

# Donner Lake Interchange (DLI) Sand and Salt House Facility

NEVADA COUNTY, CALIFORNIA  
DISTRICT 3 - NEV-80, KP 14.6 (PM 9.07)  
2C8000

## Initial Study and Negative Declaration



Prepared by the State of California  
Department of Transportation



## 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 Nevada County, California. This document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

This Initial Study was circulated for public review and comments from March 16, 2005 to April 15, 2005. The comments received during this review time and responses to those comments can be found in Chapter 4. Alterations to the body of the Initial Study with the exception of Chapter 4 are marked with a line in the left margin. Deleted text is shown with a strikethrough and new text is underlined.

### **What happens next:**

Once the Negative Declaration has been signed, a Notice of Determination (NOD) will be sent to the State Clearinghouse. Caltrans may then 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 on computer disk. To obtain a copy in one of these alternate formats, please call or write to: Department of Transportation, Attn: Jennifer S. Clark, 2389 Gateway Oaks Drive, Sacramento, CA 95833; (916) 274-0572 Voice or use the California Relay Service TTY number, (530) 741-4509.

03-NEV-80-KP 14.6  
(PM 9.07)  
2C8000

Construct sand and salt house facility on Interstate 80 at the  
Donner Lake Interchange (DLI), KP 14.6 (post mile 9.07)

**INITIAL STUDY with Proposed Negative Declaration**  
Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

7 March 2005  
Date of Approval

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



## NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

### *Project Description*

The Department of Transportation (Caltrans) proposes to construct a sand and salt house facility on Interstate 80 (I-80) at the Donner Lake Interchange (DLI), KP 14.6 (PM 9.07), approximately seven miles west of Truckee. The facility will include permanent water quality treatment measures including a diversion ditch and an infiltration or detention basin. The purpose of this project is to enhance snow removal operations during the snow season, which will improve the mobility and safety of motorists and will improve the efficiency of maintenance efforts.

### *Determination*

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The project would have no effect on coastal zones, wild and scenic rivers, farmlands, timberlands, paleontology, growth, utilities, emergency services, traffic and transportation, cultural resources, hydrology and floodplains, geology, seismology, topography, air quality, or noise. This project will have no cumulative impacts.

In addition, the proposed project would have a less than significant effect on land use, recreational facilities, community resources, visual resources/aesthetics, water quality and storm water run-off, soils, hazardous waste/materials, and biological resources.



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

Date

1-23-06



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## CHAPTER 1 - PROPOSED PROJECT

### Purpose and Need

The Department of Transportation (Department) proposes to construct a sand and salt house facility on Interstate 80 (I-80) at the Donner Lake Interchange (DLI), KP 14.6 (PM 9.07), approximately seven miles west of Truckee. See Figures 1 & 2 for Project Vicinity and Location Maps.

The purpose of this project is to enhance snow removal operations during the snow season, which will improve the mobility and safety of motorists and will improve the efficiency of maintenance efforts. Maintenance crews are currently using a sand house and salt bunker located at the Castle Peak Interchange on I-80, KP 8.16 (PM 5.07), to service this area of roadway during the snow season. The Castle Peak facility is small and the sand house and salt bunker, which were built in 1965, are suffering from rust and deterioration. In addition, snow removal operations can be delayed due to ingress and egress of traffic at the Castle Peak Interchange generated from the nearby Boreal Resort. The DLI site was identified as a more efficient and safer location.

The Castle Peak facility is located approximately five miles from the Kingvale Maintenance Station and approximately ten miles from the Truckee Maintenance Station. During snow removal operations, the trucks run out of sand between Kingvale and Truckee. The proposed DLI location is located approximately halfway between Kingvale and Truckee. The DLI facility will make snow removal more efficient as maintenance crews will not need to make additional trips to reload and cover missed areas due to lack of sand.

### Project Description

The proposed facility will include a standard sand storage building (sand house) measuring 40 ft. by 80 ft. (12.2m x 24.4m) and a standard salt storage building (salt house) measuring 20 ft. by 40 ft. (7.3m x 12.2m). See Figure 3 for a diagram of the facilities. Each building will be constructed of concrete floors, wood framed walls with refinished metal siding, and refinished metal roofing. A layout of all the project features (in draft form) showing their approximate sizes is included as Figure 4. [After circulation of the Draft Initial Study, design was modified to move the buildings further away from the creek and K-rail was added around the perimeter of the site in place of the asphalt concrete \(ac\) dike. Figure 5 shows the new design. Figure 6 shows the design magnified.](#) Construction will include the following:

#### Proposed Project

- Remove trees and vegetation.
- Grade and pave site.
- Construct a detention or infiltration basin.
- Construct a V-ditch with rock energy dissipater to direct surface flows off-site and slow flows prior to leaving the ditch.
- ~~Build an AC dike~~ [Construct Type 60 barrier \(K-rail\)](#) at the edge of pavement to keep sand and salt on-site and to direct site run-off to the detention or infiltration basin.
- Build a salt house.
- Provide erosion control.
- Repave and widen access road.

- Build a sand house.
- Install power and lighting.

Construction of the salt house, ~~AC dike~~K-rail, V-ditch, and detention or infiltration basin is expected to take place in the 2007 construction season. Construction of the sand house and improvements to the access road are expected to take place at a later time. Once the Donner Lake Interchange Facility is operational, the Castle Peak Facility may be demolished. However, this Initial Study does not examine the potential environmental impacts of the Castle Peak demolition and a separate environmental evaluation will be needed.

## **Alternatives**

### Build

This project has one build alternative as described in the “Project Description” section above. New right of way (R/W) will be acquired for this alternative.

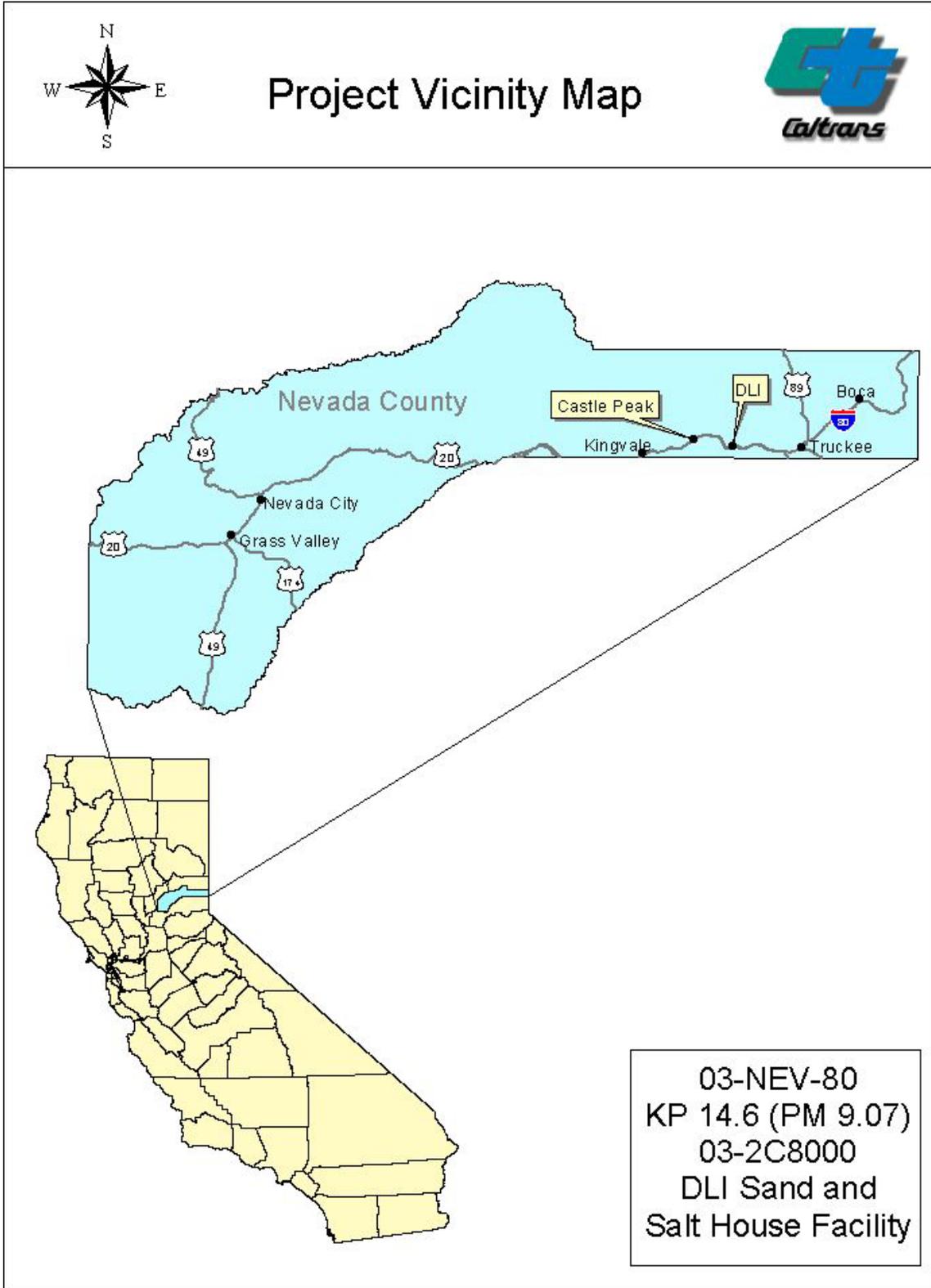
### No-Build

The No-Build alternative would do nothing to improve snow removal operations and to improve the mobility and safety of motorists. The Castle Peak Facility would continue to deteriorate and maintenance operations will continue to be inefficient if this project is not built.

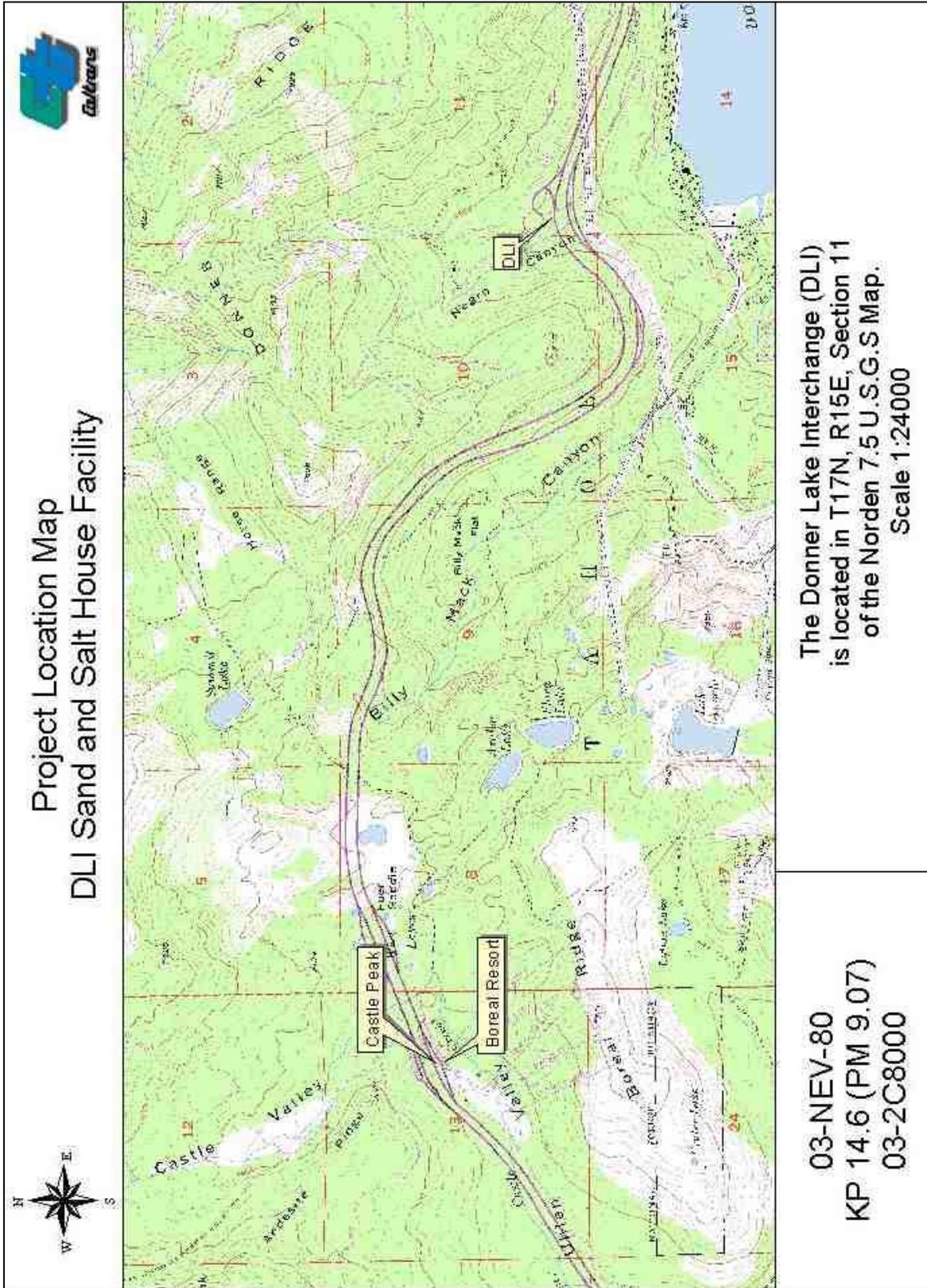
## **Permits and Approvals Needed**

This project will be covered by the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit (CAS # 000003, Order # 99-06-DWQ), issued by the State Water Resources Control Board. No other environmental permits will be needed.

FIGURE 1 - PROJECT VICINITY MAP



**FIGURE 2 - PROJECT LOCATION MAP**





**FIGURE 4 - PREVIOUS PROJECT LAYOUT**

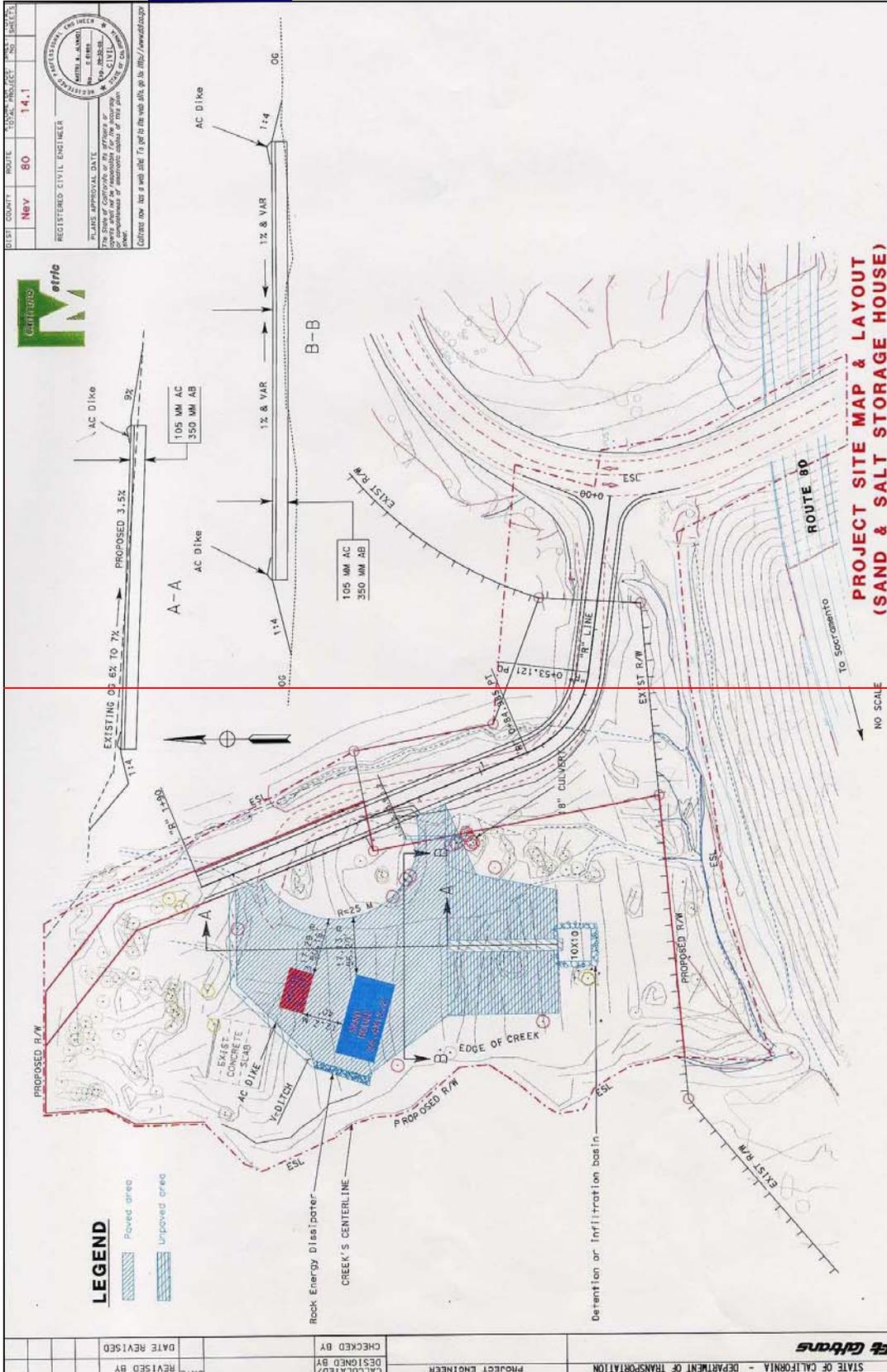
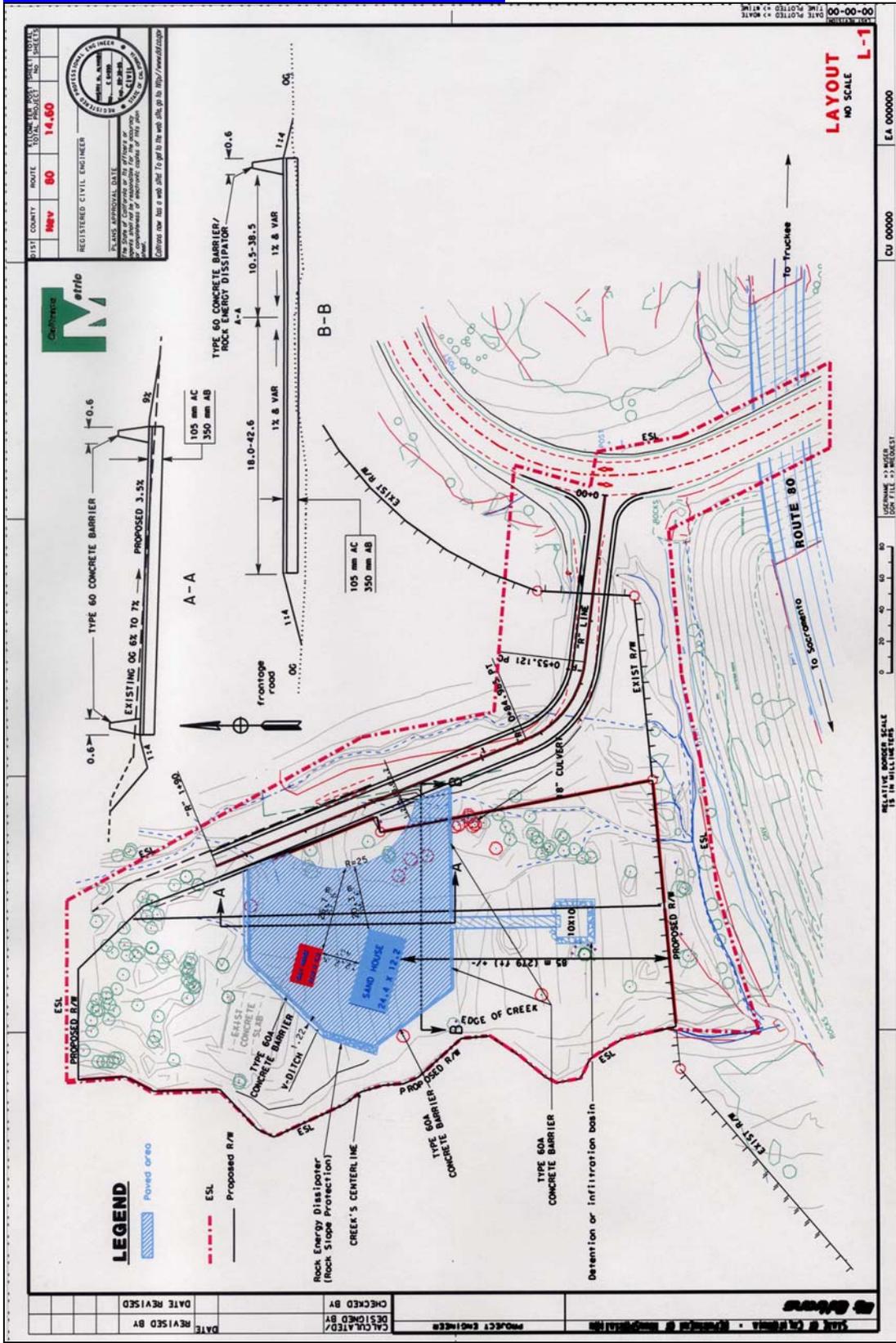
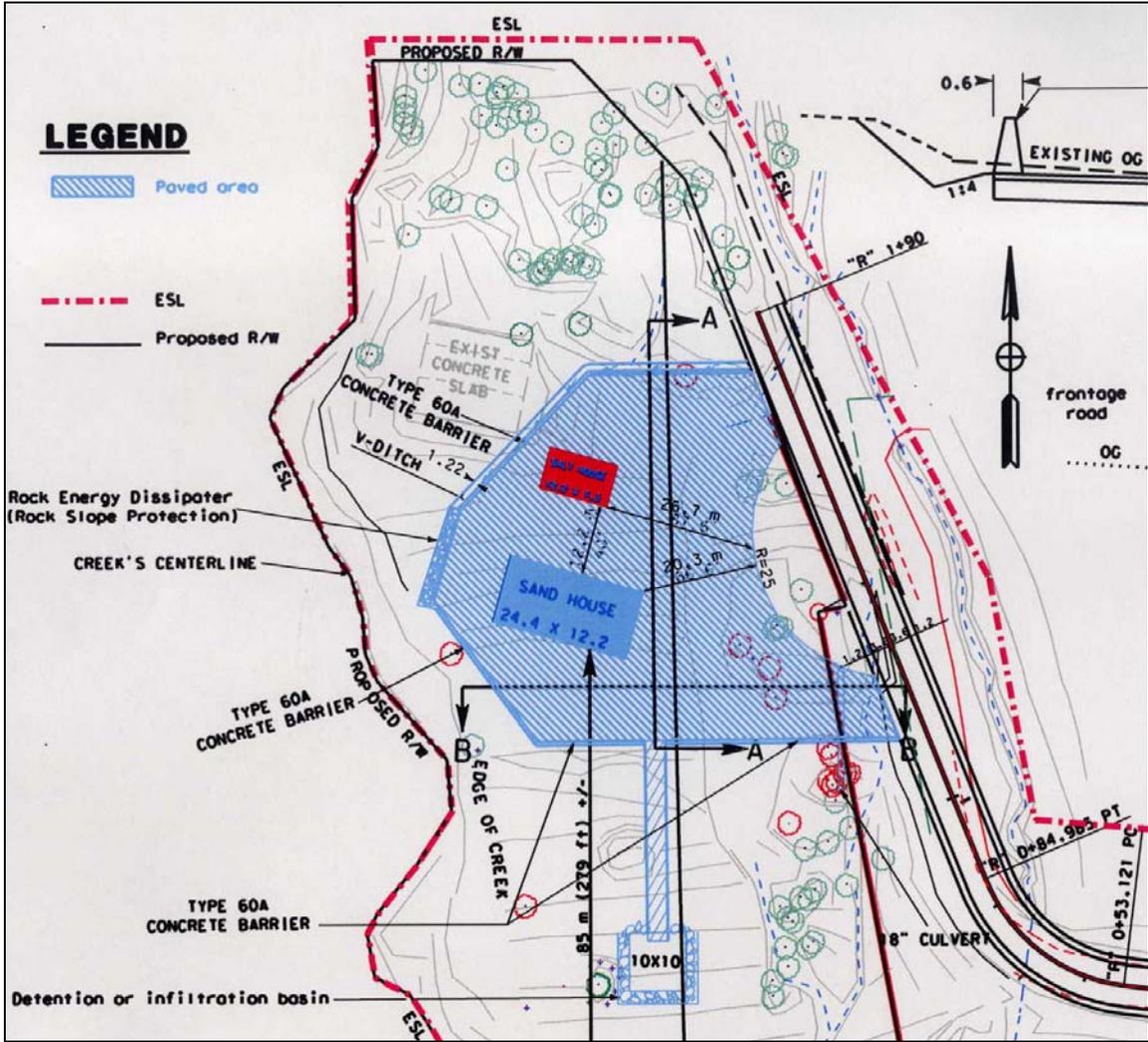


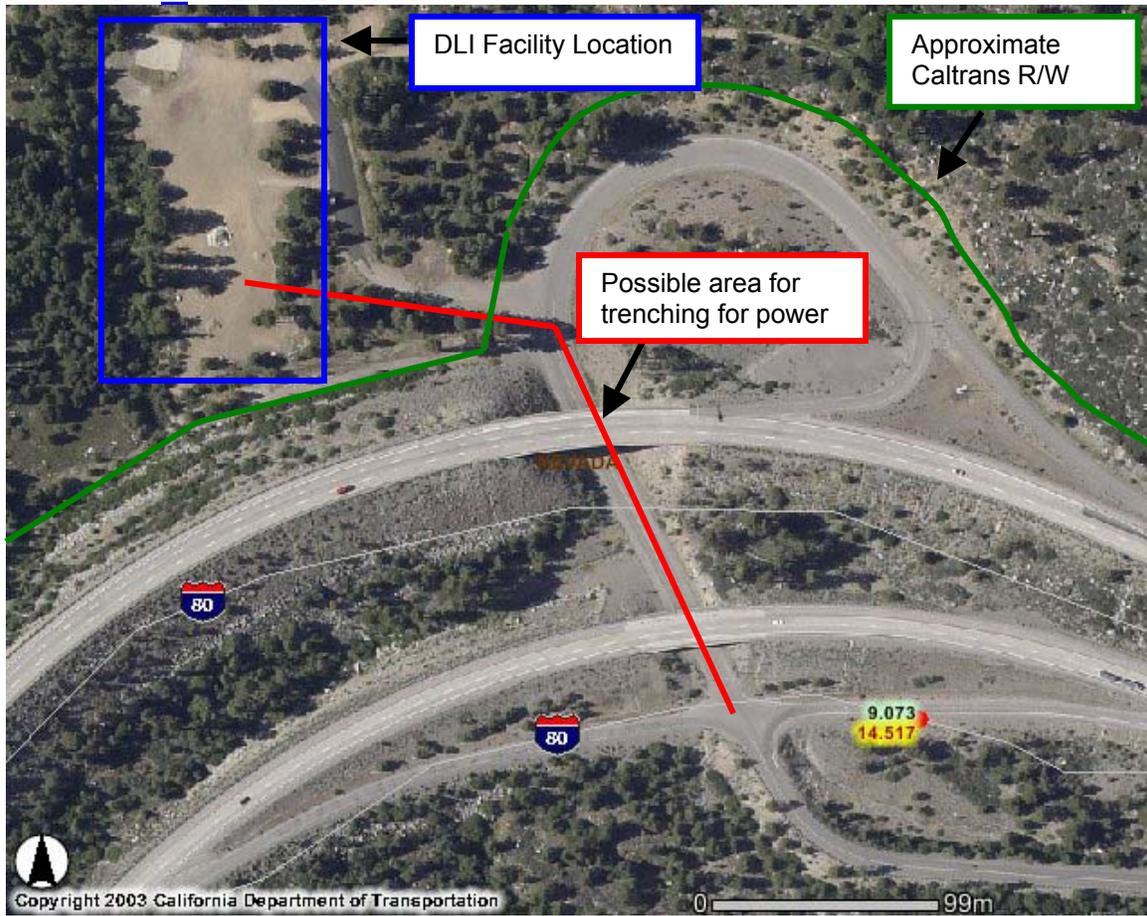
FIGURE 5 - REVISED PROJECT LAYOUT



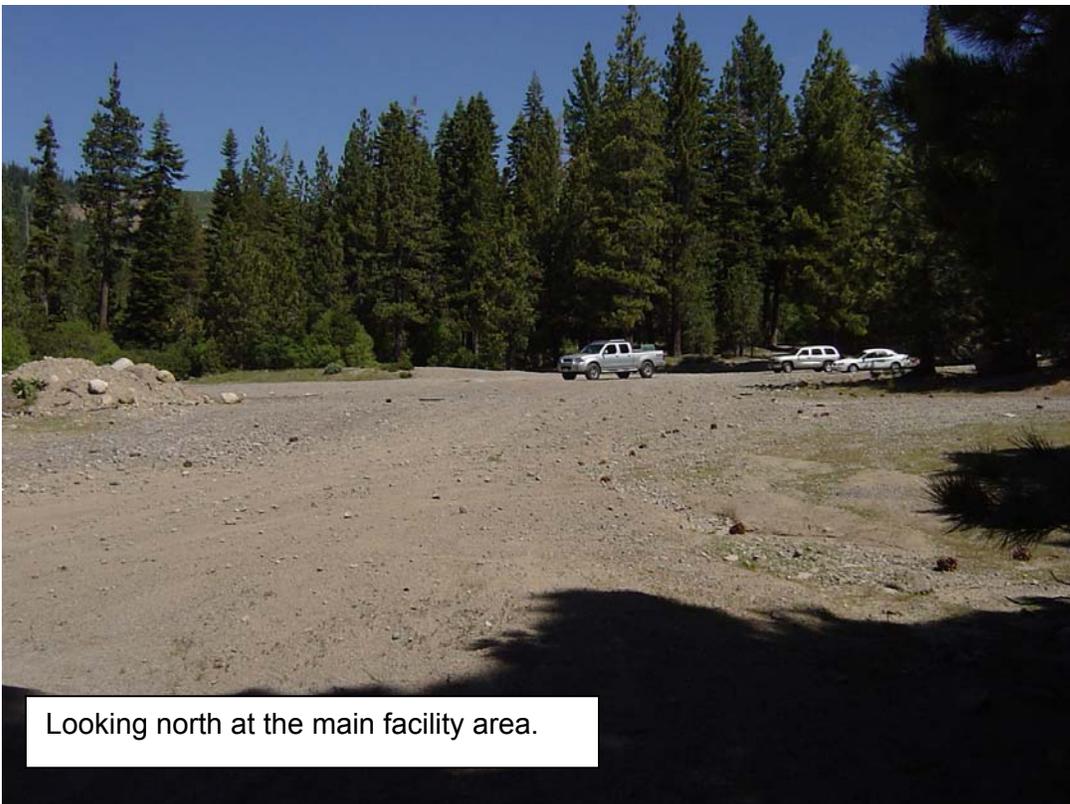
**FIGURE 6 - REVISED PROJECT LAYOUT (MAGNIFIED)**



**FIGURE 5-7 - AERIAL PHOTO**



## PROJECT PHOTOS



## CHAPTER 2 - AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

### HUMAN ENVIRONMENT

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered:

- Coastal Zone
- Wild and Scenic Rivers
- Farmlands/Timberlands
- ☐ ~~Pedestrian and Bicycle Facilities~~
- Paleontology

These resources are not present within project limits and will not be impacted by the project. No potential for adverse impacts to these resources was identified. Consequently, there is no further discussion regarding these resources in this document.

### Land Use

#### ***Existing and Future Land Use***

The proposed project site is located adjacent to the westbound I-80 off-ramp for Donner Lake. The Department has used this site previously for a Portland Cement Concrete (PCC) batch plant for the original construction of I-80 in the 1960s. Currently, the land is privately owned. It appears that the site is now being used for material storage by unknown sources.

The site is located on a small portion of two adjacent parcels of land, each approximately 300 acres. These parcels are zoned as "IDR" in the Nevada County General Plan. IDR is an interim zoning used to reflect and reserve the development potential of property designated as Planned Development and Special Development in the General Plan. Currently, the proposed project site and neighboring land is undeveloped. There are no formal plans to develop either of the parcels at this time. The amount of land needed for the project site will be less than 1% of the adjacent parcels. Impacts to land use will be less than significant.

#### ***Consistency with State, Regional and Local Plans***

Goal 4.2 of the Nevada County General Plan's Circulation Element is to "Provide for the safe and efficient movement of people and goods in a manner that respects the rural character of Nevada County." The purpose of this project is to enhance snow removal operations during the winter months. This will be in keeping with the above goal. Avoidance and minimization measures implemented to lessen the visual impacts of this project will help to maintain the rural character of Nevada County (See Visual/Aesthetics section for more information).

#### ***Parks and Recreational Facilities***

The proposed project site is currently private property with no formal designation for parks or recreation facilities. [The county road \(Donner Lake Road\) that provides access to the project site leads to a Nevada County trailhead for people hiking northerly. This](#)

trail, which is part of the County's adopted Non-motorized Trails Master Plan, connects to the Pacific Crest Trail. The trailhead is used year round for hiking, biking and snowmobiling and other recreational activities. Donner Lake Road also serves as an access road for a recreational trail identified in the Town of Truckee's "Truckee Trails and Bikeways Master Plan." Access to these trails will not be blocked off in any way.

Recreationalists who use the trailhead generally park along the county road and also on the open area proposed for acquisition during the summer months. During the winter season the snowmobilers park their vehicles along the county road. As many as twenty-five to thirty vehicles park along the road on busy weekends. Once the DLI facility is operational, it will be necessary to prohibit parking along the access road during the winter months so that the trucks can move in and out of the facility unimpeded. During the summer months, recreationalists will be able to park along the county road. No parking within the DLI facility will be allowed. The loss of this available parking will be less than significant. ~~Snowmobilers currently park their vehicles and trailers on the site to use the surrounding areas for recreation during the snow season. After this project is constructed, the area acquired by the Department will not be available for use by snowmobilers. This project will not impact designated parks and recreational facilities.~~

### **Growth**

The proposed project site is located adjacent to an existing off-ramp. Included in this project is the repaving of the road that extends from the off-ramp to the project site. Although improvements to the road are being made, no new access will be created. It is not anticipated that this project will induce growth.

### **Community impacts**

This project will require the acquisition of approximately 3.5 acres of new right of way (R/W). The Department's R/W Division will coordinate with the property owners.

This project will improve the efficiency of snow removal during snow season, thereby benefiting the community and motorists who use this section of roadway. Impacts to the community will be less than significant.

### **Utilities/Emergency Services**

This project will require a connection to an existing power source to provide electricity to the site. It is anticipated that trenching will be required to connect to either existing Department electrical facilities or to a Truckee Donner Public Utility District facility. Water and sewer will not be provided for the sand and salt house facility. This project will not have a significant impact to utilities.

This project will not affect emergency services.

### **Traffic and Transportation**

This project will make snow removal operations more efficient and will help Maintenance to keep the roads open during snow season. The project site is off of the freeway and construction should not impact traffic or transportation.

## **Visual/Aesthetics**

### ***Regulatory Setting***

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." [CA Public Resources Code Section 21001(B)]

### ***Impacts***

A Visual Impact Assessment was prepared in August 2002 to analyze the project impacts on visual resources. The project site is mostly cleared land with some trees and vegetation (see Project Photos). The surrounding areas are primarily mixed conifer forest. The dominant plant type appears to be varying mixes of pine and fir. This site is lower in elevation from the freeway and is not part of any view shed as seen by passing motorists. The road connecting to the site is used primarily to access and exit the freeway and is not heavily used. There is also no residential or commercial development in the immediate area. Currently, it appears that the site is being used for material storage by unknown sources as well as it being littered with trash and unwanted household items.

This section of I-80 is not a designated State Scenic Highway. However, the surrounding area is quite scenic and care should be given to development of this site. Various different configurations for the paving were analyzed to find an option that least impacted tree removal while providing adequate space for the trucks to maneuver. Implementing avoidance and minimization measures listed below will reduce any visual impacts that may occur. The overall project will have a less than significant impact to the visual quality of the area.

### ***Avoidance and Minimization Measures***

In order to minimize the visual impacts this project may cause, the following items shall be incorporated into the project design:

- The sand and salt house roofs and siding shall be painted a dark brown or green and shall be non-reflective to blend with the natural environment.
- Any tree that is removed shall be replaced at a ratio of one seedling for each 1" of tree trunk at diameter breast height (dbh).
- Plant species used for revegetation shall be native to the area.
- If rock is used for erosion control, it is preferred that indigenous rock is used. If the rock used does not blend with the natural environment, a rock coloration system shall be used.
- Prior to construction, ~~Caltrans Maintenance will remove~~ any trash within the newly acquired right of way will be removed.
- Landscaping for the replacement of trees should be done in such a way to help screen the salt and sand facility site from viewers using Donner Lake Road.
- All disturbed areas shall utilize temporary erosion control measures during construction to minimize permanent impacts to the scenic quality of the area.
- All areas disturbed during the construction phase shall receive permanent erosion control measures, such as hydro seeding and the planting of containerized native shrubs and/or trees. The hydro seed mix shall consist of native plant species indigenous to the area.

- All small trees, tree limbs, shrubs and other woody debris generated during clearing and grubbing operations shall be chipped and stockpiled for future use as erosion control and in areas designated for revegetation.
- New utility cabinets, poles and other metallic devices should be strategically located out of motorists view and should be painted or powder coated with approved Standard Federal Color – Brown #30045.
- Mulch material should consist of duff and pine needles from the area. This mulch material should be used for erosion control purposes.
- All rock over 150mm in size removed during clearing grubbing and earthwork operations shall be stockpiled and used in drainage facilities and roadside areas. Maximize the use of native rock where possible throughout the project.
- At the end of construction all areas used for staging, access or other construction activities shall be contour graded in such a way as to visually integrate them into the surrounding topography. Select boulders and logs removed for earthwork operations shall be stockpiled and strategically placed back into contour graded areas as a means of enhancing visual integration back into the surrounding landscape.
- Finished slopes shall reflect sensitivity to the natural topography of the surrounding area. Newly constructed cut slopes shall be constructed in such a way as to mimic natural rock formations whenever possible. Finished slopes shall be shaped in such a way as to blend into geologic features adjacent to the site.
- Earth brown coloring shall be added into the K-rail concrete mix. This color shall also be used on the concrete portions of the salt and sand storage facilities.

## **Cultural Resources**

### ***Regulatory Setting***

Under California law, cultural resources are protected by the CEQA as well as Public Resources Code Section 5024.1, which established the California Register of Historic Places. Section 5024.5 requires state agencies to provide notice to, and to confer with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historic resources.

### ***Impacts***

Record searches and a field review were performed and found that no historic properties exist within the project limits. A Historic Resources Compliance Report (HRCR) was completed and approved in July 2002 to document these findings. No impacts to cultural resources are expected to occur as a result of this project. However, should cultural resources be encountered during construction, the following avoidance and minimization measures will protect those resources.

### ***Avoidance and Minimization Measures***

In the remote event that archaeological materials (e.g. artifacts including, arrowheads, bottles, foundations etc.) are discovered during construction, it is Caltrans' policy that work temporarily cease in the area of the find until the Caltrans District Archeologist can evaluate the nature and significance of the materials and consult with the State Historic Preservation Office about the disposition of the materials (Environmental Handbook, Vol. 2, Chapter 1). In the event that human remains are discovered or recognized during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the appropriate county coroner has determined that the remains are not subject to provisions of Section 27491

of the Government Code. If the coroner determines the remains to be Native American, he shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendent for disposition of the remains (Health and Safety Code Sect. 7050.5, Public Resources Code Sect. 5097.24).

## **PHYSICAL ENVIRONMENT**

### **Hydrology and Floodplain**

A Floodplain Analysis was prepared using data from the Department's Geographic Information Services (GIS) Library. The GIS data was obtained from the Federal Emergency Management Agency (FEMA). The Floodplain Analysis found that the project limits are outside of the FEMA 100 Year Floodplain. This project will not affect a FEMA designated floodplain.

### **Water Quality and Storm Water Run-off**

#### ***Regulatory Setting***

The primary federal law regulating Water Quality is the Clean Water Act. To ensure compliance with Clean Water Act, the State Water Resources Control Board (SWRCB) has issued a National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit to regulate storm water discharges from Department facilities. The permit regulates storm water discharges from the Department right-of-way during and after construction, as well as from existing facilities and operations.

In addition, the SWRCB has issued a construction general permit for most construction activities covering greater than 1 acre (0.40 hectare), that are part of a Common Plan of Development exceeding 5 acres (2.02 hectare) or that have the potential to significantly impair water quality. Some construction activities may require an individual construction permit. All Department projects that are subject to the construction general permit require a Storm Water Pollution Prevention Plan (SWPPP), while all other projects require a Water Pollution Control Program (WPCP). Subject to the Department's review and approval, the contractor prepares either the SWPPP or the WPCP. The SWPPP and WPCP identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Since neither the SWPPP nor the WPCP are prepared at this time, the following discussion focuses on anticipated pollution controls.

#### ***Impacts***

The proposed project site is located in the Truckee River Hydrological Unit (HU) number 635.20, Nevada County, and resides within Negro Canyon. There is an ~~unnamed~~ stream ([Gregory Creek](#)) just west of the project site, which is bordered by riparian vegetation. The stream is a tributary to Donner Lake, an impaired water body. Drainage patterns resulting from uphill snowmelt and summer storms are evident. Annual average precipitation for this HU is listed as 41 inches.

This project will have a diversion ditch (V-ditch) constructed that will intercept the flow of water resulting from snowmelt and summer storms (see Figure [4-5](#) for project layout). The V-ditch will carry the water to the west side of the pavement and empty out above the riparian vegetation. A rock energy dissipater will be constructed at this point to slow

the flow of water before it travels over the riparian vegetation and into the creek. This diversion ditch drainage system alters the existing water flow patterns. However, this change in flow patterns will have no impact to the site since the property is barren and its soil is compacted from its original use as a batch plant. The upland species (pine trees) to the east of the property will continue to receive water from a constructed cross culvert at the entrance driveway.

All of the drainage from the asphalt concrete and the roofs of structures will be treated on site by either an infiltration or detention basin. The basin will have an appropriately sized rock lined overflow structure to slow water flows and prevent erosion. [The K-rail constructed along the perimeter of the asphalt concrete will help to keep sand and salt on site.](#) Impervious surface storm water runoff will not have an adverse impact on the creek or its tributary.

The construction of the diversion ditch (V-ditch), [K-rail](#), treatment basin, and rock energy dissipater will result in less than significant water quality impacts.

### ***Avoidance and Minimization Measures***

Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operation of this section of I-80:

- The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS # 000003, Order # 99-06-DWQ, issued by the State Water Resources Control Board.
- Since this project's disturbed soil area would exceed at least 1 acre of land, Standard Special Provision 07-345 shall be included in the Plans, Specifications & Estimate (PS&E) to address temporary construction water pollution control measures.
- This project will require a SWPPP containing project specific effective erosion and sediment control measures. These measures must address soil stabilization practices, sediment control practices, tracking control practices, and wind erosion control practices. In addition, the project plan must include non-storm water controls, waste management and material pollution controls.
- An infiltration and or detention basin will be constructed to minimize pollutants resulting from the normal use of the facility.
- A report of Notification of Construction (NOC) shall be submitted to the Lahontan Regional Water Quality Control Board (LRWQCB) at least 30 days prior to the start of construction.

### **Geology/Soils/Seismic/Topography**

This project will require grading in order to allow the site to drain. Erosion control methods will be used to avoid additional loss of topsoil. Impacts to soils will be less than significant. There will be no geology, seismic, or topography impacts from this project.

### **Hazardous Waste/Materials**

An Initial Site Assessment (ISA) was prepared in April 2002 for this project. It was determined that no hazardous waste is expected to be encountered within the project limits. [Since the original hazardous waste/materials assessment it has been determined that the site should be further evaluated to determine if its previous use as a batch plant resulted in the presence of hazardous materials. Caltrans will be preparing a](#)

Preliminary Site Investigation to determine if any contamination is in the soils that will need to be disturbed to construct this project. The Preliminary Site Investigation will discuss what materials, if any, were found and will list out specifications to be included in the project's contract for handling hazardous waste. Impacts due to hazardous waste will be less than significant.

### **Air Quality**

Table 2 of 40 CFR 93.126 (Code of Federal Regulations, Title 40, Part 93.126- Determining Conformity of Federal Actions to State or Federal Implementation Plan) lists projects that do not require project-level air quality analysis. This project falls under Table 2, Safety, safety improvement program, and therefore does not require an air quality analysis.

~~Any short-term air quality impacts related to construction activities will be minimized by Caltrans Standard Specifications, Section 7-1.01F, "Air Pollution Control" and Section 10, "Dust Control."~~

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. 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, regulation, ordinances, and statues of the local air district.

### **Noise**

This project is not interpreted as a Type 1 project (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) as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects and no further analysis is required.

## **BIOLOGICAL ENVIRONMENT**

As part of the scoping and environmental analysis conducted for the project, the biological resources listed below were considered:

- Natural Communities
- Wetlands and Other Waters
- Plant Species
- Animal Species
- Threatened & Endangered Species
- Invasive Species

A literature search was conducted to investigate the potential presence of species and habitats of concern within the project vicinity. A compilation of biological resources was created based on information queried for the Truckee and Norden quadrangles from the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), California Natural Diversity Database (CNDDDB), and the California Native Plant Society (CNPS). Field reviews were conducted May-June 2004 by a qualified Caltrans biologist to assess the biological environment of the project area.

Based on literature and field reviews, natural communities, threatened and endangered species, and invasive species were found not to be present within the project limits and will not be impacted by the project. No potential for adverse impacts to these resources was identified; consequently, there is no further discussion regarding them.

### **Wetlands and Other Waters**

There are no wetlands within the project site. There are two hydrologic features: ~~an unnamed~~ Gregory Creek, a stream that flows through Negro Canyon on the west of the project area and an unnamed tributary to this stream on the east side of the project area. The eastern tributary runs parallel to the east side of the county road until it crosses under, runs through some trees, and then along the toe of the highway slope until it deposits into Negro Canyon. ~~The Negro Canyon stream~~ Gregory Creek runs along the west side of the project area, through a riparian corridor, then goes under the highway through a long, steep culvert. These adjacent sources of waters will be protected by avoidance and minimization measures as outlined in the Water Quality section.

### **Plant Species**

#### ***Regulatory Setting***

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et. seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et. seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

### **Impacts**

The site lacks vegetation except for some upland plant species along its northern and eastern property lines and riparian species along the creek, which is to the west of the site. Based on the literature search, only one sensitive plant species has a high potential to occur within the project area – clustered lady's slipper (*Cypripedium fasciculatum*). After a field review, however, no species were located within or adjacent to the project area. Thus, the project will have no adverse impact on this species.

Some vegetation and tree removal will be required for construction of this project. In the course of project development, several different site plans were developed to find a plan that would require the least amount of paved area, which would result in fewer trees needing removal. The amount of pavement originally planned was approximately 0.89 acre; the final design should result in ~~0.72~~ 0.82 acre of pavement. [Movement of the buildings away from the creek necessitated adding pavement to the east of the buildings.](#) The proposed design shown in Figure 4-5 required the least amount of tree removal while still providing adequate space for trucks to maneuver. Impacts to vegetation and trees will be less than significant.

### **Avoidance and Minimization Measures**

- Because the habitat of the project area, in general, is native species, Caltrans will incorporate standard measures during construction to prevent the introduction of non-native species.
- Following construction, revegetation of the site will occur as outlined in the Visual/Aesthetics section.

### **Animal Species**

#### **Regulatory Setting**

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NOAA Fisheries) and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with special-status animal species, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

### **Impacts**

The proposed project site is a large open area and provides limited habitat for wildlife. The surrounding areas and creek provide habitat for birds, mammals, reptiles and amphibians. Based on the literature search performed for the project, it was determined that the following special-status species had a high potential to occur within the project

area. The analysis was based on habitat needs, known populations, and survey results, which helped determine which species may be adversely affected by the proposed project.

Olive-sided flycatcher (*Contopus cooperi*)  
Hermit warbler (*Dendroice occidentalis*)  
Little willow flycatcher (*Epidonax trailii brewsteri*)  
White-headed woodpecker (*Picoides albolarvatus*)  
Rufus hummingbird (*Selasphorus rufus*)  
Pale big-eared bat (*Corynorhinus townsendii pallescens*)  
Long-eared myotis bat (*Myotis evotis*)  
Long-legged myotis bat (*Myotis volans*)  
Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*)  
Sierra Nevada red fox (*Vulpes vulpes necator*)

Field surveys conducted for the project did not result in any evidence or sightings of these species within the project area, and the project is not expected to have a permanent impact on their status. There may be temporary disturbances during construction requiring some species that may forage in the area to forage elsewhere. However, this is not expected to greatly affect individuals because adequate foraging habitat exists within close proximity to the project site.

While the project is under construction any species directly adjacent to the project may be temporarily displaced. However, displacement seems unlikely, because the site is typically busy during the summer months and species in the area are accustomed to disturbance. Any displacement would be temporary and the species are expected to return once construction is completed. Because the facility will mainly be used in the winter months, increased use of the site is not expected to have an effect on deer, birds, mammals, etc.

The project site is located within summer mule deer habitat. These deer migrate through the area and down to Donner Lake. This particular population moves throughout homes and roads during the summer when it is present. A maintenance database of deer kill shows that there is a “hot spot” of deer mortality on the section of I-80 just south of the project area. In the last ten years, there has been an above average recorded number of 21 deer picked up by maintenance crews. The introduction of the sand and salt house is not expected to change the daily movement of deer. Because there will be limited operation at the facility during the summer, disturbance is expected to be limited. Furthermore, it may be argued that the site will be improved from the existing situation because there is currently substantial disturbance throughout the summer months, including but not limited to, equipment operation, illegal dumping and unauthorized parking. Disturbance is expected to be less once the project is completed, and the open space that is now unvegetated will be hydro-seeded with native grasses and herbs. Eventually the undeveloped areas should revegetate naturally.

#### **Avoidance and Minimization Measures**

- Because the habitat of the project area, in general, is native species, Caltrans will incorporate standard measures during construction to prevent the introduction of non-native species; post construction revegetation will be as outlined in Visual/Aesthetics using only native species.

- Caltrans will remove as few trees as possible. All trees to be removed will either be removed outside of the breeding season for birds, or pre-construction surveys will be conducted to determine the presence of nesting birds. If the trees cannot be removed outside of the nesting period and there are nesting birds, Caltrans will contact the CDFG and determine what steps need to be done to avoid impacts.
- If bats are found to be roosting in any of the trees slated for removal, Caltrans will contact CDFG to determine further measures.
- Construction will be limited to daylight hours to minimize impacts to the daily movement of deer through the project area. Furthermore, Caltrans will monitor deer activity throughout construction to determine if construction activities are causing any change in deer movement.
- Post-construction activities during the summer will be limited, and crews will not be using the area to store material or equipment in the spring, summer, and early fall. This will allow Caltrans to minimize activities when deer are likely to be present.
- Caltrans will continue to work closely with the CDFG to improve deer passage at this section of I-80 at the Donner Lake interchange.

### CHAPTER 3 - LIST OF PREPARERS AND TECHNICAL STUDIES

The people listed below assisted in preparing and evaluating this Initial Study and its associated technical reports. The technical reports were prepared in order to analyze the potential affects this project may have on the environment and to assist in preparing this Initial Study. These documents are available for review Caltrans North Region Office of Environmental Management, 2389 Gateway Oaks Drive, Sacramento, CA 95833.

Mastri Alvandi	Project Engineer
Cindy Anderson	Associate Environmental Planner
Rajive Chadha	Environmental Engineer, Hazardous Waste (Initial Site Assessment for Hazardous Waste)
Jennifer Clark	Associate Environmental Planner (Floodplain Analysis)
Kathleen Grady	Landscape Associate (Visual Impact Assessment)
John Holder	Transportation Engineer, Water Quality (Storm Water Quality Assessment)
Jeremy Ketchum	Senior Environmental Planner, S1 Branch Chief
Dave Lopez	Project Manager
Suzanne Melim	Associate Environmental Planner, Biology (Natural Environment Study)
Daryl Noble	Associate Environmental Planner, Archaeology (Historic Resources Compliance Report)
Ben Tam	Transportation Engineer, Air and Noise (Noise and Air Quality Evaluations)

## **CHAPTER 4 - PUBLIC REVIEW AND RESPONSE TO COMMENTS**

On March 14, 2005, Caltrans submitted the Donner Lake Interchange Sand and Salt House Facility Initial Study (IS) and proposed Negative Declaration (ND) for public review. The public review period extended from March 16, 2005 to April 15, 2005. Caltrans sent a copy of the Initial Study to the State Clearinghouse (to be distributed to various state agencies), the Lahontan Regional Water Quality Control Board, affected property owners, the Nevada County Clerk Recorder, the Nevada County Board of Supervisors, and to the Nevada County Library (to make available for public review). A public notice describing the proposed project and Intent to Adopt a Negative Declaration appeared in the Sierra Sun newspaper on March 16, 2005.

During that period Caltrans received several letters and emails about the proposed project. All comments made during the circulation period are contained in this chapter. Those comments received after the April 15, 2005 deadline are not included in this chapter. However, of the late comments received, they were similar in nature to those made prior to the deadline. Since many of letters and emails contained like comments on particular areas of concern, the comments are being grouped together under specific topics instead of being addressed individually. On the right side of each substantive comment, a vertical line and number appear. Responses to the comment letters and emails are located at the end of this chapter.



**California Regional Water Quality Control Board  
Lahontan Region**



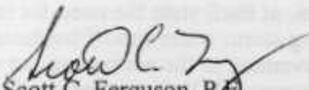
Alan C. Lloyd, Ph.D.  
Agency Secretary

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150  
(530) 542-5400 • Fax (530) 544-2271  
<http://www.waterboards.ca.gov/lahontan>

Arnold Schwarzenegger  
Governor

**MEMORANDUM**

**TO:** State Clearinghouse

**FROM:**   
Scott C. Ferguson, P.E.  
Chief, Truckee River Watershed Unit

**DATE:** April 13, 2005

**COMMENTS REGARDING THE PROPOSED MITIGATED NEGATIVE DECLARATION FOR THE DONNER LAKE INTERCHANGE SAND AND SALT HOUSE FACILITY, NEVADA COUNTY APN 17-020-23 AND 25 - WDID NO. 6A03CT2C800, CALTRANS EA NO. 2C8001, STATE CLEARINGHOUSE NO. 2005032067**

The Lahontan Regional Water Quality Control Board (Regional Board) staff has reviewed the Proposed Mitigated Negative Declaration (MND) for the California Department of Transportation's (Caltrans) Donner Lake Interchange Sand and Salt House Facility. It is staff's understanding that the project consists of constructing a standard sand storage building, a standard salt storage building, grading/paving of the project site, and constructing a storm water collection facility. A nearby drainage that currently fans out over the project site will be collected, diverted around the project, and discharged into the creek on the west side of the project. The project is located at the Donner Lake Interchange within Negro Canyon, approximately 7 miles west of the Town of Truckee.

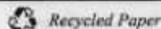
The Regional Board is a responsible agency pursuant to the California Environmental Quality Act (CEQA) for this proposed project. Water quality control standards for the Truckee River Hydrologic Unit contained in the *Water Quality Control Plan for the Lahontan Region* (Basin Plan) are applicable to this project. The final environmental document will be used by this agency to issue any necessary permits and/or Basin Plan prohibition exemption. We have the following comments:

1. Page 2 of the MND states that salt house and appurtenant storm water controls will be constructed during the 2007 construction season. It also states, "...construction of the sand house and improvements to the access road are expected to take place at a later time." It is unclear why the access road will be improved at a date beyond which heavy equipment will be accessing the site on a regular basis.

1a

The current statewide permit for Caltrans facilities requires compliance with the Regional Board's "Lahontan Region Project Guidelines for Erosion Control" (enclosed). The guidelines require, in part, that storm water runoff generated from a 20-year, 1-hour storm shall either be treated or retained on site. The access road will become a part of the Caltrans right-of-way and is therefore subject to the terms and conditions of the permit. The MND

*California Environmental Protection Agency*



does not indicate what storm water controls will be installed to handle runoff from the access road. The runoff from the access road may carry excess amounts of sand and salt into the nearby Negro Canyon Creek. The creek is a tributary to Donner Lake, which is a source of drinking water. Any pollutant discharge to Donner Lake and its tributaries is considered a significant impact. If the access road runoff is not treated, the runoff may result in a significant environmental impact to Negro Canyon Creek and to Donner Lake.

1a

**Action Needed:** The final environmental document shall state the need for improving the access road, shall provide information describing storm water runoff treatment/retention from the access road, and shall either schedule improvement to the access road to coincide with salt house construction or identify specific temporary BMPs to prevent pollutant discharges from the unimproved road. Because the proposed MND did not identify the avoidable impact of storm water runoff from the access road, the final MND may need to be re-circulated pursuant to the CEQA Guidelines [California Code of Regulations Title 14, Article 1, Section 15073.5(b)(1)].

18

2. The "Avoidance and Minimization Measures" on Page 19 of the proposed MND discusses the use of an infiltration and/or detention basin associated with the sand and salt buildings. The facilities have the potential to discharge significant amounts of road salt in the storm water runoff from the salt house facility and associated activities. The salt is in addition to sediments, oils, and greases that may be contained in storm water runoff. The proposed infiltration basins and/or detention facilities (with an overflow to the Negro Canyon Creek) do not typically provide the necessary treatment that would prevent the road salt from infiltrating into the area ground water and/or from being discharged into the creek. Any discharge of road salt to Donner Lake and its tributaries from the project may be considered a significant impact.

1b

**Action Needed:** Amend the proposed MND to identify an appropriate mitigation measure to reduce and/or eliminate the potential impact of road salt discharges from the project to surface and ground waters.

3. The "Avoidance and Minimization Measures" for the "Water Quality and Storm Water Run-off" section (page 19 of the MND) states that the project, "...shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS No. 000003, Order No. 99-06-DWQ..." and that the project will require a Storm Water Pollution Prevention Plan (SWPPP), "...containing project specific effective erosion and sediment control measures." It is inappropriate to rely upon another agency's permitting program and upon an un-developed document (the SWPPP) as a means of mitigating environmental impacts. Specifically, the referenced statewide permit is currently being updated, and the exact terms and conditions that will be in place during the 2007 construction season are not known. The SWPPP will not be developed until a contractor is retained by Caltrans for the project. Further, there is no required environmental review of the SWPPP to ensure its adequacy to provide the appropriate environmental controls.

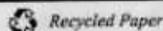
1c

**Action Needed:** Identify in the final environmental document all appropriate mitigation measures necessary to prevent storm water runoff, erosion, sedimentation, and non-storm water runoff pollutants from leaving the project site and impacting surface and ground waters.

4. The "Avoidance and Minimization Measures" on Page 19 of the proposed MND states that, "...Standard Special Provision 07-345 shall be included in the Plans, Specifications &

1d

*California Environmental Protection Agency*



Estimate (PS&E) to address temporary construction water pollution control measures.” However, Standard Special Provision No. 07-345 was not provided in the MND. Its adequacy for providing the identified environmental mitigation therefore cannot be evaluated.

1d

**Action Needed:** Provide the language of Standard Special Provision 07-345 in the final environmental document and re-circulate for comment.

5. The “Avoidance and Minimization Measures” on Page 19 of the MND states that, “A report of Notification of Construction (NOC) shall be submitted to the Lahontan Regional Water Quality Control Board (LRWQCB) at least 30 days prior to the start of construction.” It is unclear how the submittal of the NOC to this agency will provide avoidance and/or minimization.

1e

**Action Needed:** Amend the draft MND to justify the rationale as to how the NOC should be considered a mitigation and/or avoidance measure.

6. Section (e) of the Hydrology and Water Quality section of the CEQA checklist (page 35 of the draft MND) is checked as “No Impact”. However, without mitigation measures, the project has the potential to, “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.”

1f

**Action Needed:** This section should be checked as “Less Than Significant Impact With Mitigation Incorporation” or as “Potentially Significant Impact”, as appropriate, in the final environmental document.

7. We encourage Caltrans to use “Low Impact Development” (LID) principles in the project design, the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimizing the generation of nonpoint source pollutants. LID results in less surface runoff and less pollution routed to receiving waters. Principles of LID include:

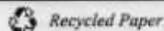
- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize ground water recharge,
- Reducing the impervious cover created by development and the associated transportation network, and
- Managing runoff as close to the source as possible.

1g

LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and could benefit energy conservation, air quality, open space, and habitat. Many planning tools exist to implement the above principles, and a number of recent reports and manuals provide specific guidance regarding LID. Additional resource information may be obtained from the Low Impact Development Center’s website, located at [www.lid-stormwater.net](http://www.lid-stormwater.net). Some LID examples are:

- A. Individual storm water cisterns to collect roof runoff. Not only would this avoid the cost and maintenance of roof drip lines and infiltration/detention facilities, the water could be used for landscape irrigation thereby conserving water resources.
- B. Construct “Zero Discharge” areas throughout the project. These can include wet ponds, detention ponds, infiltration areas, grassy swales, and/or rain gardens between the road

**California Environmental Protection Agency**



surfaces and sidewalks. Effective use of these devices can, potentially, entirely eliminate the need for storm water collection conveyances, drop inlets, and infiltration basins.

C. Use pavement surfaces for driveways, roads, and sidewalks that have a lower runoff coefficient. Such surfaces include pervious concrete, pervious asphalt, cobbles, turf block, grass or gravel over porous plastic, brick without grout, etc.

8. In accordance with CEQA requirements, the final environmental document should include an appropriate monitoring program for all proposed water quality related mitigation measures. The monitoring program should be designed to assess the adequacy of any installed mitigation measures over time. Success criteria should be established to determine whether the mitigation measures need additional work or are operating appropriately to prevent further water quality degradation.

**Action Needed:** Develop an appropriate mitigation monitoring program and incorporate the mitigation monitoring program into the final environmental document.

Thank you for the opportunity to comment on this project. If you have any questions or comments regarding this matter, please contact Eric Taxer at (530) 542-5434, or me at 542-5432.

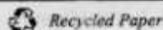
Enclosure: State Clearinghouse Form A  
Lahontan Region Project Guidelines for Erosion Control

cc: Regional Board Members  
Jeremy Ketchum, Branch Chief, Environ. Mgmt. S1 (Attn: Jennifer S. Clark, Environ. Coordinator), Caltrans, Office of Environ. Mgmt.  
Janet Mann, Nevada County Environmental Health Department  
Tony Lashbrook, Town of Truckee  
John Eaton, Mountain Area Preservation Foundation  
Emilie Kashtan

EJT/dcc T:\Caltrans DLI Sand & Salt House Neg Dec.doc

[File: Caltrans District 3/Construction/Donner Lake Interchange Sand & Salt House Facility, WDID No. 6A03CT2C800]

**California Environmental Protection Agency**





## DONNER LAKE PROPERTY OWNERS' ASSOCIATION

Established June 23, 1957

P.O. Box 8387, Truckee, California 96162  
On the web at [www.dlpoa.org](http://www.dlpoa.org)

Robert W. Farnsworth  
President

April 11, 2005

Jeremy Ketchum, Branch Chief, Environmental Management S1  
Attention: Jennifer S. Clark, Environmental Coordinator  
Department of Transportation, Office of Environmental Management  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

Re: Proposed Sand and Salt Facility above Donner Lake

Greetings:

DLPOA is a voluntary membership of over 700 residential property owners within a specific geographical area ascending Donner Lake toward I-80 on the north side and running in a similar band around the west end and south side of the lake.

After reviewing your Negative Declaration for a Sand and Salt Facility above Donner Lake at the I-80 Interchange, the Board of Directors, on behalf of our members, expresses its strong opposition to the proposed location.

The Negative Declaration fails to give significant mention to the obvious drainage from Negro Canyon—where the proposed site would be located—to Donner Lake, not only through Gregory Creek but also along Donner Lake Road and the numerous drainage channels that traverse private properties, flowing downward as inextricably as gravity will allow, from the I-80 corridor and into the lake. We are not persuaded by anything mentioned in the Declaration that sufficient measures would be included to prevent the contamination of the Lake by the materials at the proposed site.

I am certain you are aware of the significance and beauty of Donner Lake; while development in the area has certainly taken its toll and the lake struggles to accommodate a variety of disparate interests and uses, we do not find it persuasive that a Sand and Salt Facility poised above the lake needs to be added to that ecological burden; we would hope that your department would

1



initiate actions to prevent further deterioration of the lake rather than propose this facility which is certain to do additional harm. As others may have already observed, there is nearby an agricultural station that is better situated and designed to handle this facility. Perhaps there are issues with that site of which I am not aware, but certainly there are issues with this proposal above Donner Lake that have not been seriously considered and to which the Negative Statement fails to address.

2

Please register our collective opposition to this proposal and keep me informed of any further deliberations and decisions regarding it.

Best regards,

A handwritten signature in black ink, appearing to read "Robert W. Farnsworth".

Robert W. Farnsworth

Cc:

Hon. Craig F. Threshie, Mayor, Town of Truckee;

2



A Division of Stoakes Anderson Inc.

Mail P.O. Box 8535  
Truckee, CA 96162

Ship 10550 Olympic Blvd.  
Truckee, CA 96161

Phone 530/587-8702  
530/587-8789 fax

18 March 2005

Jeremy Ketchum, Branch Chief, Environmental Management S1  
Attn: Jennifer S. Clark, Environmental Coordinator  
Dept. of Transportation, Office of Environmental Management  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

Re: Initial Study with Proposed Negative Declaration for the Donner Lake Interchange Sand and Salt House Facility—SCH# 03-NEV-KP14.6 (pm 9.07) 2C8000

Dear Ms. Clark:

Thank you for the opportunity to review and comment on the above-referenced Initial Study. Although the sport-angling community appreciates elements of the project's design that intercept and otherwise modify storm flow and snowmelt (e.g., the V-ditch), the lack of detail in the Initial Study prevents us from evaluating the probable effectiveness of the "Avoidance and Minimization Measures" presented on page 19. Of critical concern is the potential transport of de-icing compounds into the Negro Canyon creek and from there into Donner Lake. The proposed infiltration and/or detention basin seems to us of questionable effectiveness for removing dissolved chemicals—and if this is indeed the case, then the project might have a significant impact on water quality in the adjacent stream, with attendant impacts to the lake. We would like to suggest that the CEQA documents for the project discuss impacts to water quality, riparian habitat, and aquatic species in detail adequate for determining a) the potential severity of these impacts, and b) whether proposed mitigations can reduce potentially significant impacts to insignificance.

1  
3a

By the way, please add us to the distribution list for all CalTrans projects requiring CEQA review in the Tahoe/Truckee region.

Cordially yours,  
CALIFORNIA FLY FISHER MAGAZINE

Richard Anderson  
Publisher and Editor

*cold & warm / fresh & salt / north & south*



United States  
Department of  
Agriculture

Forest  
Service

Truckee  
Ranger  
District

9646 Donner Pass Road  
Truckee, CA 96161-2949  
530-587-3558  
530-587-6907 TDD  
530-587-6914 FAX

File Code: 2350-5  
Date: April 5, 2005

Jennifer Clark  
Environmental Coordinator  
California Department of Transportation, Office of  
Envir. Coord.  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

RECEIVED-1

APR 5 - 2005

Truckee Ranger District

Dear Ms. Clark

The Tahoe National Forest, Truckee Ranger District has reviewed the Initial Study with Proposed Negative Declaration for the Donner Lake Interchange Sand and Salt House Facility. This office was provided a copy of this document because of public concerns over access and impacts to existing recreation use of the area.

As manager of the resources and public recreation on National Forest System lands, the Truckee Ranger District offers these comments to the proposed action as outlined in the Initial Study and Proposed Negative Declaration:

- 1) **Administrative and Public Access:** The US Government holds an easement through this project site. The easement follows the existing native surface road from Interstate 80. The easement provides administrative and public access to National Forest System land in the Negro Canyon area including popular Summit Lake. It also provides access to thousands of acres of snow based recreation uses. This access should be protected as Caltrans develops and maintains the sand and salt facility. 4a
- 2) **Summer Recreation Use:** The site serves as an informal trailhead accessing the backcountry for summer use. Recreation users park their vehicles at this proposed project site to pursue their recreation activities. These activities include hiking, horseback riding, mountain biking, and Off-Highway Vehicle travel. The project proposal has not identified this user conflict in the Initial Study. 4b
- 3) **Winter Recreation Use:** This site is a popular access point for winter recreation. These activities include snowmobiling, cross country skiing, snow shocing and general snow play. The Truckee Ranger District has consistently witnessed 25 vehicles and trailers parked between the proposed site and the I-80 off-ramp. The parking has evolved from users searching recreation opportunities north of I-80 for motorized and non-motorized use. The Initial Study recognizes the presence of snowmobile use under the topic "Parks and Recreational Facilities" on page 15 and 16. However, the study establishes the position that the acquired area "will not be available for use by snowmobilers". The initial study does not address the displacement of motorized and non-motorized users related to the project. 4c



Caring for the Land and Serving People

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Displacement of winter recreation users will have significant effects. Snowmobile users will likely re-locate to the Castle Peak interchange area or Donner Summit Sno-Park. This situation will increase conflicts between motorized and non-motorized users due to the close proximity of the Donner Summit Over Snow Vehicle Closure area. The Forest Service has worked extremely hard over the past 10 years to reduce this conflict thru education, law enforcement, and public contacts. These efforts have minimized the conflicts between the two user groups in the closure area. The proposal will erode our efforts to effectively manage user conflict.

The Truckee Ranger District proposes a solution to fully mitigate this significant effect. This includes:

- a. Creating a 25 vehicle/trailer combination parking lot that is compatible with Caltrans' vehicle flow patterns.
- b. Commit to snow removal at this parking site directly or via the State of California Department of Parks and Recreation, Off-Highway Vehicle Division.

The Truckee Ranger District does not encourage development of a larger parking area without consideration to traffic and off-site effects.

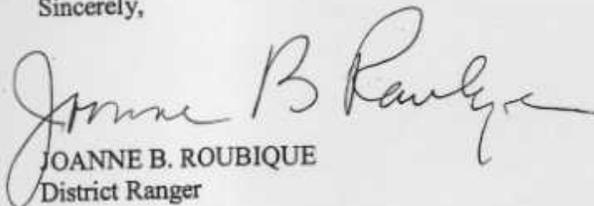
The Truckee Ranger District encourages Caltrans to consult with local recreation user groups and the California Department of Parks and Recreation, Off-Highway Vehicle Division, in addressing recreational user access. These groups share our concerns for minimizing user conflict and retaining access to the Negro Canyon area.

A copy of this letter will be provided to David Quijada of the California Department of Parks and Recreation Off-Highway Vehicle Division.

The Truckee Ranger District understands it is in the public's interest to provide additional sand/salt storage along the I-80 corridor and supports the proposed action. The site appears to be a logical location for this facility. This office believes the facility can be developed to co-exist with current recreation uses.

If you have questions, please contact Rick Maddalena at 530-587-3558 or via email at [rmaddalena@fs.fed.us](mailto:rmaddalena@fs.fed.us).

Sincerely,



JOANNE B. ROUBIQUE  
District Ranger

cc: Rick Maddalena  
Dave Quijada, California Department of Parks and Recreation, Off-Highway Vehicle Division

4c

Jeremy Ketchum, March 30, 2005  
Branch Chief, Environmental Manager S1  
Dept. of Transportation,  
Office of Environmental Management  
2389 Gateway Oaks Drive,  
Sacramento, Ca. 95833

March 30, 2005

Attention: Jennifer S Clark.

Please accept following letter on Donner Lake Interchange sand house planning process.

Dear Project leader.

It has come to my attention that you plan to develop a Cal Trans yard at the Donner Lake interchange {DLI}, north of interstate 80.

I notice you have not incorporated any mitigation measures to deal with the public parking that is occurring at this proposed site.

With winter parking already strained to the max it would be a significant loss to recreation to lose any more especially at DLI.

I have worked with USFS over the last 20 years on many local issues one being the Castle Peak Accord, Which set aside Castle and round valley for non motorized winter recreation and left everything else open for snowmobilers. Since then snowmobile use staging at DLI has steadily grown to the point where I see as many as 25 trucks trailers and cars using this as a staging point on busy weekends, the loss of this valuable staging area would have significant impact on recreational opportunity for local and visitor alike. The cumulative impact of displaced users would be seen at the other already over crowded facilities such as Little Truckee Summit.

As a local resident and representative of North Tahoe Sno Travelers and Blue Ribbon Coalition {a national recreational association} I would like to open a dialog with you to address the public parking issue and possibly direct you to grant funding sources to help fund the expense of dealing with this issue.

Sincerely

Scott Denham  
Board member North Tahoe Snow Travelers  
Local Volunteer Blue Ribbon Coalition  
16560 Greenlee  
Truckee Ca. 96161  
530 587 9322  
orguy@earthlink.net

4c

To: Jennifer Clark  
Environmental Coordinator  
California Department of Transportation  
Office of Environmental Coordinator  
2839 Gateway Oaks Drive  
Sacramento, CA 95833

April 4, 2005.

From: Greg McKay  
Central Region Director  
California-Nevada Snowmobile Association  
P.O. Box 4720  
Incline Village, NV 89450

Subject: Proposed Project at Donner Lake Interchange

Dear Jennifer:

It has come to my attention that you have developed preliminary plans for a Salt and Sand Storage facility at the Donner Lake Interchange. It has also come to my attention that you were probably unaware of the level of snowmobile usage off that interchange. And forewent extensive public input.

Due to the high usage of Castle Peak area, snowmobilers have averted that area because the Sno-Park lies a considerable distance from the trailhead and that they are required to detour a great distance around a cross-country skiing area. Therefore, many use the Donner Lake interchange area for a more direct route and an easier loading/offloading area. We can see 25-30 vehicles with trailers there on a weekend day. In addition, early and late winter conditions at higher elevations make this an ideal access area. There are thousands of snowmobiles in the Truckee, Lake Tahoe, and Reno areas alone.

We feel that there are several options that could allow your facility to operate while respecting outdoor uses at this area. We would appreciate the opportunity to meet with you to discuss this possibility. The amount of snowmobiles is increasing at the rate of 10% per year, so hopefully you can understand our reluctance to give up this site.

WE appreciate the job CalTrans performs to maintain safe driving conditions. Most our snowmobilers wait till storms have subsided and should not pose a considerable effect on your operations. We would be happy to bring other stakeholders to the table if necessary to be part of the solution, not the problem.

Thank you for taking the time to consider a win-win solution. I look forward to speaking with you in the future.

Sincerely,

Greg McKay  
PO Box 4720  
Incline Village, NV 89450  
775-831-7657  
dlmckay@nvcbell.net

4c

April 1, 2005

North Tahoe Snow Travelers  
PO Box 9268  
Incline Village, NV 89452-9268

Jennifer Clark  
Environmental coordinator  
California Department of Transportation  
Office of Environmental Coordinator  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

**Subject: Please Keep Donner Lake Interchange Open to Winter Time Parking**

Dear Jennifer,

I represent a large group of snowmobilers who live and snowmobile in and near Lake Tahoe. Those of us who live on the north shores of Lake Tahoe, who live in the Reno area and who live in the Truckee area do most of our snowmobiling in the eastern portion of the Tahoe National Forest. Little Truckee Summit is the most popular location for access into the Tahoe National Forest. Donner Summit Sno-Park, Donner Lake Interchange, Yuba Pass and Bassetts are the other popular access points.

Unfortunately, each of these access points are highly impacted parking areas on weekends. A loss of any one of these access points will only compounds the parking in the other places.

The snowmobile community has no problems with Cal Trans building a Sand & Sand facility at the Donner Lake Interchange. In fact, we see this facility as an aid to help Cal Trans do an even better job of keeping I80 and the other local roads open to winter travel. BUT, we strongly object to the closing of the north section of the road to snowmobile parking. At a minimum, Cal Trans needs to maintain at least the same amount of parking open to snowmobile parking. If anything, we would like to see the area expanded to support even more winter time parking in the future.

I personally drove to the sight this morning and observed that there is plenty of land on the other side of the road for parking expansion. There also seems to be plenty room for placement of the Sand & Salt facility, including lots of parking for the sand trucks and snow plows.

I would like to point out that snowmobilers don't generally go snowmobiling during a winter snow storm. Yet, this is the time when Cal Trans will be utilizing this facility the most. Since this access point quickly leads to some very steep and highly avalanche prone areas, snowmobilers will wait at least a day after a major snow storm, before launching their snowmobiles. At that point in time again, the Sand & Salt Facility activity will be at a minimum. Therefore there should be minimal traffic conflict between Cal Trans and winter time recreational parking.

If you have questions or comments back to me, please feel free to contact me on this mater at any time.

Thank you again for carefully considering our winter time recreation needs while expanding your winter time road maintenance needs.

Sincerely,



**Wayne Fischer**, President  
North Tahoe Snow Travelers  
Wayne@TahoeSnowmobiling.org  
www.TahoeSnowmobiling.org  
775-720-2934

4c

Town Council

*Craig F. Threshie, Mayor*

*Beth Ingalls, Vice Mayor*

*Joshua J. Susman, Councilmember*

*Barbara Green, Councilmember*

*Richard Anderson, Councilmember*



Department Heads

*Stephen L. Wright, Town Manager*

*Scott Berry, Chief of Police*

*J. Dennis Crabb, Town Attorney*

*Tony Lashbrook, Community Development*

*David M. Heath, Administrative Services Director*

*Judy Price, Town Clerk*

*Alex Terrazas, Assistant to the Town Manager*

*Daniel Wilkins, Public Works Director/Town Engineer*

April 12, 2005

Jennifer S. Clark, Environmental Coordinator  
Dept. of Transportation, Office of Environmental Management  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

Re: Donner Lake Interchange Sand and Salt House Facility, Proposed  
Negative Declaration

Dear Ms. Clark,

Thank you for the opportunity to review and comment on the proposed negative declaration for the sand and salt house facility. The Town of Truckee is supportive of your effort to improve the efficiency of sand and salt delivery along I-80 for the purpose of enhancing winter driving safety and reliability of freeway operations.

The project site is located immediately adjacent to the Truckee Town boundary and is in our identified Planning Area and our proposed sphere of influence. The Town has comments and concerns regarding the project in three specific areas: land use compatibility, visual impacts, and water resources.

**Land Use Compatibility** – The project area currently functions as a significant access point and trailhead to Tahoe National Forest Lands and the Donner Lake Rim Trail. The area directly north of the project site is heavily used for recreational purposes in both summer and winter seasons. The Donner Lake Rim Trail and this existing trailhead are identified in the Town of Truckee Trails and Bikeways Master Plan and the Nevada County Non-motorized Transportation Master Plan. Although the proposed Initial Study/Negative Declaration states that the existing parking for recreational uses will be eliminated, it identifies no impact associated with the elimination of this important recreational portal. The Town disagrees with this conclusion. There is no discussion of potential impacts to the existing and planned use of this area in the

4

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Police Department: 530-550-2328 / Fax: 530-550-2326 / email: [policedepartment@townoftruckee.com](mailto:policedepartment@townoftruckee.com)

initial study/proposed negative declaration. The lack of analysis related to these uses and compatibility with these existing adopted plans is a fundamental flaw in the proposed negative declaration.

4

The area immediately north and adjacent to the project site is planned for low density residential development in the Nevada County General Plan. While it is reasonable to assume that the proposed use would add truck and heavy equipment (including back-up alarms) at all hours of the night and day, there is no discussion of the compatibility of this project with the planned land uses established by the County's adopted plan.

5

The Truckee Donner Land Trust has recently entered into a purchase contract on the property directly north of the proposed Sand and Salt House. Their plan is to permanently preserve the property for open space and passive recreational uses. Again, there is no discussion of this issue or land use compatibility with these future uses in the Initial Study/Negative Declaration.

**Scenic Resources and Visual Impacts** – Based upon Conservation and Open Space Policy 4.3 in the Truckee General Plan, the Town has established scenic corridor standards that apply to development visible from Interstate 80. The Town has established specific criteria that apply to all development within 300 feet of Interstate 80 (outside of Downtown Truckee) which are designed to retain the scenic characteristics of the area. These include a 100-foot setback from the freeway ROW for structures, height limitations, landscaping, exterior lighting and building design requirements intended to minimize visibility from the freeway. The proposed Initial Study/Negative Declaration concludes that the project site will not be visible from I-80; however, no analysis or visual simulation is provided to document this conclusion. The Town requests that Cal Trans exercise extreme sensitivity in the design and operation of this type of facility on this or any other site within view of the freeway.

6

**Water Resources** – The project site is located immediately adjacent to Gregory Creek (a tributary to Donner Lake) and within the watershed above the Donner Lake neighborhood. The older residential neighborhoods between Donner Lake and I-80 are heavily impacted by runoff and flood flows. While much of the runoff on this hillside is naturally occurring, the current flooding issues are exacerbated by the concentration of runoff that resulted from the construction of Interstate 80. The Town recognizes that the additional impervious surfaces created by the paving and roof area associated with this project are small compared to the runoff generated by this portion of the watershed, however, it is important to note that any incremental increase in runoff will likely have a significant impact on downstream properties. The proposed Initial Study/Negative Declaration

1i

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Police Department: 530-550-2328 / Fax: 530-550-2326 / email: [policedepartment@townoftruckee.com](mailto:policedepartment@townoftruckee.com)

concludes that no impact to flood flows will result from the project; however, the document provides no specific information on how the increased flood flows will be addressed. To minimize the effect on this already impacted watershed, the project should include a mitigation measure that assures that post-project runoff is the same or less than existing runoff from the site in a 100-year storm event.

1i

The Town of Truckee is also keenly interested in retaining and improving the water quality in Gregory Creek, Donner Lake, Donner Creek and the Truckee River. Although regulation of water quality is the purview of the Lahontan Regional Water Quality Control Board, the Town urges Cal Trans to incorporate all reasonable measures to ensure that the addition of vehicles, paving, buildings, sand and salt to this sensitive area does not reduce the water quality in these important water bodies.

1

Although difficult to discern from the information provided in the proposed Initial Study/Negative Declaration, it appears the proposed facility (specifically the sand house and paved area) are quite close to Gregory Creek (See Figure 4). The Town of Truckee General Plan (Conservation and Open Space Policy 1.6) establishes "a development setback of 100 feet from new development from each side of all blue line and seasonal waterways as shown on USGS maps." The purpose of this policy is to retain a minimal buffer to preserve riparian vegetation critical for water quality and wildlife purposes. The Town would request that the project designers consider maximizing the setback from the creek and incorporating mitigations measures to reestablish and enhance the riparian area along Gregory Creek adjacent to and potentially downstream from the site.

7

Thank you for considering our comments. Should you have any questions, please contact me at 530.582.7820 or [tlashbrook@townoftruckee.com](mailto:tlashbrook@townoftruckee.com).

Sincerely,

  
Tony Lashbrook  
Community Development Director

Cc Lahontan Regional Water Quality Control Board  
Truckee Donner Land Trust  
Nevada County Planning Department  
Town Council Members  
Ted Owens, Chair- Nevada County Board of Supervisors

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Police Department: 530-550-2328 / Fax: 530-550-2326 / email: [policedepartment@townoftruckee.com](mailto:policedepartment@townoftruckee.com)



Planning tomorrow.  
Together.

Jeremy Ketchum, Branch Chief, Environmental Management S 1  
Dept. of Transportation, Office of Environmental Management  
2389 Gateway Oaks Drive  
Sacramento, Ca,95833  
Attention: Jennifer S. Clark, Environmental Coordinator

April 14<sup>th</sup>, 2005

Re: Donner Lake Interchange Sand and Salt Facility

Dear Ms. Clark:

Donner Lake and Negro Canyon are two of our local treasures. The communications you are getting from our residents reflect their passionate devotion to them. Like most of the Eastern Sierra, the Lake and Canyon are rugged and well adapted to our harsh conditions. On the other hand, they are delicate and easily destroyed by the introduction of alien influences. The Donner Lake Interchange Sand and Salt Facility (DLI), with its massive injection of foreign materials, is likely to be just such an influence. Its strategic location at the mouth of Negro Canyon, immediately east of Gregory Creek and a short distance uphill from Donner Lake, can do nothing but amplify its undesirable effects..

The information presented in the text and CEQA Checklist relating to hydrology and water quality, biological resources, and geology and is superficial and focused almost entirely to the on-site impacts of the project. Although the DLI authors made the usual agency contacts (whose personnel are mostly non-residents) and searched the standard databases (all of which are several years behind in data entry and are focused mainly on Threatened, Endangered and Sensitive species), there is only cursory recognition of the many land-use plans in effect for the region. These plans reflect not only massive public involvement but include information not available in the standard databases. Bypassing this public input will produce equally massive public indignation. Importantly, goals

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and policies of these plans incorporate additional planning elements (as required by State law) other than just a zoning maps and transportation. The narrow focus of this report results in the omission of critical information. Consequently, the DLI proposal either fails to disclose and/or underestimates the significance of impacts. The DLI proposal is completely inadequate to meet CEQA standards.

## LOCATION

In addition to the riparian assets, the DLI area is also in a very biologically diverse area heavily used by migrating deer and recreating humans, as well as an area containing an unusually rich variety of botanic resources (see below). It would be more appropriate to locate the DLI facility away from any water courses and an area less heavily used by humans and other animals. One suitable site could be the present location on Donner Summit, another the proposed Forest Service facility at the southeast corner of I-80 and Donner Pass Road in Truckee. This site will also house the Town of Truckee Corporation Yard and the Truckee Fire Department. A more appropriate location would go a long way toward addressing many of the concerns expressed below.

2

## HYDROLOGY AND WATER QUALITY

The most significant hydrological feature in the area is Donner Lake, an area of regional economic and environmental concern for Nevada County, the Town of Truckee, and numerous interests downstream to Pyramid Lake, Nevada. The DLI document correctly states that Donner Lake is an "impaired water body". The DLI needs to explain exactly what this classification means. If impairment includes water quality, erosion deposits, organic loading, etc., they are of critical interest and must be discussed in detail.

We are extremely concerned about this because of recent findings from the 1997 fuel spill from a broken pipeline at Donner Pass. An interdisciplinary team of scientists spent months in Truckee investigating the spill. This information can probably be found in the region 2 office of the Department of Fish and Game in Rancho Cordova. A major focus was to monitor Donner Lake for any impacts. Although the spilled material never reached the lake, the scientists were incredulous at what they found in the lake bottom, and especially at the west end where Billy Mack Creek, the major tributary enters the lake. They found an extensive and growing debris fan. Upon analysis of core samples it was determined that the material was composed largely of road sands and could be dated to completion of I-80. Another smaller fan was found where the "un-named creek" (in fact, named Gregory Creek) described in the DLI proposal flows into Donner Lake. It has been reported to us by specialists on the 1997 assessment team that the sediments "could be dated like tree rings with freeway construction

1b

being the beginning point". It was further reported that the debris fan had, and continues to "smother" all benthic organisms on the lake bottom. The fans were described as "dead zones. We stress that we have not been able to examine the written reports on the 1997 spill but if the oral reports to us are true, Caltrans must disclose the facts in the DLI documentation.

A key element in CEQA law, that of assessing cumulative impacts, requires in-depth discussion. If what has/is happening in Donner Lake can be measured and hence assigned to Caltrans road operations, there may be a 40 plus year record of impacts. Critical questions the DLI should address are: 1) The alluvial fan of Gregory Creek is already impaired. What will be the cumulative effects of road sand deposition at Billy Mack and Gregory creeks? 2) What will the impacts to Donner Lake be after another 40 plus years of continued road sanding/salting?, 3) What will continued sand/salt operations mean in terms of water quality, meeting requirements of the Truckee River Operating Agreement, and what impacts will incur to the environment and economy?, and 4) will salt from DLI eventually change the salinity and biota of Donner Lake ?

1b

## **BIOLOGICAL RESOURCES**

### **1. Significance of Negro Canyon Vegetative Type**

The release of the Nevada County Fire Plan (CDF, et al) is imminent after years in preparation. In the historical record section of the plan, Placer and Nevada county fires are separated into two distinct groups, those occurring from 1900-1960 (characterized by numerous, smaller area burns) and those from 1960-present (large, high severity conflagrations). The 1960 Donner Fire, which originated and swept up Negro Canyon, was the benchmark of the current era. This makes Negro Canyon unique as it represents 45 years of recovery, resulting in a variety of seral stages with concomitant edges and ecotones – perfect conditions for species diversity. The canyon is especially important for avian species providing a full range of nesting, rearing and foraging habitat components for both harvest and non-harvest species. Local experts consider the area to be both locally and regionally significant. This type of recovery is simply not evident on other south-facing slopes/canyons in the Donner Burn area. Another significant point is that the downstream areas (south) from DLI represent the ecological potential for ultimate recovery in Negro Canyon because that area escaped the Donner Fire. The value of having a control area in such close proximity for scientific research on fire recovery, a range of human impacts, etc. has tremendous ecological as well as financial value. Information gathered here could assist land managers throughout the entire Sierra ecosystem.

3

## 2. Noxious and Invasive Weeds

The DLI document correctly states: “. . .the habitat of the project area, in general, is native species” (p. 22). What isn't stated is that areas used for highway operation and maintenance activities along interstate highways are notorious and documented, distribution mechanisms for noxious and invasive weeds. Between Sacramento and Reno, species such as yellow star thistle, Scotch and musk thistle, common mullein, Scotch and Spanish broom, Salsola (sp.) and many others having documented, significant impacts to agriculture, wildlife, and the natural environment are evident. Seeds for these weeds remain viable for years and are found in road sanding materials. As a result they end up being widely distributed. Nevada Department of Transportation is aware of this and is developing mitigation plans. Noxious and invasive weeds are a national issue. Further, Caltrans needs to recognize that noxious and invasive weed policies and prescriptions are included in virtually every local, state and federal land-use plan that we are aware of being implemented in eastern Nevada County, and indeed, the region. Considering that Caltrans is a partner in the Nevada Placer Weed Management Area group the omission of any mention whatsoever of weed issues in the DLI proposal is truly confounding. The impacts of introducing noxious and invasive weeds into an area of native species must be assessed.

3b

## 3. Animal Movement

The document is correct in stating that an area just south of DLI is a “hotspot” of deer mortality (p. 23). DLI under crossing has long been identified as one of the few available under crossings for animals across I-80 between Donner Summit and the Nevada border (DFG, Caltrans 267 Bypass studies). Probably less than 7 viable crossings exist for approximately 28 miles of interstate highway. It is absolutely critical that every existing under crossing be considered as an opportunity to enhance safe animal crossing to the greatest extent practicable. Kudos to Caltrans for incorporating the new under crossing in the 267Bypass project during the design phase. The obvious time for addressing safe crossing is when a new project is proposed – such as the DLI project – and it is inexplicable that this issue isn't addressed for a known hot spot. We are puzzled that Caltrans has allocated money and has assembled a multi-disciplinary committee for the purpose of addressing safe animal crossing on Highway 89 N. in Sierra County, coincidental to proposed highway improvements. Questions must be asked, 1) Why are there no mitigations for safe animal crossing proposed for DLI when a long-known area of high mortality is so close to the project?, 2) Could something so simple as directional fencing – or perhaps other methods – be incorporated in the project to guide animals to the DLI under crossing?, and 3) Why is safe animal crossing being planned in Sierra County

3c

and not in Nevada County? Safe animal crossing is currently a national and international issue. Failure to address this issue will result in continued high mortality for this section of highway. This is simple unacceptable. In view of your actions on Highway 89 north and the Truckee Bypass Project, (see above) we would expect you to conduct an equally productive action here.

We want to stress that the above discussion on animal movement relates to multiple species and is not limited to deer.

Since the development of the DLI proposal, there is new information relating to the animal crossing issue. In early February 2005 Nevada Department of Wildlife reported that more than 60 deer had been killed on I-80 between the border and Reno since January 12<sup>th</sup> and that up to 90% of the 2005 fawns would die. Although the mortality occurred in Nevada these are the same deer that use DLI during the spring, summer and fall months and are classified as members of the Verdi sub-unit of the Loyalton Truckee Herd. Population trends for the X7B herd have been moving downward for over 15 years but the winter of 2004-05 has been catastrophic. Caltrans needs to realize that any deer mortality within the project region is commensurably more significant than it was just a few months ago. Simply stated, this herd is to the point where every X7B animal is important. Some biologists are of the opinion that 50% of the X7B deer have perished in 2005. DFG should have winter population counts available within a few months so Caltrans will be able to determine the significance in relation to DLI. Maintaining viable numbers of animals in this herd is a goal enumerated in a number of local, state, and national land-use plans. A Negative Declaration for DLI is inappropriate considering this new information.

Another important issue for locals is the fact that Caltrans crews have been disposing of road-killed deer to the immediate east of and adjacent to the project site. Animals are thrown over the bank and left to rot. In a time when ranchers are required by state law to have a rendering company remove carcasses of dead animals from private land, it's time Caltrans stopped dumping dead animals on public land and upstream from Donner Lake. The CEQA documentation for DLI needs to designate a new location or specify what other arrangements will be made. This is a potential human health issue. Further, rotting carcasses attract scavenging animals increasing risk of additional road kills at the DLI location.

In summary, there are significant biological impacts relating to the DLI project. With meaningful analysis and mitigation, perhaps less than significant status could be attained.

## GEOLOGY AND SOILS

The DLI project is approximately 1.3 miles south (down slope) from the 6000 lot Tahoe Donner development and approximately half a mile north of residences at Donner Lake. The historical record for both developments indicates geologic factors are present that need discussion in the DLI document. Specifically, both developments have had to convert from septic systems to sewers because of effluent entering Donner Lake. The same pattern was repeated in the Glenshire development to the east, and approximately 1 mile upslope from the Truckee River. An additional example of this is the CHP truck station which had to retrofit to a holding system shortly after opening since effluvia was entering the Truckee River, just over a mile down slope. It is obvious that the same soil types and fractured rock slopes in the Truckee area can facilitate movement of liquids through the ground with unexpected swiftness. At a minimum the DLI proposal needs to describe the soil types in the area and their properties concerning stability, permeability, and other relevant geological characteristics. While the DLI offers mitigations such as infiltration/retention basins, etc., the record for this area leads to the expectation that all will end up in Donner Lake at some point. Further, the DLI needs to disclosure and discuss composition (such as hydrocarbon products, hydraulic fluid, and the specific compounds and elements of the various road de-icing products to be used) of the expected runoff from the facility and especially the asphalt area. Volumes expected to be generated need to be disclosed and expressed in gallons for liquids and cubic yards/tons for materials such as sand and salt.

1

## RECREATION

It is unfortunate that Caltrans combined the Initial Study and Proposed Negative Declaration. Although this process is not prohibited by CEQA, a stand-alone Initial Study or even one public scoping meeting would have supplied the authors with a wealth of locally based information to develop an adequate document. For example, the proposal says that pedestrian and bicycling resources are not present within project limits. In fact, the road immediately east of the project, and Negro Canyon itself, is a very popular access route for hikers and cyclists accessing the Donner Rim Trail, the proposed Castle Peak wilderness to the west, and Sunrise Bowl in Tahoe Donner to the east. The Truckee Donner Land Trust has expended considerable money and effort in acquiring land and building trails in the canyon. The Truckee Donner Land Trust is an important non governmental organization in the region and serves a critical role assisting local governments in reaching their general plan goals for conservation and open space. It has also helped developers and private property owners meet their mitigation requirements.

4

This area is also heavily used by snowmobiles in the winter and OHVs in the summer. Blocking the road at the throat of the canyon would block the only motorized access to Summit Lake.

4

The area proposed for the Facility is extensively used for parking by recreational users of the area year round, and by construction and maintenance crews for the Donner Rim Trail all summer.. If the Department acquires the area and forbids parking, these users will have to park elsewhere with unknown, but probably undesirable, environmental consequences.

### **ARCHEOLOGY, PALEONTOLOGY**

It is said that Paleontology resources are not present. That may or may not be true, but Archeological Resources are abundant in the area and cannot be said to be absent unless they are searched for before construction starts . If they are found after construction starts, it is too late for them to be adequately evaluated.

8

### **TOXIC WASTES**

On page 19, the proposal says that no hazardous waste is likely to be encountered, but on page 17 it is stated the area is littered with trash and household items, and in fact this area is well known to have been a dumping ground for years. Thus, it could well have been used for disposal of toxic waste in the past. With heavy equipment parked at this site, leakage of hydraulic fluid and other hydrocarbons will be highly probable. Because of the previous use of this area as a concrete batch plant, the soil may be contaminated by heavy metals and should be tested before the soils are disturbed.

9

The issue of toxic wastes, the question of whether they could percolate down through the ground water, and their effect on public health is not addressed in this proposal. This is extremely important, as The Truckee Donner PUD and Truckee Meadows Water Authority in Reno both get drinking water from Donner Lake.

### **COST/BENEFIT CONSIDERATIONS**

At a time when the California budget is severely constrained, it would be irresponsible to proceed with building this facility and tearing down the old one, without comparing the cost to repairing the existing facility, or building a facility at another location such as the Forest Service site, where some costs could be shared.

2

## SUMMARY AND CONCLUSIONS

This proposal fails to demonstrate awareness of local conditions, fails to adequately address very significant environmental impacts, fails to consider cumulative impacts, fails to adequately consider alternate sites, fails to consider public health issues, and fails to consider costs of alternative approaches. At best, the facility should be located elsewhere. If it is located where proposed, more effective measures to protect the rich resources of Gregory Creek, Donner Lake, and Negro Canyon need to be developed, and their efficacy monitored indefinitely.

The Mountain Area Preservation Foundation believes that the issues raised above make an Environmental Impact Report mandatory to see if the impacts can be mitigated. An alternate location highly desirable.

10

Sincerely Yours



John Eaton  
President

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

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13760 Lincoln Way  
Auburn, CA 95603  
Website: www.fire.ca.gov  
(530) 823-4904



April 12, 2005  
TO: Cindy Anderson  
Cal Trans Sacramento

RE: Initial Study Neg Dec  
SCH#: 2005032067

Prior to construction, this project may require a Timberland Conversion and Timber Harvest Plan as per the following:

*California Code of Regulations, per section 1103, and Public Resources Code 4581 requires a Timberland Conversion Permit and/or Timber Harvest Plan be filed with the California Department of Forestry and Fire Protection if the project involves the removal of a crop of trees of commercial species (regardless of size of trees or if trees are commercially harvested).*

11

**The Timberland Conversion Permit shall address the following:**

- a. The decrease in timber base in the county as a result of the project.
- b. The cover type, including commercial species, density, age, and size composition affected by the project.
- c. The ground slopes and aspects of the area affected by the project.
- d. The soil types affected by the project.
- e. Any significant problems that may affect the conversion.

Note: Tree replacement is not an issue. There will be sufficient tree cover left to mitigate aesthetic impact.

If you require further clarification, please contact Forester Jeff Dowling at (530) 587-8926.

Sincerely,

TONY CLARABUT  
Unit Chief

Jeff Dowling  
Truckee Area Forester

jd

CONSERVATION IS WISE—KEEP CALIFORNIA GREEN AND GOLDEN

**Emilie Kashtan" <ekashtan@prodigy.net>  
04/06/2005 09:33 AM**

To: "John D. Webb, Caltrans" <john\_webb@dot.ca.gov>  
cc: "Arnold Schwarzenegger" <governor@governor.ca.gov>, "David Vertin" <ncrcd@jps.net>, "Richard Anderson" <calflyfisher@sbcglobal.net>, "Barbara Green" <bgreen@gbis.com>, "Susan E. Wilcox" <swilcox@parks.ca.gov>, "Dan Wilkins" <Dwilkins@townoftruckee.com>, "Charlie White" <sales@donner-lake.com>, "Craig Threshie" <craig@alpenenvirons.com>, "Pat Sutton" <resutton@sbcglobal.net>, "Josh Susman" <trkeman@ltol.com>, "David Bunker Sierra Sun" <dbunker@sierrasun.com>, "Darrin Shaw" <DShaw@tahoedonner.com>, "Michael Schulz" <schulz.mike@epa.gov>, "Donner Lake Residents" <ekashtan@prodigy.net>, "Steve Randall" <steve@tdrpd.com>, "Pat Perkins" <pperkins@townoftruckee.com>, "Linda Peron" <lyndaP@cwo.com>, "Ted Owens" <mtnhomes@thegrid.net>, <mterwilliger@thegrid.net>, <Moustakas.Michelle@epamail.epa.gov>, "Anne Grogan Moonshine Inc" <anne@moonshineink.com>, "Don McCormack" <spirit@telis.org>, "Stefanie Oliveri MAPF" <oliveoil@telis.org>, "John Eaton MAPF" <jme@direcway.com>, "Loretta Lynch" <lynch@smtp.netwiz.net>, "Nancy Lungren" <nwlungren@earthlink.net>, "David Lopez" <dlopez@dot.ca.gov>, "Jody Loneigan" <jody\_loneigan@dot.ca.gov>, "Carl Lischeske" <clisches@dhs.ca.gov>, "Tim Leslie" <assemblymember.leslie@assembly.ca.gov>, "Tony Lashbrook" <tlashbrook@townoftruckee.com>, "Scott Ferguson Lahonton Water Quality" <sferguson@rb6s.swrcb.ca.gov>, "David Kean" <DavidMKean@yahoo.com>, "Izetta Jackson" <irj@cpuc.ca.gov>, "Beth Ingalls" <mountaingirl02@sbcglobal.net>, "Peter Holzmeister" <peterholzmeister@tdpud.org>, "John Hiscox" <jhiscox@dfg.ca.gov>, "Peter S. Gerdin" <psgarcht@sierra.net>, "National Wildlife Federation" <NationalWildlifeFederation@eNature.com>, "Robert Farnsworth DLPOA Pres." <Farns1@alum.syracuse.edu>, "Denny Dickinson" <echosdad@thegrid.net>, "Denis Decuir" <dennis@ddecuir.com>, "Pat Davison" <davison@sierra.net>, "Janet & Mark Brady" <macalbrady@yahoo.com>, "Stephen & Edith Brandenburger" <steve@lochlevenlodge.com>  
Subject: Proposed Caltrans Salt and Sand Facility above Donner Lake

April 6, 2005

To John D. Webb, Chief  
Northern Region Environmental Services  
California Dept of Transportation

Mr. Webb, I received your Negative Declaration for a Sand and Salt Facility above Donner Lake at the I-80 Interchange yesterday, and noted that this was sent for "Public" response, yet only portions are displayable on the Acrobat Reader and the start date was March 7, 2005. I hope that there is adequate time for the public to respond and today is not the end of the Neg Dec Period, so I am quickly writing my concerns and sending it to you, other Donner Lake folks and interested parties. I have lived on the north west side of Donner Lake for 16 years and use Donner Lake Road routinely during the winter, summer, spring and fall.

While the existing Sand and Salt facility could need updating, I leave that to the engineers and other more knowledgeable reviewers. I see, however, the proposed

2

location at the I-80 Interchange at Donner Lake Road, **is the Major problem. A far better location from all stand points, environmental, water quality, drainage, wildlife preservation, public safety, traffic congestion, air quality, recreation, residential and the general public interest, lies three miles downhill at the flat property adjacent to the "largely abandoned" Caltrans Agriculture Station,** which has for several years only serviced Industrial Trucking and has been used in various Caltrans projects as a material "staging site". Not only is this site flat and affords more space than the proposed interchange, it is owned, I believe by the State.

2

Glaringly absent under "Proposed Project and Description", on the Negative Declaration, is mention **that Donner Lake is below, and drainage from Negro Canyon, where the facility is proposed cascades down a variety of ways, including Gregory Creek, along Donner Lake Road, across rode ways, through private properties, down various drainage channels, and eventually into Donner Lake.**

Also of "concern" are your statements that "while this station would be used chiefly in the winter"... "this road is not heavily used". You cite problems with "ingress and egress" to Castle Peak exit", where the existing site is. Please be informed that this interchange is heavily used in the winter, by not only continuous local traffic but also serving as a bypass for freeway traffic in both directions, especially in the winter. With only two roadway corridors running east-west through Truckee, Donner Pass Road, along Donner Lake serves as the only other corridor connecting all of the Truckee Basin and the Summit, other than I-80. This sloping interchange would also have similar egress and ingress problems of Castle Peak, with the added caveat that this site is on a sloping hillside and not the at the top of the pass, where Castle Peak Exit is along a flat section of highway. This obviously creates a more dangerous situation with large industrial vehicles creating increased congestion and safety problems to the daily continuous existing traffic.

2

The mid hill icy slope alone, is a recipe for disaster. This interchange has frequently been used when accidents, of a variety of natures, have occurred. Given the long down slope from the pass, traffic accidents, it seems are more prevalent in the winter, and certainly more restricted, due to the snow, ice and visibility conditions. Please recall the recent toxic spill that closed down the area, the fatal truck accident that just missed a water tank below, and all the other fatal and critically injuring accidents that seem to routinely close or affect this stretch of the freeway, when considering the location of this Industrial plant. What about the potential of accidents to the Water tank that is to be located just south of the interchange. This is a strategic intersection.

12

The proposed location, as your document states is a "hot point" for deer because it is the only place that they can cross from the entire canyon and mountain side due to I-80 cutting them off from their foraging grounds and water source of Donner Lake. Another obstacle for them is not in their best interest, summer or winter, especially considering an average kill of 21 deer per year. Caltrans made absolutely no provisions for the wildlife and the annual body count is evidence of that. Recent studies are showing that wildlife are migrating earlier than historically known.

3c

Let us discuss Donner Lake. Caltrans has woefully ignored their long standing problems with unfiltered drainage improperly draining off I-80 down the hillside and into Donner Lake. To date Caltrans has made no steps to correct this known problem, except as a

1

result of legal action against them. No public entity routinely monitors the water quality of the lake year round, nor have they conducted any ongoing study of the lake, it's quality and the wildlife within the lake. Please factor in State funding to repair pollution caused to Donner Lake with this project if this location is selected.

1

Donner Lake is the drinking source for the residents of Donner Lake, who collectively worked and have paid dearly for clean drinking water. It is also one of the few easily accessible, and highly popular Northern California lakes where people enjoy direct water activities. Now Caltrans proposes to put a potentially polluting Industrial Plant where drainage is such a key issue

Another issue, is how your document discounts where residents turn to get to their homes, a few hundred feet away (check the permitted residential plans with the Town, especially the part where Donner lake has the highest residential building density in Truckee).

12

Anyone who has observed a "Caltrans Salt and Sand facility" can witness the mess to the surrounding area and the congestion of very large vehicles turning around and moving in and out, somewhat blindly in snow storms, which we all know will cause safety issues as well as downhill and down stream issues in the creek and the lake. The pollution potential to the creeks and lake alone, in air and water is enough to cause pause to even the simplest of minds.

It is my understanding that FEMA was involved due to damage directly from the drainage coming from Negro Canyon and this interchange in February 1986. I have a picture if you would like.

Additionally, this plant and the associated vehicles would severely obstruct and limit the daily and year round public access and recreational use to Negro Canyon, a tourist area and wilderness. Turning this into an Industrial area is inappropriate.

4

Finally, this is a pristine and scenic area, and to put an Industrial Plant here, opposes all the current trends for Open Space, where possible. This is clearly not in the public interest, especially since three miles down offers a more conducive and applicable alternative.

3d

I have many times over the last seven years written Caltrans, recently David Lopez and Jody Lonergan of Cal Trans on Issues regarding Donner Lake and I-80 concerns, and find it amazing that I am finding out about this project at the eleventh hour of the Negative Declaration, which tells me public notice was inadequate.

**This plan is in the wrong place, and I urge you to consider the water ways, Donner Lake, residents and wildlife of Donner Lake Basin not to mention that this site is a public wilderness access area, and put this Industrial Plant at the Agriculture Station or some other more appropriate location.**

I am assuming that Caltrans doesn't need a public uprising with all the associated publicity, to get in the way of this project.

Emilie Kashtan (RN, MSHCA), Donner Lake Resident

15234 Donner Pass Road  
Truckee, Ca.96161

cc: Truckee Town Council

- California Dept. of Fish and Game, John Hiscox
- EPA-Water Division, Mike Schulz
- California State Lands Commission, Judy Brown
- California Dept. of Health Services, Drinking Water, Carl Lischeske
- California Department of Public Utilities, Izetta Jackson
- California Regional Water Quality Control Board, Lahontan, Scott Ferguson
- Truckee Donner Association Darren Shaw
- Truckee Donner Recreation Park District, Steve Randall
- Sierra Club, David Keen,
- Donner Lake Village, Linda Perron
- Donner Lake Property Owners Association, Robert Farnsworth
- Truckee Donner PUD, Peter Holzmeiser
- California Association of Business, Property and Resource Owners, Pat Davision
- Loch Leven Lodge, Stephen Brandenburger
- Nevada County Department of Environmental Health, Norm Greenberg
- California Dept. of Conservation, David Vertin
- Assembly member, Tim Leslie
- 4th District, Nancy Lungren
- Sierra Sun, Jamie Bate
- Moonshine Ink, Anne Grogan
- Channel 10, George Warren
- San Francisco Chronicle Jackie Ginley
- L.A. Times, John Gliona
- Sacramento Bee, Barbara Osborn
- Residents of Donner Lake
- Mountain Area Preservation, John Eaton
- Sierra Watch,
- Barbara Boxer
- Nevada County Supervisor, Ted Owens

\*\*\*\*\*

**JalieP@aol.com**  
**04/06/2005 11:34 AM**

To: john\_webb@dot.ca.gov  
cc: jme@direcway.com, ekashtan@prodigy.net  
Subject: Salt & Sand Industrial Plant

We would like to strongly voice our objection to the proposed Salt & San Industrial Plant at the I-80 Interchange above Donner Lake Road.

This location is inappropriate as it would have a detrimental affect on the water quality at Donner Lake.

We implore you to consider a more appropriate location for this site.

Jalie & Brian Porter  
Owners: 15188 West Reed Ave., Truckee, CA  
839 Crocker Way  
Reno, NV 89509

**"GB" <geebee2000@mindspring.com>  
04/06/2005 11:41 AM**

To: john\_webb@dot.ca.gov  
cc: <jme@direcway.com>, "Emilie Kashtan" EKashtan@prodigy.net  
Subject: Salt and Sand site in Truckee

John D. Webb, Chief  
Northern Region Environmental Services  
California Dep't of Transportation

Dear Mr. Webb,

I have read Emilie Kashtan's letter to you regarding the location of the proposed new Sand and Salt site, and I couldn't say it any better than she did. This project has not been publicized to the Truckee community (or at least, it was not effective in reaching me, and I TRY to stay informed.) If you have in fact "started" on this project on March 7th, 2005 (as Ms. Kashtan's letter suggests), you are putting the cart before the horse, and this particular horse (the Truckee community) has been known to bite and kick pretty hard!

13

Having beaten the horse analogy to death, let me just emphasize that you need to STOP what you are doing, make a concerted effort to inform the public and get the matter discussed in the papers, hold public hearings, and no matter what: if there is drainage into Donner Lake, you need to find a different solution!

Sincerely,  
George Blanz  
14800 Nelson St.  
Truckee, CA 96161  
Home: (530) 550-0622  
Cell: (530) 906-4412  
Fax: (530) 550-0675  
Email: geebee2000@mindspring.com

\*\*\*\*\*

**jack rubinson <jackrubinson@yahoo.com>  
04/06/2005 06:51 PM**

To: john\_webb@dot.ca.gov  
cc: jme@direcway.com, ekashtan@prodigy.net  
Subject: Proposed Caltrans Salt and Sand Facility above Donner Lake

As a relatively new full time resident of Truckee living at 15061 W. Reed Ave. (NW Donner Lake) I would like to add my name and voice to the concerns as so eloquently expressed by Emilie Kashtan attached here.

13

Please reconsider the big and long term picture of this special place.

Sincerely,  
Jack Rubinson  
530-587-4962

**"John Farr" <johnfarr@farrassociates.com>  
04/07/2005 10:36 AM**

To: <john\_webb@dot.ca.gov>  
Subject: Inquiry About Repaving I-80 by Donner Lake, Truckee

Dear Mr Webb,

When is the section of I-80 that runs just north of Donner Lake (between the western Donner Lake exit and the westernmost Truckee exit - near Donner State Memorial Park) scheduled to be repaved? Have decisions already been made as to the type of paving material to be used for this section?

14

Thank you for your assistance.

John Farr

\* \* \* \* \*

**"Rob & Mindy Spies" <robandmindy@hotmail.com>  
04/07/2005 01:26 PM**

To: john\_webb@dot.ca.gov  
Subject: Donner Lake Interchange Sand and Salt Facility

Dear Mr. Webb;

I am very upset to hear about the plans for the Caltrans salt and sand facility above Donner Lake. As a tax paying homeowner of Truckee, I find it hard to believe I am finding out about this plan via email from another homeowner. Perhaps the lack of proper notification is the responsibility of another State Department.

13

This letter will serve as my notification to your department as my opposition to your plan. I feel this adversely effects not only the use and safety of the interchange but adversely affects the environment in the area, specifically, Gregory Creek and Donner Lake.

Sincerely,

Robert K. Spies

**ptadeb@aol.com**  
**04/07/2005 05:15 PM**

To: john\_webb@dot.ca.gov  
cc: jme@direcway.com, ekashtan@prodigy.net  
Subject: Proposed Caltrans Salt and Sand Facility above Donner Lake

Dear Mr. Webb,

We own property at 15304 Donner Pass Road and have just been made aware of CalTrans plan to build a Salt and Sand Facility at Negro Canyon. We would like to echo all the concerns expressed by Emilie Kashtan (RN, MSHCA), Donner Lake Resident at 15234 Donner Pass Road.

13

We concur this plan is in the wrong place, and urge you to please consider the water ways, Donner Lake, residents and wildlife of Donner Lake Basin not to mention that this site is a public wilderness access area, and put this Industrial Plant at the Agriculture Station or some other more appropriate location.

Debbie Neumann  
1904 Lyon Court  
Santa Rosa, Ca 95403  
707 528-4023 (phone)  
707 546-4782 (fax)  
707 975-3397 (cell)  
PTADeb@aol.com

\*\*\*\*\*

**DJDube@aol.com**  
**04/07/2005 08:16 PM**

To: john\_webb@dot.ca.gov, ekashtan@prodigy.net  
cc: jme@direcway.com  
Subject: Proposed Caltrans Salt and Sand Facility above Donner Lake

Dear Mr. Webb,

Please add our voices to the opposition to this plant. We are 25 year residents of Donner Lake and we agree completely with Emilie Kashtan's articulate letter. This area of wilderness has been enjoyed by many of us residents and people passing through for many years. The environmental damage and social consequences will be dramatic. We urge you to reconsider this disastrous plan.

13

Dorothy Dube & Mark Slomoff

john eaton <jme@direcway.com>  
04/10/2005 05:29 PM

To: Penders sean <sean\_penders@dot.ca.gov>  
Subject: DLI Salt and Sand

Hi Sean

A list of our concerns about the above facility is as follows:

Location

- Blocks deer migration | 3c
- Immediately adjacent to Gregory Creek | 1
- Blocks access to prime recreation area | 4

What is to prevent salt and pollutant percolating with ground water into Donner Lake which is a source of drinking water for Truckee and Reno | 1

- What are the public health consequences of this? | 1
- Will this constitute a violation of TROA? | 15
- How will this affect our economy? | 16

There is a large sand deposit in the alluvial flume of Billy Mack creek and a smaller sand deposit in the alluvial flume of Gregory Creek. Both of these sand deposits are dead zones. What is to prevent the sand deposit in Gregory Creek from getting larger with a large store of sand upstream? | 1

Negro canyon, in its recovery from the Donner Fire has an unusually diverse ecosystem, including many botanic species and habitat for many Avian species. What is to prevent this ecosystem from being disturbed or destroyed by the seeds of noxious and invasive weeds harbored in the sand? | 3

How do you know archeological resources are not there until you have looked? | 8

Why not do a cost benefit analysis of this site, vs other sites, vs rehabilitating the present site at Donner Summit? | 2

The site has been used for a batch plant. Why not check for heavy metals before disturbing the soil? | 9

It is an ecologically sensitive area. Why not do an EIR? | 10

When do you think Caltrans will make a decision?

How can I find out what that decision was?

I hope you can make it for lunch. The Mountain Area Preservation Foundation will be submitting a formal comment letter, but I always prefer a conversation.

John

**"Melissa Gramstad" <mg517@hotmail.com>  
04/13/2005 01:30 PM**

To: john\_webb@dot.ca.gov, Jennifer\_s\_clark@dot.ca.gov  
cc: jme@direcway.com, ekashtan@prodigy.net  
Subject: objection to salt and sand facility at Donner Lake Road

John and Jennifer,

I have read your initial study for Donner Lake Interchange Sand and Salt House Facility. I am opposed to this project.

My house is located directly across the street from Donner Lake between Donner Pass Road and West Reed Avenue. Like most Donner Lake home owners, I typically access my house from the Donner Lake Road off-ramp.

I am mostly concerned about run-off and the impact on the drainage around and into Donner Lake. There are currently major drainage issues directly below this site that is costing tax payers and property owners too much money. There have been many town meetings trying to pass the cost of fixing this problem onto the property owners along West Reed Avenue. The source of this problem has been the creation of Hwy 80, the building of homes between the lake and Hwy 80 and the resulting run-off and water diversion. I am concerned that additional development will further impact this problem and the town will once again try to pass the cost onto the West Reed Avenue property owners.

1

Environmental studies were done when Hwy 80 was created but they failed to either identify or foresee the impact drainage would have on the property below.

The noise from this facility will be echoed throughout the Donner Lake area disturbing our sleep and impacting our quality of life. I just bought a house at Donner Lake for the peace and quiet.

17

Additionally, I am concerned about damage to the lake and surrounding wildlife that may be caused by additional salts into our ecosystem.

1

Please abandon the project and look into other site alternatives.

Sincerely,

Melissa Gramstad

**"Janet Corriea" <jcorriea@usamedia.tv>  
04/14/2005 08:57 PM**

To:<john\_webb@dot.ca.gov>  
cc:"Jack & Emilie Kashtan" <EKashtan@prodigy.net>, <jme@direcway.com>  
Subject:Proposed Caltrans Salt & Sand Facility

Mr. Webb,

I would like to go on record as opposing the Salt and Sand Facility planned above Donner Lake. I believe this is a poor location. I am not opposed to the need for such a facility, I am just opposed to the location. Donner Lake, along with creeks such as Gregory Creek flowing into Donner Lake and also those flowing out of the Lake such as Donner Creek, have been taken for granted environmentally and it has to stop. The water quality of the lake and its streams are poor, not to mention the previously damaged ecosystems which have barely had time to recover or have not recovered at all. Soil erosion and water runoff are key items of concern. This is where I live. I respect the environment around me and expect our government to follow suit. Caltrans needs to relocate the building site for this facility to a better suited area.

I submit that a more appropriate location for the Caltrans facility be located near the Truck Scale just east of the town of Truckee on I-80. This is near enough to the Summit and yet located further away from watershed areas such as Donner Lake, Gregory Creek and Donner Creek.

Thank you,  
Janet Corriea  
15200 Donner Pass Road  
Truckee, CA 96161  
(530) 587-3058

13

## RESPONSES TO COMMENTS

### **1. Water Quality**

Caltrans has coordinated the need and purpose of this project with the Lahontan Regional Water Quality Control Board (RWQCB) for the past few years, through meetings, plan submittals, field reviews, correspondence, and phone conversations. The purpose, need, and scope of this project are to provide a more centralized location for the storage of de-icing agents and reduce travel time for trucks during winter operations, thus keeping the roads open, improving safety, and reducing costs. The project benefits the local community, traveling public, and state of California as a whole.

This project is in compliance with the Caltrans National Pollutant Discharge Elimination System (NPDES) permit, the Statewide General Construction Permit, and The Caltrans Storm Water Management Plan, all of which regulate how water quality shall be protected for new facilities. These documents are based upon years of research and numerous supporting documents and studies. The Caltrans Storm Water Program has been coordinated with the State Water Resources control Board, all of the Regional Water Quality Control Boards, Cal EPA, other public agencies, and numerous environmental groups. The procedures referenced in this environmental document rely on the scientific studies and reports produced by this program and are used to protect water quality statewide.

#### ***1a. Access Road***

Due to budget constraints, Caltrans must phase this and many other projects. The Castle Peak sand and salt house will remain in operation during the interim time period of construction, so use of the new facility will be minimal until the larger sand house is built. Caltrans is complying with all permit conditions by designing treatment for the 20-year 1-hour storm for the construction of the new facility, which has been presented to the Lahontan staff in the field and in written documentation. Appropriate water quality treatment BMPs will be added to the design of the road.

#### ***1b. Infiltration/Detention Basin***

The DLI facility will store the sand and salt in a covered area protected from the weather. Regular operation of the facility will include using a front-end loader to load the trucks with sand and salt. At the end of storms the facilities are cleaned with sweepers to pick up any sand and salt that has spilled during loading of the trucks. The AC dike surrounding the perimeter of the facility in the previous design has been replaced with permanent Type 60A concrete barrier (K-rail). The K-rail is approximately 3 feet high (0.91m). The combination of K-rail and the slight downhill grade of the site will aid in directing any on-site materials to flow into the ditch that enters the detention/infiltration basin. It is expected that only minor amounts will leave the facility site. With the use of standard Best Management Practices (BMPs), no impacts to the creek or Donner Lake are expected to occur.

Caltrans and other highway agencies regularly use sand and salt to provide safety for the traveling public throughout California and the nation. The minimum amounts of deicing agents necessary to keep our highways safe for the traveling public are applied; application rates are based on years of research and field operations. The application rates on Interstate 80 will not change due to this project; only the storage location will be relocated. Sand and salt are currently applied to Interstate 80, which drain to Negro

(Gregory) Creek and Donner Lake; the drainage patterns will not be altered. Loading rates of salt and sand within the watersheds of this environmental study area will not change, sand and salt application is an existing condition, and therefore no impacts to the water bodies are expected to occur due to this project.

There is no need to analyze the characteristics of Donner Lake or to perform a cumulative analysis since this project will not adversely affect water bodies or change the pollutant loads to Donner Lake.

Caltrans has extensive studies of the characterization of storm water, studies of Best Management Practices (BMPs), erosion control, and water quality control. Please review the many monitoring studies in the Tahoe basin for water quality monitoring data in a similar climatic region, which coincidentally drains to the Truckee river watershed.

#### **1c. Permitting Program**

Lahontan RWQCB states that the Caltrans Statewide NPDES Permit CAS N. 00003, Order No. 99-06-DWQ, and the State Wide General Construction Permit, 99-08-DWQ, are not appropriate permits to use for avoidance and minimization for storm water and water quality impacts. The State Water Resources Control Board has determined that implementation of Best Management Practices (BMPs), and compliance with other conditions of the permits will lead to reductions in storm water discharges to the maximum extent practicable. Proper implementation of the BMPs on the project site will result in no impact to water quality.

#### **1d. Standard Specifications**

A final set of plans and specifications will be sent to Lahontan, which is done with all projects in the Truckee River watershed. Project special provisions (project specific specifications) are not an appropriate part of an environmental document, because they are in development throughout the design period. The Caltrans standard specifications are available on-line for reference.

#### **1e. Notice of Construction (NOC)**

The Notice of Construction (NOC) form is a requirement of the Caltrans NPDES permit, the purpose of the NOC is to officially notify the RWQCB office of our upcoming construction projects, and the project falls under the jurisdiction of the Caltrans NPDES permit. The water quality avoidance and minimization measures are built into the Caltrans design process through our Storm Water Quality Project Planning and Design Guidelines (PPDG), which are applied statewide to protect water quality. The PPDG is also available on-line for interested parties on how Caltrans avoids and minimizes storm water discharges ([www.dot.ca.gov](http://www.dot.ca.gov)).

#### **1f. CEQA Checklist**

The checklist question has been changed to "Less Than Significant." The small amounts of runoff from the new facility will drain to the on-site BMPs (sand traps and basins) that will be constructed with the buildings. Impacts due to runoff will be less than significant.

#### **1g. Low Impact Development (LID)**

Caltrans incorporates LID as practicable.

### 1h. Water Quality Mitigation Monitoring

There is no environmental mitigation required for water quality, therefore there is no California Environmental Quality Act (CEQA) monitoring requirement. The department is constructing the facility in accordance with the Caltrans NPDES permit, which includes requirements for maintenance and construction. The Caltrans NPDES permit, page 6, states under Characterization of Discharges and Maintenance Facilities the “monitoring is only required as part of the overall monitoring program to determine the effectiveness of the BMP program.” Furthermore Caltrans conducts its storm water monitoring for facilities and construction BMP effectiveness on a statewide basis, under the guidance of the State Water Resource Control Board, due to budget constraints, and for the most efficient use of our limited financial resources to gain the most beneficial information to the state as a whole. If additional information on water quality is desired please reference the monitoring reports previously conducted by Caltrans, in particular the Lake Tahoe studies and the state wide monitoring reports, which are also available at our website. These studies characterize highway runoff from similar climatic conditions and where the same deicing agents are applied.

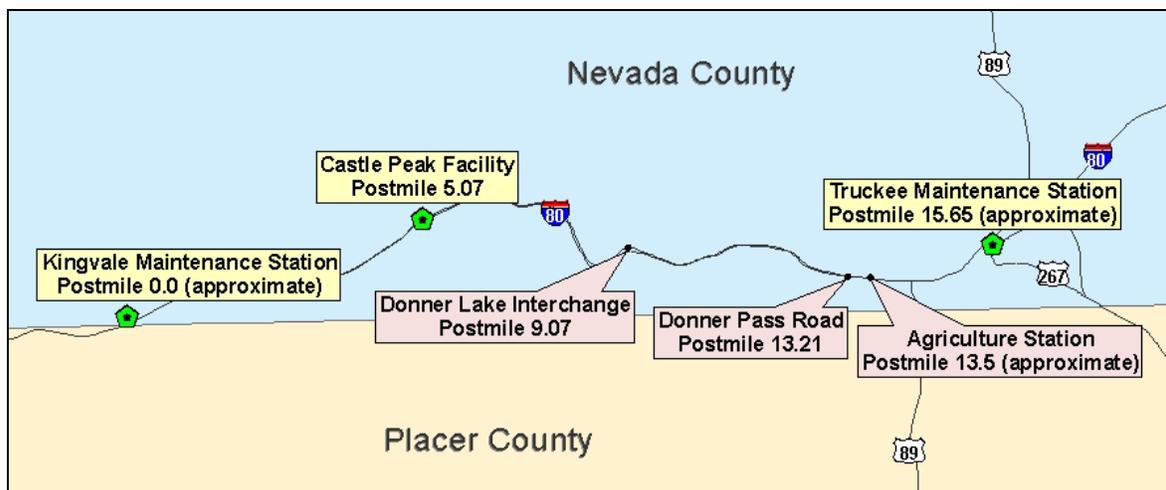
### 1i. Flood flows

This project is not in a designated FEMA 100-year floodplain. No adverse impacts to flood flows are expected to occur as a result of this project.

## 2. Proposed Location

The project's proposed location was based upon the distance from the Truckee Maintenance Station and the Kingvale Maintenance Station. Trucks leave these stations with full loads of sand and salt. The purpose of the proposed Donner Lake Interchange storage facility is to provide a more centralized location than the current Castle Peak location to refill the trucks. Both the Agricultural Inspection Station and the Forest Service Facility are located just a few miles west of Truckee and would not be as efficient for reloading the trucks. The Donner Lake Interchange will allow for less empty truck trips and will speed up the process of maintaining the roads during the snow season. The following figure shows the location of the current sand and salt facilities and demonstrates why the Donner Lake Interchange is an ideal location between the Truckee and Kingvale Maintenance stations.

**FIGURE 8 - LOCATIONS PROPOSED**



### **3. Biological/Riparian Resources**

#### ***3a. Riparian Habitat/Aquatic Species***

The project is adjacent to Gregory Creek (a tributary to Donner Lake), but outside of the riparian vegetation. There is a thin band of riparian habitat within fifteen feet of Gregory Creek. The riparian habitat will be completely avoided during construction with the exception of personnel removing garbage by hand from the upper riparian area. The species that inhabit the riparian vegetation are present during the spring and summer, primary use of the facility will occur during the winter months.

The project has incorporated many water quality measures that will prevent additional runoff into the stream including the collection of all facility runoff. The existing parcel has piles of excess material such as sand and dirt and is completely void of vegetation. The project has also included revegetation measures, specifically hydroseeding with a native plant mixture for the remaining surface area below the paved surface.

The existing site currently has significant surface flow from snowmelt flowing across the compacted parcel with no filtration. Furthermore, this surface flow is now carrying the piles of dirt and sand down to the creek. Following completion of the project, the unpaved surface will have native vegetation, which will help reduce surface erosion. In addition those piles will be removed from the site and the open area re-vegetated.

Because there will be no adverse affects to aquatic species or riparian habitat, no mitigation has been proposed.

#### ***3b. Noxious Weeds***

Caltrans follows Executive Order 13112 (2/3/99) which has standard measures included in the contract to prevent the spread of noxious weeds and requires the contractor to clean construction equipment prior to entering the construction site and seeding with weed-free native mixes where appropriate.

#### ***3c. Deer***

This area is part of a much larger deer migration route as stated in the Natural Environment Study report. The proposed project area, specifically the large expanse of open un-vegetated area, provides limited function to deer. The habitat surrounding the project area including the riparian vegetation and the tree line provide cover and food.

The proposed project will have very limited effects on the adjacent habitat with the removal of approximately fifteen trees. This effect will be offset by the re-vegetation following construction.

This project will be limited in its effects on the presence and migration of deer because the primary use of the facility will occur when the deer inhabit their winter range and because the existing site does not support suitable habitat for deer. It is expected that the deer would continue to move through the covered vegetation surrounding the project site. In addition, the existing area has a substantial amount of human disturbance including the following: disposal of various materials, informal camping, informal trailhead parking, informal dog walking area, and informal Off-Highway Vehicle (OHV) use (all witnessed while surveying the site). With the presence of these activities

occurring throughout the year, it is not expected that the proposed facility will substantially add to the disturbance that is already occurring on the project site.

### **Wildlife**

The proposed project location currently provides limited use for wildlife. It is an open, unvegetated area providing none of the functions valuable habitat provides including shelter, food or water. These functions are available adjacent to the project and will not be impacted directly or indirectly by this project. Most species would be found in adjacent areas and during a time when the facility is not being heavily used, primarily spring and summer. Because of the limited use of the facility when most species are potentially in the area (spring/summer) it is not expected that the presence of the sand and salt house will result in direct or indirect effects on wildlife.

The noise and activity expected to occur as a result of the proposed project are not expected to exceed the existing noise and disturbance (see above) and will primarily occur outside of the breeding period for most species with the potential to occur.

Within the design, Caltrans has included elements that have reduced the loss of vegetation including strategic placement of the facility so that it avoids pine trees to the fullest extent possible and riparian vegetation entirely. Additionally, the existing unvegetated area downhill of the proposed facility will be hydroseeded with a native plant mixture.

### **3d. Open Space**

The site is not considered a pristine location for open space, as far as wildlife species are concerned. This is a private parcel with numerous unauthorized activities occurring including those activities witnessed/listed above. This site was originally the location for the batch plant during the initial construction of the highway (circa 1960). Since that time the site has remained under constant disturbance of one form or another that has prevented any natural re-vegetation. The site is directly adjacent to the state highway; although well below it, the noise does impair the use of the parcel for many species.

## **4. Recreation**

### **4a. Easement/Trailhead**

Caltrans recognizes the USFS easement that follows the existing road and the trailhead that exist. The project will not encroach upon or restrict the use of this easement or trailhead. The north end of the road will not be blocked off in any way. Caltrans will perpetuate the easement thereby maintaining access to USFS lands.

### **4b. Summer Recreation Use**

Caltrans recognizes the use of this area as access for summer recreation purposes. Access will not be changed, see above section.

### **4c. Winter Recreation Use/Parking**

Caltrans is proposing to acquire privately held parcels, which currently do not contain established or designated parking areas appurtenant to lands held by the USFS. Caltrans is not responsible for mitigating for the displacement of users who may have gained access to these parcels from the County road in the past.

## **5. Land Use**

According to Nevada County, there are no formal plans to develop parcel # 17-020-23. Caltrans will need to acquire approximately 2.37 acres from this 320-acre parcel.

Caltrans acknowledges the plans of the Truckee Donner Land Trust to purchase parcel number 17-020-25. Caltrans will need to acquire approximately 1.03 acres from this 280-acre parcel. The small portion of land that Caltrans proposes to acquire from this parcel is to the west of the county road. The acquisition of this land will not divide the parcel and access to this parcel will not be changed. The purchase of this portion of parcel is not expected to adversely affect the proposed Land Trust acquisition or future use of this land.

## **6. Visual Resources**

This project is not within the Town of Truckee and is therefore not subject to the 100-foot setback requirement. Further, while Caltrans strives to be in compliance with General Plan requirements, we are exempt from such requirements as a State agency. Nevertheless, Caltrans has incorporated additional avoidance and minimization measures into the design to further ensure that impacts to visual resources are minimal. These additional measures have not been included to reduce a significant effect to visual resources. Impacts to visual resources remain as less than significant.

The proposed project will not have a significant impact on the scenic characteristics of the area. The only portion of the project that is within the 100-foot setback from the right of way (R/W) is the detention basin, which is approximately 82 feet. This basin is a natural earthen basin surrounded primarily with rock. The channeled area that drains to the basin will consist of asphalt concrete; the edge of this channel is set back approximately 100+ feet from the R/W. The area surrounding the basin and channel will be hydro seeded and planted with native vegetation. Over time this area will naturalize allowing the basin and surrounding site to blend with the natural landscape.

All disturbed earthen areas will be re-vegetated. There will be several trees that will be removed for the project but they will be replaced during the re-vegetation work.

The visibility of the site from the freeway is shown in the following photos. These photographs were down loaded from the Caltrans photo log. The photo log shows the freeway facility from a motorist perspective. These images are within the approximate location where viewers may possibly view the proposed salt and sand facility. The site is located at a lower elevation from the freeway; additionally, the pines, firs and under-story of vegetation screen the site from viewers traveling along this stretch of highway.

Due to the speed of traveling vehicles, the environmental setting and the elevation of the highway, the proposed project will not have a significant impact to the surrounding setting as seen by individuals traveling west. The photos represent the surrounding conditions of the area being proposed for development. The site is not visible from this angle as taken from a westbound traveling vehicle.



Westbound - Post Mile 9.12

Motorist's traveling east will not have a view of this site because the freeway facility is located to the south, at a lower elevation, from the westbound lanes as seen in the photo above. Viewers are shielded from the site.



Eastbound lane at approximately Post Mile 9.07

Viewers traveling along Donner Lake Road will be able to view the site. By implementing the new measures as well as those discussed in the Initial Study, impacts will be minimized; therefore, the scenic quality of the area will be protected. These measures are discussed below.

***Avoidance and Minimization Measures as discussed in the Initial Study***

In order to minimize the visual impacts this project may cause, the following items shall be incorporated into the project design:

- The sand and salt house roofs and siding shall be painted a dark brown or green and shall be non-reflective to blend with the natural environment.
- Any tree that is removed shall be replaced at a ratio of one seedling for each 1" of tree trunk at diameter breast height (dbh).
- Plant species used for revegetation shall be native to the area.
- Rock used for erosion control should be indigenous to the area. If riprap is used a rock coloration system shall be used in order to help the rock blend with the natural environment and to reduce glare caused by the light gray hue of the material.
- Prior to construction, any trash within the newly acquired right of way will be removed.

***Additional Avoidance and Minimization Measures***

- Landscaping for the replacement of trees should be done in such a way to help screen the salt and sand facility site from viewers using Donner Lake Road.
- All disturbed areas shall utilize temporary erosion control measures during construction to minimize permanent impacts to the scenic quality of the area.
- All areas disturbed during the construction phase shall receive permanent erosion control measures, such as hydro seeding and the planting of containerized native shrubs and/or trees. The hydro seed mix shall consist of native plant species indigenous to the area.
- All small trees, tree limbs, shrubs and other woody debris generated during clearing and grubbing operations shall be chipped and stockpiled for future use as erosion control and in areas designated for revegetation.
- New utility cabinets, poles and other metallic devices should be strategically located out of motorists view and should be painted or powder coated with approved Standard Federal Color – Brown #30045.
- Mulch material should consist of duff and pine needles from the area. This mulch material should be used for erosion control purposes.
- All rock over 150mm in size removed during clearing grubbing and earthwork operations shall be stockpiled and used in drainage facilities and roadside areas. Maximize the use of native rock where possible throughout the project.
- At the end of construction all areas used for staging, access or other construction activities shall be contour graded in such a way as to visually integrate them into the surrounding topography. Select boulders and logs removed for earthwork operations shall be stockpiled and strategically placed back into contour graded areas as a means of enhancing visual integration back into the surrounding landscape.
- Finished slopes shall reflect sensitivity to the natural topography of the surrounding area. Newly constructed cut slopes shall be constructed in such a way as to mimic natural rock formations whenever possible. Finished slopes shall be shaped in such a way as to blend into geologic features adjacent to the site.

- Earth brown coloring shall be added into the K-rail concrete mix. This color shall also be used on the concrete portions of the salt and sand storage facilities.

### **7. Setback from Creek**

This project is not within the Town of Truckee and is therefore not subject to the 100-foot setback requirement. Further, while Caltrans strives to be in compliance with General Plan requirements, State agencies are exempt from such requirements. Nevertheless, Caltrans has incorporated Best Management Practices into the design to ensure that impacts to the creek are minimal. Please see Water Quality and Biological Environment sections in the Initial Study for Avoidance and Minimization Measures.

### **8. Archaeological Resources**

As stated in the Initial Study Cultural Resource section, a Historic Resources Compliance Report (HRCR) was prepared for this project. Record searches and field reviews were performed and Native American Groups and the Native American Heritage Commission were notified of this project and no identification of historic properties was made. The Avoidance and Minimization Measures listed in the Initial Study are included to protect any unexpected resources that may be uncovered during construction.

### **9. Hazardous Waste**

The Initial Site Assessment prepared for this project was done so without the knowledge of the previous use of the site as a batch plant. The North Region Office of Environmental Engineering South will be preparing a Preliminary Site Investigation to determine if any contamination is in the soils that will need to be disturbed to construct this project. The Preliminary Site Investigation will discuss what materials, if any, were found and will list out specifications to be included in the project's contract for handling any potential hazardous waste.

### **10. EIR**

Caltrans has found no evidence that this project will have a significant effect on the environment; therefore, Caltrans will not be preparing an Environmental Impact Report for this project.

### **11. Timberland**

There are no Timberland Production Zones on the land proposed for acquisition. This project will not affect timberland.

### **12. Safety**

Caltrans recognizes the nearby residents who use this interchange often. However, no increases in accident levels are anticipated due to this facility versus the current Castle Peak location.

### **13. Comment**

Caltrans thanks the public for their comments regarding this project. Please see the various other sections in this chapter regarding the overall environmental impacts of this project.

#### **14. Paving**

The project in question is currently in the design phase and construction is proposed for Spring 2007. If you have any other questions, please contact the Project Manager for this project, Mike Bartlett, at (530) 740-4805.

#### **15. TROA**

It is not expected that this project will violate the Truckee River Operating Agreement.

#### **16. Economy**

No adverse economical impacts are expected to result from the building of this facility.

#### **17. Noise**

The Donner Lake Interchange is currently being used for trucks to back up and turn around as needed. Is it not anticipated that the proposed facility will affect the current noise levels.

#### **18. Re-circulation of the environmental document**

CEQA section 15073.5 (a) (b) states that a negative declaration must be re-circulated after public notice of availability if it has been "substantially revised." A "substantial revision" means:

1. A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
2. The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

No new avoidable significant effects have been identified and no mitigation measures were added to the project to reduce potential effects to less than significant.

## APPENDIX A: CEQA 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 incorporation, less than significant impact, and no impact. Please refer to the following for detailed discussions regarding impacts:

### CEQA:

- Guidance: Title 14, Chapter 3, California Code of Regulation, Sections 15000 et seq. ([http://www.ceres.ca.gov/topic/env\\_law/ceqa/guidelines/](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/](http://www.ceres.ca.gov/topic/env_law/ceqa/stat/))

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?                                   | <input type="checkbox"/> | <input 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                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

substantially to an existing or projected air quality violation?

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

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

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**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:   |                          |                          |                                     |                                     |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iv. Landslides?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

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

**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 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?

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

**HYDROLOGY AND WATER QUALITY** – Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

**LAND USE AND PLANNING** - Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**MINERAL RESOURCES** - Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**NOISE** - Would the project result in:

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

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

- 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?

**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)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

**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?

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?
- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**TRANSPORTATION/TRAFFIC** - Would the project:

- a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
|  | <input type="checkbox"/> | <input 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

CEQA			
Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**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"/> |
| 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"/> |

## APPENDIX B: TITLE VI POLICY STATEMENT

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
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*Flex your power!  
Be energy efficient!*

January 14, 2005

### TITLE VI POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON  
Director

*"Caltrans improves mobility across California"*

## APPENDIX C: AVOIDANCE AND MINIMIZATION SUMMARY

### **VISUAL/AESTHETICS**

- The sand and salt house roofs and siding shall be painted a dark brown or green and should be non-reflective to blend with the natural environment.
- Any tree that is removed shall be replaced at a ratio of one seedling for each 1" of tree trunk at diameter breast height (dbh).
- Plant species used for revegetation shall be native to the area.
- If rock is used for erosion control, it is preferred that indigenous rock is used. If the rock used does not blend with the natural environment, a rock coloration system shall be used.
- Prior to construction, ~~Caltrans Maintenance will remove~~ any trash within the newly acquired right of way will be removed.
- Landscaping for the replacement of trees should be done in such a way to help screen the salt and sand facility site from viewers using Donner Lake Road.
- All disturbed areas shall utilize temporary erosion control measures during construction to minimize permanent impacts to the scenic quality of the area.
- All areas disturbed during the construction phase shall receive permanent erosion control measures, such as hydro seeding and the planting of containerized native shrubs and/or trees. The hydro seed mix shall consist of native plant species indigenous to the area.
- All small trees, tree limbs, shrubs and other woody debris generated during clearing and grubbing operations shall be chipped and stockpiled for future use as erosion control and in areas designated for revegetation.
- New utility cabinets, poles and other metallic devices should be strategically located out of motorists view and should be painted or powder coated with approved Standard Federal Color – Brown #30045.
- Mulch material should consist of duff and pine needles from the area. This mulch material should be used for erosion control purposes.
- All rock over 150mm in size removed during clearing grubbing and earthwork operations shall be stockpiled and used in drainage facilities and roadside areas. Maximize the use of native rock where possible throughout the project.
- At the end of construction all areas used for staging, access or other construction activities shall be contour graded in such a way as to visually integrate them into the surrounding topography. Select boulders and logs removed for earthwork operations shall be stockpiled and strategically placed back into contour graded areas as a means of enhancing visual integration back into the surrounding landscape.
- Finished slopes shall reflect sensitivity to the natural topography of the surrounding area. Newly constructed cut slopes shall be constructed in such a way as to mimic natural rock formations whenever possible. Finished slopes shall be shaped in such a way as to blend into geologic features adjacent to the site.

### **CULTURAL RESOURCES**

- In the remote event that archaeological materials (e.g. artifacts including, arrowheads, bottles, foundations etc.) are discovered during construction, it is Caltrans' policy that work temporarily cease in the area of the find until the Caltrans District Archeologist can evaluate the nature and significance of the materials and consult with the State Historic Preservation Office about the disposition of the materials (Environmental Handbook, Vol. 2, Chapter 1). In the event that human remains are discovered or recognized during construction, there shall be no further

excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the appropriate county coroner has determined that the remains are not subject to provisions of Section 27491 of the Government Code. If the coroner determines the remains to be Native American, he shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendent for disposition of the remains (Health and Safety Code Sect. 7050.5, Public Resources Code Sect. 5097.24).

### **WATER QUALITY AND STORM WATER RUNOFF**

- The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS # 000003, Order # 99-06-DWQ, issued by the State Water Resources Control Board.
- Since this project's disturbed soil area would exceed 1 acre of land; Standard Special Provision 07-345 shall be included in the Plans, Specifications & Estimate (PS&E) to address temporary construction water pollution control measures.
- This project will require a SWPPP containing project specific effective erosion and sediment control measures. These measures must address soil stabilization practices, sediment control practices, tracking control practices, and wind erosion control practices. In addition, the project plan must include non-storm water controls, waste management and material pollution controls.
- An infiltration and or detention basin will be constructed to minimize pollutants resulting from the normal use of the facility.
- A report of Notification of Construction (NOC) shall be submitted to the Lahontan Regional Water Quality Control Board (LRWQCB) at least 30 days prior to the start of construction.

### **BIOLOGICAL RESOURCES**

- Because the habitat of the project area, in general, is native species, Caltrans will incorporate their standard measures during construction to prevent the introduction of non-native species, and post construction revegetation will be as outlined in Visual/Aesthetics using only native species.
- Caltrans will remove as few trees as possible. All trees to be removed will either be removed outside of the breeding season for birds, or pre-construction surveys will be conducted to determine the presence of nesting birds. If the trees cannot be removed outside of the nesting period and there are nesting birds, Caltrans will contact the CDFG and determine what steps need to be done to avoid impacts.
- If bats are found to be roosting in any of the trees slated for removal, Caltrans will contact CDFG to determine further measures.
- Construction will be limited to daylight hours to minimize impacts to the daily movement of deer through the project area. Furthermore, Caltrans will monitor deer activity throughout construction to determine if construction activities are causing any change in deer movement.
- Post-construction activities during the summer will be limited, and crews will not be using the area to store material or equipment in the spring, summer, and early fall. This will allow Caltrans to minimize activities when deer are likely to be present.
- Caltrans will continue to work closely with the CDFG to improve deer passage at this section of I-80 at the Donner Lake interchange.