placer County General Plan, the TRPA Regional Plan for the Lake Tahoe basin, and the U.S. Forest Service 1988 Forest Plan. Many of the goals recognized within each plan are closely related, and all correlate with the goals and environmental thresholds established by the TRPA Regional Plan. All of the aforementioned plans reference each other to ensure that their programs and projects are compatible.

Due to the nature of the project, Alice Richardson Roadside Access and Viewing Area is considered a Public Outdoor Recreation project under Section 55.4A of the (TRPA) Code. As a Public Outdoor Recreation project, allowable land coverage is 1% in areas delineated as Backshore, per Section 55-3 in the TRPA Code.

1.8 Permits and Approvals Needed

The following permits will be required for construction of this project:

- The contractor will prepare a Water Pollution Control Plan (WPCP) in compliance with Caltrans' National Pollution Discharge Elimination System (NPDES) permit and associated manuals.
- Construction work would occur within the riparian vegetation that borders Lake Tahoe and therefore, falls within the jurisdiction of the California Department of Fish and Game. A 1602 Streambed and Lakebed Alteration Agreement will be obtained prior to the start of construction.
- The project is located within the jurisdiction of the Tahoe Regional Planning Agency. A TRPA permit will be obtained prior to the start of construction.

Chapter 2 Affected Environment/Impacts, Thresholds of Significance, & Minimization and Avoidance Measures

2.1 Visual/Aesthetics

2.1.1 Affected Environment/Impacts

State Route 89, which is the primary route around the western shore of Lake Tahoe, is on the eligible list for State Scenic Highway designation and warrants special attention. This region is considered to have extremely high scenic resource values, which is based on its eligibility for the Eligible Scenic Highway and Tahoe Regional Planning Agency (TRPA) exceptionally high (3+) rating for scenic quality. The existing Roadside Access and Viewing Area is currently an unimproved off-shoulder pullout area with bollard type vehicle barriers separating it from the existing bicycle path.

Due to the site's intense and undesignated use patterns (approximately 120,000 people use this segment of the bicycle path annually (Per. Comm TCPUD)) many large trees and other vegetation are in decline. In addition to pressures from the pedestrian and cycling public, the bollard parking barriers are in disrepair and do not exclude automobiles from beach and vegetated areas. The lack of signage and trash receptacles has led to trash disposal problems during heavy use weekends.

2.1.1.1 Impacts

There will be minor physical changes to the project site, including:

- Replace and relocate auto barriers (bollards) between designated parking pullout area and bicycle path. Delineate parking pullout areas to meet safety requirements.
- Stabilize selected pedestrian high use areas along bicycle path with interlocking pervious pavers.
- Enhance existing bicycle path with pullouts that contain bike racks at designated locations.

- Develop area for future interpretive plaques along existing bicycle path with informal seating (arranged boulders).
- Incorporate trash receptacles and signage to better manage and deter litter.
- Provide protective split-rail fencing around existing stands of vegetation currently in decline.
- Revegetate denuded areas to improve water quality.

It is not anticipated that there would be any negative visual impacts associated with this project. It is anticipated that the visual/ aesthetic quality of the project site would be improved by the delineation of use areas and protection of existing vegetation.

Therefore, this project will have a less than significant impact on the project site and surrounding area, and no additional measures are needed.

2.1.2 Minimization and Avoidance Measures

There are no impacts to the visual/aesthetic quality as a result of this project, therefore, no Minimization and Avoidance Measures are necessary.

2.2 Air Quality

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards to prevent air pollution that threaten human health and the environment. These standards are called National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

Air Quality for transportation projects are evaluated on both a regional impact basis and local (project-level) impact basis. Regional impacts are related to transportation criteria air pollutants significant on a regional basis. These air pollutants are Ozone, particulate matter 10 microns or less in diameter (PM₁₀), and fine particulate matter (PM_{2.5}). Local impacts are related to transportation criteria air pollutants which are significant on a local basis. This air pollutant is Carbon Monoxide (CO). The U.S.

Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not found to be in conformance with the Clean Air Act requirements at both the regional and local (project) level.

2.2.1 Affected Environment/Impacts

The proposed project is located in Placer County, situated within the Lake Tahoe Air Basin. Under National Ambient Air Quality Standards, Lake Tahoe Basin is designated by the U.S. Environmental Protection Agency (EPA) as in attainment for PM₁₀, PM_{2.5}, Ozone (both one and eight hour standards), and attainment/maintenance for carbon monoxide (CO). Under California Ambient Air Quality Standards, Lake Tahoe Basin is designated as in attainment for CO, Ozone (both one and eight hour standards), PM_{2.5}, non-attainment for PM₁₀.

In the regional level, this project is exempt from air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection **Safety** (“**Safety improvement program, safety roadside rest area**”). In the local level (Project-Level CO), based on the Caltrans Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-RR-97-21 by the Institute of Transportation Studies, UC Davis, Figure 3, Local CO Analysis, and Section 4.7.1 of the Protocol, this project:

- a) does not significantly increase vehicles operating in cold start mode
- b) does not significantly increase traffic volumes
- c) does not worsen traffic flow

Therefore, the planned project is not likely to worsen air quality and no local (project-level CO) impacts are anticipated.

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM₁₀, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and

construction equipment exhaust emissions would be temporary and transitory in nature.

Naturally Occurring Asbestos (NOA) is known to exist in serpentine, a greenish greasy-looking rock, found within the ultramafic rock. Based on the California Geologic Survey and National Resource Conservation Service soils map, Ultramafic rocks are found in the west side of Placer County. Construction of this project is not expected to release any naturally occurring asbestos into the air.

2.2.2 TRPA Thresholds

The following thresholds were extracted from the TRPA air quality threshold program (please visit the TRPA website for additional information at <http://www.trpa.org/>) or contact TRPA at (775)588-4547:

- AQ1-Carbon Monoxide levels shall not exceed the TRPA 8-hour 6.0 ppm standard.
- AQ2-Ozone levels shall not exceed the TRPA 1-hour standard of 0.08 ppm.
- AQ3-Particulate Matter concentrations shall not exceed the California and Federal standards for 24-hour concentrations and the annual average.

2.2.3 Minimization and Avoidance Measures

Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction. The provisions of Section 7-1.01F, Air Pollution Control, and Section 10 Dust Control require the contractor to comply with all pertinent rules, regulations, ordinances, and statues of the local air district, e.g., the Placer County Air Pollution Control District Rule 228 – “Fugitive Dust.” If NOA is found during construction, the Placer County Air Pollution Control District Rule 905 – “Airborne Toxic Control Measure for Asbestos,” must be adhered to when handling this material.

2.3 Biological Resources

Field surveys were conducted by Caltrans biologists on 05/07/02, 06/18/02 and 8/13/02. Emphasis was placed on special status species that may occur in the project area. The project site was field reviewed to identify: 1. habitat types; 2. potential wetlands; 3. factors indicating the potential for rare species; 4. rare species present; and 5. potential problems for the study.

2.3.1 Affected Environment/Impacts

The Natural Environmental Study concluded that no listed endangered or threatened species or critical habitat are expected to be present in the project area, and the project will not have a significant impact on biological resources.

Impacts that may substantially affect sensitive biological resources are not expected to occur during the course of this project. The limited scope of the project combined with timing constraints should result in no effects to listed species, aquatic habitat or riparian vegetation.

Sensitive Species

The project has the potential to harass individual species that are nesting or foraging within the project area. During 2002 surveys, a Hairy woodpecker was found nesting within the cavity of a cottonwood snag adjacent to the bike path. This species is protected from disturbance by the Migratory Bird Treaty Act (See Appendix A of NESR for list of laws and policies). Minimization and avoidance measures have been incorporated to minimize the effects of construction.

There is the potential for bald eagles to occur within the vicinity of the proposed project. Surveys were conducted within a mile of the project in an effort to locate a nest. There were no nests found within that radius. Aerial photos show that the surrounding areas are significantly altered with residential and commercial development making it unlikely that a nest would occur along this stretch of the lake. Literature searches of known occurrences do not support a finding within the area. It is unlikely that bald eagles use the project area. The project area may provide incidental foraging opportunities during seasonal movements. Seasonal movements would occur outside of the proposed construction period.

The project will not affect the foraging quality of the lake and construction work will not occur along the lake's margins or within the lake. There will be no bald eagle

habitat removal or alteration as a result of this project. The proposed project is not expected to affect bald eagles.

2.3.2 TRPA Thresholds

The following thresholds were extracted from the TRPA Fisheries, Vegetation, and Wildlife threshold program. For additional information regarding TRPA thresholds, please visit the following website <http://www.trpa.org/> or contact TRPA at (775)588-4547.

Fisheries

- F1-Maintain 75 miles of habitat rated excellent, 105 miles of good, and 38 miles of marginal stream habitat.
- F2-A nondegradation standard shall apply to fish habitat in Lake Tahoe.
- F3-Achieve the equivalent of 5,948 total acres of excellent habitat in Lake Tahoe.
- F4-Until instream flow standards are established in the Regional Plan to protect fishery values, a nondegradation standard shall apply to instream flows.
- F5-It shall be a policy of the TRPA governing board to seek transfers of existing points of water diversion from streams to Lake Tahoe.
- F6-It shall be the policy of the TRPA governing board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.

Vegetation

- V1-Increase plant and structural diversity of forest communities through appropriate management practices as measured by diversity indices of species richness, relative abundance, and pattern. Provide for promotion and perpetuation of late successional/old growth forests. The goal is to increase late successional/old growth conditions across elevational ranges of the Lake Tahoe Basin forest cover types. Individual trees greater than 30-inches dbh shall also be favored for retention because of their late seral attributes.

- V2-Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the region or of exceptional scientific, ecological, or scenic values. This threshold shall apply but not be limited to 1) deep-water plants of Lake Tahoe; 2) Grass Lake (sphagnum bog); 3) Osgood swamp; and 4) the Freel Peak Cushion Plant community.
- V3- Maintain a minimum number of population sites for each of five sensitive plant species: 1) *Carex paucifructus*; 2) *Lewisia pygmaea logipetala*; 3) *Draba asterophora v. macrocarpa*; 4) *Draba asterophora v. asterophora*; and 5) *Rorippa subumbellata*.

Wildlife

- W1-Wildlife protection and maintenance of special interest species viability in the Lake Tahoe region. Provide a minimum number of population sites and disturbance zones for the following species: 1) Northern Goshawk (*Accipiter gentilis*); 2) Osprey (*Pandion Haliaetus*); 3) Bald Eagle (*Haliaeetus leucocephalus*); 4) Golden Eagle (*Aquila chrysaetos*); 5) Peregrine Falcon (*Falco peregrinus anatum*); 6) Waterfowl (all open water associated species); and 7) Deer (*Odocoileus hemionus*).
- W2-A non-degradation standard shall apply to wildlife habitat consisting of deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations.

2.3.3 Minimization and Avoidance Measures

Although no significant impacts have been identified, the following measures shall be implemented to assure that there are not any impacts to avian species, sensitive plant species, or other biological resources during construction activities.

- The nesting season in the Tahoe region ranges from March 15th-July 30th. Removal of vegetation or other construction activities between that period will require pre-construction bird/nesting surveys by a qualified biologist. However, no bird/nesting survey's will be required for vegetation removal outside of that period. If nesting birds, most notably osprey, bald eagle,

goshawk, or coopers hawk are not present, then there will be no impact. However, if a sensitive avian species is detected then no construction activities that would potentially interfere with the nesting activities will be permitted until a qualified biologist determines the nest is no longer in use. In addition a .8km (.5mi) “buffer zone” shall be established around nest/roost trees of the aforementioned species while the particular bird(s) are nesting.

- For other avian species protected by the Migratory Bird Treaty Act that are nesting within the project area, most notably the Hairy woodpecker that was located during field surveys, measures will be implemented to avoid disturbance to the species that may cause them to abandon the nest or be otherwise disturbed. The proposed construction activities are not expected to exceed the existing level of disturbance caused by pedestrians, bicyclists, and beach users.
- Construction is not proposed until Spring of 2007. The project area will continue to be monitored to establish that no changes have occurred such as the presence of a nesting bird that was not at the site in 2002.
- Erosion control measures shall be implemented at any sites requiring vegetation removal or ground breaking. The measures may include the use of organic mulch and/or seeding or plantings.

2.4 Cultural Resources

2.4.1 Affected Environment/Impacts

A Negative Historic Properties Survey Report (HPSR) was prepared by Caltrans in March 2005 for this project. The HPSR documented that there are no archaeological sites or California Historic Landmarks; however, a portion of an historic road is shown in the vicinity of the project area on the 1884 GLO Plat map (T15N/R16E). No evidence of the historic road was located and it is very likely that this road no longer exists in the project area.

No cultural resources have been identified within the project area. However, Minimization and Avoidance Measures shall be adhered to in order to ensure that there will not be a significant effect on cultural resources.

2.4.2 Minimization and Avoidance Measures

The following measure shall be implemented to assure that there are not any impacts to cultural resources during construction activities.

- If buried, or otherwise unknown cultural material such as bones, arrowheads, bottles, foundations or other historic or prehistoric remains are discovered during work associated with project, it is Caltrans' policy and state law that work temporarily cease in the area of the find. A qualified Caltrans archaeologist will evaluate the nature and significance of the find and coordinate with the State Historic Preservation Officer.

2.5 Hazards and Hazardous Materials

2.5.1 Affected Environment/Impacts

There are no potential sources of hazardous waste expected to be encountered within the project limits. The proposed project will not significantly impact the environment through the release of hazards or hazardous materials resources, or result in any of the conditions listed below in TRPA's Thresholds of Significance (TOS).

2.6 Hydrology and Water Quality

A water quality assessment was prepared by a Caltrans Water Quality specialist as part of the environmental review of this project.

Federal water quality objectives are dictated by Section 303(d) of the Clean Water Act and EPA Water Quality Planning and Management Regulations, which require states to identify waters that do not meet, or are not expected to meet water quality standards even after technology-based or other controls are in place. These water bodies are considered water quality limited and are reported by states in their Section 303(d) List.

2.6.1 Affected Environment/Impacts

Lake Tahoe is listed as an impaired water body on the U.S. EPA 303(d) List for loss of clarity due to sediments and nutrient loading. Currently the Lahontan Regional Water Quality Control Board is developing a Total Maximum Daily Load (TMDL) for nutrient and sediment loading to the lake. The primary sources of these pollutants

are from erosion of disturbed soils and non-point discharges from developed areas within the Lake Tahoe Watershed.

The water quality at the project site is regulated by the Caltrans Statewide NPDES permit no. 99-06-DWQ and the referenced Caltrans guidance documents. Additionally the project is located within the jurisdiction of TRPA and the project must meet their environmental thresholds. Regulations require Caltrans to incorporate storm water Best Management Practices (BMPs) in the design to the maximum extent practicable. The statewide general construction permit No. 99-08-DWQ and the Caltrans Permit require the project construction to use temporary BMPs with the Best Available/ Best Conventional Technologies available to control pollutants during construction.

The proposed project will have a positive net water quality impact, through reduction in sediments and nutrient released from erosion. Revegetation, soil stabilization, and controlled parking will provide a reduction in sediments, which are currently released from the site and reduce nutrient release from soils within the project area. Pollution prevention BMP, utilizing revegetation, sheet flow through vegetation, and soil stabilization reduces the sediment released to the lake and assists in meeting the TMDL goals through reduction of sediment leaving the site.

2.6.2 TRPA Thresholds

The following thresholds were extracted from the TRPA water quality threshold program:

- WQ1-Decrease sediment load as required to attain turbidity values not to exceed 3 Nephelometric Turbidity Units (NTU) in littoral Lake Tahoe. In addition, turbidity shall not exceed 1 NTU in shallow waters of Lake Tahoe not directly influenced by stream discharges.
- WQ2-Average Secchi depth, December-March, shall not be less than 33.4 meters.
- WQ3-Annual mean phytoplankton primary productivity shall not exceed 52 gC/m²/yr. California: algal productivity shall not be increased beyond levels recorded in 1967-1971, based on a statistical comparison of seasonal and annual mean values.
- WQ4-attain a 90th percentile value for suspended sediment of 60mg/L.

- WQ5-Dissolved inorganic nitrogen, 0.5 mg/L; dissolved phosphorous, 0.1 mg/L; dissolved iron, 0.5 mg/L; suspended sediment, 250 mg/L.
- WQ6-Surface water infiltration into the groundwater shall comply with the Uniform Regional Runoff guidelines. For total nitrogen, 5 mg/L; total phosphorous, 1 mg/L; total iron, 4 mg/L; turbidity, 200 NTU; and grease and oil, 40 mg/L.
- WQ7-For other lakes in California-Nevada, the standards are the same as the tributary standards.

2.6.3 Minimization and Avoidance Measures

These Best Management Practices (BMPs) shall be followed to adequately mitigate any potential effects that uncontrolled erosion from snowmelt and storm water runoff could have on the project site during construction.

- The contractor shall implement storm water controls as specified in section 7-1.01 G of the Caltrans Standard Specifications Handbook. Furthermore, the contractor must prepare a Water Pollution Control Plan (WPCP) in accordance with the guidelines in the Caltrans Storm Water Pollution Prevent Plan. The WPCP must identify BMPs that shall be implemented during construction to minimize or reduce the potential for pollutant stormwater and non-stormwater discharges. At a minimum, the following BMPs shall be addressed in the WPCP: temporary soil stabilization; temporary sediment control; wind erosion control; non-storm water management; waste management and materials pollution control. The BMPs identified and subsequently implemented shall comply with the requirements in the Caltrans Construction Site Best Management Practices manual.

2.7 Land Use and Planning

2.7.1 Affected Environment/Impacts

The current project will not impact any current land use plans.

2.8 Noise

This project is not a Type I project as defined by the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, therefore, no further analysis is required. A Type 1 project is defined in 23 CFR 772 as follows:

A proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through traffic lanes.

2.8.1 Affected Environment/Impacts

The proposed project will not impact any sensitive noise receptors.

2.9 Recreation

2.9.1 Affected Environment/Impacts

The Alice Richardson project site is one of the few remaining shoreline locations on the west shore of Lake Tahoe which is easily accessible by the public without fees. Over the years the site has become popular with local and traveling public, who enjoy the view, beach area and can access the bicycle path quite easily. The project will enhance the recreational potential of the Alice Richardson Roadside and View Area by improving the auto parking area, enhancing the bicycle path, revegetating the areas which have been denuded by overuse, and installing trash receptors to reduce the amount of litter in the area.

2.9.2 TRPA Thresholds

The following thresholds were extracted from the TRPA Recreation threshold program:

- R1-It shall be the policy of the TRPA governing body in development of the Regional Plan to preserve and enhance the high quality recreational experience, including preservation of high quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and governing body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

- R2-It shall be the policy of the TRPA governing body in development of the regional plan to establish and ensure a fair share of the total basin capacity for outdoor recreation is available to the general public.

2.9.3 Minimization and Avoidance Measures

Due to the potential beneficial impact from the project, no Minimization and Avoidance Measures would be required.

Chapter 3 Land Capability Study

A licensed Landscape Architect provided the required mapping for the performance of a Land Capability Verification (LCV), which included a Backshore Analysis in August 2002 and was accepted by TRPA (Tim Hagan, Soil Scientist) on September 9, 2002. The entire project area land classification was verified as “Class 5” with a “Soil Map Symbol- TcC” and an observed slope of 5.9%. In addition, the entire project is located within the “Backshore” (elev. 1900.5m/ 6235.5ft) as defined by TRPA’s Code of Ordinances. Pockets of existing Steam Environment Zone (SEZ) vegetation also exist within the project boundaries. In addition, the shore zone elevation was determined to be at elev. 1898.5m/6229ft. Mapping, for the purposes of Land Capability Verification, was produced by Caltrans staff, based on a subsequent field meeting with TRPA staff in April 2003. Caltrans improvements within the project limits will have the following impacts to coverage as summarized in the following table.

Table 3. Land Coverage Impacts

Existing Cover Type	Square Feet	Square Meters	Conversion To:
Disturbed Cover (denuded areas as a result of heavy pedestrian and auto traffic, but able to support vegetation. Soil structure is still intact)	7782sf	723 m2	Revegetated
Disturbed Cover (denuded areas as a result of heavy pedestrian and auto traffic, but able to support vegetation. Soil structure is still intact)	1323sf	123 m2	Hard Cover (pervious pavers)
Soft Cover (compacted cover unable to support vegetation without heavy amending, tilling or ripping)	11872sf	1103m2	Revegetated

Land Capability Map (Appendix D)

In summary, there will be a reduction of disturbed and soft cover and an increase of 1826 m2 (19654 sf) of revegetated area. In addition, there will be a conversion of previously disturbed cover to 123 m2 (1323sf) of hardcover (which incorporates the pervious pavers, which will be placed at the bicycle path pull-off). All in all, the change in coverages will result in a net benefit of 1703 m2 (18,331sf) of land coverage credits to be “banked” in the Caltrans Hydrologic Unit Credit Bank for use

on future projects. All coverage credit transfers will be in compliance with the TRPA Code.

Chapter 4 Cumulative Impacts

Cumulative impacts are those that are produced by the aggregation of individual environmental impacts resulting from a single project or from two or more projects in conjunction. Analysis of cumulative impacts is required under the California Resources Agency Guidelines, Title 14, Sections (§) 15130 and 15355. The following is an excerpt from § 15355 and explains what cumulative impacts are:

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA details two ways in which to evaluate cumulative impacts. One of these is to summarize growth projections in an adopted general plan or in a prior certified environmental document. The second method, that will be utilized for this Initial Study, involves the compilation of a list of past, present, and reasonably foreseeable future projects producing related or cumulative impacts [please see Section 15130 (b)1(A) of the CEQA Guidelines].

4.1 Cumulative Effects Area

For the proposed project, the area for evaluation of cumulative effects is the SR 89 corridor between the Tahoe City wye south to the Placer County line. The cumulative effects area includes the communities of Tahoe Pines, Homewood, Chambers Lodge, and Tahoma.

4.2 Projects Considered in Cumulative Effects Evaluation

The cumulative effects analysis includes the projects listed below:

Table 4. Cumulative Projects

Number	Project	Type	Location	Status/Schedule
1 EA 414501	SR 89 Landscape Project	Restore and improve degraded roadside access area along the shoreline of Lake Tahoe.	SR 89 in Placer Co. from KP 7.6/8.9 (4.7/5.2)	This is the proposed project discussed in this IS. It is planned for the 2007 construction year.
2 EA 2A9200	SR 89 Rehabilitation and drainage improvement project.	Improvement of traffic circulation, improve quality of storm water runoff and to implement elements of the Lake Tahoe Basin Environmental Improvement Project (EIP)	SR 89 in Placer Co. from KP 0.0/25.4 (PM 0.0/13.7)	This project is still in the early planning stages and is planned for the 2010 construction year.
3 EA 3C700	SR 89 Pedestrian Signal Project.	Installation of a pedestrian signal south of Fanny Bridge	SR 89 in Placer Co. KP8.57 (13.79)	This project is still in the early planning stages and is planned for the 2006 construction year.
4 TCPUD Project	Lakeside bicycle and trail project	Improvement of trail system along SR 89 on the lakeside	SR 89 in Placer Co	This project was finished in 2004.
5 Placer County	SR 89 Timberland	Erosion Control/Water Quality Project	SR 89 Timberland Rd. to Sugarpine Rd.	This project began construction in 2004 and will be completed in 2005.
6 Placer County	SR 89 Lake Tahoe Park	Erosion Control/Water Quality Project-	SR 89 Cedar Crest Rd. to Fountain Ave.	Project slated to begin construction in 2005-6
7 Placer County	SR 89 Tahoe Pines	Erosion Control/Water Quality Project	SR 89 .1 miles north of Elizabeth Dr. to Vanessa Way	This project is schedule to begin work in 2006 thru 2009.
8 Placer County	SR 89 Homewood	Erosion Control/Water Quality Project	SR 89. Fern St. to County line	This project is schedule to begin work in 2010.

Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time. Cumulative impacts of the proposed project, in addition to the others listed in the table above, are primarily limited to the construction phase of the project. Dust control, noise controls, best management practices to control erosion and water resources, avoidance of special status species and their habitat, and public notifications of traffic interruptions will all occur during construction.

Quantifiable impacts are generally not yet available for the majority of the proposed projects located in the North/West Lake Tahoe area, as they have not yet been constructed (many of the Placer County and EIP project descriptions provided estimates of beneficial impacts). Because of this limitation, the following analysis relies on qualitative assessment of impacts to the Cumulative effects area.

4.3 Potential Cumulative Effects

4.3.1 Aesthetics

The proposed project will make minor physical changes, which will have a beneficial effect on the aesthetic and scenic resources adjacent to SR 89. The project will not contribute to the adverse effects, which may be attributed to other projects in the cumulative effects study area.

4.3.2 Biological Resources

Potential cumulative biological impacts could result from activities that temporarily or permanently remove existing vegetation, disturb listed and non-listed species or affect water quality.

Many of the aforementioned projects, including the proposed Alice Richardson project, will incorporate measures to minimize the loss of vegetation. In most cases, erosion control measures will be part of the project scope. There is not expected to be a loss of vegetation on projects within the basin that when combined will be a substantial effect.

As with the proposed Alice Richardson project, other Caltrans projects in the cumulative impact study area will be coordinated with resource agencies and include measures that will avoid and minimize effects to listed and non-listed species. Timing constraints, avoidance of habitat removal and project modifications are expected to be included in each and every project. It is expected that if habitat removal must be done, then the project proponents will include replacement at a ratio suitable to avoid significant effects to species. If work must be done outside the work window, then it is expected that the project proponent will include minimization measures to reduce construction impacts. It is expected that when the impacts of the projects in the cumulative effects area are combined that the effects will be less than substantial.

Many of the projects in the basin have been initiated to reduce the effects of human activity on the water quality of Lake Tahoe. Projects may include one or more of the following components: traffic management, erosion control, shoulder improvements, safety, stormwater improvements, bike path improvements, roadside repair. The proposed project will be improving roadside access, limiting access to riparian

vegetation, planting additional vegetation between the bike path and the lake and providing trash receptacles. Although not all projects include stormwater collection units or other infiltration methods, the combined effort of better traffic management, reducing traffic where possible, and implementing erosion control, etc. is expected, when combined with the larger more complex stormwater projects, to have a beneficial effect on the water quality of the Lake Tahoe area. Furthermore it is important to note that with the implementation of standard BMPs expected to occur on most of these projects there should be no net loss of water quality temporarily or permanently in the study area.

4.3.3 Hydrology and Water Quality

Seven of the projects listed in the cumulative impacts study area are either designed specifically for the purpose of improving storm-water runoff or have integrated minimization and avoidance measures which will improve the quality of storm-water runoff from the highway and/or the adjacent properties. The proposed project will include measures that reduce vegetation removal, includes additional plantings, and better manage, pedestrian, bicycle and vehicular traffic to help reduce erosion. Should the goals be met for the various projects within the cumulative impact study area then the result is expected to be a beneficial net gain in the water quality of the area.

Chapter 5 Public Involvement

A public workshop was held at the Tahoe City Public Utility District offices on February 18, 2003. Residents were notified through ads in the Tahoe World. In addition to the ads, an announcement was mailed to the adjacent landowners (Appendix C).

Chapter 6 List of Preparers

The California Department of Transportation, North Region prepared this Initial Study/with Proposed Negative Declaration.. The following Caltrans staff prepared this document:

Alicia Beyer, Hazardous Waste Coordinator. MS Civil Engineering (Hazardous Waste), University of Texas; BS Civil Engineering, Chihuahua State University. Ten years in Hazardous Waste studies. **Contribution: Initial Site Assessment.**

Susan Bauer, Senior Environmental Planner. B.S, in Biological Sciences; B.S. in Science Education, Oregon State University, Corvallis, Oregon. Seven years experience in environmental planning. **Contribution: Environmental Branch Chief.**

Suzanne Melim. Associate Environmental Planner (Biology), B.S. Natural Resource Management, California Polytechnic State University, San Luis Obispo. Five years experience in biology and environmental planning. **Contribution: Natural Environmental Study, Water Quality.**

Steve Nawrath, Landscape Architect CA. Lic. # 4562, Masters of Landscape Architecture, California Polytechnic State University Pomona; B.S. Ornamental Horticulture, California Polytechnic State University , San Luis Obispo. Seven years of experience in environmental design, ecological restoration and erosion control. **Contribution: Project Landscape Architect, Visual Impact Assessment Technical Report.**

Sean Penders, Transportation Engineer, B.S. Environmental Engineering, California Polytechnic State University San Luis Obispo, 8 years experience in the civil/environmental engineering and water quality field. **Contribution: Water Quality, Hydrology and Storm Water Report.**

Keith Pommerenck, Civil Engineer, C.T. B.S. Environmental Resources, California State University, Sacramento. 18 years of experience preparing air, noise and energy studies. **Contribution: Noise and Air Quality Analysis.**

Sandra Rosas, Associate Environmental Planner. M.A. in Anthropology (Ethnobotany), Northern Arizona University; B.S./B.A. Biology/Anthropology, CSU, Chico. 13 years of experience in Environmental Studies. **Contribution: Project Coordinator & Document Writer.**

Scott Williams, Associate Environmental Planner (Archaeology). M.A. in Anthropology, CSU, Sacramento; B.A. in Anthropology, CSU; Sacramento, 20 years experience in Archaeology. **Contribution: Historic Resources Clearance Report/Archaeological Survey Report.**

Appendix A Environmental Checklist

The following checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. The CEQA impact levels include potentially significant impact, less than significant impact with mitigation, less than significant impact, and no impact. In many cases, background studies performed in connection with the project indicate no impacts. A “no impact” under CEQA reflects this determination. Any needed discussion is in the corresponding section of the Initial Study with the same heading. Please refer to the following for detailed discussions regarding impacts:

- Guidance: Title 14, Chapter 3, California Code of Regulations, Sections 15000 et seq. (http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/)
- Statutes: Division 13, California Public Resource Code, Sections 21000-21178.1 (http://www.ceres.ca.gov/topic/env_law/ceqa/stat/)

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

AESTHETICS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

BIOLOGICAL RESOURCES - Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

COMMUNITY RESOURCES - Would the project:

- a) Cause disruption of orderly planned development?

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Be inconsistent with a Coastal Zone Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect life-styles, or neighborhood character or stability? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Affect minority, low-income, elderly, disabled, transit-dependent, or other specific interest group? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Affect employment, industry, or commerce, or require the displacement of businesses or farms? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Affect property values or the local tax base? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Affect any community facilities (including medical, educational, scientific, or religious institutions, ceremonial sites or sacred shrines)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Result in alterations to waterborne, rail, or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Support large commercial or residential development? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k) Affect wild or scenic rivers or natural landmarks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| l) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CULTURAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

GEOLOGY AND SOILS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- 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 risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

HAZARDS AND HAZARDOUS MATERIALS -
Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

LAND USE AND PLANNING - Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- b) Conflict with any applicable habitat conservation plan or natural community conservation plan?

MINERAL RESOURCES - Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 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?

NOISE - Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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PUBLIC SERVICES -

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RECREATION -

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

facilities that might have an adverse physical effect on the environment?

TRANSPORTATION/TRAFFIC - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

UTILITIES AND SERVICE SYSTEMS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

MANDATORY FINDINGS OF SIGNIFICANCE -

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix B Tahoe Regional Planning Agency Initial Environmental Checklist

TRPA INITIAL ENVIRONMENTAL CHECK LIST

For

The Initial Determination Of Environmental Impact

Assessor Parcel Number(s): State Route (SR) 89 in Placer County

I. PROJECT NAME AND DESCRIPTION: (use additional sheets, if necessary)

Alice Richardson Roadside Access and Viewing Area: The California Department of Transportation (Caltrans) proposes to improve a degraded roadside access area along the shoreline of Lake Tahoe and State Route 89 in Placer County. The project limits extend between Elizabeth Drive and Timberland Lane (KP 7.6/8.3 (PM 4.7/5.2). The Roadside Access and Viewing Area extends 490 meters (1,600 feet) in length and 25 to 30 meters (50 to 100 feet) in width along SR 89 on the west shore of Lake Tahoe. Included within the project limits is a 8-foot wide bike path (managed by Tahoe City Public Utility District (TCPUD), which runs parallel to SR89. The enhancement project would develop new site elements to improve safety, scenic resources, and water quality. Specific site improvements will include; pedestrian access and parking improvement, bike path enhancements, signage, waste management, vegetation protection and revegetation of disturbed area.

II. ENVIRONMENTAL IMPACTS:

The following questionnaire will be completed by the applicant based on evidence submitted with the application. **All "yes" and "no, with mitigation" answers will require further written comments.**

1. Land

Will the proposal result in?

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Unstable soil conditions during or after completion of the proposal?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

Yes	No	No, with Mitigation	Data Insufficient
	X		

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

Yes	No	No, with Mitigation	Data Insufficient
	X		

2. Air Quality

Will the proposal result in?

a. Substantial air pollutant emissions?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Deterioration of ambient (existing) air quality?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. The creation of objectionable odors?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Increased use of diesel fuel?

Yes	No	No, with Mitigation	Data Insufficient
	X		

3. Water Quality

Will the proposal result in?

a. Changes in currents, or the course or direction of water movements?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Alterations to the course or flow of 100-year flood waters?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Change in the amount of surface water in any water body?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Alteration of the direction or rate of flow of groundwater?

Yes	No	No, with Mitigation	Data Insufficient
	X		

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

Yes	No	No, with Mitigation	Data Insufficient
	X		

h. Substantial reduction in the amount of water otherwise available for public water supplies?

Yes	No	No, with Mitigation	Data Insufficient
	X		

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

Yes	No	No, with Mitigation	Data Insufficient
	X		

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

Yes	No	No, with Mitigation	Data Insufficient
	X		

4. Vegetation

Will the proposal result in?

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Reduction of the numbers of any unique, rare or endangered species of plants?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Removal of stream-bank and/or backshore vegetation, including woody vegetation such as willows?

Yes	No	No, with Mitigation	Data Insufficient
	X		

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

Yes	No	No, with Mitigation	Data Insufficient
	X		

h. A change in the natural functioning of an old growth ecosystem?

Yes	No	No, with Mitigation	Data Insufficient
	X		

5. Wildlife

Will the proposal result in?

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Reduction of the number of any unique, rare or endangered species of animals?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Deterioration of existing fish or wildlife habitat quantity or quality?

Yes	No	No, with Mitigation	Data Insufficient
	X		

6. Noise

Will the proposal result in?

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Exposure of people to severe noise levels?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

Yes	No	No, with Mitigation	Data Insufficient
	X		

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Create new illumination that is more substantial than other lighting, if any, within the surrounding area?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Cause light from exterior sources to be cast off-site or onto public lands?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

Yes	No	No, with Mitigation	Data Insufficient
	X		

8. Land Use

Will the proposal:

a. Include uses that are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Expand or intensify an existing non-conforming use?

Yes	No	No, with Mitigation	Data Insufficient
	X		

9. Natural Resources

Will the proposal result in?

a. A substantial increase in the rate of use of any natural resources?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Substantial depletion of any non-renewable natural resource?

Yes	No	No, with Mitigation	Data Insufficient
	X		

10. Risk of Upset

a. Does the proposal involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Will the proposal involve possible interference with an emergency evacuation plan?

Yes	No	No, with Mitigation	Data Insufficient
	X		

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Include or result in the temporary or permanent displacement of residents?

Yes	No	No, with Mitigation	Data Insufficient
	X		

12. Housing

Will the proposal affect existing housing, or create a demand for additional housing?

Yes	No	No, with Mitigation	Data Insufficient
	X		

13. Transportation/Circulation

Will the proposal result in?

a. Generation of 100 or more new daily vehicle trip ends (DVTE)?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Changes to existing parking facilities, or demand for new parking?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Alterations to present patterns of circulation or movement of people and/or goods?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Alterations to waterborne, rail or air traffic?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

Yes	No	No, with Mitigation	Data Insufficient
	X		

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

a. Fire protection?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Police protection?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Schools?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Parks or other recreational facilities?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Maintenance of public facilities, including roads?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Other governmental services?

Yes	No	No, with Mitigation	Data Insufficient
	X		

15. Energy

Will the proposal result in?

a. Use of substantial amounts of fuel or energy?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

Yes	No	No, with Mitigation	Data Insufficient
	X		

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Communication systems?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Storm water drainage?

Yes	No	No, with Mitigation	Data Insufficient
	X		

f. Solid waste and disposal?

Yes	No	No, with Mitigation	Data Insufficient
	X		

17. Human Health

Will the proposal result in?

a. Creation of any health hazard or potential health hazard (excluding mental health)?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Exposure of people to potential health hazards?

Yes	No	No, with Mitigation	Data Insufficient
	X		

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Yes	No	No, with Mitigation	Data Insufficient
X			

b. Be visible from any public recreation area or TRPA designated bicycle trail?

Yes	No	No, with Mitigation	Data Insufficient
X			

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

Yes	No	No, with Mitigation	Data Insufficient
	X		

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

Yes	No	No, with Mitigation	Data Insufficient
	X		

19. Recreation:

Does the proposal:

a. Create additional demand for recreation facilities?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Create additional recreation capacity?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

Yes	No	No, with Mitigation	Data Insufficient
	X		

20. Archaeological/Historical

a. Will the proposal result in an alteration of a significant archaeological or historical site, structure, object or building?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Does the proposal have the potential to cause a physical change that would affect unique ethnic cultural values?

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

Yes	No	No, with Mitigation	Data Insufficient
	X		

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

Yes	No	No, with Mitigation	Data Insufficient
	X		

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

Yes	No	No, with Mitigation	Data Insufficient
	X		

c. Does the project have impacts that are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant?)

Yes	No	No, with Mitigation	Data Insufficient
	X		

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

Yes	No	No, with Mitigation	Data Insufficient
	X		

III CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Susan D. Bauer

Date

WRITTEN COMMENTS:

Section 18a&b: The project will be visible from SR 89 and TCPUD bicycle path is within the project limits. The most notable effects to the visual/scenic environment will be the enhancement of native vegetation, placement of the trash receptacles with associated signage, split rail fence to protect the vegetation, and wooden auto bollards (barriers).

IV DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this evaluation:

a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

Yes	No

b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures that have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

Yes	No

c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure.

Yes	No

Signature of Evaluator

Date

Title of Evaluator

Appendix C Public Notice

Appendix D Land Capability Map

Appendix E Project Plans & Mapping
